



Hillsborough TPO Transportation Planning Organization

Meeting of the Citizens Advisory Committee

Wednesday, March 2, 2022, at 9:00 AM

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 headcount 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.

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Presentations, full agenda packet, and supplemental materials are [posted here](#). Please 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: Michael Rempfer 813-273-3774.

Rules of engagement:

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

- I. **Call to Order & Introductions** 9:00
- II. **Chairman's Request:** *Per the TPO Bylaws, all speakers are asked to address only the presiding Chair for recognition; confine their remarks to the question under debate; and avoid personalities or indecorous language or behavior.*
- III. **Public Comment** - 3 minutes per speaker, please 9:05
Public comments are welcome and may be given at this meeting virtually by logging onto the website above and clicking the "raise hand" button. Staff will unmute you when the chair recognizes you.

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Hillsborough County
MPO Chair

Commissioner Pat Kemp
Hillsborough County
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Planning Commission

Mayor Andrew Ross
City of Temple Terrace

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Jessica Vaughn
Hillsborough County
School Board

Beth Alden, AICP
Executive Director



Plan Hillsborough

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IV. Members' Interests	9:15
• TPO Legal Recourse with FDOT (Beth Alden, TPO Director and Cameron Clark, TPO Attorney)	
V. Minutes	
A. Update of December 2021 and January 2022 Minutes Corrections	9:35 9:40
B. Approval of Minutes (February 2, 2022)	
VI. Action Items	9:45
A. TIP Amendments for Gibsonton Drive PD&E and HART Maintenance Facility (Connor MacDonald, TPO Staff)	10:15
B. Commuter Benefits Ordinance Request Letter (Sara Hendricks, CUTR)	
VII. Status Reports	10:25
A. PD&E Study for US301 from Fowler Ave to SR56 (Amber Russo, FDOT)	10:45
B. FY23 & FY24 UPWP Preliminary Draft - POSTPONED TO APRIL (Amber Simmons, TPO Staff)	11:05
C. CAC Committee Composition (Joshua Barber, TPO Staff)	11:25
D. CAC Members Introduction Roundtable (Johnny Wong, TPO Staff)	11:45
VIII. Unfinished Business & New Business	
A. Vote on next month's agenda topics	
B. Resolution on Racial Justice: Q&A Session	
C. Next CAC Meeting April 6, 2022	
IX. Adjournment	
X. Addendum	
A. TPO Meeting Summary and Committee Reports	
B. I-275 North of I-4 Construction Update	
C. April 5-6 Regional Resiliency Leadership Summit	

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

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DECEMBER 15, 2021 - JOINT MEETING WITH THE TRANSPORTATION PLANNING ORGANIZATION CITIZENS ADVISORY AND TECHNICAL ADVISORY COMMITTEES

The Transportation Planning Organization (TPO) Technical Advisory Committee (TAC), Hillsborough County, Florida, and the TPO Citizens Advisory Committee (CAC), met in Joint Meeting, scheduled for Wednesday, December 15, 2021, at 12:00 p.m., in the 26th Floor Conference Room, Frederick B. Karl County Center, Tampa, Florida, and held virtually.

The following TPO TAC members were present:

Jeffrey Sims, Chair	Environmental Protection Commission
Jay Collins	Planning Commission (PC)
John Patrick for Leland Dicus	Hillsborough County Development Services
Robert Frey (via telephone)	Tampa-Hillsborough Expressway Authority
Anthony Garcia	PC
Danni Jorgenson	City of Tampa (Tampa)
Brian McCarthy (nonvoting member)	City of Temple Terrace (Temple Terrace)
Brian Pessaro	Tampa Bay Area Regional Transit Authority
Jonathan Scott	Tampa
Nicole Sutton	Florida Department of Health
Richard Perez for Michael Williams	Hillsborough County

The following TPO TAC members were absent:

Michael English	Tampa Historic Streetcar Incorporated
Gina Evans	Hillsborough County Aviation Authority
Julie Ham	City of Plant City
Matthew Pleasant	Hillsborough County School District
Troy Tinch	Temple Terrace

The following TPO CAC members were present:

Ricardo Fernandez, Vice Chair	Steven Hollenkamp (via telephone)
Christine Acosta	Meaza Morrison
Christina Bosworth	Hoyt Prindle
Carolyn Brown	Terrance Trott
Josh Frank	Aiah Yassin

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The following TPO CAC members were absent:

William Roberts, Chair	Jeff Lucas
David Bailey	Jonathan Knudsen
Alexis Boback	Cliff Reiss
Artie Fryer	Rich Richmond
Sharon Gaumont	Nicole Rice
Nicholas Glover	Don Skelton, Jr.

I. CALL BUSINESS MEETING TO ORDER AND INTRODUCTIONS

▶ Cochairs Fernandez and Sims called the meeting to order at 1:01 p.m. Following the resolution of technical difficulties, ▶ Ms. Gail Reese, TPO, called the roll and noted a quorum was present. ▶ Commissioner Harry Cohen, Board of County Commissioners, gave appreciative remarks. ▶ Mr. Richard Clarendon, TPO, clarified members present.

II. PUBLIC COMMENT - ▶ **None.**

III. REVIEW AND APPROVAL OF MINUTES:

A. TAC

I. December 16, 2020, Joint CAC/TAC Meeting

II. January 4, 2021, TAC Meeting

III. November 1, 2021, TAC Meeting

▶ Cochair Sims introduced the item. ▶ **Ms. Jorgenson moved approval, seconded by Mr. Garcia, and carried unanimously by TAC members present.** (Members English, Evans, Ham, Pleasant, and Tinch were absent.)

B. CAC

I. December 16, 2020, Joint CAC/TAC Meeting

II. September 1, 2021, CAC Meeting

III. October 6, 2021, CAC Meeting correction page 6-7 of minutes

IV. November 3, 2021, CAC Meeting

▶ Cochair Fernandez sought comments on the CAC minutes up for approval. Ms. Acosta noted there were still outstanding questions posed at the September 1, 2021, CAC meeting regarding counting devices, the bridge over Columbus

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Drive at Rome Avenue, and shared micromobility uses. ► Cochair Fernandez noted that in the September 1, 2021, CAC minutes on page 1, Item IV.C., line 3, the date should be changed to May 2021; also, in the October 6, 2021, CAC minutes, on pages 6 and 7, changes regarding the cost of roundabouts should be notated. ► **Mr. Frank moved approval, seconded by Ms. Acosta, and carried unanimously by CAC members present.** (Chair Roberts and Members Bailey, Boback, Fryer, Gaumond, Glover, Lucas, Knudsen, Reiss, Richmond, Rice, and Skelton were absent.)

IV. STATUS REPORTS

A. Refresher on Government in the Sunshine and Public Records Law

► Senior Assistant County Attorney Cameron Clark shared a presentation.

V. ACTION ITEMS

A. University of South Florida Green ARtery Trail Study

► Mr. Wade Reynolds, TPO, introduced ► Ms. Jennifer Musselman, Kittelson and Associates, who presented the item. ► Mr. Patrick inquired about outreach in the Campus Hills neighborhood. Mr. Frank asked about the transit score on Alternative 1 and the proposed bus rapid transit project on Bougainvillea Avenue. Mr. Frey touched on traffic analyses difficulties and scoring transit corridors. Ms. Acosta sought clarity on the proposed speed limit and spoke on Vision Zero principles for shared roadways. ► Cochair Sims called for a motion for approval. **Mr. Garcia so moved, seconded by Ms. Jorgenson, and carried unanimously by TAC members present.** (Members English, Evans, Ham, Pleasant, and Tinch were absent.)

Cochair Fernandez called for a motion. ► **Mr. Hollencamp moved to approve, seconded by Mr. Trott, and carried to nine to one; Ms. Acosta voted no.** (Chair Roberts and Members Bailey, Boback, Fryer, Gaumond, Glover, Lucas, Knudsen, Reiss, Richmond, Rice, and Skelton were absent.)

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

► Mr. Connor MacDonald, TPO, explained the item. ► Mr. Trott asked about the light-emitting diode (LED) street lights turning purple, which Ms. Suzanne Monk, FDOT, addressed. Mr. Frank was apprehensive about categorizing

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Interstate (I) 75 and I-4 projects as Vision Zero projects. ► Ms. Gena Torres, TPO, expounded on the items. Dialogue ensued. Ms. Yassin believed the items fit into the Vision Zero model. Mr. Prindle suggested the CAC recommend that local freeways be on ramp meters and inquired about South Dale Mabry Highway signal modifications. Discussion continued regarding signalization, the impact of approving the TIP amendments, future traffic signal analyses, ► right of way (ROW) requirements for the TIP amendments, and the urgency of approving the amendments. ► Ms. Margaret Kubilins, Tampa, spoke on Vision Zero principles and opportunities to enhance safety. Mr. Frey touched on limited access roads. Ms. Monk stated ROW acquisition was not expected for the proposed TIP amendments with the possible exception of bridge widening over the Tampa Bypass Canal. Ms. Acosta felt the speed limit on South Dale Mabry Highway required a signalized light and wanted to see design options that served all forms of active transportation.

On prompt from Cochair Sims, ► **Mr. Scott moved to approve, seconded by Mr. Collins, and carried unanimously by TAC members present.** (Members English, Evans, Ham, Pleasant, and Tinch were absent.)

Cochair Fernandez sought a motion. ► **Ms. Yassin moved to approve the TIP amendments, seconded by Mr. Trott.** Ms. Bosworth asked if the TIP amendments could be voted on individually. ► Mr. Frank moved to amend the motion to accept the TIP minus Numbers 23 and 24, which were the I-75 and I-4 expansions. (The motion died for lack of a second.) Upon roll call vote, ► **the motion failed four to five; Cochair Fernandez and Members Acosta, Bosworth, Brown, and Frank voted no.** (Ms. Morrison was out of the room; Chair Roberts and Members Bailey, Boback, Fryer, Gaumond, Glover, Lucas, Knudsen, Reiss, Richmond, Rice, and Skelton were absent.)

► Mr. Frank requested staff be more appreciative of CAC efforts. ► **Mr. Prindle moved to bring Mr. Frank's motion back to the floor, seconded by Mr. Frank.** Mr. Frank restated the motion was to accept the TIP Amendment as listed, except for Number 23 and Number 24, which dealt with I-75 and I-4.

► **Ms. Acosta moved to amend that the latest motion include a request for redesign and answering of the CAC's questions for the South Dale Mabry Highway section, so a motion to approve minus I-75 and including further improving the crossing as planned for South Dale Mabry Highway, seconded by Ms. Bosworth.** Mr. Trott questioned the mechanism to bring Items 23 and 24 back for approval. Ms. Monk sought clarity on the motion. ► Ms. Acosta

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restated the motion was to further amend the passage, the TIP approval minus the I-70 (I-75) section and predicating improved design for the crossings at South Dale Mabry Highway. Following procedural talks, ► **the amendment carried unanimously by CAC members present.** (Chair Roberts and Members Bailey, Boback, Fryer, Gaumond, Glover, Lucas, Knudsen, Reiss, Richmond, Rice, and Skelton were absent.)

Upon dialogue, ► **the amended motion carried nine to one; Ms. Yassin voted no.** (Chair Roberts and Members Bailey, Boback, Fryer, Gaumond, Glover, Lucas, Knudsen, Reiss, Richmond, Rice, and Skelton were absent.)

► Mr. Clarendon noted the TPO could ask FDOT to come back with clarification on the I-75 and I-4 improvements at the next meeting. Mr. Trott wanted to know what could be changed to make the amendments approvable.

C. 2021 State of the System Report

► Ms. Vishaka Shiva Raman, TPO, gave a presentation. ► Mr. Fernandez asked about the percent of population affected by high vehicular emissions and wanted TPO staff to revise the document to include language on vehicular emissions from the 2019 report. Ms. Sutton agreed with the request. ► Ms. Acosta inquired about the peer communities cited in the report and if there was an opportunity to use peer markets that were consistent with the Tampa Bay Partnership report.

On prompt from Cochair Sims, ► **Mr. Scott moved to approve, seconded by Mr. Collins,** who agreed with the CAC comments. ► **The motion carried unanimously by TAC members present.** (Members English, Evans, Ham, Pleasant, and Tinch were absent.)

Cochair Fernandez sought a motion. ► **Mr. Prindle moved to table the item to the January meeting of the CAC pending resolution of the item that Cochair Fernandez had discussed, seconded by Ms. Acosta, and carried nine to one; Mr. Trott voted no.** (Chair Roberts and Members Bailey, Boback, Fryer, Gaumond, Glover, Lucas, Knudsen, Reiss, Richmond, Rice, and Skelton were absent.)

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D. 2022 Meeting Calendar

▶ Ms. Torres and Mr. Clarendon presented the item. Cochair Sims expressed concerns about the January 2022 TAC meeting date. Following dialogue, ▶ Cochair Sims sought a motion to approve the schedule with the one addendum that the TAC move the January 2022 date from the 3rd to the 10th. ▶ Ms. Sutton moved that the TAC move the meeting on the tenth, but then go ahead with the rest of the schedule, seconded by Mr. Scott. (The motion was not voted on.) Mr. Collins noted there was a Planning Commission meeting on January 10, 2022. ▶ Chair Sims sought a motion to approve the schedule as currently listed. **Mr. Collins so moved, seconded by Mr. Scott, and carried unanimously by members present.** (Members English, Evans, Ham, Pleasant and Tinch were absent.)

▶ Cochair Fernandez sought a motion to approve the calendar as presented by staff. ▶ Mr. Trott moved to approve, seconded by Ms. Brown. (The motion was not voted on.) Due to the lack of a quorum, the CAC could not take action on the item. Cochair Fernandez noted there were no objections to the proposed calendar.

