



# Hillsborough TPO Transportation Planning Organization

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Plan Hillsborough

[planhillsborough.org](http://planhillsborough.org)  
[planner@plancom.org](mailto:planner@plancom.org)

813 - 272 - 5940  
601 E Kennedy Blvd  
18<sup>th</sup> Floor  
Tampa, FL, 33602

## **Meeting of the Bicycle Pedestrian Advisory Committee** Wednesday, January 26, 2022, 5:30 – 7:30 p.m.

All voting members are asked to attend in person, in compliance with Florida's Government in the Sunshine Law. Please RSVP for this meeting. An accurate head-count will allow us to plan facilities. People attending in person are required to wear a mask while inside the County Center building consistent with CDC guidance. Some voting members may participate via web conference due to the ongoing national and local states of emergency re: COVID-19.

Audience members, presenters, and any others are asked to participate remotely, to minimize the potential for transmitting illness.

### Remote participation:

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- 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: Chris English at (813) 836-7380.

### 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](#).

## **Call to Order**

### **I. Public Comment - 3 minutes per speaker, please**

*Public comments are welcome and may be given in person at this teleconference 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 [reynoldsw@plancom.org](mailto:reynoldsw@plancom.org). Written comments will be read into the record, if brief, and provided in full to the Committee members.*

### **II. Members' Interests**

### **III. Approval of Minutes – December 8, 2021**

### **IV. Action Items**

- A. Election of Officers (Wade Reynolds, TPO Staff)
- B. Attendance Review and Declaration of Seats (Wade Reynolds, TPO Staff)

- C. US Bicycle Route 15 (Kerry Irons, Adventure Cycling Association)
- D. Annual Updates of Safety Targets (Connor MacDonald, TPO Staff)

**V. Status Report**

- A. Tri-County Mobile Bike Map (Jared Austin, Pinellas Staff)

**VI. Old Business & New Business**

- A. Article Regarding Scooters in River

**VII. Adjournment**

**VIII. Addendum**

- A. TPO Meeting Summary and Committee Reports
- B. FDOT Work Program – Revised HTPO Project Highlights

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  
BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE  
HYBRID MEETING OF DECEMBER 8, 2021**

**I. CALL TO ORDER**

Acting Chair Shirk called the meeting to order at 5:32 PM

Members Present In Person: Jim Shirk, David Aylesworth, Robyn Baker, Faye Miller, Peter Davitt, Christopher Fellerhoff, Victoria Klug, Sally Thompson, Alain Watson

Members Present Virtually: Katrina Corcoran, Lynda Crescentini, Tim Horst, Brentin Mosher, John Marsh, Allison Nguyen, Richard Ranck, Bill Sapper, Ryan Thomas, Wanda Vinson

Members Absent/ Excused: Jonathan Forbes, John Kubicki, Karla Price, Abigail Flores, Marcello Tavernari, Alana Brasier, Melissa Collazo

Others Present: Wade Reynolds, Lionel Fuentes, Connor MacDonald, Lisa Silva, Gail Reese (TPO Staff); Jennifer Mussleman (Kettelson & Assoc.); Graham Tyrrell (Kettler); Darryl Shaw; David Dunigan (UNL); Suzanne Monk (FDOT), Katherin Tellez (Fehr and Peers)

*Some members are participating virtually because of medical reasons and the local declaration of emergency.*

**II. PUBLIC COMMENT – None at this time**

**III. SPECIAL PRESENTATION**

**A. Ybor Multimodal Development (Lisa Silva, TPO Staff; Darryl Shaw and Graham Tyrell, Kettler)**

- Ms. Silva is the Livable Roadways Liaison. The LRC was approached to provide comments on the Historic Resources Impacts. The Brightline Rail project from Orlando to Tampa had a study in 2010. When modified, a supplemental impact statement is needed.
  - In 2010, the line was anticipated to go to the old Marion Center. It is now proposed to exit around 14<sup>th</sup> and 15<sup>th</sup> Street and go down Nuccio Parkway to the Union Station and Amtrak area.
  - Combined and mapped all the Historic Resources and identified additional locations. Sent comments as well.
  - At this stage, we were asked to provide Historical Resources. LRC went further and added equity and ADA compliance comments. Added historic architecture comments. Letter that was prepared and sent is in the December Agenda Packet.

- Noted connecting neighborhood projects and improvements currently going on or planned in the area. Pointed out that there are not good ways to get from Union Station area to the other transit centers and that there are other at-grade challenges.
- Do not want to design something that is going to prevent future opportunities.
- Gas Worx Overview – Kettler is partnered with Darryl Shaw.
  - Went over Kettler experience and specialization in large, multiuse developments
  - Gas Worx Vision – Connecting Neighborhoods and Bike and Pedestrian Friendly Streets are the highlights and focus in this presentation.
  - Area is between Historic Ybor, Channel District, and Encore – includes the old Tampa Bay Apartments and traditionally underutilized space that created a gap between Ybor and Channel District.
  - Striving to re-establish the Urban Street Grid from when the area was originally platted out. The connectivity started to breakdown in the 1960's.
  - Site is ~40 acres of land and ~15 different development parcels. The area is separated by the CSX tracks and Nuccio Parkway. Idea is to create an urban, walkable district with mixed use development.
  - Goal is to breakdown some of the barriers existing in the area. There is the potential for rail to exist in this corridor. Make the streets pedestrian and bike friendly.
  - Location is a natural convergence in the transit opportunities. Would like to develop a new streetcar stop and are anticipating a great need with people living and working in the area. Looking at transit-oriented development with higher density.
  - They are prioritizing bike and trail connections including connecting some of the existing elements in the area. Looking at creating a multiuse trail from Riverwalk to Ybor City using the CSX track area to create this opportunity.
  - Reviewed rendered images with the vision and showed the blending from Downtown into Ybor City with shifting architecture through Gas Worx.

**Presentation:** [Ybor Multimodal Developments](#)

**Discussion:**

**Jim Shirk:** Noted the former gas processing on the site. Questioned the possibility of potential contamination. That happened during the construction of Tropicana Field.

**Graham Tyrrell:** The actual gas production site has been in a program for some time and TECO is continuing to clean up that site. Expect to have that complete in the next year or two. It is an urban area and there are other items around landfill and the like. Believes they have a good understanding of what is being dealt with and it is typical with urban development.

**David Dunigan:** Questioned the time and cost.

**Graham Tyrrell:** Both are large. Realistically, this is a ten-year development project. The market is great right now and we hope to accelerate that. The first housing should happen in 2022. In terms of cost, almost impossible to say at this point. There are 15 different development blocks. Each with have it's own financial structure. It's a 5 million square foot development project which is the approximately the same as Water Street.

**David Dunigan:** Clarified that this is a multi-million-dollar project. (Clarified at a multi-billion-dollar)

**Sally Thompson:** Noted the buildings would be privately funded. Asked about the trails and multimodal access and whether those would go in first and the buildings would be infill.

**Graham Tyrrell:** Working through it now. We are creating the base plan including infrastructure and public improvements. Right now, we are thinking it might include a CDD to help pre-fund the infrastructure construction. Some things can be done relatively early on private property. Other areas will require coordination with the City of Tampa, CSX, and other parties to make them happen.

**Sally Thompson:** Asked about the potential timing on when this would start.

**Graham Tyrrell:** Will start with the first couple of buildings as early as 2022 and then will quickly move into working on the infrastructure pieces. All the infrastructure is in place. The E blocks are already in the grid. The C blocks are the site of the gas production facility. There are other things that we can work on early.

**Darryl Shaw:** The W1 and W2, we are anticipating starting construction on W1 in 2022.

**Chris Fellerhoff:** Questioned if the restoration of the grid including new or restored crossing of the railroad lines or is this staying with what exists.

**Graham Tyrrell:** There is only one existing railroad crossing where the park is today. That crossing would be rebuilt as part of this project. Are engaged with CSX and they seem receptive to that. The crossing in the south by the C3 building would be a new crossing. Both crossing points will include ped/bike as well. Part of what is happening, it's wide open and people can walk across the tracks anywhere they want. CSX likes that the development would designate crossing areas.

**Jim Shirk:** It looks like a lot is being piled onto Nuccio Parkway. The plans for the I-4 construction are moving the existing 21<sup>st</sup> and 22<sup>nd</sup> Street exits down to 14<sup>th</sup> and 15<sup>th</sup> Street. Brightline is also proposing to come down that corridor and the Green Spine. Obviously, there will be two lanes of traffic being maintained. Questioned how it is all going to fit.

**Graham Tyrrell:** It is a very large right-of-way, to be clear, they do not represent Brightline in any way. They have talked with Brightline about how they are going to get from I-4 to Downtown. Believes there is a way to do transit next to streets and pedestrian sidewalks that works very well. That is something the city is going to have to be the regulating force on. They are going to need to establish the ground rules on how it will work together.

**Jim Shirk:** Noted that is why there is a TPO, to integrate these sort of issues. Would like to start seeing some cooperation and coordination on this planning.

**Lisa Silva:** Noted that this was presented to the TPO Board at their December meeting on the 7<sup>th</sup>. There is also a workshop at the FDOT office on Friday that can be attended virtually. Encouraged the BPAC to attend.

**David Aylesworth:** As a resident of Channel Side, is encouraged with the bike/ped improvements. Noted that the way to get out of the Channel District is to Selmon Greenway. Encouraged with the potential to use 12<sup>th</sup> Street as well and having more connectivity to Ybor.

**Darryl Shaw:** Very excited about the possibility of people heading north on Meridian then crossing Twiggs and utilizing the ten- or fifteen-foot area between the off-ramp of the Crosstown and Union Station. You are going to be able to extend that as a bike/ped through the heart of Ybor and not have to cross Adamo Dr. Very excited about the possibility of that connection.

#### **IV. APPROVAL OF MINUTES – November 10, 2021**

**Alain Watson moves to approve with the minutes, seconded by Peter Davitt. Voice vote of voting members present in-person, motion passes unanimously.**

#### **V. ACTION ITEMS**

##### **A. USF to Green ARtery Trail Study (Jennifer Musselman, Kittelson & Assoc.)**

- Study area review
  - USF/Veterans Hospital to Planned Green ARtery Trail
  - Determine feasibility
- Three proposed alignments
  - Alt 1: 12<sup>th</sup> Street/Lantana Avenue – Primarily serves Communities of Concern which are concentrated in the western part of the study area
    - Treatments – slow vehicles with traffic circles, diverters for through travel, speed humps, separated facilities on higher speed roads
  - Alt 2: 22<sup>nd</sup> Street – Serves some Communities of Concern
    - Recommendation is to have a separated trail the entire way, raised crossings, trail indications, major intersection improvements
  - Alt 3: 30<sup>th</sup> Street – City of Tampa is already looking at this and may be advancing in the near term.
    - Treatments – separated trail
- Goals – Improve safety, increase low-stress network connectivity, improve access for Communities of Concern, Leverage Uptown Master Plan, improve walk and bike access to high frequency transit routes, attract users of all ages and abilities.
- Alternatives evaluated based on goals
  - Alt 1: only alternative meeting needs of Communities of Concern, lowest risk to implement
  - Alt 2: meets goals of study the best, it goes up the middle, riskiest to implement due to major changes
  - Alt 3: meets four of six goals and is relatively low risk to implement

- Key Partners
  - City of Tampa
  - Hillsborough County
  - FDOT
  - IP Tampa Innovation Partnership
  - Rithm At Uptown
  - USF
  - Veterans Hospital
  - University Mall
  - CSX
  - Campus Hill Dr. Neighborhood
- Focus Group – feedback on trail alignment
  - Recommended shift from 15<sup>th</sup> St to Lantana Ave.
  - 22<sup>nd</sup> St would require utility coordination
  - High traffic volume and speed may make 30<sup>th</sup> St uncomfortable even with a trail
  - Take future development into consideration
- Public Survey – open for six weeks, focused outreach to Communities of Concern, incorporated flyer distribution, in person outreach, paid ad on Facebook
  - Key partners assisted in reaching their organizations
  - 77 responses, 1/3 from Communities of Concern
  - Over ½ described themselves and “interested but concerned”
  - Health and fitness most common motivation
  - Most participants want to connect USF, University Mall, Rowlett Park, and University Square Neighborhood.
- Public Preference – 45% prefer alignment on 30<sup>th</sup> Street, 36% on 22<sup>nd</sup> Street
  - Respondents would prefer a separated trail on 22<sup>nd</sup> St, would not feel comfortable with on-street facilities.
- Recommended Alternative – move forward with Alt 1 and Alt 3. Alt 3 is a continuation of what City of Tampa has started. Alt 1 is consistent with the TPO’s Real Choices When Not Driving Needs Assessment.