VI. UNFINISHED BUSINESS AND NEW BUSINESS

- A. Next Meetings: TAC - January 3, 2022, at 1:30 p.m. CAC - January 5, 2022, at 9:00 a.m.

▶ Cochair Sims called for old or new business; there was no response.

VII. ADDENDUM

- A. TPO Meeting Summary and Committee Report
- B. FDOT Work Program Virtual Public Hearing Participation
- C. Letter to Beth Alden, TPO Executive Director regarding 2023 - 2027 Tentative Work Program

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VIII. ADJOURNMENT

▶ There being no further business, the meeting was adjourned at 3:32 p.m.

READ AND APPROVED: _____
CHAIR

ATTEST:
CINDY STUART, CLERK

By: _____
Deputy Clerk

ag

DRAFT

**HILLSBOROUGH COUNTY
TRANSPORTATION PLANNING ORGANIZATION
CITIZENS ADVISORY COMMITTEE
HYBRID MEETING OF JANUARY 5, 2022**

I. CALL TO ORDER

Chair Roberts called the meeting to order at 9:07 AM

Members Present In-Person: Bill Roberts, Rick Fernandez, Christina Bosworth, Meaza Morrison, Alexis Boback, Christine Acosta, Nicholas Glover, Don Skelton Jr., Jonathan Knudsen, Joshua Frank

Members Present Virtually: David Bailey, Carolyn Brown, Hoyt Prindle, Steven Hollenkamp, Artie Fryer, Jeff Lucas, Sharon Gaumond, Terrance Trott, Rick Richmond

Members Absent/ Excused: Aiah Yassin, Nicole Rice

Others Present Virtually: Johnny Wong, Rich Clarendon, Lisa Silva, Amber Simmons, Beth Alden, Cheryl Wilkening, Allison Yeh, Davida Franklin, Michael Rempfer, Vishaka Shiva Raman, Wade Reynolds, Connor MacDonald (TPO Staff); Frank Hall (City of Tampa), Justin Hall, Siasoi Fine, Alice Price (FDOT); Kenneth Boden (TBARTA); Genet Stewart (Children’s Board); Sara Hendricks (USF); Edward Mierzejewski (THEA); Anthony Krol, Audrey Moore, Brian Seel, Adrienne Rodriguez, Clive Hon, Dayna Lazarus, Doreen Jesseph, Doug Jesseph, Lena Young Greene, Matthew Suarez, Mauricio Rosas, Stewart Latchford (Public)

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

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

- III. PUBLIC COMMENT** – Public comment emails are included at the [end of the minutes](#).

- A. **Lena Young Greene** – Thanked the committee for their time. Noted that this topic has been covered before and it is back again. Tampa Heights is most impacted by the interstates starting many years ago. Explained that the Downtown Interchange has been a problem and engineers have said it is a design issue. Every time something is done in this area, a few years later it comes up again. Opposes the interstate coming through the Urban Core here and throughout the nation, impacting communities of color. She is opposed to this project, opposed to the moving of the walls further into Tampa Heights, and opposed to it impacting the historic district. The residents initiated the historic district and have worked very hard to preserve a way of life,

social aspects, and mitigating health impacts to this area. Asked for consideration of the opposition to the latest actions of FDOT.

- B. **Nicole Perry** – 602 East Francis Avenue, across from the community garden. Her letter was read earlier. Adding a few points. The barrier wall being moved was unknown to her and her family until very recently. Have been in contact with FDOT about various things since purchasing the lot and home from them. Completely rehabbed the home; finished May 2020. The staining of their home has happened in the past year. The pollution from the highway is a real challenge. Does not understand how widening the highway, when so many people are for mass transit, would be a good idea. What is the expense of subjecting the citizens to that? Objects to this project and objects to tearing down any more historic buildings. Thinks the Lamar building is worth saving. Asked the committee to help Tampa Heights to not be further destroyed.
- C. **Clive Hon** – 2824 North Elmore Ave, adjacent to the SE border of I-275. He and his wife built their house on the vacant lot in 2018. Moved from Philadelphia. Tampa Heights reminded them of the urban community in Philadelphia. Used to heavy traffic; did not think something like this would happen here with a smaller population. Understands the population is growing. Agrees with improving infrastructure but not to the degree with what FDOT is trying to do. Is opposed to the additional intrusion of the SE wall barrier. Daughter was born two years ago; is concerned about the air pollution and the debris. Did not know that there would be additional construction on the wall adjacent to their house. Specifics of this project were not known to them including specs, timeline, type of equipment coming in, time of day for construction. Moved here for their forever home with their daughter and dogs. Concerned about land stress on their house, property value threat, and quality of life. Opposed to further destruction of the Tampa Heights community.
- D. **Doug Jesseph** – 6007 N Suwanee Avenue, Tampa. Stated that there is no example where expanding interstates has improved economic outcome globally. Interstate construction creates economic dead zones, destroys property values, and destroys economic activity. The argument from FDOT that this is maintaining and improving economic impacts is nonsense. There are no examples where interstate expansion of this sort has produced better traffic flow, lower commuting times, lower crash rates, etc. There are no instances that FDOT can point to that are positive. The Downtown Interchange was reformed back in 2006 or 2007 with the flyover. It was sold as the definitive solution. Hundreds of millions of dollars were put into that project. It did not reduce commute time or crashes. The project was a waste of money and a disaster. FDOT never shows the actual empirical data for the judgement that the expansion is going to help economically. FDOT relies on proprietary software; they put information in and it puts out that this is going to be a good idea. Same principles being applied that led to the 2006 – 2007 makeover. Continue going down this route. There is no reason to take anything that FDOT says seriously on this project. I-275 was put where it is by a bunch of despicable bigots. It was taking federal money specified for interstates and stick it to the non-white community. The corridor was specifically chosen to go through non-white communities. It could have gone further north and taken property from white, citrus farmers, but that was never on the agenda. In the 1950's and 60's it was based on a white agenda using federal money. It could be said that the damage was already done and we have to live it. Believes that the damage continues. The neighborhoods remain in distress because I-275 is located where it is. No amount of upgrading is going to suddenly make it OK. The right thing to do is to stop dumping money into it, let it

degrade, and when it's no longer drivable, rip it out and put in the Boulevard project. Believes that is the only rational way forward.

- E. **Matthew Suarez** – 406 West Azeel Street, Unit 508, Tampa, 33606. Asked the CAC committee to make a motion and approve the following: stop the FDOT from destroying property in Tampa Heights including destroying the contributing historic structure at 1902 N. Lamar Avenue; stop the planned I-275 expansion including the barrier wall movement in Tampa Heights, which members of Tampa Heights were first made aware of in November 2021; halt and declare a moratorium on the Downtown Interchange project to include a full vetting of the impact of the project to the Tampa Heights area. Is now focusing on the 1902 N. Lamar property. Requested TPO Staff to provide to the committee a visual timeline of the property and show it during these comments. (*information was shown and is included in the [public comment at the end of the minutes](#)*). Timeline goes from the 1990's through today. Shows from 2007 to 2015, the structure was not in the derelict and blighted state it is in today. In 2007, someone invested in the structure and made it better than it was in the 1990's. That investor seemed to care about the historic value of the structure, the historic contribution to the neighborhood. Regularly petitions FDOT on concerns. The three things stated at the opening are some of the numerous reason why the TPO CAC must file such a motion during this present meeting.
- Rick Fernandez** – Noted the timeline and the deterioration of the property from just before 2015 through 2021.
- F. **Brian Seel** – Neighborhood President of the Tampa Heights Civic Association. Noted the prior speakers addressed the wall expansion, potential demolition of the 1902 N Lamar property, and FDOTs general approach to interstate widening projects. Is asking the committee and the TPO Board to encourage a change in the communication style with the community and the way they go about making decisions. As the Civic Association President, that organization was not made aware of or consulted with or brought into the conversation prior to some of these decisions being made. Seems like every few years, the residents need to stomp their feet and go to the media in order to get FDOTs attention. This is not a healthy or productive way of working with the community for a better outcome for all. Encourages the committee members to take a stand on better communication from FDOT with the community.
- G. **Tony Krol** – 3907 N Dartmouth Avenue, Tampa, 33603. Adding to the submission Johnny Wong already read into record. When speaking in City Council meetings, other meetings, with FDOT, we think that ideas and innovation are hard to implement. They are just a decision. It is not hard to implement bringing Tom Brady to Tampa. It is not hard to implement Jeff Vinik building an entire Water Street area in three years. Infrastructure ideas and building is not difficult. Change in our communities is not difficult. If we take how our government works and look at how we are thinking about the people, how are we looking at ourselves regarding the legacy of Tampa, and how can we change the ideas and push back on the terrible ideas that were started in the 1960's, how can we start to set an example. We are starting that with sports, bringing all eyes of the world on Tampa. We can take the city, erase the lines that have already been drawn and draw new lines. It's that simple. Wants to plant the seed of forward-thinking energy in the public record to say, this stuff isn't that hard. The rest is in his email (*email included in the [public comment at the end of the minutes](#)*).
- H. **Mauricio Rosas** – played YouTube video audio, terminated due to poor quality in meeting room (<https://youtu.be/KRfJx5wJtzU>).

IV. MEMBER'S INTEREST

- A. **Alexis Boback** – Asked for a status update for the benches being removed at stops on Nebraska Avenue. Heard the seats were going back but there was no definitive schedule. Asked to have a discussion on the replacement and why removing them was a response to loitering.
- B. **Josh Frank** – Asked about a resolution for social justice and equity adopted by the CAC in the last year. Requested TPO Staff to circulate the resolution to the members since there are a number of new members.
- C. **Rick Fernandez** – Found the joint meeting with the TAC disconcerting. Was concerned that he was hearing comments over the virtual portion from members of this committee that he has never met and knows nothing about. Enjoys the fact that the committee works collaboratively and get along pretty well when sitting in the same room. Believes the committee is losing that. Not sure how to fix getting people physically in the room. Requested time be set aside on the agenda, more than normally done, that each member of the committee be given an opportunity to introduce themselves. Suggested three minutes as is allotted for public comment. Would like to see a representative from FDOT come in and talk to the CAC about the projects spoken about by the community at this meeting. Understands that FDOT is going to be making that type of presentation at the TPO Board meeting on January 11, 2022; believes it would be good to have them come to CAC and do the same.
- D. **Sharon Gaumond** – Has a restaurant on West Palm Avenue, Strand Hill Public, across from Armature Works parking area. There is a circle at West Palm and North Highland. It is very, very dark. There are lights there, but they are never on. There is a portable lighting structure that looks like a construction light nearby. Is wondering why it is not lit.
Rick Fernandez – That is close to his home and travels the area often. Is wondering if that light might be under Soho Capital or one of their vendors. Noted it might be a good place to direct the question.
- E. **Hoyt Prindle** – Since the last joint meeting, there was a pedestrian death around Christmas on Hillsborough Ave. near the airport; a hit and run driver, near Benjamin Road. Hillsborough east of I-275 to the Veterans is a particularly dangerous area for pedestrians. Jogs there as it is near his neighborhood. The speed limit is 40 or 45 for some of those stretches. Seems to be where the speed racers and others that rev engines go. One of our goals is to promote Vision Zero. Would like data from TPO Staff on pedestrian deaths on Hillsborough Ave. Noted that speed racing has been a more regular topic on Facebook. It seems to be a problem in West Tampa on MLK, Hillsborough, and others. Groups of people, especially at night, coming out and driving at unsafe speeds. You can hear them because they are that loud. Might be nice to have a recommendation for police enforcement on some of those stretches. Works downtown, on the top level of the parking deck for the Lightning, there were people, in the middle of the day, doing wheelies and sending smoke all over Downtown, and you could hear them from the 38th floor of the office building. Those folks want to go drive fast, but there are places for that. Would like to see some recommendation at a future meeting for some enforcement.
- F. **Christina Bosworth** – Would like to have someone, at a future meeting, come in and present on contact information for challenges being faced by the community such as lighting on state roads and city streets, speeding on state roads versus county roads.

- G. **Christine Acosta** – Was one of about twenty-five students that participated in the USF Center for Urban Research Class, TBCAT (Tampa Bay Citizens Academy on Transportation). All of the students who were engaged (~20), all volunteer citizens, not one was there to advance automobile movement. Every student expressed and created projects to advance other modes of transportation or make existing transit modes better. Validated that when we push for better solutions, we are on the right track. Expressed thanks for the public comment received. The individuals are highly accomplished and award-winning citizens in our community. It is great to hear from all citizens, it is extra powerful when the citizen leaders speak up.

V. **APPROVAL OF MINUTES** – December 15, 2021 – Deferred

VI. **ACTION ITEMS**

A. **Election of Officers** (Johnny Wong, TPO Staff)

- Current officers performed very well over the last year. Term for each of the three offices is one year and elections are held at the beginning of each calendar year.
- Open nominations one at a time and vote until there are no nominees remaining. Will ensure that anyone nominated wants the position. Self-nomination is accepted, no second is needed.
- Rick Fernandez nominated Bill Roberts for Chair; no other nominations; Roll call vote passes 18 - 0.
- Christine Acosta nominated Rick Fernandez for Vice Chair; no other nominations; Voice vote passes unanimously.
- Don Skelton nominated Steven Hollenkamp for Officer-at-Large; no other nominations; Voice vote passes unanimously.

B. **Attendance Review and Declaration of Vacant Seats** (Johnny Wong, TPO Staff)

- Rectified challenges with THEA representation.
- Rethinking representation on the CAC to ensure geographic and demographics; want to ensure that those seats are filled and filled with equity. Will be bringing proposals for possible modification to the Committee in February and/or March. There are vacancies, there is a backlog of applicants, want to make sure that the Committee is in agreement on the changes.

Recommended Action: Take no action at this time.

Discussion:

Rick Fernandez – Asked for clarification on his attendance record. Shows 2 absences from January and February. He was present, but under a different appointment. Johnny Wong noted that those were for his current appointment as Member-At-Large Hispanic are noted. Mr. Fernandez questioned two representatives are here from THEA today. Johnny Wong noted Jeff Lucas is on the call, currently serving as the rep from THEA. Edward Mierzejewski is also here, did not announce himself. He is sitting in and will be the rep starting in February.

Bill Roberts – Asked that TPO Staff take a look at geographical representation, additional representation from South County is good as they were under-represented. Noted that the addition of representation for an “over age” category for the restructure may be appropriate.

Terrance Trott – Asked if Hispanic origin or Latinx should be used for the Latino/ Latina representation. Johnny Wong differed to the current representative for terminology.

Hoyt Prindle – Commented on the Latinx term, noted his significant other is Latino, Latin X is not used or preferred in the community. There is a lot of debate around the origin of Latin X and whether or not something the community chose to identify as or others outside the community using it for appropriate gender bases terminology.

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:

Josh Frank – Asked about additional studies this study referenced; specifically, the BRT study from HART, he left some feedback on that one, which talked about Sulphur Springs and the one from Kittelson on the trail alignment which talked about Sulphur Springs and Copeland.

Lisa Silva – Partnered with the GreenARTery study on some of the community outreach so the local areas would know about both. Coordinated with Wade Reynolds and the consultant, Kittelson. The BRT study is mentioned in the Sulphur Springs report in the detailed recommendations.

Josh Frank – Recommended the GreenARtery preliminary proposals be shown on this study. By Sulphur Springs, there is a new bridge and in the parks study, the same area is showing a cul de sac.

Lisa Silva – Noted that another committee pointed out that many of the Hillsborough County parks are near or adjacent to City of Tampa areas. Noted that the coordination will be included to reflect a lot of great assets that can be utilized for improvements.

Christine Acosta – Reminded that Mayor Castor's development team, suggested the utilization of any trail or park space be added to the transportation network. The consistency at all of our parks, speeding adjacent to all the parks and no human scale entrances, scaled for vehicles. Speeding infers to misbehavior on the part of motorists. This study and other TPO studies show that speeds are set too high. Speeds set too high is the responsibility of *system*^{added GR 2/11/2022} owners and operators to *correct*^{added GR 2/11/2022}. Speeding puts the responsibility on system users.

Lisa Silva – Noted the change in name of the study due to speeds being speed management around a park, like schools. This is perceived to make parks special places as well. This is definitely a speed management plan.

Christine Acosta moves to advance this study to the TPO Board, seconded by Rick Richmond. Roll call vote: motion approved 17 – 0 with 2 non-votes (Artie Fryer and Sharon Gaumont).

Discussion:

Rick Fernandez – Questioned the unusual delay on this motion and whether there are concerns that have not been voiced yet.

Rick Richmond – (after vote) Next to Sulphur Springs, there are several parks within a two-mile area. Hopes that the improvements for the study parks are addressed in a comprehensive approach to park connectivity and mobility to parks.

Lisa Silva – The tools are written to be approximately 80% ready for grants. There are a lot of opportunities out there.

VII. STATUS REPORTS

A. **City of Tampa Neighborhood Commercial District Plans** (Frank Hall, City of Tampa)

- Program originated by motion through City Council to take a look at Commercial Neighborhoods throughout the city and partner with the TPO.
- Defined NCD – picture that pops up in your head when you hear “Main Street”. Businesses and services are focused on serving the neighborhood as well as visitors
- Two Corridors
 - Palma Ceia (Bay to Bay from Hines to the Selmon and MacDill from the Selmon to San Miguel).
 - Main Street in West Tampa (North Boulevard to Howard Armenia and along Howard Avenue from I-275 to just south of Columbus Drive).
- Team oriented process; done in house; assistance from Planning Commission, TPO, School Board
- Community Meetings, Focus Groups, Surveys, social media, USF Class Support, Economic Analysis
 - Developed community issues and opportunities
 - Developed vision and ideas
 - Took deeper dives into planning needs
- Palma Ceia Neighborhood
 - Existing Conditions and Trends
 - Population & employment trends
 - Economic & development trends
 - Community Engagement – what was heard
 - Study Team: City, Planning Comm., TPO, School Board, USF
 - 1 Walking audit – USF Architectural & Community Design
 - 3 virtual public meetings
 - 1 preliminary survey – 187 completed
 - 10 Focus groups – residents & businesses
 - 1 Follow up survey – 49 responses
 - Issues and Opportunities
 - About half of all drivers are exceeding the speed limit
 - Community Survey results
 - a. Wider sidewalks, enhanced crosswalks, on-street parking, bike lanes.
 - b. Shade trees, pedestrian scale lighting, Plazas & pocket parks, Outdoor furniture (benches, trash cans, etc.).
 - c. Pedestrian & Bicycle safety, reducing speeding, improving transit, reducing red-light running, reducing truck volumes, road noise & lack of parking.
 - Vision for the Palma Ceia District – A safe, walkable, connected, thriving and beautiful main street where residents and visitors gather and interact.
 - Reviewed example of this neighborhood developed by the USF grad students.
 - Strategies and Solutions – including possible solutions, approximate costs, and potential timeframes.
 - Enhance public realm
 - Reimagine the roadway
 - Focus on more resilient and organized infrastructure

- Public safety
 - Urban parking
 - Look at land use and design standards
- Main Street Neighborhood
 - 59 recommendations
 - 10 Community Themes
 - Appearance
 - Vacant Buildings & lots
 - Safety & Security
 - Preserve history
 - Support existing stakeholders
 - Image & branding
 - Connect to West River
 - Involve existing businesses
 - Turn alleys into assets
 - Parking
 - 47.5% of recommendations are underway
 - Examples of recommendations – Similar to Bay to Bay. Streetscape, annual development forum, parking plan, festivals and events.
- Status and Lessons Learned
 - Status – both plans have been completed, posted on City Planning Website, implementation plans have been drafted, plans have been transmitted to departments for implementation
 - Lessons Learned
 - Target one plan per year
 - Multi-agency planning team had value
 - USF SAAD Partnership was beneficial
 - Add consulting services to provide needed expertise and reduce time.
 - CRAs have built-in implementation mechanisms.
 - Seek solutions that have citywide application – build toolbox
- Next study location
 - Used GIS technology to look at land-use around different corridors in the city. Broke those up by Council District.
 - Focused on Council Districts not touched by the prior two studies.
 - Three candidates recommended for study
 - 22nd Street – Marconi Street to Mariner Blvd., Palmetto Beach
 - Nebraska Avenue – Busch to Fowler, North Tampa Community
 - 15th Street – 1_4 to Lake Avenue, VM Ybor
 - a. Received a \$50,000 grant from State of Florida Department of Economic Opportunity
 - b. Consultant led
 - c. Anticipated to start early 2022
 - d. Six-month duration estimated

Resources: <https://www.tampa.gov/city-planning/main-street>

Discussion:

Josh Frank – Bay to Bay, 15th Street, and Main Street are things the city has been asking for a long time. It is dependable for what you can get back and also dependable for what is being put forth in this report. Is probably not the most expensive or time-consuming effort on what can be done. Noted that these things could be tackled concurrent with or immediately following each of these studies. That need should be a high priority. Communities have been asking for this type of development, but it never seems to go anywhere.

Frank Hall – Is a big proponent of Form Based Code. The issue is a fairly complicated one. It is not easy to enforce Form Based Code. Working to take a better and closer look at the Comprehensive Plan and the Zoning Code to see what elements need to be changed. In the process of the five-year update for the Comprehensive Plan now. Working at modifying the approach for development. Form Based Code requires more enforcement, it is one of the things being worked through.

Josh Frank – Is writing three of them right now. Knows they can be complicated. It is a very acceptable method and a great way to achieve all the things that we want to keep on Bay to Bay.

Christine Acosta – Very familiar with the Palma Ceia area. Encouraged the City to look not only at rail-to-trail conversion but also the excellent examples of rails-with-trails. In our community, we would like the CSX space to contribute to transit. Asked if there are any tax revenue estimates that would be included in a before and after. This committee is well versed in the small and dense development and redevelopment. Would be interesting to put the dollars and cents to the value of this. In Palma Ceia, there is no CRA. Asked about Main Street and that 47% of the recommendations are being advanced already. On Bay to Bay, what can we do to make sure that area is also moving forward.

Frank Hall – Far too many plans well intentioned that sit on the shelf. Will get back with actual percentage of what has occurred in Palma Ceia. There are a number of proposals. Not a matter of funding, it is getting everyone in the community on board to accept recommendations. Working on pilot programs first.

Rick Richmond – Also noted the rails-to-trails, Tampa has been trying to leverage that for future fixed rail.

Hoyt Prindle – Also noted that he would be opposed to any fixed rail being removed for trails.

Christine Acosta – Noted there is room for both.

Frank Hall – Said that is one proposal on the table and other are also on the table.

Hoyt Prindle – Agreed with the room. Hopes that none of the options involve the removal of the rail.

Bill Roberts – That recommendation is consistent on this committee. Study has great potential. This committee is more than willing to be engaged and assist. Welcome to come back with an interim report at an appropriate time.

B. **TPO Social Media** (Davida Franklin, TPO Staff)

- Four content areas covered – Newsletter, Facebook, Twitter, YouTube – encourage feedback and comment
 - Post to social media at least three times a week. Allows for partner and update content when necessary.
- Three staff members assigned to Public Engagement. Maintain a spreadsheet of topics and responsible person.
- Expanding onto TikTok and Instagram
- Send information to neighborhood and homeowner associations and cross post to other social media pages such as Transit Now. Encourage people respond on the pages or tag the TPO on their posts.

VIII. UNFINISHED BUSINESS & NEW BUSINESS –

A. **I-275 Barrier Wall** (Rick Fernandez, CAC Vice Chair)

- What was heard by way of public comment, in terms of volume, was unusual for us.
- Asked for aerial map of DTI interchange and handed out the motions prepared and hoping to advance forward. Noted that the aerial map was on the TPO Board agenda for May 2021. TIP Amendment #21. It is the latest, and most detailed map Mr. Fernandez has access to.
- Handed out proposed motions; noted he asked Johnny Wong to email to those attending virtually.
- Pointed out where the wall movement will be – Floribraska to Columbus at the midway point and continue to Scott Street. Approximately a mile and a half along the Eastern border of Tampa Height.
 - It is by my house, have heard that the wall will not be moving across the street. Begins about 200 yards south.
 - People heard from during Public Comment either live on Elmore or the corridor to the south.
 - Tampa Heights community did not know about the wall movement until November 17, 2021.
 - Have been talking about these issues since 2015. Have not heard about these wall movements.
 - Canvassed the neighborhood and cannot find any others who have been engaged in this topic knew about this. Found out by accident during coffee meeting. An FDOT *representative* ^{added GR 2/11/2022} mentioned that after the wall is moved, there will be landscaping opportunities.
 - Can find no public information that indicates that this wall was going to be moved. This project has not had due diligence done. This is supposed to be a design/build project and construction isn't supposed to start until 2023 [*sic*, 2022]. 2:55:48 That may give us some time.
 - There may be people on TPO Staff and Board that did not know about the wall movement. The residents did not know about the wall movement and are going to assume the burden.
- The Lamar House – on the west side of the interstate, approximately 150' from the wall. The Tampa Heights Civic Association Community Center is right near this house.

- The house is ~~not~~ now ^{corrected GR 2/11/2022} proposed for demolition due to wall movement. They have owned it since 2015 and have not maintained it.
- Have an interest as a community of rehabbing the property. Have done it in the past. The Lamar structure is one of the buildings identified when the district applied for Historic status.
- Lena Young Greene is the manager of the Community Center and youth Group. She noticed people around the property with hard hats. She inquired and found out that asbestos was being removed pre-demolition.
- Both of these situations have occurred with no notice to the community.
- The Tampa Heights neighborhood has been abused. Respects the committee and the committee has influence. Is asking the committee to support the neighborhood and allow them to protect it.
- Will be going to the TPO Board with friends and neighbors on this issue. Would like to have the CAC approved resolution with him.
- Have presented this to be informational to bring people up to speed. Would be happy if people felt comfortable making a motion addressing these topics. Has prepared two motions regarding the wall and the Lamar property.
- Resolution – recognition and policy level things to communicate a message to FDOT.
- People may ask how Tampa Heights did not know about this. The map used in May 2021 is the most recent one Mr. Fernandez had access to. There is nothing on the map that talks about the wall being moved. There is information explaining improvements by his home on the existing wall. There is a survey that was floating around reaching out to the community re: the four options for the DTI: no build, quick fix, and two more destructive ones. The quick fix prevailed. The quick fix noted that there would be no impact to homes and businesses. This and the no build plan were presented as having no impact. People who voted for this option believed there would be no impact to their homes. This is going to affect people's homes. The wall is going to be built twelve feet closer to Elmore which is twelve feet closer to homes there. It is possible that the community would not have known about this until they walked out of their homes and saw the earth movers.
- You have the two motions in front of you.

Discussion:

Rich Clarendon – Appreciates the discussion and public comment at the beginning of the meeting. Pointed out that in December, the TPO Board heard some of these concerns via public comment at their meeting. Commissioner Myers asked FDOT to hold an open house in the Tampa Heights neighborhood. That is scheduled for 6PM on January 5, 2022.