**Recommended Action: approve recommendations in the report.**

**Presentation:** [Green ARtery Trail Study](#)

**Project Page:** [University of South Florida to Green ARtery Trail Study](#)

**Discussion:**

**Jim Shirk:** Appreciates the 12<sup>th</sup> Street alignment being brought in. It is his preferred as it is lower cost and is more beneficial to communities of concern. Noted it was quite interesting adding both recommendations together.

**Sally Thompson moved to approve the study; Alain Watson seconded. Motion to approve the study approved unanimously by those present in person.**

**B. Transportation Improvement Program (TIP) Amendments: Florida Department of Transportation (FDOT) Safety, Operations, Lighting, and Railroad Crossing Projects (Connor MacDonald, TPO Staff)**

- Nine Amendments
  - I-4 and I-75 Safety and Operational Adjustments (four amendments at ~\$2,079,102) – 2 for engineering studies on I-75 and 2 for engineering studies on I-4

- State Road 60 and US 301 Lighting Projects (three amendments at ~\$644,462) – replace existing high pressure sodium fixtures with LED fixtures on the light poles.
- State Road 60 Railroad Crossing Alterations (1 amendment at ~\$657,506) – replacement of railroad crossing on SR 60 near Clarence Gordon Jr Rd.
- S Dale Mabry Pedestrian Safety Modifications (1 amendment at ~\$171,000) – preliminary engineering for signally at three pedestrian crossings.
- Public Outreach – post signs 3 weeks prior to the January 11, 2022 TPO Board Meeting.

**Presentation:** [TIP Amendments: FDOT Safety, Operations Lighting, and Railroad Crossing Projects](#)

**Website:** [Transportation Improvement Program](#)

**Recommended Action: Approve the nine amendments to the FY 21/22 TIP and recommend approval to the TPO Board.**

**Discussion:**

**Peter Davitt:** Asked for clarification of what an auxiliary lane is on I-75.

**Connor MacDonald:** They are separate, marked lanes for the purpose of speed changes, turning, and passing. They are not necessarily meant for the purpose of capacity expansion.

**Peter Davitt:** Asked specifically about I-75 S from Fowler to the Bypass Canal and whether that would give a merge lane, so merging doesn't have to happen as soon.

**Connor MacDonald:** Correct

**Peter Davitt:** A mile south of that, a lane splits off to go I-4 E & W. Questioned why there wouldn't be an additional lane added

**Connor MacDonald:** Unsure, will need to check with FDOT. Currently, the purpose of the auxiliary lane is to reduce weaving and diverging maneuvers in this section.

**Peter Davitt:** Questioned the railroad crossing on SR 60 and whether or not there is a sidewalk there currently. Asked if this was anticipating the need of a sidewalk or just because one should be put into place.

**Connor MacDonald:** Believes there is a sidewalk on the north side of SR 60 and does not connect over the railroad crossing currently.

**Chris Fellerhoff:** Asked about the diagrams of the S Dale Mabry crossings and whether the crossings are being added to medians or if medians will be added with the crossings.



**Suzanne Monk:** Dale Mabry is being resurfaced in this section. FDOT is going to be adding the mid-block crossings. There are already medians there. Will be doing these three sections at the same time as the resurfacing.

**Peter Davitt moves to approve TIP amendments and forward them to the TPO Board for approval, seconded by Victoria Klug. Voice vote: motion approved unanimously by those in person.**

**Wade Reynolds:** Noted that he lives in that area, last year, FDOT closed the medians in that area and this project will be adding the crossings. Acknowledged Mr. Davitt's question on the auxiliary lanes. The last time this came up was on the Howard Franklin Bridge. One of the lanes that crosses the bay is an auxiliary lane from the Pinellas side to where it exits on Kennedy. That is an example of a long auxiliary lane.

**C. Safe Access to Parks Pilot Study (Lisa Silva, TPO Staff and Kathrin Tellez)**

- Previously known as the Park Speed Zone Study
- Further implementation of the Vision Zero Goals
- Reviewed project steps – detailed information is on the project website
  - Park Selection
    - Sulphur Springs and adjacent River Tower Parks
    - Copeland Park – coordinated with Green ARtery on this one
    - Upper Tampa Bay Trail – adjacent to dog park, added that in as well.
  - Did extensive existing conditions around each park; looked for other studies that could be connected; studied best practices related to safe route studies nationwide; and created a web map with all of the data.
- Key findings review – highlights of each park.
- Public outreach – yard signs around parks and adjacent centers; fliers to local businesses and websites serving the local area; online, interactive map allowing comment and picture comment; online survey; on-site representation at each park.
- Countermeasure Toolbox Development – many have speed reduction, but they crosscut several safety strategies and provide multiple benefits. Toolbox was applied to each location. Asked for feedback at each location based on applying red dots and green dots to the proposed fix-it ideas. No red dots were applied.
  - Copeland – 21 fix-it ideas – 9 general, 12 location specific. Most fell into walking, some in traffic calming, some in crosswalks.
  - Sulphur Springs – discovered new things based on feedback. 21 fix-it ideas – 9 general, 12 location specific. Most fell into pedestrian. There is no pedestrian connection between Sulphur Springs and River Tower. Opportunities to redesign some roads.
  - Upper Tampa Bay Trail – broke into 2 portions. 28 fix-it ideas – 8 general and 20 specific. Most fell into bicycle. Noted implementing the two-mile gap, saw a lot of problems getting from Peterson to the other portion of the Upper Tampa Bay Trail. Wayfinding was noted as needing help.
  - In all the parks, design seems to be to get cars to and from the park and the entrances are not inviting for those arriving as anything other than a vehicle.
  - Changes from feedback

- Changed project name
- Nothing was removed
- Some additions made based on recommendations and feedback
- Develop a How to Guide that can be applied at other parks across the county and jurisdictions.
  - Prioritization of the parks is ranked

**Project Page and Study Presentation:** [Safe Access to Parks](#)

**Recommended Action: Provide comments or recommendations and Recommend approval to the TPO Board.**

**Discussion:**

**Jim Shirk:** Asked about the Upper Tampa Bay Trail and the connection to the HART facility. There is a sidewalk. Questioned a direct connection from the facility so you don't have to go out and around to the trail head.

**Lisa Silva:** That was identified in the comments and will be responded to in the report.

**Robyn Baker:** Questioned when a date the How to Guide would be made available.

**Lisa Silva:** It is eminent. Wrapping up the study and folding in the stakeholder and committee comments. This is scheduled to be presented to the TPO Board in January. It will be drafted between now and January. As soon as it is available, it will be linked to the Safe Access to Parks website.

**Robyn Baker:** Asked for clarification that this is a tool that can be used at all parks.

**Lisa Silva:** Yes. Parks Department has been at the meetings and suggested some of the fix-it ideas. The How to Guide is going to be more of an executive summary, brochure type document explaining how to do a study on a park. We are 90% there to having the ability to develop grant applications with the tools. This will enable jurisdictions to quickly turn it into a competitive grant application.

**Robyn Baker:** Asked how people are going to know about this in case they are interested in using it for parks in their area.

**Lisa Silva:** There will be a newsletter article; stakeholders have been sharing it upline with leadership; will put it on her list to follow-up with stakeholders and look for opportunities to help jurisdictions implement over time and promote it out. Would like to hear other ideas how to get the word out as well.

**Robyn Baker moves to approve the study, seconded by Victoria Klug. Voice vote: motion approved unanimously by those in person.**

**VI. OLD BUSINESS & NEW BUSINESS –**

A. **Scooters Removed from Hillsborough River** – deferred to January 2022 meeting

B. **David Aylesworth** – FDOT District 2 released a solicitation for Gainesville Pedestrian, Bicyclist, Connected Vehicle Safety Application Demonstration. It is using emerging connected vehicle

standards. There is a research area around UFS that is a live, test bed for this. Instead of having push button detectors, they are using smart phones sending locations and cyclist/ pedestrian direction of travel which will be sent to drivers and vice versa. Interesting application and demonstration. Noted that we are probably a couple of years away from this technology being built into our phones.

**Jim Shirk:** It is an interesting idea. There are some equity issues based on limitations if you can't afford a smart phone. That is the second layer of the question.

- C. **Jim Shirk:** There is a bike route system organized by the Adventure Cycling Association. Route 15 is going to go through Hillsborough County, specifically Plant City. We were presented with an alignment through a telephone conference last week. Would like to bring it up to pass this on to Hillsborough County Public Works. It has to be approved by the local jurisdiction which includes Hillsborough County and Plant City. Looking to emphasize getting the local jurisdictions in on this information. Asked if Wade Reynolds could get Hillsborough County Public Works a copy of the presentation.

**Wade Reynolds:** Noted that there is meeting being scheduled with Mr. Irons and Hillsborough County.

- D. **Next meeting on January 26, 2022.**

## **VII. ADJOURNMENT**

**Sally Thompson moved to adjourn, seconded by Peter Davitt. Voice vote: motion passes unanimously by those in person.**

Meeting adjourned at 7:07 PM

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

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



# Hillsborough TPO Transportation Planning Organization

## Board & Committee Agenda Item

### Agenda Item

Election of Officers

### Presenter

Wade Reynolds, TPO staff

### Summary

The TPO By-Laws require that officers are to be elected each year. There are no term limits for officers, therefore they can be re-elected and serve indefinitely. The By-Laws state:

*Officers of Standing Committees: The committee shall hold an organizational meeting each year for the purpose of electing a committee chair, a committee vice-chair, and, at the discretion of the committee chair, an officer-at-large. Officers shall be elected by a majority vote of a quorum of the members.*

The current BPAC officers are:

- Chair Jonathan Forbes
- Vice Chair Jim Shirk
- Officer-at-large Tim Horst

Members can nominate themselves or any other member. No second is needed, and each nomination is voted on individually until one member receives a majority of votes for an officer's position.

### Recommended Action

Hold Election of Officers for 2022.

### Prepared By

Wade Reynolds, TPO Staff

### Attachments

None.





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

**Board & Committee Agenda Item**

**Agenda Item**

2021 BPAC Attendance Review and Declaration of Vacant Seats

**Presenter**

Wade Reynolds, TPO staff

**Summary**

The TPO By-Laws require that “at a minimum, committee member attendance will be reviewed annually.” The TPO may review and consider rescinding the appointment of any member of any committee who fails to attend three (3) consecutive meetings. Members who have exceeded three absences are contacted to determine their intentions regarding committee membership.

**Recommended Action**

None. For information only.