Under the state statutes, the TPO cannot make a unilateral decision to remove funding from the DTI project at this point because it has gone beyond design phase and is in construction phase. Noted the movement of the noise walls was shown on display boards in August 2019 at a special meeting for the CAC members, very few attended. There was a display board pointing to the wall and showing it would be moved. The boards were also shown at the FDOT public meetings during the subsequent nine months. There is some assertion that the information was made public, could

have possibly been highlighted better, but it was disclosed. This will come up at next week's TPO Board meeting. Not speaking for FDOT, pointing out what has been done in the past.

Alexis Boback – Asked if item 8. B. on the TPO Board agenda is related to this. It talks about a wall at Robles Park. Questioned if this is the same meeting that Mr. Fernandez is going to be making comment at.

Rick Fernandez – Noted that Chair Cohen said FDOT was being invited back in January to address issues brought up in December 2021. Wasn't just about the movement of the wall but also about the Robles Park noise wall.

Josh Frank – Noted that because this has gone to the construction phase. Asked what options the TPO Board has available to them at this point to modify the project.

Rich Clarendon – At this point, the options are to try and work with FDOT to come up with acceptable design solutions, but they cannot withdraw funding and stop the project.

Josh Frank – Is there any other way, such as an injunction or a moratorium, to add time, outside of relying on the good faith of FDOT.

Rich Clarendon – The only options the TPO Board has are if additional funding needs to be added into the TIP. Incumbent on the community to come up with a suitable design. Not putting words into the TPO Board mouths.

Jon Knudson – Noted the main crux of this issue for him is what was and what was not done as far as communication from FDOT to the community.

Nicholas Glover – In terms of contributing structures, perfectly fine structures, that have been demolished by FDOT.

Rick Fernandez – I don't have a list handy. FDOT moved several historic structures. They did not destroy them but moved them to preserve them. The property that Nicole Perry noted was a moved, preserved property. The Community Center is owned by the FDOT, turned over to the community for rehab, it is on lease from the City of Tampa.

Nicholas Glover – The purchase of the property in 2015 with the goal to have it demolished and let it go to achieve that intention.

Rick Fernandez – In 2015, still under the threat of the TBX project. The TBX project would have taken out that property and a lot of other properties. That was purchased for right-of-way from a willing seller. In 2017, TBX was gone, and the size was reduced. The property is no longer needed for any FDOT projects. The wall will not go as far as this property. It appears that FDOT wants to demolish it because they don't want to maintain it; they get calls from us with people doing stuff at the property; it has become a hassle. The community would like to take it over.

Nicholas Glover – Asked for clarification on the wall movement and whether it has been asked for by way of additional sound walls by the community.

Rick Fernandez – No, it is apparently required to support the additional capacity being added to the flyover. Have been told that the additional lane would be in the existing footprint. Stated that

it was never said that this wall would have to be moved forward by twelve feet. Noted that having a map somewhere that shows it but not having anyone there to explain it is unacceptable.

Hoyt Prindle – Asked if the TPO has outside council.

Rich Clarendon – Noted that they have the County Attorney, Cameron Clark, assigned to the TPO.

Hoyt Prindle – In theory, this committee could make a request to Mr. Clark to provide, to this committee, to provide legal remedies available to the TPO.

Bill Roberts – Noted that it may be more appropriate that the request for legal remedies be made by the TPO Board. Clarified where things are. One, the question of the Lamar Street property and two, the question of whether or not there can be some delay and further study in regard to moving the sound walls. Believes the moving of the sound walls will be the highlight of the meeting tonight with FDOT and the community. For the Lamar property, has been there and looked at it. Is sympathetic to the problem. FDOT was very clear at the December TPO Board meeting that anyone who wanted to take this property off their hands was welcome. FDOT no longer wants the structure and no longer wants to be responsible for it.

Rick Fernandez – Asked for clarification, the Blythe Andrews piece was not coordinated with Tampa Heights. It is not located in Tampa Heights. Received notification in the agenda packet. You go there, look at a bunch of charts, attendees ask questions, and FDOT tells you what they are going to do. It is not a discussion. Will be going to the meeting tonight to video tape it. Hopes this is not what Gwen Myers requested from FDOT for community engagement. Is hoping for a real discussion like when ~~TB Next~~ TBX ^{corrected GR 2/11/2022} was introduced for the first time. We are not asking for funding to be removed from the DTI project. We are asking to look at one aspect of the project and doing a due diligence level vetting of that part of the project that was never done. The wall is going to be moved, we don't know how far, and there will be at least sixteen feet of buffer left. Where there isn't that much greenway, easy to figure out what that could look like. Where there is much more greenway, maybe one hundred and fifty feet, it could be left with sixteen feet. The residents don't know.

Bill Roberts – Is hopeful more details will be provided at the meeting tonight. Asked what the will of the committee is? It is important and significant to a neighborhood. Hopes someone will come back to the committee with more information on the wall movement and the resolution of the Lamar property. Will entertain a motion.

Rick Fernandez – Does not intend to move the resolution forward as it is a lot and is not sure anyone has had time to read it and digest it.

Josh Frank – Expressed that he is moving the resolution forward. He has read it. Has a problem with TBX. Mr. Fernandez is accurate in his complaints. If you give FDOT an inch, they take a foot. They do these projects design/build so you don't get to see it until it's already under construction. This is an unacceptable deviation from their own marketing efforts and their visualizations. One display board with this noted over the last six years is satisfactory. This resolution is a message to FDOT that they have to come before the TPO Board with an acceptable solution instead of the other way around where we have to say the solutions are unacceptable and rely on their efforts to make things right. Which they, often, do not do. It has only been ten years since we've seen other

contributing structures demolished in Ybor City. Realizes that these are two different subjects but notes that they are interrelated.

Josh Frank moved to move the proposed resolution forward; Christine Acosta seconded motion.

Discussion:

Bill Roberts – Noted that he is inclined not to entertain the motion because it is directing FDOT and the CAC is responsible for advising the TPO Board. After having read the resolution more thoroughly, will move it forward with a second.

A request was made for clarification on which of the two motions is being moved forward.

Bill Roberts – Provided clarification. Neither ~~resolution is being moved forward~~ of the two motions are under consideration ^{corrected GR 2/11/2022}; the resolution of the CAC is being moved forward.

Rick Fernandez – This is the resolution that was circulated around by Johnny Wong on January 3, 2022, at Mr. Fernandez's request.

Ed Mierzejewski – asked if there is still an in-person quorum via chat.

Bill Roberts – Confirmed quorum and asked for a roll call vote.

Roll call vote, motion passes 8 – 6.

- B. **State of the System Report Update** – deferred
- C. **Proposal to Draft Letter of Support re: Commuter Benefits** – deferred
- D. **CAC Committee Agenda Setting Process** – deferred
- E. **Next meeting on February 2, 2022.**

IX. ADJOURNMENT

Meeting adjourned at 12:40 PM

A recording of this meeting may be viewed at:

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

Public Comment Emails:

01/04/2022 11:16 AM

Thank you all! Happy New Year!

On Mon, Jan 3, 2022 at 8:33 PM Rick Fernandez <rick@fernandezconsulting.net> wrote:

Helen: Thank you ... I'm sure this will be added to the CAC meeting record ... Rick Fernandez

From: Helen Anne Travis <helenannetravis@gmail.com>

Sent: Monday, January 3, 2022 5:51 PM

To: aboback@trafodata.net; Aiah Yassin <aiahaladdin@gmail.com>; Artie Fryer <arfry1@aol.com>; Bill Roberts <billrobertscommercial@gmail.com>; Carolyn Brown <cb112969@gmail.com>; Christina Bosworth <Christina.i.bosworth@gmail.com>; Christine Acosta <christine@pedalpowerpromoters.com>; david@rpexpertsinc.com; Jr. <dskelton@weyeng.com>; Eric Lam <erictlam1@gmail.com>; Hoyt Prindle <hoyt.prindle@gmail.com>; Jeff Lucas <jlucas@centralfloridadev.com>; Jon Knudsen <jonmknudsen@gmail.com>; Joshua Frank <frank.joshua1@gmail.com>; Meaza Stewart <meaza_stewart@yahoo.com>; Nancy Castellano <nancyjcastellano@gmail.com>; Nicholas Glover <nglover@tampabaychamber.com>; nicolrice1976@gmail.com; rickdrichmond@gmail.com; Sharon Gaumont <sharon@strandhillpublic.com>; steven.hollenkamp@gmail.com; terrancetrott@gmail.com; rick@fernandezconsulting.net

Subject: Public comment for the January 5th Citizens Advisory Committee meeting

Hello everyone.

As a resident of the Tampa Heights Community, I wish to express my opposition to further Interstate barrier wall intrusion along the eastern border of Tampa Heights. I am also opposed to demolition of historic properties in Tampa Heights and elsewhere, including the property located at 1902 N Lamar Ave in Tampa Heights. Please support Tampa Heights in its efforts to protect its lands, history, health, property values and quiet enjoyment of its residents.

Thank you for your time and consideration.

Best,
Helen Anne Travis
304 E Park Ave



Helen Anne Travis (she/her)
Content Marketing & Copywriting
www.helenannetravis.com
Upcoming out-of-office: Jan. 31 through Feb. 4

=====

01/05/2022 8:12 AM

On Wednesday, January 5, 2022, 08:04:43 AM EST, Lena Young <lenayoung211@yahoo.com> wrote:

Good Morning.

Comment for this Morning's CAC meeting

Once again Tampa Heights neighborhood and our surrounding neighborhoods are being sacrificed for the benefit of moving vehicles instead of addressing what is best for residents in our area. We suddenly discovered that more of Tampa Heights historic houses are being destroyed, even though we, the residents worked very hard many years ago to secure our historic buildings by initiating our Historic District both local and national. The 1902 N. Lamar property is being destroyed and the AKA house has gone from a well-kept iconic building to an ugly industrial storage site. Even though FDOT told us, the community, that they will come back to our neighborhood to discuss uses of these properties within a few months, when we proposed to have the leadership in the neighborhood bring community activities to these properties. While we were fighting for these buildings, suddenly, within less than two weeks we learned, from a casual conversation with one of our leaders that the Interstate walls were being moved out 12 feet which would bring the walls within only a few feet of our residents' homes. This is more intrusion into Tampa Heights and extending the burden that we are carrying to benefit others.

Please note that we absolutely object to further intrusions. We strongly oppose the continued destruction of our neighborhood that started when these Interstates were first built, continued over the years, and is still ongoing today.

Lena Young Green (813) 538-3219

Please see the shots that I forgot to attach to my email. I added the Robles Park Lake that shows the condition of this body of water where trash from the Interstates continuously accumulates.



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01/03/2022 12:06 PM

Dr. Wong,

I would like to submit the attached public comment statement and attached visual timeline exhibit for distribution to members of the Hillsborough County Transportation Planning Organization (TPO) Citizens Advisory Committee (CAC) in advance of the CAC's upcoming meeting to be held on Wednesday, January 5, 2022 at 9:00 AM.

Please also ensure this attached information is also entered into the record relating to the meeting.

If there happen to be any further questions/comments/concerns regarding the above/attached just let me know.

Respectfully,

Matthew Suarez, AAIA ||||| ||||| ||||| |||||

| p | 813.299.4497 | e | suarez.matthew@outlook.com

From: Matthew Suarez <suarez.matthew@outlook.com>

Sent: Monday, January 3, 2022 10:45 AM

To: Johnny Wong <wongj@plancom.org>

Cc: Rick Fernandez <rick@fernandezconsulting.net>

Subject: Re: Citizen Issued Public Comment_Hillsborough County Transportation Planning Organization (TPO) Citizens Advisory Committee (CAC) Meeting_Wednesday, January 5, 2022 at 9:00 AM

Not a problem. Will do.

Matthew Suarez, AAIA ||||| ||||| ||||| |||||

| p | 813.299.4497 | e | suarez.matthew@outlook.com

From: Johnny Wong <wongj@plancom.org>

Sent: Monday, January 3, 2022 10:42:22 AM

To: Matthew Suarez <suarez.matthew@outlook.com>

Cc: Rick Fernandez <rick@fernandezconsulting.net>

Subject: RE: Citizen Issued Public Comment_Hillsborough County Transportation Planning Organization (TPO) Citizens Advisory Committee (CAC) Meeting_Wednesday, January 5, 2022 at 9:00 AM

Hi Matt –

Just so that everything is legitimate, would you mind editing and forwarding the emails to both Beth and me? As instructed, I will enter your comments into the record for the CAC and Beth can distribute to the board. Because Beth is the board's director, it would be better to entrust her with delivering the comments rather than yours truly.

Thanks for understanding,



Salaam=peace,
Johnny Wong, PhD
Executive Planner
wongj@plancom.org • 813.699.7370
planhillsborough.org

All incoming and outgoing messages are subject to public records inspection.
He/him

From: Matthew Suarez <suarez.matthew@outlook.com>
Sent: Monday, January 3, 2022 10:38 AM
To: Johnny Wong <wongj@plancom.org>
Cc: Rick Fernandez <rick@fernandezconsulting.net>
Subject: Re: Citizen Issued Public Comment_Hillsborough County Transportation Planning Organization (TPO) Citizens Advisory Committee (CAC) Meeting_Wednesday, January 5, 2022 at 9:00 AM

Dr. Wong,

Thank you for your response.

Please still add the information from my Saturday, January 1, 2022 (1/1/22) correspondence & its attached exhibit into the record for this Wednesday's CAC Meeting. As you suggested, please also forward the said correspondence & exhibit to members of the Hillsborough County TPO (TPO) Governing Board for review/consideration.

The additional numbers included in my 1/1/22 correspondence seem to be related to an error that occurred during its transmission. The extent of the numbered items is 1-3, so if it is permissible, please edit this information before it & the attachment are included in the record for the CAC Meeting and forwarded to members of the Hillsborough County TPO Governing Board for review/consideration.

Please let me know if there happen to be any other questions/concerns regarding the comment &/or supporting exhibit item that were issued as part of my correspondence from 1/1/22.

Respectfully,

Matthew Suarez, AAIA ||||| ||||| ||||| |||||

| p | 813.299.4497 | e | suarez.matthew@outlook.com

From: Johnny Wong <wongj@plancom.org>
Sent: Monday, January 3, 2022 8:31 AM
To: Matthew Suarez <suarez.matthew@outlook.com>
Subject: RE: Citizen Issued Public Comment_Hillsborough County Transportation Planning Organization (TPO) Citizens Advisory Committee (CAC) Meeting_Wednesday, January 5, 2022 at 9:00 AM

Hi Matt –

Thanks for sending this over. While I'm happy to enter the comment into the record for the CAC, I wonder if it might be more impactful to pass it directly to the TPO Board instead. Totally up to you, but just issuing a gentle reminder that the TPO Board would still have to take an action to resolve any of those grievances (and still may be limited in its ability to do so).

Second, I see that the request is numbered 1-5, but numbers 2 & 4 are missing. Is that intentional or a typo? Best,



Salaam=peace,

Johnny Wong, PhD

Executive Planner

wongj@plancom.org • 813.699.7370

planhillsborough.org

All incoming and outgoing messages are subject to public records inspection.

He/him

From: Matthew Suarez <suarez.matthew@outlook.com>

Sent: Saturday, January 1, 2022 10:29 AM

To: Johnny Wong <wongj@plancom.org>

Cc: Kemp, Pat <kempp@hillsboroughcounty.org>; guido.maniscalco@tampagov.net; Rick Fernandez <rick@fernandezconsulting.net>; Beth Alden <aldenb@plancom.org>; Rich Clarendon <clarendonr@plancom.org>

Subject: Citizen Issued Public Comment_Hillsborough County Transportation Planning Organization (TPO) Citizens Advisory Committee (CAC) Meeting_Wednesday, January 5, 2022 at 9:00 AM

Dr. Wong,

I would like to submit the following public comment statement and attached visual timeline exhibit for distribution to members of the Hillsborough County Transportation Planning Organization (TPO) Citizens Advisory Committee (CAC) in advance of the CAC's upcoming meeting to be held on Wednesday, January 5, 2022 at 9:00 AM.

While I am scheduled to virtually attend the meeting and deliver the statement during its public comment period this coming Wednesday, I would like to have a TPO staff member read my statement should I be unavailable to attend the meeting due to work obligations.

My prepared statement for the meeting's public comment period is found in italicized text below:

Honorable Members of the Hillsborough County Transportation Planning Organization (TPO) Citizens Advisory Committee (CAC), during this Meeting I would like to request the TPO CAC file and approve a motion to accomplish the following:

1. *Stop the Florida Department of Transportation (FDOT) from Destroying Historic Property in Tampa Heights, including stopping the planned demolition of the Tampa Heights Historic District contributing structure at 1902 N. Lamar Ave.;*
- 2.
3. *Stop the FDOT's intent to physically expand the interstate via the planned I-275 barrier wall movement in Tampa Heights;*
- 4.
5. *Declare a Temporary Moratorium on the FDOT's Downtown Tampa Interchange - Operational and Safety Improvements project so as to allow for full vetting of the project, including the impact of barrier wall movement.*

With these items said, I would like to focus now on the referenced demolition of the structure that contributes to the Tampa Heights Historic District at 1902 N. Lamar Ave.

I have requested TPO staff to provide TPO CAC Members with a visual timeline that has been assembled relating to the structure found at this address.

The timeline chronicles the structure at 1902 N. Lamar Ave. from the 1990s to the present-day using images gathered from Google Street View, Florida Memory State Library & Archives of Florida, the National Park Service, Facebook, and investigative records. This information is being provided because it shows that from 2007 to 2015 the structure was not in the derelict & blighted state that it exists in today. Today it exists in this state because the Florida Department of Transportation (FDOT) has possessed it for the last 6 years and imposed such a sentence upon it.

If we look at the images, we see that in 2007 someone took it upon themselves to invest in the contributing structure found at this address and make it better than what it was in the 1990s. Why? Because they seemed to care about the quality of the built environment. They seemed to care about the structure being one that contributed to a nationally recognized historic district. They seemed to care about the historic value and integrity of their community.

As one who petitions the Florida Department of Transportation regularly on matters regarding concerns of the agency's delinquent acts in the community & its forms of unjust behavior, the three items noted at the opening of my public comment are just some of the numerous reasons why the TPO CAC must file and approve such a motion during this present Meeting.

Thank you.

Please let me know if there happen to be any questions/comments/concerns regarding the above &/or attached.

Respectfully,

Matthew Suarez, AAIA ||||| ||||| ||||| |||||

| p | 813.299.4497 | e | suarez.matthew@outlook.com

(Email Attachments)

To: Hillsborough County Transportation Planning Organization (TPO) Citizens Advisory Committee (CAC)

From: Matthew Suarez, AAIA | 406 W. Azeele St. - Unit 508, Tampa, FL 33606

Subject: Concerns Regarding Florida Department of Transportation's (FDOT) Treatment of Tampa Heights Historic District Contributing Structure at 1902 N. Lamar Ave. Following Early Acquisition in July 2015 and FDOT's Downtown Tampa Interchange (DTI) Operational & Safety Improvements Project

Date: January 3, 2022

Public Comment for Hillsborough County CAC Meeting on January 5, 2022

Honorable Members of the Hillsborough County Transportation Planning Organization (TPO) Citizens Advisory Committee (CAC),

During this Meeting I would like to request the TPO's CAC file and approve a motion to accomplish the following:

1. Stop the Florida Department of Transportation (FDOT) from Destroying Historic Property in Tampa Heights, including stopping the planned demolition of the Tampa Heights Historic District contributing structure at 1902 N. Lamar Ave.;
2. Stop the FDOT's intent to physically expand the interstate via the planned I-275 barrier wall movement in Tampa Heights;
3. Declare a Temporary Moratorium on the FDOT's Downtown Tampa Interchange - Operational and Safety Improvements project so as to allow for full vetting of the project, including the impact of barrier wall movement.

With these items said, I would like to focus now on the referenced demolition of the structure that contributes to the Tampa Heights Historic District at 1902 N. Lamar Ave. Tampa, FL 33602.

I have requested TPO staff to provide TPO CAC Members with a visual timeline that has been assembled relating to the structure found at this address.

The timeline chronicles the structure at 1902 N. Lamar Ave. from the 1990s to the present-day using images gathered from Google Street View, Florida Memory State Library & Archives of Florida, the National Park Service, Facebook, and investigative records. This information is being provided because it shows that from 2007 to 2015 the structure was not in the derelict & blighted state that it exists in today. Today it exists in this state because the Florida Department of Transportation (FDOT) has possessed it for the last 6 years and imposed such a sentence upon it.

If we look at the images, we see that in 2007 someone took it upon themselves to invest in the contributing structure found at this address and make it better than what it was in the 1990s. Why? Because they seemed to care about the quality of the built environment. They seemed to care about the structure being one that contributed to a nationally recognized historic district. They seemed to care about the historic value and integrity of their community.

As one who petitions the Florida Department of Transportation regularly on matters regarding concerns of the agency's delinquent acts in the community & its forms of unjust behavior, the three items noted at the opening of my public comment are just some of the numerous reasons why the TPO CAC must file and approve such a motion during this present Meeting.

Thank you.

Visual Timeline of Building/Property at 1902 N. Lamar Ave.

Submitted To: Hillsborough County Transportation Planning Organization (TPO) Citizens Advisory Committee (CAC)

Submitted By: Matthew Suarez, AAIA



1902 N. Lamar Ave. | 1990 | Source: Florida Memory
<https://www.floridamemory.com/items/show/61582?fbclid=IwAR1G3m2NxUsfuG03Kt4HrbDWZtUJvmdLuTMZsLb0zdG89327E59A3GcqPg>



1902 N. Lamar Ave. | 1994 | Source: National Park Service
<https://npgallery.nps.gov/GetAsset/5de2afaa2568d24e372a5122a95b40b66e0f>



1902 N. Lamar Ave. | 2007 | Source: Google Street View
https://www.google.com/maps/@27.9616546,82.454518,3a,75y,269.14h,93.02t/data=!3m7!1e1!3m5!1sZ_KNucT8v7b40MCiNXmflg!2e0!5s20071201T000000!7i3328!8i1664?hl=en



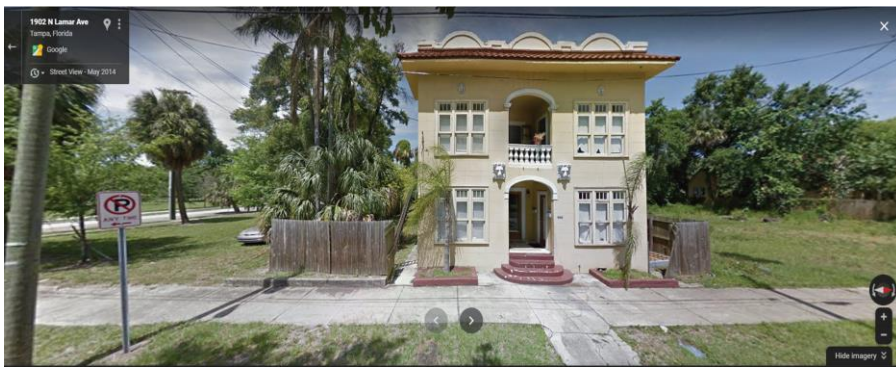
1902 N. Lamar Ave. | 2009 | Source: Google Street View
https://www.google.com/maps/@27.9616684,82.4545184,3a,75y,269.14h,93.02t/data=!3m6!1e1!3m4!1sHoiceAtilcH6lrY6_JF5dQ!2e0!7i13312!8i6656?hl=en



1902 N. Lamar Ave. | 2011 | Source: Google Street View
https://www.google.com/maps/@27.9616683,82.4545171,3a,75y,269.14h,93.02t/data=!3m6!1e1!3m4!1sihBFZQNO48rDTSrq4YNc_g!2e0!7i13312!8i6656?hl=en

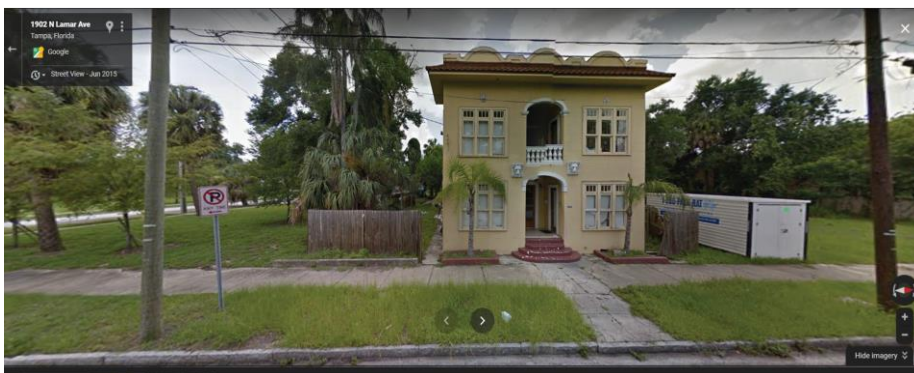


1902 N. Lamar Ave. | 2013 | Source: Google Street View
<https://www.google.com/maps/@27.9616889,82.454516,3a,75y,269.14h,93.02t/data=!3m6!1e1!3m4!1skCbbVAqseWoQMDFu42ZC4g!2e0!7i13312!8i6656?hl=en>



1902 N. Lamar Ave. | 2014 | Source: Google Street View
<https://www.google.com/maps/@27.961655,82.4545325,3a,75y,270.27h,90.56t/data=!3m6!1e1!3m4!1sCaaF3OWHuUpL0gRXBn4Q7A!2e0!7i13312!8i6656?hl=en>

July 2015, Month & Year the Florida Department of Transportation fully acquires ownership of 1902 N. Lamar Ave.