**Prepared By**

Wade Reynolds, TPO Staff

**Attachments**

2021 Attendance Report.



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

**2021 BICYCLE/PEDESTRIAN ADVISORY COMMITTEE ATTENDANCE**

BPAC MEMBER/ALTERNATE	REPRESENTING	Appointed	Term Expires	Attendance												ATTENDED		ABSENCES	
				1/13/21	2/10/21	3/10/21	4/14/21	5/19/21	6/16/21	7/14/21	8/11/21	9/8/21	10/13/21	11/10/21	12/8/21	IP	VIRTUAL	ABSENT	EXCUSED
Jonathan Forbes (Chair)	Citizens-At-Large	5/8/2019	5/7/2021	W	W	W	W	W	E	Y	W	W	Y	E	E	2	7	0	3
A -																0	0	0	0
Jim Shirk (Vice Chair)	Citizens-At-Large	11/10/2015	11/10/2017	W	W	W	W	W	W	Y	W	W	Y	W	Y	3	9	0	0
A -																0	0	0	0
Katrina Corcoran	Planning Commission	5/8/2019	5/7/2021	W	W	W	W	W	W	Y	W	W	W	W	W	1	11	0	0
A - Jiwuan Haley		8/7/2019														0	0	0	0
Lynda Crescentini	HART	10/2/2012	6/30/2014	N	N	N	N	W	W		W	W	N	W	W	0	6	5	0
A -																0	0	0	0
(Moises) Rafael Hernandez	Citizens-At-Large	11/10/2015	11/10/2017	W	W	N	W	W	W		W					0	6	1	0
VACANT		9/8/2021										V	V	V	V	0	0	0	0
A -																0	0	0	0
Tim Horst	Citizens-At-Large	9/12/2018	9/12/2020	N	N	N	W	N	W		W	W	Y	W	W	1	6	4	0
A -																0	0	0	0
Brentin Mosher	USF/CUTR			W	W	W	W									0	7	0	0
A - Jason Jackman								WA	WA		WA	WA				0	4	0	0
VACANT	Citizens-At-Large			V	V	V	V	V	V	V	V	V	V	V	V	0	0	0	0
David Aylesworth														W	Y	1	1	0	0
A -																0	0	0	0
John Kubicki	Citizens-At-Large	11/8/2017	11/8/2019	W	W	W	N	W	W		W	N	W	W	N	0	8	3	0
A -																0	0	0	0
VACANT	City of Plant City			V	V	V	V	V	V	V	V	V	V	V	V	0	0	0	0
Robyn Baker														W	Y	1	1	0	0
A -																0	0	0	0
John Marsh	City of Tampa Public Works/Transportation	10/2/2012	6/30/2014	W	W	W	W	N	W		W	W	Y	W	W	1	9	1	0
A -																0	0	0	0
Faye Miller	Citizens-At-Large	2/14/2014	2/14/2016	W	N	W	W	W	W	Y	W	W	Y	W	Y	3	8	1	0
A -																0	0	0	0
Allison Nguyen	Department of Health				W	W	W	W	W		N	W	W		W	0	8	1	0
A - Rachel Chase																0	0	0	0
A - Nicole Sutton				W										W		0	0	0	0
Peter Davitt	City of Temple Terrace	8/6/2019	8/6/2021	W	W	W	W	W	W	Y	W	W	Y	W	Y	3	9	0	0
A -																0	0	0	0
Karla Price	City of Tampa Parks & Recreation Dept.	11/10/2015	11/10/2017	N	W	W	W	W	W		W	W	N	W	E	0	8	2	1
A -																0	0	0	0
Richard Ranck	Hillsborough County Public Works Dept.	1/8/2019	1/7/2021	W	W	W	N	W	W			W	W	W		0	8	1	0
Abigail Flores		8/10/2021									WA	WA	YA			1	2	0	0
Christopher Fellerhoff	Hillsborough County Community Planning	12/7/2021													Y	1	0	0	0
A - Richard Ranck		12/7/2021													WA	0	1	0	0
VACANT	Citizens-At-Large	4/18/2018	4/18/2020	W	V	V	V	V	V	V	V	V	V	V	V	0	1	0	0
Victoria Klug														W	Y	1	1	0	0
A -																0	0	0	0
William Sapper	Citizens-At-Large	3/20/2019	3/19/2021	W	N	W	W	W	W		W	W	W	W	W	0	10	1	0
A -																0	0	0	0
Marcello Tavernari	Hillsborough County Public Works Dept.						N	N	N		N	N	N	N	N	0	0	8	0
A - Diana Ramirez				W	W	W										0	0	0	0
Sally Thompson	Citizens-At-Large	11/8/2017	11/8/2019	W	W	W	W	W	W	Y	N	N	Y	W	Y	3	7	2	0
A -																0	0	0	0
Alana Brasier	City of Tampa Transportation	12/2/2019	12/1/2021	W	W	W	W	N	W	Y	W	W	N	W	N	1	7	3	0
A - Stephen Benson		1/13/2021		W										W		0	0	0	0
Ryan Thomas Effective 05/12/2021	Hillsborough County Sheriff	5/12/2021	5/12/2023					W	N		W	W	W	W	W	0	6	1	0
A - Carisa Evans																0	0	0	0
Wanda Vinson	Citizens-At-Large	4/10/2019	4/9/2021	N	W	W	W	W	W		N	W	N	E	W	0	7	3	1
A -																0	0	0	0
Alain Watson	EPC	10/2/2012	6/30/2014	N	W	W	W	W	W		W	W	Y	W	Y	2	8	1	0
A -																0	0	0	0

Membership	24	IN PERSON	0	0	0	0	0	0	7	0	0	0	9	0	9
		VIRTUAL	17	16	17	16	17	18	0	17	18	7	20	10	
		VACANCIES	2	3	3	3	3	3	3	3	4	4	1	1	
		MEMBERSHIP LESS VACANCIES	22	21	21	21	21	21	21	21	20	20	23	23	
		NEEDED FOR QUORUM	12	12	12	12	12	12	12	12	11	9	9	9	
		QUORUM ACHIEVED	NO	NO											

<b>LEGEND:</b>	Y	In Attendance
	N	Not in Attendance
	W	Attended via Web
	YA	Alternate in Attendance IP
	WA	Alternate in Attendance Virtually
	E	Excused
	N/A	Not Member
	V	Vacant Potision
	12	Needed for Quorum
	9	Amended Quorum 9/14/2021
	-	Abseces



# Hillsborough TPO Transportation Planning Organization

## Board & Committee Agenda Item

### **Agenda Item:**

Proposed US Bicycle Route 15

### **Presenter:**

Kerry Irons, Adventure Cycling Association

### **Summary:**

The U.S. Bicycle Route System (USBRS) is a developing national network of bicycle routes connecting urban and rural communities via signed roads and trails. Created with public input, U.S. Bicycle Routes direct bicyclists to a preferred route through a city, county, or state - creating opportunities for people everywhere to bicycle for travel, transportation, and recreation.

This presentation will focus on the proposed route 15, which would pass through eastern Hillsborough County and Plant City along CR39.

### **Recommended Action:**

Provide Comments on Route

### **Prepared By:**

Wade Reynolds, TPO Staff

### **Attachments:**

[Adventure Cycling Association](#)

[Proposed Route 15](#)



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



# Hillsborough TPO Transportation Planning Organization

## Board & Committee Agenda Item

### Agenda Item:

Safety Performance Targets for CY2022

### Presenter:

Connor MacDonald, TPO Staff

### Summary:

Under the MAP-21 legislation, the Federal Highway Administration (FHWA) requires state DOTs and MPOs to adopt performance targets for five safety measures. Since 2017, the Florida Department of Transportation (FDOT) has set a statewide target of zero traffic deaths each year. Safety targets must be reviewed and updated every year.

Whereas achieving zero traffic deaths is the long-term aspirational goal of the Hillsborough TPO, the FHWA has encouraged MPOs to select realistic targets based on data analysis. Using a methodology developed for the *It's Time Hillsborough 2045* Long Range Transportation Plan to predict performance based on different investment levels for safety projects, crashes have been projected for calendar year 2022.

For 2022, TPO staff is proposing to set safety performance targets as follows:

- Number of Fatalities (2022 Year-end Total):  $\leq 253$
- Number of Fatalities (Five-year Rolling Average, Annual Fatalities):  $\leq 224$
- Number of Motorcycle Fatalities (Five-year Rolling Average):  $\leq 36.13$
- Number of Serious Injuries (Five-year Rolling Average, Annual Serious Injuries):  $\leq 1,107$
- Number of Nonmotorized Fatalities and Serious Injuries (Five-year Rolling Average, Annual Fatalities + Serious Injuries):  $\leq 232$
- Rate of Fatalities per 100 Million Vehicle Miles Traveled (MVMT) (Five-year Rolling Average):  $\leq 1.59$
- Rate of Serious Injuries per 100 MVMT (Five-year Rolling Average):  $\leq 7.49$

These targets represent five-year rolling averages (2018-2022) with a 0.93% crash reduction factor applied. **The 0.93% crash reduction factor represents the annual reduction achievable given existing funding, as identified in the Vision Zero investment program in the 2045 LRTP.**

2021 marked the single highest year for fatal crashes in Hillsborough County history. While many factors contribute to the trend, the USDOT has identified [increased speeding and substance abuse](#) during the Covid-19 pandemic as prime culprits. A concerted effort must be made to drive down the number of fatalities across the county.

The TPO Board prioritizes projects for federal and state funding, many of which meet the criteria for safety projects under the *Vision Zero* program. The 2021-22



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



Transportation Improvement Program has numerous funded projects that enhance the safety of facilities on the high-injury network. Upon implementation, these projects will make progress toward improving safety in future years.

**Recommended Action:**

1. Approve the CY2022 safety performance targets and forward to the TPO Board.
2. Submit suggestions to improve performance in high crash areas.

**Prepared By:**

Connor MacDonald, TPO Staff

**Attachments:**

[Presentation slides.](#)



# Hillsborough TPO Transportation Planning Organization

## Board & Committee Agenda Item

### **Agenda Item:**

Tri-County Mobile Bike Map

### **Presenter:**

Jared Austin, Pinellas County Staff

### **Summary:**

The Tri-County Tampa Bay region is comprised of many new and upcoming active transportation options. Staff at the Hillsborough TPO, Pasco County and Forward Pinellas have been collaborating on the development of an online tool to find bike lanes, multi-use trails, overpasses and parking areas for travelling within the region.

Due to the growing active transportation network, cyclist have the option to take bike lanes and trails from one county to another. The intent of the new, "Tri-County Trails Map" is to provide information on main arterials for active transportation. The three agencies are developing a focus group to test the new online map and are asking for volunteers from each respective Bicycle Pedestrian Advisory Committee (BPAC). The intent of this focus group is to obtain feedback at the next Tri-County BPAC meeting in March on the map useability.

A member from the Forward Pinellas staff will provide a tutorial using the online map and will provide information on how to submit comments during the focus group timeframe.

### **Recommended Action:**

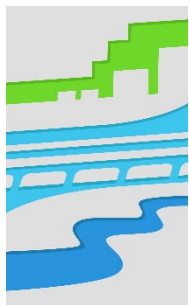
Provide feedback on map at March Tri-County BPAC (Pinellas)

### **Prepared By:**

Wade Reynolds, TPO Staff

### **Attachments:**

[Tri-County Mobile Bike Map](#)



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

**HILLSBOROUGH TRANSPORTATION PLANNING ORGANIZATION BOARD  
HYBRID MEETING, DECEMBER 07, 2021  
DRAFT MINUTES**

**I. CALL TO ORDER, PLEDGE OF ALLEGIANCE**

The Chairman, Commissioner Cohen, called the meeting to order at 10:01 AM and led the pledge of allegiance. The regular monthly meeting was held in-person and virtual via WebEx.

**II. ROLL CALL** (Gail Reese, TPO Staff)

The following members were present in person: Commissioner Harry Cohen, Commissioner Pat Kemp, Commissioner Kimberly Overman, Commissioner Gwen Myers, Councilman Guido Maniscalco, Councilman Joseph Citro, Councilman John Dingfelder, Mayor Andrew Ross, Commissioner Nate Kilton, Gina Evans, HART Board Member Melanie Williams, Planning Commissioner Cody Powell

The following members were present virtually: Commissioner Mariella Smith, Bob Frey, Charles Klug

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

A quorum was met in person.

*Some members are participating virtually because of medical reasons and the local declaration of emergency.*

**III. APPROVAL OF MINUTES** – November 10, 2021

**Chair Cohen sought a motion to approve the November 10, 2021 minutes. Councilman Maniscalco so moved, seconded by Commissioner Myers. Voice vote: motion carries unanimously.**

**IV. SPECIAL PRESENTATION** – Vision Zero Hero 2021 (Beth Alden, TPO Director) award presentation to Lena Young Green followed by a reading of Ms. Young Green’s nomination, a brief acceptance speech from Ms. Young Green, and a group photo with the TPO Board.

**V. PUBLIC COMMENT** –

**Rick Fernandez** – 2906 North Elmore Avenue in Tampa Heights. Serves as Vice Chair of the CAC, speaking today as an individual citizen. Written comments are included in reference. Noted that the Board approved operational and safety improvements in May for the Downtown Interchange project. Part of the plan was to add a lane to the flyover ramp from the south bound I-275 to east bound I-4. Understood that this lane addition would be accomplished within the existing infrastructure and interstate footprint. On November 17, 2021, accidentally learned that FDOT plans a major construction project with a new footprint to accommodate the additional lane and outward movement of the barrier wall, twelve feet, more or less, to accommodate the new

infrastructure. This intrusion will track from just south of Floribraska to Scott Street along the eastern border of Tampa Heights. Did not see this coming and believes he would have noticed. The wall movement and construction vision would break ground one block from his front door. Does not believe the Board knew this is what FDOT intended when plans were approved in May. Does not believe there has been a meeting of the minds between the Board and FDOT and the neighborhood. Believes that FDOT has negligently or intentionally withheld material facts. The action of the Board in May is suspect and open to criticism. Now that we all know and the Board is held accountable, the ask is to bring FDOT back for a full vetting of the DTI plans. Tampa Heights has asked for details, there are few; there are more questions than answers such as start and finish dates, road closures, vibration damage analysis, work schedules, property value impacts, construction takings, mitigation plans, and actual notification to property owners. Would like the Board to ask these questions and stop or revise the plan as called for. The people, many of you are elected to represent, are counting on you to have their backs and this is the first step in that process.

**Bill Roberts** – 14711 Clarendon Drive. Wanted to thank the Board for their efforts over the past year as we come to the close of the year. Noted that he has been around a number of years as have many of the Board members. Noted that we are planning for the future that will affect generations to come. Appreciates the efforts and the time taken to receive citizen input is greatly appreciated. Wishes the Board all the best for the holiday season.