1902 N. Lamar Ave. | 2015 | Source: Google Street View
<https://www.google.com/maps/@27.9617241,82.454527,3a,75y,271.95h,89.76t/data=!3m7!1e1!3m5!1syS7o9YN3OGUzlu94STotkQ!2e0!5s20191201T000000!7i16384!8i8192?hl=en>



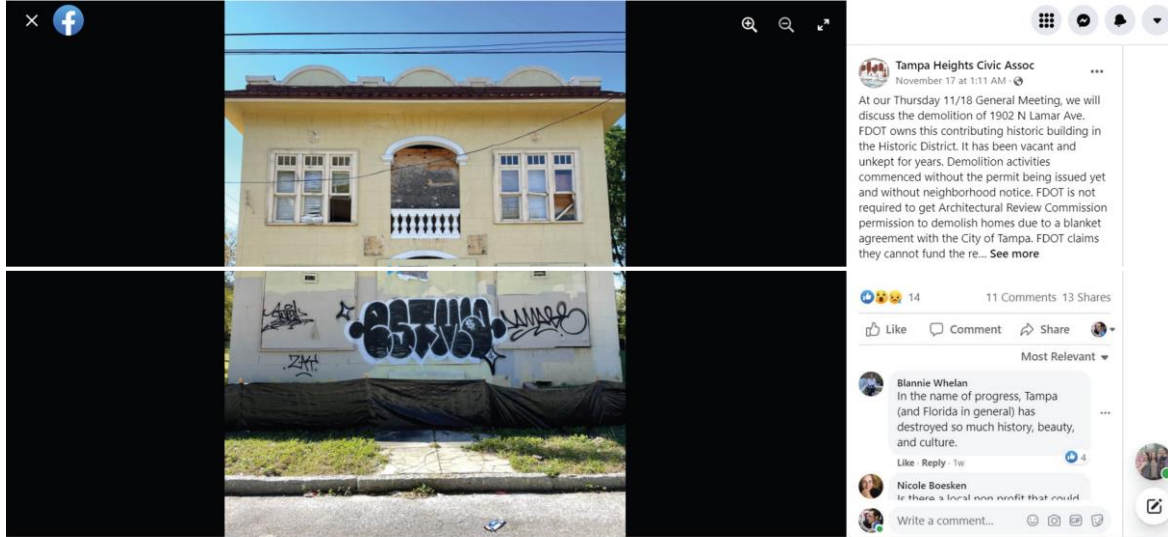
1902 N. Lamar Ave. | 2016 | Source: Matthew Suarez
2016-01-15 12.18.59.jpg



1902 N. Lamar Ave. | 2018 | Source: Google Street View
<https://www.google.com/maps/@27.9617248,82.4545187,3a,75y,271.95h,89.76t/data=!3m6!1e1!3m4!1sjnLQckKfjYJ2Rkh0wj2uw!2e0!7i16384!8i8192?hl=en>



1902 N. Lamar Ave. | 2019 | Source: Google Street View
<https://www.google.com/maps/@27.9617241,82.454527,3a,75y,271.95h,89.76t/data=!3m7!1e1!3m5!1syS7o9YN3OGUzlu94STotkQ!2e0!5s20191201T000000!7i16384!8i8192?hl=en>



1902 N. Lamar Ave. |Circa 2021|Source: Facebook – Tampa Heights Civic Association
<https://www.facebook.com/TampaHeightsCivicAssoc/photos/a.204089783053669/4346026052193334/>

[Return to Minutes](#)

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01/04/2022 3:13 PM

Hi Johnny,

Happy New Year and welcome back to the bees nest!

I would like to present this video for tomorrow’s CAC meeting.

<https://youtu.be/KRfJx5wJtzU>

Thank you,

Mauricio 🙏

Mauricio Rosas

mrosas1001@mac.com

813-727-6680 cell

118 West Mohawk Avenue

Tampa, FL 33604

Please take in a deep breath before printing this email. Why? Because in order to make paper, bio-fuels and other contaminants are used throughout the entire process, damaging the air you breathe. So if you want to breathe clean air please consider not printing this email

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01/04/2022 5:48 PM

Hello

Please see below for my public comment for the CAC meeting tomorrow...

As a resident of the Tampa Heights Community, I wish to express my opposition to further Interstate barrier wall intrusion along the eastern border of Tampa Heights. I am also opposed to demolition of historic properties in Tampa Heights and elsewhere, including the property located at [1902 N Lamar Ave](#) in Tampa Heights. Please support Tampa Heights in its efforts to protect its lands, history, health, property values and quiet enjoyment of its residents.

My family lives at a beautiful home located on the very eastern side of Tampa Heights. We purchased our home from FDOT and rehabbed it. It sits across from the community garden and we hope it to be out forever home as we love this neighborhood, the garden, the greenway, walkability, etc. That said, there are some issues we already experience because of the highway. The dust/air pollution from the highway quite literally stains our house. I shutter to think of what that does as our children breathe that in while playing outside. I worry greatly about the impacts of further expansion in the long term once it's completed but also in the short term from the construction.

Tampa does not need wider highways. It's traffic is sometimes non existent even at peak rush hour. We do not need to induce demand of cars into the city. We should be protecting our residents first and prioritizing real transit options and walk/bike ability. Please do your part to help put our city in the right direction and not negatively impact the citizens of Tampa for something that won't fix future problems.

Thank you

Nicole Perry

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Nicole Perry
(678) 468-5748

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01/03/2022 1:33 PM

Hello,

Tony Krol

3907 N Dartmouth Ave

Tampa Florida, 33603

mergeculture@me.com

I'd like to submit the following Public Comment to the TPO regarding Transportation Planning Organization (TPO) Staff, TPO Board, and all institutional bodies represented thereon (including Tampa City Council and Hillsborough County Board of County Commissioners) to:

1. NOT expand highway concrete any additional feet. Declare a moratorium on the DTI-OSI project so as to allow for a full vetting of FDOT's plans.

2. NOT demolish Historic Lamar. Stabilize and secure the building so as to allow opportunities for repurposing and restoration to active community service.

3. DO commit to equity and community leadership by funding alternative transportation solutions - specifically the Boulevard Tampa concept study (blvdtampa.com), and using "alternative funds" to fund sidewalks.

This material is presented for consideration at the January 5, 2022 TPO CAC meeting: Agenda Item VIII B, regarding I-275 barrier wall intrusion along the eastern border of Tampa Heights. By extension, much of this material will also be relevant for the TPO Board meeting on January 11, 2022. A few members of the Board as well as members of the public, elected officials and press are (or will be) copied.

I'm going to submit this comment from a more personal perspective based on economic data, and the effect that certain government decisions have on community and mental health.

In November of 2021 FDOT blind-sided the historic Neighborhood of Tampa Heights with two issues related to interstate expansion. These two issues are listed in the above list, number 1, and 2. The third item on the list above is the solution with the most positive economic impact for the City of Tampa, as well as for Hillsborough County property Tax. A visual of the BLVDTAMPA project can be found here: <https://www.facebook.com/SunshineCitizens/videos/344766343053357>

Also, this website: <https://www.blvdtampa.com>.

Issue #2 - Destroying Contributing Structures:

ON CONTRIBUTING STRUCTURES:

I'm not an economist by any means, but I do understand the value of Tampa's first suburb, Tampa Heights, and the value of cultural identity. When we talk about contributing structures, we are really talking about an emotional response and sense of identity for the humans that exist in neighborhoods to care about their neighborhood and neighbors. These are factors that contribute to quality of life. If there's any thing we can learn in 2022 it is that people are more important than things. And let's look at the policies of FDOT - since the 1960s, the policies have revolved around moving things: (i.e. Cars.) Not people.

There are many things we can do for the future to create value for the residents, and a sense of pride for the neighborhood they live in. I find it ironic that FDOT really started talking about tearing down this property recently when the building was being "vandalized with graffiti" however, what FDOT has been doing for years is nothing short of vandalism - everything is a perspective.

However, there is a truth, that we are either celebrating life, or celebrating things - celebrating unity, and community, or making decisions to tear them apart. We, as citizens of Tampa Heights, have a vision of building community by utilizing Historic Lamar as a community center for the arts, music, or a meditation center for healing and connectivity.

I submit this comment to strongly consider history LAMAR be saved from destruction - the community will find a way to fix the roof of the building, and come up with a solution, with FDOT, to keep this structure in the community, and make it useful, beneficial, and beautiful.

Issue #1 - No Further expansion of the interstate - Since 2015 this has been the same parrot, repeating the same song.

Why?

Well let's look at the history. In the mid 1940s, Firestone, Standard Oil, and American automobile lobby (car manufacturers) paid off TECO to remove the Street Car system that connected the neighborhoods to the core of downtown Tampa. Many areas of downtown have yet to recover from this. Look at Franklin Street - the first paved street in Tampa, which had north and south streetcar tracks, and perfect mobility. Since the streetcar tracks were removed, and then subsequently the interstate was constructed, the energy of community was severed. What we now have is still, empty dilapidated buildings along Franklin Street - Kress, Maas Brothers - where now a nice parking lot sits - Carriage Repository building - The Tampa Wagon Wheel Company - and so many others.

Further, let's look at pattern and practice systemic racism. Since the 1940s, the historical street has declined because of two factors: Auto, Rubber, and Petroleum lobby which paid off TECO to remove one of the most well-designed transit streetcar systems in the country, as well as the subsequent construction of the Interstate that went over a majority of minority-owned businesses in the Black-owned Central Business district (now Perry Harvey Park and the Interstate) - as well as minority residents. In fact, up until 1925, there was a star * next to black residents in the phone book - The Tampa History Museum has a photo of this - if you trace the lines of where the interstate was built, to the stars in the phonebook (35 years later) the lines where the interstate was built were drawn right over the stars in the phonebook. Sounds like a pretty terrible page from a "connect the dots" book. Crazy right? Not really. Very wealthy white men conceptualized and built the interstate system in the 1960s - Stemming from the vision of Robert Moses. This decision and these practices contributed to the dismay of Black Business District of Central Avenue.

The chain reaction of baton-passing has been going on ever since, and it's a destructive policy that keeps on destroying. The TPO has an opportunity to look at this history, and say there is a better way forward.

Issue #3 - Draw different lines

Picture this, you take a map of Tampa, drawn in pencil, and then erase the interstate and draw in all of the parcels that can be rebuilt. Then you calculate the Property and Business tax of those parcels, paired with a BLVD that has efficient transportation to move the community around - and the economic impact would be staggering.

There's a better way - draw different lines. In support of a Boulevard [#blvdtampa](#), this is the first step of a related conversation to be sure that Franklin Street, Tampa Heights, and all historical neighborhoods thrive by maintaining their connectivity and cultural identity, as well as providing new parcel revenue with property and business taxes. The current interstate and DTI (Downtown interchange is a cancer that won't stop growing) We know that adding lanes does not work, remember Induced Demand?

Here are some articles, again.

<https://www.wired.com/2014/06/wuwt-traffic-induced-demand/>

"But before we get to the solutions, we have to take a closer look at the problem. In 2009, two

economists—[Matthew Turner](#) of the University of Toronto and [Gilles Duranton](#) of the University of Pennsylvania—decided to compare the amount of new roads and highways built in different U.S. cities between 1980 and 2000, and the total number of miles driven in those cities over the same period.

“We found that there’s this perfect one-to-one relationship,” said Turner.

If a city had increased its road capacity by 10 percent between 1980 and 1990, then the amount of driving in that city went up by 10 percent. If the amount of roads in the same city then went up by 11 percent between 1990 and 2000, the total number of miles driven also went up by 11 percent. It’s like the two figures were moving in perfect lockstep, changing at the same exact rate.

"A more likely explanation, Turner and Duranton argue, is what they call [the fundamental law of road congestion](#): New roads will create new drivers, resulting in the intensity of traffic staying the same."

We would love to see the HISTORIC LAMAR property an example of community resilience. We will come up with a solution to turn the building into art studios, a meditation center, or a practice space for Tampa’s many musicians that need places to play. Or, we will turn the building into a museum. The community can come up with a positive, connecting solution for this property.

The arts are very important to community growth and Historic Lamar, is a perfect place to start building community, rather than tearing it down.

Thank you for your time.

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01/03/2022 5:04 PM

Dear CAC Members, it has come to my attention that Agenda Item VIII B, regarding I-275 barrier wall intrusion along the eastern border of Tampa Heights and the proposed demolition of the historic property at 1902 N. Lamar Avenue will be discussed at your meeting on January 5, 2022. I am aware that documents relating to this discussion have been distributed to all of you earlier today via email by Dr. Wong. Please take a close, hard look at these documents as they paint a compelling picture as to why the proposed barrier wall should be opposed and design revisited.

I wish to express my opposition to further Interstate barrier wall intrusion along the eastern border of Tampa Heights. There already is a significant segment of barrier wall from Floribraska southward to Palm Avenue and beyond, supporting the overpass of the highway. It would appear that additional intrusion into the neighborhood is unnecessary and completely disruptive to the quality of the neighborhood residents’ domiciles. The proposed path of the barrier wall appears to require the removal of the historic property located at 1902 N Lamar Ave, a property which, prior to its ownership by DOT, was a contributing designated historic property to the Tampa Heights Historic District. The demolition of other historic properties in the southern portion of the District, in the name of ‘progress’, have ravaged the quality of the neighborhood’s historic structures. Adding even one more demolition of a completely sound building (were it not for the lack of maintenance by DOT) is a slap in the face of all of us who work so hard to maintain and support Tampa’s historic neighborhoods. Please support Tampa

Heights in its efforts to protect its lands, history, health, property values and quiet enjoyment of its residents by supporting another long look at the DOT proposals and helping us to carve a path that furthers the sustainability of this historic neighborhood.

Vivian

Vivian Salaga Tennison, AIA

Atelier Architecture

Architecture, Planning + Development

Historic Preservation + Adaptive Re-Use

5102 N. Central Avenue

Tampa, Florida 33603

813-223-1948 P

813-230-7122 C

Florida Reg AR0009329

vsalaga@atelieraec.com

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01/05/2022 9:29 AM

From: Dayna Lazarus <daynalaz@gmail.com>

Sent: Wednesday, January 5, 2022 9:29 AM

To: Johnny Wong <wongj@plancom.org>

Subject: Fwd: CAC public comment for tomorrow morning

Wow I have your USF email still saved -_- my bad! Can you please read my comment below?

----- Forwarded message -----

From: **Dayna Lazarus** <daynalaz@gmail.com>

Date: Tue, Jan 4, 2022 at 8:07 PM

Subject: CAC public comment for tomorrow morning

To: Johnny Wong <jwong@mail.usf.edu>, Rich Clarendon <clarendonr@plancom.org>, Rick Fernandez <rick@fernandezconsulting.net>

Hey there you guys! I hope this email finds you well.