**Mauricio Rosas** – Would like to talk about land use, sidewalks, and policy change. It is no surprise that we do not have a well-functioning mass transit system. This organization, in it's different capacities, fails to put together and act on urban design grids. Noted that Secretary Gwynn has repeatedly said that FDOT is willing to partner on land use with this body to help in planning for a more robust transit system. If we don't change current behavior, the same meetings will continue to be had over and over without accomplishing much in reducing the number of cars on the road. Sidewalks; recently, federal money was used in south county to widen roads. State law was not followed that says we must have sidewalks within a two-mile radius of all schools. Asked why kids are still walking on the road at dangerous intersections near I-275. Lastly, policy change communication. This Board makes decisions based on slide presentations and inuendoes of projects, we are not seeing the whole picture before a vote is determined. What is meant by this is how many of the Board knew that part of the barrier wall in the Tampa Heights area would be moved before voting for the project. And if you voted for the project knowing there would be some expansion within the right-of-way versus the existing structure, the least FDOT can do is notify the residents along the area at least 30 days before construction begins. People need to be notified before they buy or sell their houses. Asking this Board to be more detailed oriented. We cannot continue to allow this expansion without doing anything to reduce the number of cars on the road. That is what he wants the Board to own up to; reducing the number of cars on the road, communication, and sidewalks.

**Adam Fritz** – Lives in Tampa Heights on Central Avenue. Thanked the Board for allowing him to make comments on the Downtown Interchange plan. Believes it is imperative for FDOT to be transparent and honest with the community, given their history with TBX. Extra care should be

taken with any FDOT project that is coming in contact with historic neighborhoods. Because this is a design/ build project, that transparency has not been forthcoming. The message has been that they will not be outside of their footprint. To most, this has been welcome news. It has now been discovered that this may be true for FDOT definitions but not what will happen in reality to this design/ build. FDOT has said that they will take a minimum of twelve feet to the west side of I-275 into our neighborhood in the current design/ build structure. There may be more, there may be other things we don't know. This design/ build is the path of least resistance and will not deliver a sure thing. This is troubling. His home is on Central Avenue; it is a historical home, the original home of the Robles family build in 1876. For twelve years, we have worked tirelessly in the neighborhood and on our own home to make it better and a contribution to the neighborhood. The back of our house faces Elmore Avenue within two-hundred feet of the I-275 structural well. His house is not listed in FDOT's structures of concern nor are other historical homes on Central Avenue. This illustrates that FDOT has not done an adequate job of context of a sensitive area and all the potential impacts. Impacts to decreased property value; impacts to the tax base and revitalizing historic neighborhoods of Tampa; damages to property, especially historic structures due to construction vibration; what and when is testing and monitoring; what are the mitigation plans of some of the impacts that have not been addressed. Asking for more time to understand the plan and the impacts to the neighborhood and the City of Tampa overall. We are asking for opportunity to come up with more creative solutions that would stay inside the built footprint. Asked for a pause to this project to get a better understanding of the detrimental impacts before it is too late.

**Michael Spokas** – Lives in the Tampa Heights historic district at 210 East Ross Avenue. Expressed concern for the historic, four-unit building at 1902 Lamar that FDOT wants to demolish. There is no reason this property needs to be torn down. It is not in the footprint of the interstate and is a historic structure in the historic district. It's not beyond repair, anything is salvageable. It needs someone who wants to save it. The property cannot, currently be moved. It should be allowed to be rehabbed in it's current location like the Tampa Heights Community Center at Palm and Lamar. The units could be rented as affordable housing. This could solve three problems: saving a historical structure, help with the affordable housing issue in Tampa, and keeping more debris out of our landfills.

**Andrea Martin** – not online for comment

## **VI. COMMITTEE REPORTS & ADVANCE COMMENTS (Davida Franklin, TPO Staff)**

- A.** Planning Commissioner Cody Powell (advanced recognition prior to Consent Agenda) – Noted the presentation on the FLiP and FLiP Jr. program at the end of the November meeting. Some of the Board members were not in attendance for this presentation. Encouraged everyone to rewatch the presentation when they have a moment to do so. The programs are fantastic and bring the community's children into our world. Believes it is critical for elected officials to engage with the children and to inspire them to engage with local government. Local government is the only form of government that can affect change rapidly. Noted the quote from the opening slide of the

presentation. Encouraged the Board members to take the time to participate in the FLiP and/or FLiP Jr. programs in the future. He has participated and expressed it is special to see the kids get excited.

- B.** Chair Cohen noted that the Board is going to be hearing from FDOT at the January meeting regarding the concerns that have been raised about the Downtown Interchange project. Noted that Board members will have an opportunity to talk about that after the Committee report.
- C.** BPAC – Davida Franklin, TPO Staff (November 10, 2021 meeting)
- Approved the following Action Items:
    - Memorandum of Agreement for Bike/Ped Counters with FDOT.
    - Comments on FDOT RRR Studies
      - The Committee heard a report on two resurfacing projects on Dale Mabry and Park Road. Plant City Staff provided comments in support of maintaining the 6 lanes currently on Park Road but also supported on-road bike facilities.
    - 2022 Meeting Calendar.
  - Heard Status Reports on:
    - FDOT 56<sup>th</sup> Street/ 50<sup>th</sup> Street Corridor Planning Study
    - City of Tampa neighborhood Commercial District Plans
    - Tampa Downtown Partnership Bicycle and Pedestrian Counts
    - US Bicycle Route 15 through Hillsborough County
      - This bike route has been identified by the Adventure Cycling Association, which is seeking to engage communities along the proposed route including Hillsborough County and Plant City Staff of the proposal.
- D.** LRC – Davida Franklin, TPO Staff (November 17, 2021 meeting)
- Approved the following Action Items:
    - Brightline SEIS Historic Resource Review comments
    - 2022 Meeting Calendar
    - USF To Green ARTerY Trail Study – with the suggestion the draft study and alignments be reviewed by the Hillsborough County School District for feedback before finalization.
  - Heard Status Report on
    - FDOT 56<sup>th</sup> Street/ 50<sup>th</sup> Street Corridor Planning Study
    - Tampa Downtown Partnership Bicycle and Pedestrian Counts
- E.** **Public Comments Received Through Email & Social Media** –Davida Franklin, TPO Staff
- Did not receive any emails or social media posts pertaining to today’s action items.
  - Did receive comments about the Transportation Improvement Program that funded the Downtown Interchange in October.
  - Copies of emails, letters, and social media comments have been forwarded via email to all TPO Board members on December 6, 2021 and December 7, 2021. Social media comments included at the [end of the minutes](#).

**F. FDOT COMMENT:** Secretary Gwynn (speaking in response to Public Comment) – requested to speak about three issues that have been brought up as topics of discussion. FDOT will be speaking and discussing these topics at the January 2022 TPO Board meeting.

- Downtown Interchange and the walls that are going to need to be moved.
  - Noted words heard in public comment: dishonest, deceptive, non-collaborative.
  - Over the last five years, tasked his team to be completely transparent, collaborative, and be open and honest with the public about everything they do.
  - Just because people say things repeatedly does not make them true.
  - FDOT has not shown anything to the public that did not show the walls not being moved.
  - The wall movement was called out in graphics in public meetings.
  - FDOT did not say they were going to stay within the existing structural footprint but within the right-of-way footprint.
  - Committed five years ago that FDOT would take a hard look at the concepts being considered. Looked at and developed four plans. Came up with one that they feel is very collaborative. It takes out express lanes north of I-4 and does not take any additional right-of-way in Tampa Heights but utilize existing right-of-way as best possible to mitigate safety concerns within the interchange. Trying to mitigate the ~1000 annual crashes in that section.
  - It is not perfect and not everyone likes it. Made every effort to mitigate the impact on the Tampa Heights community. Have invested tens of millions of dollars into infrastructure improvements in Tampa Heights.
    - FDOT submitted a RAISE grant for \$25 million for the federal government to provide improvements in the Tampa Heights area. The federal government gave \$18 million and FDOT provided the additional \$7 million.
    - Fought for and provided \$68 million to extend the streetcar into Tampa Heights. That was before the local match. Made the streetcar free to make the federal funding more attractive.
  - Have shortlisted teams to move forward, will continue to work with the community, does not believe the comments made were true.
- Coming to the TPO Board in January 2022 to look at Robles Park solutions.
  - Will be bringing ideas for the Robles Park challenges.
  - There is no opportunity for federal or state funds for noise walls as the area does not meet the federal requirements for a noise wall. The state funds require the federal guidelines be followed. The only funding that may be possible are local funds and that is not recommended. FDOT will not stand in the way if that option is selected but, it is not a recommendation.
  - Will be bringing possible solutions utilizing state funds to the January meeting. Privacy wall, landscaping opportunities, trellis walls and other things that would be good solutions.
  - Understands it's frustrating and doesn't always make sense but, they have to follow the rules in place for federal and state funds.
- The home scheduled for demolition: 1902 Lamar
  - Not being demolished due to the SCIS. It is an unsound structure and a public nuisance based on police calls at the property.

- Have tried to find an investor that would move the home and rehab it. Have not found anybody willing to make that investment.
- Several problems including black mold, structurally not sound, unable to tour second floor, wood structure with stucco on the exterior.
- Was purchased in 2015 from a willing seller. The structural inspection at that time showed that these conditions were there in 2015. It may have gotten worse since then. But, at the time, it was not structurally sound.
- Because of the stucco on wood, it could collapse if it was moved. Would likely need to remove the stucco first which makes it unstable.
- Gave the local association sixty days to find their own investor. FDOT has been looking for years.
- Continuing to let it sit there and deteriorate is not a good solution. Doesn't like tearing down any structure. But, unless someone is willing to work with FDOT on moving the structure and doing rehab, there isn't another choice.
- Does not want to fall into the contentious and negative relationship from the past. Have tried to be very collaborative with the public. Knows it's not perfect and people don't like what we are doing. We have to find compromise. We have made a lot of progress and does not want to rehash things already decided. We need to move forward. Will continue to find ways to work with the public. Does not want to wind up back five years.

**Discussion:**

**Commissioner Cohen:** Knows we will get more into this in January. There is a full agenda today. Asked for brief comments at this time.

**Commissioner Overman:** Thanked Secretary Gwynn for answering some of the questions brought up in communications, social media, and public comment. The work to reconfigure underpasses on Chelsea and Osborne has already begun. There is an opportunity for FDOT to work with the community on underpass design and artwork associated. Noted that this relationship has not been developing in a positive way. Seminole Heights and Tampa Heights are very artistic communities. Other overpasses and underpasses have worked with the community in which they were changed. Asking that same effort be made and to report on how that is being done in the January report. Also asked for clarification on the noise wall and other solutions for Robles Park with dollar amounts. This will give the community an idea of a realistic decision on what they would like to see in that effort.

**Commissioner Kemp:** 1902 Lamar, has dealt with this in Seminole Heights. Was told they were unable to be helped. Some of the properties were moved and rehabbed. Asked if the land that the structure is sitting on could be made available to leave the home there and have it rehabbed.

**Commissioner Myers:** Asked if Secretary Gwynn would be willing to hold another community engagement meeting. The residents are saying that they didn't know what was going on and were not informed. Have another meeting with the residents clarifying everything that was said today and come back next month with that information.

**Secretary Gwynn:** Would be glad to continue to work with the community. Had a recent meeting giving people the opportunity to come and talk. Would hope that the organizers from both sides would promote a meeting as an opportunity for constructive conversation. A good way to start would



be with the leaders of the community, come and sit down and talk and then try to expand that out. We are open to conversations. About the artwork, that is in the hands of the City of Tampa. The city is doing the public outreach for that. Happy to work with the city but that is the role the City of Tampa wanted. As far as the home, we are willing to look at solutions. The community association has been asked to come back to FDOT within sixty days if they can find someone who has a plan, and they will look at it.

**Commissioner Myers:** Asked to be notified of a community meeting as she would like to attend in support as a Commissioner and there may be other Commissioners and Board Members who would like to attend that meeting. Agrees that nothing will be accomplished if people are showing up to go back and forth. We can accomplish great things when we come together and discuss things in unity.

**Councilman Dingfelder:** Mentioned earlier that this is the 80<sup>th</sup> anniversary of Pearl Harbor. Agrees with Secretary Gwynn and hopes the TPO Board and FDOT do not end up in another “war”. Believes that the Secretary and his team have done a great job in the last five years of changing the attitude and relationship between the community and the district DOT. Does recall a comment when he originally came on the MPO/TPO that the interchange would not go beyond the existing footprint. Noted that the problem may be the definition of what is the footprint. Noted that the clarification may be that the right-of-way footprint is not changing but the actual structure will need to go out. Believes this may be an unintentional miscommunication and can be resolved with additional communication as suggested by Commissioner Myers.

**Councilman Maniscalco:** Believes that our generation and everyone here needs to pay attention to historic preservation. In the last half century, all that has been done is tearing down. Noted a conversation he had with an older gentlemen about historical structures and designs in the community; the gentlemen laughed and said that there was no historic preservation. Old buildings were torn down for parking lots, highways, and other things. Noted a LIFE magazine from 1963, article headlines with Erasing Our History about a structure being torn down from the 1930’s. On his walk to County Center from City Hall today, noticed all the parking lots. Those used to be hotels and other structures that were brick structures made to last for centuries built by craftspeople. It is up to us to preserve what we can. When he was first elected, he asked the Mayor about the Jackson House. There was no interest at the time. It was in much better shape then. May have waited too long, hopes it is still restorable. It’s demolition by neglect. In the age where people are making a fortune in real estate, hopes someone will step up for this structure and develop it into affordable housing. Noted Burn’s Steak House, apartments next door, the Burn’s organization gutted it and are renovating the building.

**Secretary Gwynn:** Clarified that the structure is a wooden structure with stucco on the outside and not brick or block. If it was, it would be easier to move. The stucco will fall off. Most companies spoken to said they would take the stucco off before moving the structure.

**Commissioner Kemp:** Noted that FDOT has not spoken that the construction would be in the current footprint, it will be in the current right-of-way. Noted that this has always been fundamental to the conversation. There is no way to add additional lanes to the current structure. Said that this has been her focus since they have been looking at this for three or four years. Does not want misconceptions about the information presented.

**Commissioner Cohen:** The comments by the Board are thoughtful. Good that Secretary Gwynn is amenable to Commissioner Myers' suggestion for a community meeting to create some dialog. People have mentioned Pearl Harbor today. He has been struck by the coverage of the passing of Senator Bob Dole. It has been about his unique ability to bring people together over the years. He did this across party lines and across divisions to get things done. The spirit of collaboration and cooperation that we want to see goes back to that time. Not everyone can get what they want but we can find common ground and compromise. We will be getting into the details of these projects at our next meeting to make sure there are no misunderstandings. Commissioner Kemp's point was important. The issue of right-of-way versus current envelope was significant in coming to these solutions. The original proposals involved huge takings in the community that are no longer on the table. We will come back with this item in the new year.

**G. CONSENT AGENDA**

**A. Committee Appointments**

- TDCB – Alexcia Wiggins, nominated by Hillsborough County Public Schools
- BPAC – Christopher Fellerhoff, nominated by Hillsborough County and Richard Rank, as alternate

**B. Memorandum of Agreement for Bike Ped Counters with FDOT (Wade Reynolds, TPO Staff)**

- The TPO is partnering with the Downtown Partnership for a pilot project to count Pedestrians and Cyclists using FDOT owned equipment.
- Memorandum of Agreement allows for the use of the equipment for a three-week period of time in February for the first series of counts.
- These counts are expected to be completed on an annual basis.
- First set of automated, real counts done

**Memorandum of Agreement for Bike Ped Counters with FDOT: [TPO Board December 07, 2021 Agenda](#)**

**Discussion:**

**Chair Cohen sought a motion to approve the Committee Appointments and the Memorandum of Agreement for the Bike Ped Counters with FDOT. Commissioner Overman so moved, seconded by Commissioner Myers. Voice vote: motion carries unanimously.**

**H. ACTION ITEMS**

- **2022 Board Officers and Committee Assignments** (Cameron Clark, TPO Attorney)
  - Nominations can be made until there are no more. Votes will be taken on nominations received. Seconds are not required.
  - Asked for nominations for TPO Chair.
    - Commissioner Kemp nominates Commissioner Cohen. No other nominations. Commissioner Myers requested to close the nominations for TPO Chair. Commissioner Cohen is TPO Chair for 2022.

**Discussion:**

Commissioner Cohen – Thanked the Board. Noted that under term limits, the Chair is limited to two terms, this will be his last term as Chair.

- Asked for nominations for Vice Chair.
    - Commissioner Cohen nominates Commissioner Kemp. No other nominations. Commissioner Kemp is Vice Chair.
  - Policy Committee; recommends an odd number. Asked if the Chair would like the members of the Policy Committee to be reviewed. Commissioner Cohen recommended that everyone participate in the Policy Committee. Noted that Mr. Waggoner is a member and is retiring soon. We need to make sure to replace him. Mr. Clark noted that the current membership of the Policy Committee is Commissioner Kemp, Councilman Maniscalco, Commissioner Smith, Director Waggoner, and Commissioner Cohen with alternates of Commissioner Overman, Director Anderson and Mr. Klug. It would be advisable to have one more member appointed and if that member is an alternate, appoint an additional alternate. Commissioner Overman volunteered to move to a regular member if possible and ask for someone to take her place as an alternate. Commissioner Myers and Councilman Dingfelder volunteered to be an alternate. Councilman Dingfelder deferred to Commissioner Myers. Policy Committee membership will be Commissioner Kemp, Councilman Maniscalco, Commissioner Smith, Commissioner Cohen, and Commissioner Overman with alternates being Commissioner Myers, Director Anderson, and Mr. Klug.
  - TMA Leadership Group current members are Councilman Dingfelder, Commissioner Overman and Commissioner Kemp with backups of Director Anderson and Director Lopano. Councilman Dingfelder no longer wishes to serve on that group. Councilman Citro would like to serve on the group. No objection. The TMA Leadership Group is Commissioner Overman, Commissioner Kemp, and Councilman Citro with backups being Director Anderson and Director Lopano.
  - Transportation Disadvantaged Coordinating Board Chair is presently Commissioner Smith who no longer wishes to serve in that capacity. Commissioner Myers would like to serve as the TDCB Chair. She is appointed with no objections.
  - Livable Roadways Chair is currently Councilman Citro who would like to continue serving as the Chair. He is appointed the LRC Chair with no objections.
  - MPO Board Alternate since the MPO Board Chair is automatically appointed to that council. The alternate is presently Director Anderson or Mr. Klug. No objections to that going forward.
- **2022 Meeting Calendar** (Beth Alden, TPO Director)
    - Proposed 2022 calendar of meetings for the TPO.
    - In the Agenda Packet, will send out calendar appointments.
    - Continuing with 2<sup>nd</sup> Wednesday of the month. There are a couple of spots that will vary based on the County Commission meetings.

**Calendar is attached to the [December 7, 2021 TPO Board Agenda Packet](#).**

## **I. STATUS REPORTS**

**Commissioner Cohen** noted that the Ybor Multimodal Developments report would be moved to the end of the Status Reports as the City Council members may not wish to participate as this is coming before the City of Tampa.

## A. Transportation Disadvantaged Program Update (Joshua Barber, TPO Staff)

- Review program introduction.
  - Disadvantaged are disabled, elderly, people at risk, and others that have no other means of accessing transportation.
  - Program provides transportation of last resort.
  - Trust Fund funded from vehicle registration fees and gasoline sales taxes.
  - BOCC is the administrator and the Sunshine Line is the operator.
  - Sunshine Line primarily provides trips through distribution of HART bus passes to those near a HART fixed route and that are able to ride the bus. They provide door-to-door for those outside of HART's service area or individuals physically unable to use the fixed route system.
  - Eligibility is determined by state regulations and service area needs.
- Review of Transportation Coordinator Evaluation. Process consists of three parts.
  - Performance evaluation: safety, on-time performance, cost-per-trip, complaints, etc.
  - Survey of bus pass and door-to-door customers.
  - Workbook provided by the commission that covers regulatory areas such as insurance.
  - The CTC for this year covered the impacts from COVID-19: closing of aging service sites, suspension of group trips, and cancelling of non-essential medical trips. Sunshine Line found creative ways to respond internally and for the county including meal delivery services, providing transportation home from quarantine and isolation sites, providing transportation to vaccine sites, and they provided additional training for drivers and staff. At no time did Sunshine Line stop essential services.
- Annual Public Workshop – required
  - Discussed new technologies and options and challenges.
  - Several discussions on a number of topics.
- Every five years, the LCB and TPO Board recommend a CTC to the Commission for the Disadvantaged. The TPO Board recommended that the BOCC continue for the county. No procurement process was required. Incredibly happy for the county to continue in this capacity. Consistency and certainty are absolutely necessary for the individuals that rely on these services to meet their needs.
- Review of the Transportation Disadvantaged Service Plan (TDSP)
  - Within 180 days of the CTC designation, the Local Coordinating Board is required to adopt a brand new TDSP. This occurred at the October LCB meeting.
  - Provides consistency review of other plans, service areas including major employment areas, trip generators, demographic breakdown of the county, and the inventory of available transportation services.
  - Staff sent surveys to service providers across the county and received 29 responses from a variety of organizations. Over 20 of the respondents served over 100 clients at any given time. This outreach was inline with public outreach efforts. After the survey, phone conversations were held with 10 agencies.
  - Transportation for employment was one of the biggest needs. Cross county trips are still a major need.
  - Heard from service providers who were not aware of all the transportation services their clients may be eligible for across the county.

- Future projections show an increase in TD population which may be higher due to increase in population and people becoming disabled due to COVID-19.
- Identified barriers to coordination. The largest barrier is lack of funding for the transportation network across the county including non-vehicle areas of pedestrian modes across the network. Lower vehicle ownership and usage and a lack of awareness about transportation options across the county were also identified.
- Noted major projects that were wrapped up this year.
- Shared quotes from the evaluation this year.
- Thanked Commissioner Smith for her leadership over the last year and is looking forward to having Commissioner Myers as the leader this coming year.

**Presentation:** [Transportation Disadvantaged Program Update](#)

**Discussion:**

**Commissioner Myers:** Her honor to serve on this board in the coming year.

**Commissioner Cohen:** Thank Commissioner Smith for her service. He was also the Chair of that Board for a number of years as well as Councilman Viera was too. The services provided by Hillsborough County go very much appreciated by a lot of people in our community. Commissioner Myers, we wish you well on this assignment.

**Commissioner Smith:** Has been a pleasure and an honor to serve on this Board. The staff has been fantastic. Mr. Barber has been a passionate advocate for the transportation disadvantaged and the wide range that includes from economically disadvantaged to physically disadvantaged. It has been a wonder, informative, and personally enriching Board to serve on.

**B. Infrastructure Investment & Jobs Act Overview** (Beth Alden, TPO Director)

- There are a lot of slides that give details on the new federal law that provide a number of new grant opportunities both for planning and for infrastructure. Will be hitting the highlights. If a deeper dive is needed, the slides are provided and you can contact Beth Alden.
- Highlights
  - Almost doubling the amount of federal funding for transportation over a five-year period. Subject to annual budget decisions.
  - Gas tax no longer fully funds the highway trust fund, general revenue being used to supplement. Discussion on how to move forward with the declining gas tax revenue.
  - There are a lot of new grants in the new federal bill. Will likely take some time for Federal Highway/ Federal Transit to roll out the rules.
  - For Florida
    - Formula funding, we get a share based on population. Florida has been at a disadvantage for some time due to 2000 census numbers being used. Asked for 2020 numbers. Compromised on using the 2010 numbers.
      - i. Raising the numbers overall – all categories are up 25% - 30%, more or less.
      - ii. Programs that the TPO gets directly involved with include

1. Surface Transportation Block Grant Program: our Board makes decisions and has direct authority over about \$15 to \$20 million a year under this program. Goes from the Federal to the State. It is then divided up between DOT and MPOs. The MPOs is based on population. Going up around 30% in the Service Transportation Block Grant Program. That means around \$5 million additional dollars per year that could be allocated to the projects on the TPO priority list.
  2. Transportation Planning: this funds the planning studies in our Unified Planning Work Program. Going up a little bit with additional strings including coordination with other regional MPOs. This is being done through the Suncoast Transportation Planning Alliance.
  3. New Formula Grant Program, Carbon Reduction program: can be spent on any projects that reduce carbon emissions. Money comes to the states and is divided up between the DOT and MPOs. Estimating about \$26 million to the MPOs in Florida. Our share may be around \$1 million.
  4. New Formula Grant Program, promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation. Not distributed to the MPOs, MPOs can compete for these grants. Work that has been done incorporating resilience into the LRTP may give the TPO a leg up when competing for these grants.
- Existing Competitive Grants
    - i. Have been very lucky with the RAISE grants. Historically disadvantaged communities shall receive no less than 1% for projects and no less than 5% shall be for planning. This is going to be very competitive.
    - ii. FTA Low and No Emission Bus Program
    - iii. Intercity Passenger Rail Grants: have changed from a state of good repair to a more general intercity rail to bring world-class rail service to areas outside the northeast and mid-Atlantic. Up to 5% can be set aside for corridor planning.
  - New Competitive Grant Programs – the TPO role with these, a few are planning related. The rest are to support infrastructure so the lead applicant would be local government or FDOT
    - i. Freight Related Projects
    - ii. Bridge Investment Program
    - iii. SMART Program
    - iv. Grants for Charging and Fueling Infrastructure
    - v. Congestion Relief Program, this is a new opportunity to fund outreach programs.
    - vi. Healthy Streets Program
    - vii. Active Transportation Infrastructure Investment
    - viii. Railroad Crossing elimination Program
    - ix. Corridor Identification and Development Program – part of the intercity rail
    - x. Safe Streets and Roads for All – supporting Vision Zero action plans
  - New Pilot Programs
    - i. National Motor Vehicle Per-Mile User Fee – as opposed to depending on the gas tax revenue.