Please submit the following for public comment to both the CAC at the January 5 meeting and the TPO Board at the January 11 meeting:

1. FDOT should not demolish or move the historical multi-family structure at 1902 N. Lamar Ave, and instead should provide a route to renovate and sell or lease the property for 50-99 years. I am aware that this is not directly a TPO matter, but I think it's important for the CAC and TPO to be made aware that FDOT has acquired historical properties into its right of way, especially around the highway, and is demolishing them against the wishes of the local community. I hope that the committee and board

would feel empowered to take a stance on what FDOT does with our transportation dollars and make a motion to pass the word on to FDOT and a resolution to support saving this specific building.

2. I'd also like the CAC to resolve not to allow FDOT to expand the concrete structure of the highway. FDOT has not been transparent about its specific widening plans and design. FDOT has used the words "footprint" and "right of way" interchangeably and I don't believe most of those committee and board members who voted on funding the DTI were provided a clear picture of what the specific design was going to be. More than that, the local community - specifically those who live right up against the highway and will be greatly impacted by the sound and particle matter pollution - opposes any widening of the concrete structure. Those community members must be listened to.

3. Finally, I would like to point to the racial equity resolution the CAC and TPO passed in August 2019. That resolution acknowledges the disproportionate and intentional destruction of BIPOC communities especially in Tampa Heights, VM Ybor and Ybor City. The Equity and Nondiscrimination Plan also commits the TPO to de-prioritizing car-centric infrastructure for funding. Now is the time for the TPO CAC, staff and board to walk the talk and halt any investment in what is essentially highway widening, and advocate for funding actual solutions to mobility issues like TDM strategies, the boulevard concept, and drastically increasing multimodal transportation options.

Thank you very much.

Dayna Lazarus
Ybor City homeowner
33605

--

Dayna J. Lazarus
(she/her/hers)
USF Master of Urban Planning
c. [727.259.3655](tel:727.259.3655)
e. DaynaLaz@gmail.com

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

I. CALL TO ORDER

Chair Roberts called the meeting to order at 9:08 AM

Members Present In-Person: Bill Roberts, Rick Fernandez, Carolyn Brown, Hoyt Prindle, Christine Acosta, Don Skelton Jr., Ed Mierzejewski, Sharon Gaumont, Terrance Trott

Members Present Virtually: David Bailey, Meaza Morrison, Aiah Yassin, Steven Hollenkamp, Alexis Boback, Nicholas Glover, Jonathan Knudsen, Rick Richmond, Joshua Frank

Members Absent/ Excused: Christina Bosworth, Nicole Rice, Artie Fryer,

Others Present Virtually: Johnny Wong, Lizzie Ehrreich, Allison Yeh, Davida Franklin, Amber Simmons, Beth Alden, Christopher English, Connor MacDonald, Gena Torres, Lisa Silva, Michael Rempfer, Rich Clarendon, Wade Reynolds, Vishaka Shiva Raman (TPO Staff); Bobby Edwards, Christopher DeAnnuntis (HART); Brian Pessaro, Kenneth Boden (TBARTA); Kris Carson, Roger Roscoe, Suzanne Monk, Siaso Fine (FDOT); Sara Hendricks (USF CUTR); Mauricio Rosas (Public)

An in-person quorum has been met. Some members are participating virtually because of medical reasons and the local declaration of emergency.

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

III. PUBLIC COMMENT (Timestamp 0:10:01)

- A. Mauricio Rosas: Was completely stunned when the Chair of the CAC declared that the proposal was not unanimous and there was other discussion. Believes it was inappropriate. Asked that the document be resubmitted to the TPO without prejudice. There was a vote, it was a majority vote. Believes the TPO did not have a full appreciation due to the commentary. They did not consider discussion on what the CAC had provided.

The reason he is asking for a moratorium is because certain things are happening. We do not have vibration monitors. We do not have pollution monitors. The owners of 2818 N Elmore Ave, there is an elderly gentleman on his deathbed in the household. His son moved from Seattle to Tampa in order to take care of the man. He has expressed to Mauricio that sometimes there is fog very low, the pollution is unbearable. The property is surrounded by trees. You would think

it would be easier, but it isn't. Residents are being affected in a bad way. Until FDOT has vibration monitors and pollution monitors, thinks there should be a moratorium so those things can be put in place and the community has an opportunity to readjust themselves regarding the construction.

Resubmit the resolution, a moratorium until we have vibration and pollution monitors with an emphasis at 2818 N. Elmore Avenue, there needs to be special consideration there because someone is ill.

- B. Emails received and/or circulated are detailed at the end of the minutes in [Public Comment Emails](#)

IV. MEMBER'S INTEREST *(Timestamp 0:23:03)*

- A. Ed Mierzejewski – suggested that Member's Interest be limited to a minute or so in order to make sure there is time for the agenda items are not rushed through.
- B. Chair Roberts – noted that Member's Interest is for members to bring up items for future meetings. Items for discussion are welcome under New Business.
- C. Rick Fernandez –
- Noted that at the January meeting, it was brought up that the committee arrange a visit to the Tampa Heights area to see where activity is taking place. Recommends that, happy to host, could be noticed.
 - Would like to have a little more time to the member introduction piece to be able to get to know each other better. Suggested three-minutes as is allotted for Public Comment.
 - Requested a presentation from FDOT about the work being done around the Downtown Interchange, particularly with the wall relocation. Noted those types of presentations have been done at the board level. Asked for Justin Hall, David Gwynn, or some combination along with their team. He is receiving questions from the community.
- D. Terrance Trott – Noticed a Yield sign near his neighborhood and it seems contrary to the way traffic is moving. Asked if someone could come and talk about it. Intersection of Symmes and Balm Riverview Roads. Looking to see if this is an occurrence around the county, signs going up in other places.
- E. Sharon Gaumond – Requested a four-way stop. People are stopping when they shouldn't be stopping, and it is adding confusion. Palm and Highland Ave.
- F. Josh Frank – Noted that there are several members that may be looking for other improvements. Suggested that be addressed during Public Comment or put together a way to take a picture and submit them to staff for follow-up.
- G. Christine Acosta – What are the reporting mechanisms for the county and the cities when a member of the public observes something that is of concern to them? Other communities use See Quick Fix which goes into a system of responses, tracking, follow-up. If committee members do not know where to go, it is unlikely anyone knows. Would like this scheduled and asked how to advise the public.
- H. Hoyt Prindle – Encourage the planners to get out and walk the streets in downtown for safety and the functionality. As an example, on Franklin Street, while walking, pedestrians are hitting every

red light as they walk. People will use alternative transit if it is convenient. The lights are timed for drivers.

Sharon Gaumont – Noted that there must be a way to figure it out. In New York, that happens as well. In Florida, when you get stopped, you are in the sun.

- I. Meaza Morrison – email sent with Resolution 2020-3 on racial justice. This resolution took place before she became a committee member. Requested a presentation on the resolution and what has taken place since it was passed. Noted that a copy was sent out and if there is a committee or anyone working on it.

V. APPROVAL OF MINUTES – December 15, 2021 and January 5, 2022 (*Timestamp 0:37:15*)

Rick Fernandez moves to approve the December 15, 2021 minutes, seconded by Christine Acosta.

Discussion:

Rick Fernandez – December minutes, on page 3 of the draft, discussion of the TIP amendments, narrative goes through page 4, Christine Acosta moved to amend the motion presented by Josh Frank. Mr. Fernandez is unclear what the amendment was based on the way it is recorded in the minutes.

Christin Acosta – Amend the prior motion by Mr. Frank and to include a redesign for the South Dale Mabry sections be provided in the future.

Rick Fernandez – Asked if this item on the TIP was reported to the TPO Board. These minutes were not ready for the TPO Board meeting and the TPO Board took action on this TIP amendment. Would not be surprised if this was not presented and action was taken without the recommendation in place.

Chair Roberts – Noted that he would review his report to the TPO Board on this.

Johnny Wong – Clarified, the minutes were not included in the TPO Board meeting as they had not been delivered at that time. The actions taken at the joint CAC/TAC meeting were included in the committee reports which are included in the TPO Board packet.

Rick Fernandez – On page 5 of December minutes, discussion of the State of the System Report, requested at the meeting that there be inclusion in the report regarding the percent of population affected by vehicular emissions. There was a section of the 2019 version that was left out of the version presented in December. Asked staff to re-insert that material before it went to the TPO Board.

Johnny Wong – When the State of the System was reported to the TPO Board in January, included the percent of population within 300 meters of high-volume corridors. Called out updated statistics

on changes from the last report including more high-volume roadways and a greater proportion of the population living in the buffer distance. Offered a summary of this to the CAC Committee.

Rick Fernandez – Would like to see a revised State of the System report that has the language in it.

Christine Acosta – Would like to make sure that the South Dale Mabry amendment is in the loop to make sure they were heard and have those responsible come back and tell the committee what will be done. Submit correction to January 2022 minutes, the presentation of parks, Section 6, C, under Discussion, Christine's remarks: when the speeds are set too high on adjacent roadways; insert the word "system owners and operators to correct" in second to the last sentence (*corrected 2/11/2022 GR*).

Motion to approve the December 15, 2021 minutes with correction and clarification; Voice vote, motion passes unanimously.

Rick Fernandez moves to approve the January 5, 2022 minutes with discussion, seconded by Hoyt Prindle.

Rick Fernandez – Unfinished Business & New Business, "This is supposed to be a design build project..." correct the date to 2022 instead of 2023. Now know that the construction is beginning in 2022 and has already started. (*Recorder checked the recording of the January meeting, Mr. Fernandez did state 2023, [56:15 in recording](#). This record reflects an update to the statement. GR*) Reference to Lamar House, change the word "not" to "now" in first section of this topic (*corrected 2/11/2022 GR*). The building was demolished on January 31, 2022. This is an update as what has happened. Noted second update that the wall will be moved up to 50 feet out in some locations. Under Discussion from Rich Clarendon, update to the meeting requested by Commissioner Myers at the December 2021 TPO meeting. It was not the meeting scheduled for January 5 at 6PM. That meeting was also not in Tampa Heights. Mr. Fernandez went to the meeting and spoke to Commissioner Myers. Continuing under Rich Clarendon... "Noted the movement of the noise walls ... " Prompted a comment from Rick Fernandez to Beth Alden. Ms. Alden responded. The roll plots, as of August 2019 during the time of the special briefing, did not include any annotation regarding the wall movement along the eastern border of Tampa Heights. The display board being spoken about did not exist until the third week of February 2020. Correction on Rick Fernandez comment on page 24 of packet... "like when TB Next was introduced" should be "TBX" (*corrected 2/11/2022, GR*). On last page of minutes, under Bill Roberts clarification, change resolution to motions (*corrected 2/11/2022, GR*).

Johnny Wong – Read Beth Alden's comments from Chat to the committee. Please see [chat log](#) at the end of the minutes.

Rick Fernandez – Asked if the roll plot from August 2019 showed the wall movement. That is not what her email indicated.

Beth Alden – Commented on the records that were provided to Mr. Fernandez at his request. The special briefing organized for the CAC in 2019 was a large map, an arial view, showing where the two lanes would be, on the ramp, from southbound I-275 to eastbound I-4. They were highlighted in yellow. There was a black line at the edge of the yellow where the wall would be. It was shown in relationship to the parcel boundaries which were also shown on this map. There were several displays to look at. This was the fifth of the alternatives being presented for the Downtown Interchange. It could have easily been overlooked. What Mr. Fernandez is concerned about is; several months later, FDOT apparently added a label onto the map, a number of labels onto the map, trying to draw attention to some of the changes that would be made. Yes, that label was added later. The map with the parcel boundaries on it was available in 2019.

Rick Fernandez – Noted that this is not inconsistent with anything he said. The call-out box with the annotation, pointing to the wall, was not on the roll maps in 2019. Indicated that what Rich Clarendon was saying at the last meeting was that annotation was there pointing to the wall. It wasn't there, that is what he is clarifying. Not disputing the maps or the color coding. Noted that the maps are not to scale and that it is difficult to decipher what they mean. Especially when FDOT is saying that you will not be suffering any impact secondary to the work.

Motion to approve the January 5, 2022 minutes with correction; Voice vote, motion passes unanimously.

VI. ACTION ITEMS

A. Safety Performance Targets CY2022 (Connor MacDonald, TPO Staff) *(Timestamp 1:13:27)*

- Review of the measures required by the Highway Safety Improvement Program (HSIP).
 - TPO has elected to track year-end fatality totals and motorcycle fatalities separate.
 - 7th year of setting targets
 - Must set realistic, data-driven targets
- Project the number of crashes for the next given year and subtract the crash reduction benefits achievable given the expected level of investment
 - Projection expects a 1% projection on all crash types
- Went over actual numbers
 - Annual actual fatalities in 2021 = 255 (record number); targets set on 5-year rolling average (2018 – 2022)
- 5-year Rolling Average Targets
 - Total fatalities – target of no more than 253 through 2022; rolling average is 224; showed map of fatality locations – along major roadways
 - Motorcycle Fatalities – target of no more than 36.13
 - Serious Injuries – target of no more than 1107; steadily decreasing
 - Nonmotorized Fatalities + Serious Injuries – target of no more than 232; increase in 5-year average
 - Fatality Rate per 100 million Vehicle Miles Traveled – target no more than 1.59
 - Serious Injury Rate per 100 million Vehicle Miles Traveled – have seen steady decline in trend; target set at no more than 7.49

- Review of Report Card – 3 targets met; 4 targets not met
- Current ways of improving
 - Vision Zero’s 4 Action Tracks
 - Asking the Committee to provide information on what details the TPO Staff can provide to make informed, data-driven decisions and recommendations
 - Review of 2022 Performance Targets for review to aid in recommendations

Presentation Slides: [Safety Targets Presentation](#)

Recommended Actions: Approve the CY2022 safety performance targets and forward to the TPO Board. Submit suggestions to improve performance in high crash areas.