- ii. Wildlife Crossing Safety
- iii. Prioritization Process – supporting data-driven approaches to setting priorities
- iv. Reconnecting Communities – look at Boulevard conversion or other ways to reconnect communities
- v. Strategic Innovation for Revenue Collection – aimed at toll revenues

**Presentation:** [Infrastructure Investment & Jobs Act Overview](#)

**Discussion:**

**Commissioner Overman:** Appreciates Ms. Alden trying to simplify what is a very complex bill. Asked if, in Ms. Alden’s opinion, many of the programs highlighted still require some level of local participation in either the grant or the competitive bid applications, is that still accurate. That is the case for much of our federal partnership funding now.

**Beth Alden:** In general, with the highway projects, the split is 80% federal and 20% local/state. In Florida, FDOT has been able to offer a soft match with toll credits. Have made that available to a lot of local governments. Have not heard yet from FDOT if they would be able to do that with all of the new programs being created. On the transit side, on the major capital projects, it is about 50% federal and 50% local/state.

**Commissioner Overman:** The rest comes from local funds, assuming we have some. Would like to have a robust planning conversation about the fiscal planning that the communities have to consider when we look at developing transportation plans. Make that available to those people managing budgets.

**Planning Commissioner Powell:** Noted that one of the items was funded with the gas tax. Questioned what will happen when gas tax goes away and everything is rolling out to EV.

**Beth Alden:** That is a question that has caused consternation for a number of years and it’s not getting any better. Gas tax revenue is continuing to decline. Most likely opportunity is to monitor how many miles a vehicle is driven to come up with a VMT fee.

**Commissioner Cohen:** Reminds him of when tax revenues from land lines started going away.

**Commissioner Kemp:** Noted that there is a false belief that 50% to 100% of our roads are paid for by gas taxes. 50% of all of it has been taken out of federal revenue already due to reductions in gas use. We have more vehicles that use less gas and the tax hasn’t been raised in a long time federally, in the state, or locally. We are paying for our roads which have gotten quite expensive with general revenue.

**Commissioner Cohen:** We have a lot to talk about with this. This is not the end of the conversation but the beginning. More will be discussed at the TMA workshop.

**C. Ybor Multimodal Developments** (Lisa Silva, TPO Staff and Graham Tyrrell, Kettler)

Prior to presentation, Chair Cohen invited Tampa City of Tampa representatives to adjourn at this time.

- Ms. Silva is the Livable Roadways Liaison. The LRC was approached to provide comments on the Historic Resources Impacts. The Brightline Rail project from Orlando to Tampa had a study in 2010. When modified, a supplemental impact statement is needed.
  - In 2010, the line was anticipated to go to the old Marion Center. It is now proposed to exit around 14<sup>th</sup> and 15<sup>th</sup> Street and go down Nuccio Parkway to the Union Station and Amtrak area.
  - Combined and mapped all the Historic Resources and identified additional locations. Sent comments as well.
  - At this stage, we were asked to provide Historical Resources. LRC went further and added equity and ADA compliance comments. Added historic architecture comments. Letter that was prepared and sent is in the December Agenda Packet.
  - Noted connecting neighborhood projects and improvements currently going on or planned in the area. Pointed out that there are not good ways to get from Union Station area to the other transit centers and that there are other at-grade challenges.
  - Do not want to design something that is going to prevent future opportunities.
- Gas Worx Overview – Kettler is partnered with Darryl Shaw.
  - Went over Kettler experience and specialization in large, multiuse developments
  - Gas Worx Vision – Connecting Neighborhoods and Bike and Pedestrian Friendly Streets are the highlights and focus in this presentation.
  - Area is between Historic Ybor, Channel District, and Encore – includes the old Tampa Bay Apartments and traditionally underutilized space that created a gap between Ybor and Channel District.
  - Striving to re-establish the Urban Street Grid from when the area was originally platted out. The connectivity started to breakdown in the 1960's.
  - Site is ~40 acres of land and ~15 different development parcels. The area is separated by the CSX tracks and Nuccio Parkway. Idea is to create an urban, walkable district with mixed use development.
  - Goal is to breakdown some of the barriers existing in the area. There is the potential for rail to exist in this corridor. Make the streets pedestrian and bike friendly.
  - Location is a natural convergence in the transit opportunities. Would like to develop a new streetcar stop and are anticipating a great need with people living and working in the area. Looking at transit-oriented development with higher density.
  - They are prioritizing bike and trail connections including connecting some of the existing elements in the area. Looking at creating a multiuse trail from Riverwalk to Ybor City using the CSX track area to create this opportunity.
  - Reviewed rendered images with the vision and showed the blending from Downtown into Ybor City with shifting architecture through Gas Worx.

**Presentation:** [Ybor Multimodal Developments](#)

**Discussion:**

**Commissioner Kemp:** Questioned the use of the CSX tracks and a multiuse trail and if that would be taking out the tracks instead of having the availability of the track.

**Graham Tyrrell:** No, the trail would be adjacent to the rail and using an abandoned spur.



**Commissioner Kemp:** Right now, there is an Amtrak train that runs from Union Station to Orlando once a day. Has been a proponent of increasing that schedule to make it a more viable option. Asked if there are any plans regarding Amtrak.

**Graham Tyrrell:** No, this development is focused on the building. Brightline is something they are aware of and they have talked about the use of the corridor. Not really involved in that and the same is true for Amtrak

**Councilman Dingfelder:** Inquired about the Brightline part of the presentation and whether there would be a stop in Plant City or Lakeland.

**Lisa Silva:** The materials that have been shared with staff said the potential stop in Lakeland had been removed from the update.

**Councilman Dingfelder:** Asked if any development shows where the potential baseball stadium may be in the plan of the area of Gas Worx and/or future transportation plans that the City of Tampa has.

**Lisa Silva:** Showed a map that the City of Tampa shared showing the potential stadium site and infrastructure improvements including 14<sup>th</sup> and 15<sup>th</sup> Streets, the Green Spine, and the Nuccio Cycle Track. Pointed out the relationship between the stadium site, Gas Worx, the proposed Brightline section, and the existing streetcar line.

**Graham Tyrrell:** That is a good summary. The stadium is outside of the Gas Worx area.

**Councilman Dingfelder:** Asked if any of the renderings showed the baseball stadium in relation to the projects.

**Graham Tyrrell:** That has not been depicted in the Gas Worx drawings.

**Councilman Dingfelder:** In regard to the CSX spur, once the flour mill is gone, there will be no need for the spur. Questioned if that land will be purchased from CSX or what is known about that land.

**Graham Tyrrell:** Unsure of the details on that as he is not with SPP. We understand that they have some plans that are being worked on for that area of the spur.

**Commissioner Overman:** Noted that there are a lot of unanswered questions. The Downtown Interchange is going to drop a significant amount of traffic onto 14<sup>th</sup> and 15<sup>th</sup>. The city is trying to develop some mitigating strategies for that. We are talking about rail and possible commuter rail options on Friday. Much of this is very preliminary. The good news is that we are having the conversation. Happy to see these ideas. It is clearly early on. It looks like there is an opportunity to connect people in all the scenarios. We are not at a point where we can make any decisions at this point. The city is working on their potential needs. There is a lot of planning that needs to be done.

Looking forward to having those conversations as we look toward having mobility in the center core of the city.

**Commissioner Cohen:** This is the beginning of the conversation. Looking forward to having the discussions. This is the skeleton that shows how things connect together. As we look into the coming year, that is going to be our major challenge, how do we connect everything. How do we connect the neighborhoods, how do we move toward using some of these new funds available, these new developments coming on board, how do we make those give us transit and transportation alternatives that we've not had in the past? Noted that one of the speakers talked about getting cars off the road, this is really the only way to do it. If these things could all come together, they could create a very efficient system that would give our community a lot more alternatives than it has had in the past.

**J. EXECUTIVE DIRECTOR'S REPORT**

- Sun Coast Transportation Planning Alliance and Tampa Bay TMA Leadership Group Joint Meeting and Workshop on Rail: Friday, December 10, 2021, FDOT District 7 office, 9:30 AM – Noon. In-person and virtual.
- Commissioner Overman noted that the TMA members have business and they should plan to attend on Friday.

**K. OLD & NEW BUSINESS –**

- **Commissioner Cohen:** Noted that the two members who wanted to speak about Pearl Harbor are no longer here. Earlier this year, he had the chance to visit Pearl Harbor. Stated that it is a very moving experience and a great moment to pause and give thanks, this time of the year, for all the freedoms we enjoy and to the generation that we owe those freedoms to; for all those that fought so hard in the 1940's to keep us free. Expressed holiday and new year wishes to everyone.
- **Next meeting** ~~December~~ **January** <sup>(corrected 1/14/2022 GR)</sup> **11, 2022**, from 10:00 AM – 12:00 Noon.

**L. ADJOURNMENT – The meeting adjourned at 12:03 PM**

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

**Social Media**

- **Twitter**
  - **11/21**  
**Roc King (in response to the Vision Zero Walk of Silence)**  
"Looking good Ms. Torres and child."

- **Facebook**

- **12/6**

- Rick Fernandez (posted on board meeting event page)**

- TPO Board and Staff:

- For reasons set forth below, I am requesting the TPO Board revisit FDOT's proposal for DTI Operational & Safety Improvements. This is a copy paste of my Facebook post published December 5, 2021. Many of you were tagged on this post:

- "Good morning my #TampaHeights family. History is repeating itself in the continuing #stopTBX saga.

- Subject of the day: Barrier Wall Movements along the eastern and southeastern borders of Tampa Heights.

- To recap: our neighborhood has been in an abusive relationship with the Florida Department of Transportation since the 1960's. The latest installment of this cycle began in 2015. It was in May of that year we first learned of FDOT's plan to pave over a large segment of our historic neighborhood in service of the project then branded as Tampa Bay Express (TBX).

- As the abused party in this relationship, we rose up. TBX eventually collapsed in 2016 under its own weight. Not because elected officials had our backs. They definitely did not (with one or two notable exceptions). No, it collapsed because of pesky details, hidden away in plan documents and glossed over by FDOT talking heads. Details finally explained, to great effect, using Legos. Thanks again to Caitlin Johnston and her team. You did us all a great service. Much of what Caitlin wrote in 2016 could be written again today with regard to these barrier walls: <https://bit.ly/3ornMav>

- The Howard Franklin Bridge debacle ended some FDOT careers and embarrassed local politicians, many of whom were shown to be asleep at the switch when they should have been cross-examining FDOT's agents.

- Today we are faced with a similar situation related to FDOT's proposed "Downtown Interchange Operational and Safety Improvements". This time the issue is barrier wall movement along the west side (Tampa Heights' eastern and southeastern borders) of the I-275 corridor from Floribraska Ave. to Scott Street.

- FDOT plans to move this barrier structure approximately 12 feet (details from FDOT are murky) further into the neighborhood. Neighborhood impacts can only be imagined at this point since FDOT has failed to deliver specifics on road closures, vibration, dust, heavy equipment, start/finish dates, reduced property values, etc.

The current version of FDOT's vision for the DTI Operational Improvements first came to my attention in May 2019 during a presentation to the MPO Citizens Advisory Committee (which I co-chair). At no time during that presentation or at any time since has FDOT mentioned the need to move this barrier structure.

I first learned of this plan while meeting with FDOT agents on November 17, 2021. The wall movements were mentioned in passing, as a given, just before I choked on my coffee.

Full disclosure: the proposed new wall construction/intrusion would begin approximately two blocks south of my property on Elmore Avenue. It won't directly impact my home, but I do expect collateral impacts. My neighbors to the south face a more troubling scenario.

Our TPO (f/k/a MPO) has approved FDOT's proposed operational improvements for the DTI. However, I do not believe they knew of this intended wall movement or the damage it would visit upon Tampa Heights.

I have asked TPO staff to place this matter on our CAC Agenda for January 2022 and intend to ask the TPO Board to revisit the DTI Operational Improvements proposal. This time with full disclosure from FDOT.

Perhaps it's again time to break out the Lego set."

Rick Fernandez  
2906 N Elmore Ave  
Tampa, FL 33602"

- **12/1**  
**Micky Stuckey (in response to a TPO job post)**  
"The job is no longer available. The job description you are trying to view is no longer available."
- **12/2**  
**Micky Stuckey (in response to a TPO response about a job post)**  
"Hillsborough TPO sorry don't have 4 Master Degrees, only 26 years in Transit."

### [Matthew Suarez](#)

[#TampaHeights](#) and [Rick Fernandez](#), The following correspondence has been issued to [Florida Department of Transportation](#) District 7 Secretary David Gwynn regarding the 1902 N. Lamar Ave. matter. Appropriate individuals from the [Federal Highway Administration](#) (FHWA) have been copied for accountability purposes. Both the correspondence issued to Secretary Gwynn & its exhibits have been attached to this post.

Link to Final Section 106 Effects Analysis Case Study Report Update - July 2020 Document:  
[http://tampainterstatestudy.com/.../TIS\\_106CaseStudyRepta...](http://tampainterstatestudy.com/.../TIS_106CaseStudyRepta...)

Table 4-4 can be found on page 90 (PDF page 98) of the Document.

[#TransitNotTolls](#) [#blvdTampa](#) [#StopTBX](#) [#TransitNow](#) [#PeopleFirst](#) [Transit Now Tampa Bay](#) [Sunshine Citizens](#) [Patricia Kemp](#) [Harry Cohen](#) [Mariella Smith](#) [Gwen Myers](#) [Kimberly Overman](#) [Stephen Benson](#) [Guido Maniscalco](#) [Bill Carlson](#) [Joseph Citro](#) [Orlando Gudes](#) [National Trust for Historic Preservation](#) [Hillsborough TPO](#)

## Citizen Issued Concern\_Violation of Tampa Interstate Study (TIS) - Supplemental Environmental Impact Statement (SEIS) 2017-2020 Commitments

Secretary Gwynn,

Please note - should the Florida Department of Transportation and its District 7 Office proceed with demolishing 1902 N. Lamar Ave. this Tuesday, November 30, 2021, both parties will be in violation of their commitments under the Tampa Interstate Study (TIS) - Supplemental Environmental Impact Statement (SEIS) 2017-2020.

Basis for the above violation is presented in the exhibit attachment titled: *Exhibit 01\_TIS-SEIS 2017-2020\_1902 Lamar Not to Be Subjected to a Direct Adverse Effect via Preferred Alternative (Option E)*

Basis for the intent of the Florida Department of Transportation and its District 7 Office to proceed with 1902 N. Lamar Ave. demolition is presented in the exhibit attachment titled: *Exhibit 02\_TIS-SEIS 2017-2020\_1902 N. Lamar Ave.\_Demolition Intent*

Document used to generate Exhibit 01 is cited below:

[file:///C:/Users/suare/Downloads/TIS\\_106CaseStudyRepta\\_ReportBody\\_07-2020\\_red.pdf](file:///C:/Users/suare/Downloads/TIS_106CaseStudyRepta_ReportBody_07-2020_red.pdf)

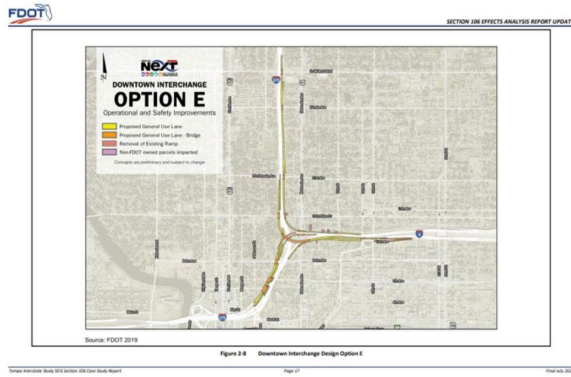
Database used to generate Exhibit 02 is cited below:

<https://aca.tampagov.net/CitizenAccess/Welcome.aspx?TabName=Home&TabList=Home>

We will look forward to your response regarding this concern.

**The Preferred Alternative (Option E) would result in No Adverse Effect to these historic properties as highlighted in yellow in Table 4-2.**

Language from *Tampa Interstate Study (TIS) - Supplemental Environmental Impact Statement (SEIS) 2017-2020 - Final Section 106 Effects Analysis Case Study Report Update – July 2020* (the Document) identifying that yellow highlighted columns in Tables found within the Document relate to results associated with Preferred Alternative (Option E).



Preferred Alternative (Option E) as identified within the Document.

**SECTION 106 EFFECTS ANALYSIS REPORT UPDATE**

4.4.2.1 Properties within the Proposed Right-of-Way  
 The Tampa Heights Historic District would experience varying degrees of direct adverse effects (between 0 and 6) depending upon the Alternative and/or Option within Segment 2B. Table 4-4 lists the Tampa Heights contributing historic resources by alternative that would be directly affected within the downtown interchange area.

Table 4-4 Directly Affected Contributing Historic Resources within the NHRP-Listed Tampa Heights Historic District

FHSP No.	Address	Year Built	Potential Direct Adverse Effect by Alternatives/Options					
			Updated 1996 TO FEG LTPA	2018 Express Lanes				
				A	B	C	D	E
BH812	Lamar Devilla A Condominium/1902 Lamar Street <sup>(1)</sup>	c. 1929	X	X	X	--	X	--
BH3781	510 E Ross Avenue <sup>(2)</sup>	c. 1922	X	X	X	--	X	--
BH3754	511 E Palm Avenue <sup>(2)</sup>	c. 1947	X	X	X	--	X	--
BH4130	509 E Palm Avenue <sup>(2)</sup>	c. 1905	X	X	X	--	X	--
BH5575	505 E Palm Avenue <sup>(2)</sup>	c. 1946	X	X	X	--	X	--
BH5503	84A House/My Academy/ 412 E 7 <sup>th</sup> Avenue/ Gamma Theta Omega House <sup>(3)</sup>	c. 1942	X	X	X	--	--	--
<b>Total</b>			<b>6</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>5</b>	<b>0</b>

SOURCE: FDOT 2018 Cultural Resource Assessment Survey Update  
 Notes: (1) Listed on the National Register of Historic Places in 1994  
 (2) Identified as a contributing historic building to the Tampa Heights Multiple Property Listing (MPL) in 1994  
 (3) Not identified as a contributing historic building in 1994. However, not evaluated in the Effects Analysis Report in 1994

Table 4-4 from the Document identifying that the contributing structure at 1902 Lamar would not be subjected to a direct adverse effect via Preferred Alternative (Option E).

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



# Hillsborough TPO

## Transportation Planning Organization

## Committee Reports

### **Meeting of the Bicycle Pedestrian Advisory Committee (BPAC) on December 8**

The BPAC approved action items:

- USF to Green ARTery Trail Study – Members noted the low cost of the neighborhood Greenway concept and its proximity to Communities of Concern.
- Transportation Improvement Program (TIP) Amendments: Florida Department of Transportation (FDOT) Safety, Operations Lighting, and Railroad Crossing Projects – Members noted the proximity of the I-75 project to current improvements taking place on Morris Bridge Road and proposed a connection at this location to the proposed Bypass Canal Trail.
- Safe Access to Parks Pilot Study – Members noted a needed connection from the Upper Tampa Bay Trail to a nearby HART facility and asked when the toolkit would be available.

The BPAC heard a status report on the Ybor Multimodal Development. Members inquired about coordination with Brightline, timing and cost of the development, and the multimodal options envisioned on and off road. Members also discussed changes on Nuccio Parkway and connections to Channelside and Water Street.

### **Meeting of the Transportation Disadvantaged Coordinating Board (TD) on December 10**

The TDCB approved action items:

- USF to Green ARTery Trail Study - Members discussed lighting along the trails, accessibility of crossings and other access issues, and asked questions about survey and public involvement responses.
- Transportation Disadvantaged Legislative Awareness Day and Message - Requested increased funding in the message as well as after-hours transportation for shift workers.
- Sunrise Community Coordination Contract - Members discussed cost per trip for this provider and how COVID-19 has impacted their cost-effectiveness.

The TDCB heard status reports on:

- City of Tampa Neighborhood Commercial District Plans - Members discussed parking, parking minimums, and relationship to pedestrian safety. Concerns about busses travelling down commercial streets, and accessibility of crosswalks.
- Sunshine Line Update - Members offered to connect Sunshine Line with CareerSource Tampa Bay for recruiting drivers, discussion of Aging Services reopening and ability of Sunshine Line to meet that demand.
- TDSP Follow-up

## **Meeting of the Livable Roadways Committee (LRC) on December 15**

The LRC approved action items:

- Safe Access to Parks Pilot Study

The LRC heard status reports on:

- City of Tampa Neighborhood Commercial District Plans

## **Meeting of the Technical Advisory and Citizens Advisory Committee on December 15**

The Citizen and Technical Advisory Committees held a joint meeting on December 15<sup>th</sup>.

TPO Chair, Commission Cohen provided inspiring words about the coming year and emphasized the critical role the committees play in guiding the TPO Board.

A quorum of both committees was present, allowing for the approval of all outstanding meeting minutes.

There were no questions regarding TPO Attorney Cameron Clark's clear and concise refresher on Government in the Sunshine and Public Records Law.

Several items were presented for action.

**The USF to Green Artery Trail Study** was approved by both committees. Questions arose on the public input received and on how to demonstrate a higher score on the trails ability to improve access to transit. One outstanding vote expressed by a CAC member was to draw attention to the proposed design on Yukon showing a shared lane with motor vehicles – that a shared lane should have a speed limit no greater than 20mph, not the 30-35mph as shown.

**The nine TIP amendments** were discussed at length. There was concern that the highway safety improvements might not fit into the spirit of the Vision Zero category due to the addition of auxiliary lanes versus focusing on speed management. Some members agreed these lanes would serve the purpose of eliminating weaving movements, another would prefer the consideration of ramp metering as a solution. There was also questions regarding the need for right of way and if any properties were being proposed for taking. The amendment to add pedestrian crossing treatments on South Dale Mabry was generally supported by both committees with a caveat that full signalized crossings be considered and that the crossing design takes into consideration bicycles as well as pedestrian movements. The TAC approved the TIP amendments unanimously; on an 8 – 1 vote, the CAC approved the amendments except for the auxiliary lanes on I-4 and I-75, and with the proviso that the pedestrian crossings on S. Dale Mabry be designed to also accommodate bicyclists.

**The 2021 State of the System Report** received praise from both committees as it tells a clear story of the trends in our transportation systems. In comparison to the previous report from 2019, it was requested to include similar information from that report on the Smart Cities performance measure of percent of population affected by high vehicular emissions. In particular, the proximity of the population, calling out communities of concern, to high-volume roadway, and how that exposure leads to health concerns. The TAC voted to approve the report, with the understanding these details will be added to an updated State of the System Report. The CAC requested to table their approval until the January CAC meeting and expect to see those details included before taking a vote.



**The 2022 Meeting Calendar** was approved unanimously by both the CAC and TAC.

### **Meeting of the Technical Advisory on January 3**

An in-person quorum was met.

Approval of the joint CAC-TAC December minutes were deferred until the February TAC meeting.

#### **Action Items:**

Safe Access to Parks – unanimously approved. Comments focused on next steps, how to move recommendations forward, who would be responsible. Depending on the countermeasure, it could be the responsibility of a jurisdiction's Transportation Department or Parks and Recreation Department. A suggestion was made to provide the recommended improvements in a GIS format that could be layered on CIP projects, even stormwater, resurfacing, waste, etc. so that all departments would be aware of the needs surrounding a nearby park.

Hillsborough's Request for an Additional Seat – unanimously approved. The TAC was reminded that the TPO Board will first consider and then approve the bylaws change over two meetings. If approved, Sarah Caper, the candidate from HC Community and Infrastructure Planning was present at the in-person meeting to observe.

Election of Officers – the current TAC slate of officers was re-affirmed for 2022: Jeff Sims, Chair; Mike Williams, Vice-Chair; Jay Collins, Officer At-Large.

Attendance Review and Declaration of Seats – no committee member was in jeopardy of losing their seat due to unexcused absences. The TAC's airport representative, Gina Evans, offered to reach out to her contacts at the Port and the Trucking Industry to make them aware of vacancies on the TAC. A few changes will be made to the assignment of alternates to the current members. The committee was pleased that a HART representative has been assigned after the position was temporarily vacant.

#### **Status reports were heard on:**

City of Tampa Neighborhood Commercial District Plans – county staff asked if there was still opposition to a lane reduction on Bay to Bay as previously heard when being resurfaced a few years ago. City staff responded that there were still mixed support/opposition to removing a lane but that the city would consider a "pilot" project to see how the roadway performed, if the residents felt it was safer, and if sentiments changed.

Storm Evacuation and Shelter in Place Study – there was an agreement that although most residents have, or should have, a plan in place, many new residents are moving into the area and methods of notification of an impending storm are important. Members were supportive of the suggestions, although there was concern for using the emergency shoulder particularly on overpasses or other areas where the lane narrow or is not continuous. We learned the FDOT has a plan in place for use of emergency shoulders.

**Beth Alden**

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**Subject:** FDOT Work Program - REVISED Hillsborough TPO Project Highlights Document

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**From:** Monk, Suzanne <Suzanne.Monk@dot.state.fl.us>  
**Sent:** Wednesday, December 1, 2021 10:16 AM  
**Subject:** RE: Revised Hillsborough TPO Project Highlights Document

The two I-75 segments are part of the TIP Amendments that Connor is presenting to the committees this month and TPO Board in January.

**FPID: 445317 1: I-75 (SR 93) From South of Tampa Bypass Canal To South of Fowler Ave**

Add auxiliary lane NB I-75 From south of Tampa Bypass Canal To south of Fowler Avenue. Widen bridges over Tampa Bypass Canal, Harney Road and US 301

Purpose - Improve safety and operations between I-4 and Fowler Interchange by reducing merging and diverging maneuvers.

ICM Technologies: Still scoping - TBD

**FPID: 445317 2: I-75 (SR 93) From South of Tampa Bypass Canal To South of Fowler Ave**

Add auxiliary lane SB I-75 From south of Tampa Bypass Canal To south of Fowler Avenue. Widen bridges over Tampa Bypass Canal, Harney Road and US 301

Purpose - Improve safety and operations between I-4 and Fowler Interchange by reducing merging and diverging maneuvers.

ICM Technologies: Still scoping - TBD

Hope this helps. Please let me know if you have any other questions.

Thanks,

*Suzanne Monk, FCCM*

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



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**From:** Beth Alden <[aldenb@plancom.org](mailto:aldenb@plancom.org)>  
**Sent:** Wednesday, December 1, 2021 10:00 AM  
**To:** Monk, Suzanne <[Suzanne.Monk@dot.state.fl.us](mailto:Suzanne.Monk@dot.state.fl.us)>  
**Subject:** RE: Revised Hillsborough TPO Project Highlights Document

Thanks Suzanne!

The two I-75 segments—are those funded to implement the current PD&E study? What can you tell us about the scope of the improvements?

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**From:** Monk, Suzanne <[Suzanne.Monk@dot.state.fl.us](mailto:Suzanne.Monk@dot.state.fl.us)>  
**Sent:** Wednesday, December 1, 2021 9:35 AM  
**To:** Beth Alden <[aldenb@plancom.org](mailto:aldenb@plancom.org)>  
**Subject:** Revised Hillsborough TPO Project Highlights Document

Good morning, Beth. I wanted to reach out and provide you the Final Hillsborough TPO Project Highlights document. Please note that the projects listed in green have been added or advanced.

Please let me know if you have any questions or concerns.

Thanks,

*Suzanne Monk, FCCM*

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





Hillsborough TPO  
Project Highlights

FINAL Tentative Work Program FY 2023-2027

11/15/2021

P	FPN	Phase	Description	Work Mix	Change	Project Comments
✓	439336-6	PLG	HILLSBOROUGH COUNTY FY 2026/2027-2027/2028 UPWP	TRANSPORTATION PLANNING	ADDITION	Added PLN in FY 2027
✓	414963-2	CAP	HART - FHWA SURFACE TRANSPORTATION PROGRAM	PURCHASE VEHICLES/EQUIPMENT	ADDITION	Added CAP in FY 2027
✓	449644-1	PLG	SR 582/FOWLER AVE FROM 56TH ST TO E OF I-75	FEASIBILITY STUDY	ADDITION	Added Study in FY23
✓	435908-2	ROW, CST	SR 580/W BUSCH BLVD FROM N DALE MABRY HWY TO N NEBRASKA	URBAN CORRIDOR IMPROVEMENTS	ADVANCE (ROW), ADDITION (CST)	ROW advanced from FY25 to FY23, CST added to FY27
✓	447158-1	PE	US 92/SR 600 FROM W OF MCINTOSH ROAD TO E OF MCINTOSH ROAD	INTERSECTION IMPROVEMENT	ADDITION	Added PE in FY 2023
✓	449124-2	ROW, CST	SR 60/ADAMO DR AT 26TH STREET	TRAFFIC SIGNALS	ADDITION	Added ROW in FY24, CST in FY26
✓	442426-1	PLG	GEORGE ROAD FROM DANA SHORES DR TO TOWN N COUNTRY GREENWAY	URBAN CORRIDOR IMPROVEMENTS	ADDITION, DELETIONS	Added planning added FY 25, dropped PE FY 25
✓	445662-1	CST	WEST RIVER GREENWAY FROM STEWART MIDDLE MAGNET SCHOOL TO WILLOW AVE	BIKE PATH/TRAIL	DELETIONS	Construction Dropped (FY 24) as Local Agency is receiving Federal grant
✓	443516-1	CST	EL PRADO SIDEWALK FROM S OMAR AVE TO S LOIS AVE	SIDEWALK	DEFERS	Deferred from FY23 to FY24 (local request) - LAP
✓	447615-1	CST	REO STREET FROM GRAY STREET TO CYPRESS STREET	ADD LANES & RECONSTRUCT	ADDITION	Added CST to FY23
✓	447107-2	DSB	I-275/SR 93 FM S OF SR 60 TO S OF LOIS, SR 60 FM S OF I-275 TO N OF SPRUCE	ADD LANES & RECONSTRUCT	ADDITION	Added DSB in FY24
✓	447107-3	CST	I-275/SR 93 FM S OF SR 60 TO S OF LOIS	ADD LANES & RECONSTRUCT	ADDITION	Added CST to FY 26
	430573-3	CST	I75/I275 CD ROAD FM S OF COUNTY LINE RD TO COUNTY LINE RD (PHASE II)	New Road Construction	ADDITION	Added CST in FY 27-26
	445317-1	PE/ROW/CST	I-75/SR 93 FROM S OF TAMPA BYPASS CANAL TO S OF FOWLER AVE	ADD LANES & RECONSTRUCT	ADDITION	Added PE to FY 2022, Added PE, ROW, CST to FY 2023
	445317-2	PE/ROW/CST	I-75/SR 93A NB FROM S OF TAMPA BYPASS CANAL TO N OF US 301	ADD LANES & RECONSTRUCT	ADDITION	Added PE to FY 2022, Added PE, ROW, CST to FY 2023
	443665-2	CST	USB 41/SR 685 FROM USB41/SR 685 FLORIDA AVE TO USB 41/SR 60 E JACKSON	URBAN CORRIDOR IMPROVEMENTS	DELETIONS	The -2 work added to -1 (programmed in FY24)
	441663-2	CST	SR 60 FROM E OF US 41/SR 599/N 50TH ST TO E OF US 301/SR 43.	INTERSECTION IMPROVEMENT	DELETIONS	The -2 work added to -1 (programmed in FY24)
	445920-2	CST	US 301/SR 43 FROM N OF BLOOMINGDALE AVE TO MLK BLVD.	INTERSECTION IMPROVEMENT	DELETIONS	The -2 work added to -1 (programmed in FY24)
	446273-2	CST	US 301/SR 41 FROM N OF CHERRY TREE LN TO N OF HILLSBOROUGH RIVER BRDG.	INTERSECTION IMPROVEMENT	DELETIONS	The -2 work added to -1 (programmed in FY24)
	443426-2	CST	SR 60 FROM W OF SR 39 TO W OF CLARENCE GORDON JR RD	ADD LEFT TURN LANE(S)	DELETIONS	The -2 work added to -1 (programmed in FY24)
	441662-1	PE, CST	SR 60 FROM E BUCKINGHAM PL TO E OF LITHIA PINECREST RD	RESURFACING	ADDITION	Added PE in FY23, CST in FY25
	441662-2	CST	SR 60 FROM E BUCKINGHAM PL TO E OF LITHIA PINECREST RD.	URBAN CORRIDOR IMPROVEMENTS	ADDITION	CST added in FY 25 Goes with -1
	441664-1	PE, CST	SR 553/N PARK RD FROM US 92/SR 600/E BAKER ST TO N OF I-4/SR 400	RESURFACING	ADDITION	Added PE in FY23, CST in FY25
	441664-2	CST	SR553/N PARK RD FROM US92/SR 600/N PARK RD TO N OF I-4/SR 400	URBAN CORRIDOR IMPROVEMENTS	ADDITION	CST added in FY 25 Goes with -1
	443781-1	PE, CST	US 92/SR 600/S DALE MABRY HWY FROM GANDY BLVD TO S OF W SEVILLA ST	RESURFACING	ADDITION	Added PE in FY23, CST in FY25
	443781-2	CST	US 92/SR 600 FROM W OF DALE MABRY HWY TO S OF W SEVILLA ST	URBAN CORRIDOR IMPROVEMENTS	ADDITION	CST added in FY 25 Goes with -1
	437560-1	PE, CST	SR 574/MLK BLVD FROM W OF WHEELER CT TO W OF S FORBES RD	RESURFACING	ADDITION	Added PE in FY23, CST in FY25
	439833-1	PE, CST	US 301/SR 43 FROM MANATEE CO LINE TO S OF SR 674/SUN CITY CENTER	RESURFACING	ADDITION	Added PE in FY23, CST in FY25
	445936-1	PE, CST	US 30/SR 43 FROM S OF BALM ROAD/PASEO AL MAR BLVD TO S OF WHITT ROAD	RESURFACING	ADDITION	Added PE in FY23, CST in FY25
	446270-1	PE, CST	SR 582/E FOWLER AVE FROM E OF BB DOWNS BLVD TO W OF RIVERHILLS DR	RESURFACING	ADDITION	Added PE in FY23, CST in FY25
	446272-1	PE, CST	SR 676/SR 45/USB 41/CAUSEWAY BLVD FROM US 301 TO S OF US 41/50TH ST	RESURFACING	ADDITION	Added PE in FY23, CST in FY25
	447975-1	PE, CST	SR 60/KENNEDY BLVD FROM W OF S HOOVER BLVD TO CHURCH AVE	RESURFACING	ADDITION	Added PE in FY23, CST in FY25
	448934-1	PE, CST	SR60/ADAMO DRIVE FROM W OF N 34TH STREET TO E OF N 34TH ST	RESURFACING	ADDITION	Added PE in FY25, CST in FY27
	438784-1	CST	US 92/SR 600/GANDY BRIDGE WB #100585 OVER TAMPA BAY	BRIDGE-REPAIR/REHABILITATION	DEFERS	Deferred from FY23 to FY25
	447695-1	CST	SR 60/MEMORIAL HWY RAMP FR SR 60 TO COURTNEY CAMPBELL CAUSEWAY	TRAFFIC OPS IMPROVEMENT	ADDITION	Added CST added to FY24 (HSP for High Friction Surface Treatment)
	447762-1	CST	SR 60 FROM BEN T DAVIS BEACH EASTERN ENTRANCE TO E OF ROCKY POINT DR	TRAFFIC OPS IMPROVEMENT	ADDITION	Added CST added to FY24 (HSP for HFST & two Cantilever Signs)
	445552-1	PE	DALE MABRY HIGHWAY FM N OF HILLSBOROUGH AVE TO S VILLAGE/FLETCHER AVE	LIGHTING	DELETIONS	FY23 Design Dropped, work was done on 447845-2 in June of 21
	448026-1	Aviation	TAMPA INTERNATIONAL AIRPORT -REPLACE AIRSIDE C SHUTTLE CARS AND SYSTEM	AVIATION CAPACITY PROJECT	ADDITION	Added CST added to FY23
	449132-1	ROW, CST	US 92/SR 600/HILLSBOROUGH AVE AT N 15TH STREET	TRAFFIC SIGNALS	ADDITION	Added ROW in FY24, CONST in FY26
	449004-1	Rail	SR 60 AT RAIL CROSSING 624572-B E OF CLARENCE GORDON JR RD	RAIL SAFETY PROJECT	ADDITION	Rail added to FY23
	416856-2	CST	SR 60/KENNEDY BLVD AT WILLOW AVE RR CROSSING 626304-X	RAILROAD CROSSING	ADVANCES	Advanced from FY25 to FY23