Discussion:

Discussion regarding the increase in fatalities and decrease in serious injuries and what might be the cause of this trend. Research is being done on this topic. Possible reasons include increased speed, EMS response time increase, drivers not wearing seatbelts, distracted driving, more trips in “non-peak hours”, less congestion than pre-pandemic levels, and the increase in vehicle size. It was asked that the high injury corridor fatality map be overlaid with road jurisdictions. It was noted that some roads that are set at 25 mph are dangerous.

There was discussion around road design. It was noted that a lot of what has been done around Vision Zero has been asking system users to not use the system in the way it has been designed. Policy makers need to be urged to support safe systems and have them communicate that to users and the reality of the time difference is one to three minutes in the day.

A presentation to the TPO will be made at the February 9 meeting. Will be asking for the owners of the top 50 high injury corridors to focus on those in 2022 and come back at the end of the year with an update. Looking for grant funding for Vision Zero projects. Asking for the TPO to support HB 189, speed cameras in school zones. Ask TPO agencies to use their platforms to keep talking about and explaining the message.

The committee provided suggestions for that report including

- Supporting the Speed Management Action Plan strategies
- Policy makers be further informed on what roadway improvements will mean on driver commute times and be able to speak to constituents on a few minutes of time saving lives.
- More promotion of asking system users to report challenges and leave comments on what they are experiencing.
- Speed cameras for school zones and potential expand the program.
- Evaluate types of traffic signals and correlation to crashes on high injury corridors.
- Education on personal responsibility.
- More enforcement.
- Shift to multi-modal level of service.
- Reforming roadway classifications.
- Legislative change to allow jurisdictions to set speed limits where they want.
- Congestion pricing to encourage people not to drive as much; reduce trip numbers.

Rick Fernandez moves to accept the Safety Performance Targets as presented and forward to the TPO Board, seconded by Terrance Trott. Roll call vote, the motion passes 14 to 1 with a NO vote from Christine Acosta.

Hoyt Prindle moves to move Unfinished and New Business ahead of Status Reports, seconded by Sharon Gaumond. Voice vote, motion passes unanimously.

VII. UNFINISHED BUSINESS & NEW BUSINESS *(Timestamp 2:02:00)*

- A. **Hoyt Prindle** – Sent an email on Tuesday, February 1, 2022. Would like to know what legal remedies are available to the TPO when FDOT either does not follow through with designs passed in the TIP or if they tell the TPO one thing then do something different. His request was specifically regarding the building at North Lamar. Believes it was disrespectful of Commissioner Kemp when she sent a letter on Friday, January 28, 2022, and FDOT demolished the building on January 31, 2021 at 7 AM when the 60 day extension from 2021 ran out. Between this committee and the TBARTA CAC, tries to have faith in what FDOT does. Seems that we often get told one thing from FDOT and it turns out to be something else. If it were not for people like Rick and Christine, people who get into the weeds, we would not learn about it. Would like to have the TPO attorney come in and explain what rights the TPO has when FDOT does not abide by what they have told the community or when they do things not precisely approved through the TIP.

Hoyt Prindle made a motion to have the TPO attorney and brief the CAC on what legal requirement there might be for FDOT to construct projects as approved in the TIP and what are possible remedies when they do not or when they say one thing and do something else, seconded by Josh Frank.

Discussion:

Discussion around the legal requirements of FDOT, and other roadway builders, to clearly and accurately communicate what their plan is to the community.

It was brought up that the Sunshine Law must be abided by.

Chair Roberts summarized the motion: The motion is to request that TPO Legal Counsel provide this committee with what might be available to enforce the TIP provisions as presented to the TPO against FDOT and what recourse the TPO might have. Roll call vote, the motion passes unanimously, 15 – 0.

It was further noted that questions would be asked of the attorney around Title IV.

Chair Roberts – Asked that the committee be cautious about violations of the Sunshine Law and communications directly between the committee.

- B. **Rick Fernandez** (*Timestamp 2:11:50*) – Regarding the resolution passed at the last meeting that passed 8 to 6 and was reported up to TPO Board during the January 11, 2022 meeting. Is his opinion that the work done by the committee was not presented well by Chair Roberts. Was surprised by the resolution being described as containing words that were inflammatory and opinionated; noting that the vote was anything but unanimous; and providing small testimonial on FDOT and the opinion about mission effectiveness. Noted that the Chair was representing the committee. Did not feel that the committee work product was represented correctly. Stated that if the report had been given differently, the TPO Board may have acted differently and taken up the details of the resolution. None of that got an airing. The building has been torn down. A portion of the project has begun. Stated that intervention from the Board last month could have helped the community and that intervention from the Board this month could still help the community. Asking that the resolution be re-presented to the Board at the February 9, 2022 meeting. That the presentation be a reflection of the committee’s work product and that the TPO Board consider it and take appropriate action.

Motion made by Rick Fernandez to re-resent the resolution passed by the committee at the January 2022 meeting to the TPO Board, seconded by Hoyt Prindle.

Discussion:

It was noted that other vote numbers have been reported to the TPO Board; vote numbers could be reported as long as it is done every time or none of the time and stated as majority vote. Members at the previous CAC meeting may have “checked out” due to the length of the meeting and the vote was possibly reflective of this. Members expressed the language used by the Chair in giving the report did not accurately reflect the work done by the committee.

Johnny Wong – Went over comments in the Chat. Please see [chat log](#) at the end of the minutes.

Motion was restated: That the resolution passed by the CAC at the meeting on January 5, 2022 be presented anew as committee action to the TPO Board on February 9, 2022 without the objected to commentary. Roll call vote, the motion passes 13 – 1 with a NO vote by Ed Mierzejewski.

- C. **Update on State of the System** (Johnny Wong, TPO Staff) (*Timestamp 2:27:31*)

- A map of the county population living within 300 meters of high-volume corridors requested at the December meeting.
 - High-volume corridor has an AADT of greater than 30,000 vehicles per day
 - Significance is: greater amounts of volume leads to greater amounts emissions/ pollution.
 - Outside of 300 meters, the air pollution diminishes; within 300 meters, higher likelihood of breathing in the emissions which correlates to a higher rate of asthma, co-morbidity heart disease, and other ailments. (300 meters = ~984 feet, ~328 yards, ~0.18 miles)
- Recalculated the data for 2021 per the committee request.
 - Population within the 300 meters has increased fairly significantly since 2018; almost 7% increase; in communities of concern, the population increased by approximately 14%.
 - There are 10 fewer miles of high-volume roadways across Hillsborough County
- Considering this an area to keep an eye on.

- Hillsborough County is within the allowable rate for national ambient air quality standards at this time.
- Will continue to track in upcoming updates.

Discussion:

It was asked if the data took into account mitigated actions that could be taken to increase the safety of the citizens within the 300 meters such as walls, trees, etc. It was noted that that type of information would not be contained within this type of report. Solution information may be in other planning and advisory documents.

It was asked if people are choosing to live within this area. There has not been a hypothesis done on this topic at this time. It has been a trend that has been identified. Also noted is that people typically do not check air quality when they choose a place to live.

Johnny Wong deferred additional information to someone from the Land-use group and offered to bring someone in to present further information on this topic.

The question arose on whether the numbers from the EPA allowable standards are in agreement with the WHO standards. It was noted that there is an agenda item on an Air Quality Monitory Pilot Study for this meeting.

D. Letter Encouraging TDM Ordinances (Sara Hendricks, USF CUTR) (*Timestamp 2:37:30*)

- Review of what TDM is; our society needs to do things differently to support a multi-modal system.
 - Prioritize moving people over vehicles
 - Maximize existing capacity in the system before expanding the capacity.
 - Engage the community in alternative modes of transportation.
- TDM is a big toolbox; example, use barriers such as congestion and give time advantage to alternative modes of alternate transportation over personal, motor vehicles.
- Possible Recommendations
 - Letter to the three cities and the county to support commuter benefits. Require transportation information sharing by employers to their employees (posters, company newsletter, company intranet, digital message boards, provide transit options and real time information, etc.).
 - Set aside gross income, pre-tax dollars to pay for commuter transportation
 - Employers often offer the benefit of free or subsidized parking; expense for employers, not equitable for those who do not use a car.
 - 23% of workers have left a job because of a bad commute
 - An ordinance would require this. IRS allows up to \$280 per month per employee go to qualified transportation fringe benefits (parking, transit passes, vanpool)
 - Reduces payroll taxes for the employer
 - Review of the benefit of a Transit Ordinance
- Recommend that the CAC ask the Hillsborough TPO Board to provide a letter to the municipalities in support of commuter benefits for employees; a simple ordinance requiring employers to provide information to their employees about available transportation options

for their commute to and from work and to require the employer to offer to set aside gross income, pre-tax, for use by their employees for their commuting, transportation expenses.

Presentation: [Transportation Demand Management Next Steps February 2022](#)

Discussion:

A letter could be prepared and provided to the committee to consider and endorse. It was suggested that specific language could be included in a letter that the municipalities take the lead on this initiative as a position of leadership.

Chair Roberts – Asked Josh Frank to coordinate with Sara Hendricks to compose a letter for the CAC to recommend. Both agreed.

Josh Frank made the motion for a letter to be drafted, in coordination with Ms. Hendricks, to support the Transportation Demand Management recommendations as outlined in the presentation, seconded by Rick Fernandez. Voice vote, motion passes unanimously.

VIII. STATUS REPORTS

A. **Low-Cost Air Quality Monitoring Pilot Study** (Lizzie Ehrreich, TPO Staff) *(Timestamp 2:52:47)*

- Partnership with USF College of Public Health, Hillsborough County EPC, US FHWA
- Started in September 2021
- Review of project overview
 - In initial part – working out challenges to gain solid foundation of the equipment and how to implement it with the community effectively.
- Went over Regulatory and Low-Cost Monitoring
 - EPC – expensive, fixed locations
 - Low-cost monitors – emerging types of sensors, affordable, smaller, manufacturers striving to provide quality data; decreases cost to increase the number of monitors for larger coverage; companies provide crowd-sourced maps with data provided by users.
- Timeline review
- Types of monitors chosen – PurpleAirII PM and ENVEA Cairsens NO2
 - Conducted small scale field testing
 - Showed example of PurpleAir crowd-sourced map across Tampa Bay area, one-week average of particulate matter.
- Identifying communities to monitor
 - Narrowed down with three criteria – environmental, demographic (low income and communities of color), and opportunities for community access and engagement.
- Public engagement to help identify where the monitors will be placed.

Presentation: [Low-Cost Air Quality Monitoring Pilot Study Presentation](#)

Study Website: [Low-Cost Air Quality Monitoring Pilot Study](#)

Discussion:

Asked about the efficacy of the monitors and whether they are comparable to the performance of the EPC monitors. A lot of research was done and that was part of the selection criteria.

Regulatory monitors are the control and will be tested throughout the pilot study. Also discussed what types of particulate matter will be studied and the particular location of the monitor at Robles Park. Locations are chosen based on where people are congregating and spending time in the areas within 500 feet of the high-volume corridor. The committee would like to receive notices of the public engagement on this study and be given the opportunity to participate.

Timing was brought up about what happens between now and the next CAC meeting. The focus group is the main thing. Will provide that date. Asked about the groups that have been contacted from the Tampa Heights area. Confirmed the leadership has been contacted.

B. TBARTA CSX Study (Brian Pessaro, TBARTA) (Timestamp 3:22:40)

- December meeting of the Suncoast Transportation Alliance and the TMA Leadership; a motion passed to have TBARTA do a mode agnostic assessment of the Brooksville and Clearwater subdivisions of the CSX freight line.
- Resolution to take to the TBARTA Board in January in this meeting's packet. That meeting was cancelled.
- Two things have happened since December that have encouraged TBARTA to rethink how this study would be done.
- 2009 Master Plan – looked at four different travel markets.
 - Pascoe to the urbanized areas of Hillsborough and Pinellas
 - Hillsborough with Pinellas
 - North – South connection within Pinellas
 - Longer distance passenger rail from Citrus into Hillsborough
- Two recommendations that came out of that plan.
 - Express bus from north of Brooksville into Citrus.
 - Long distance commuter rail from Brooksville to Tampa (vicinity of USF area) and short distance light rail from Tampa USF to Clearwater/ St. Pete.
 - Based on this information, the mode study has been done. Should this go to a PD&E study at this point?
 - FDOT is going to be meeting with CSX. Have already had a preliminary sit-down to make them aware of renewed interest. Follow-up meeting with FDOT, specifically talking about CSX Guidelines laid out in September 2015. Still valid or has situation changed?
- Holding off putting together further action until the results of the FDOT and CSX meeting are known.
- Will be working with the three MPOs/TPOs to put together a scope of work for this study.

Discussion:

Discussion about how this study is going to address community access to jobs. This study will be mostly focused on the physical conditions of the track, cost of getting track to a state to operate passenger rail, updating the capital and operating costs; not sure if land-use will be included in the

study. How will this study contribute to citizens access to jobs? Access to jobs is one of the criteria FTA uses for access to capital grant projects.

C. **How Should We Create the Monthly Agenda** (Johnny Wong, TPO Staff) (*Timestamp 3:30:49*)

- Review of how agendas are structured.
 - Identify topics – action items, updates, status reports
 - Committee interest, speaker availability, project timing, meeting time limitations, Chair approval
 - Requests for information brought forward as status report or unfinished/new business
- Have been overwhelmed for over a year with the topics of interest being requested.
- Possibly give a test run to the polling at the March meeting for possible agenda topics. Committee members will log on in real time and order the topic based on interest.

Discussion:

Committee asked that items in the poll be spelled out for clarity; provide an indication of time factor in the prioritization (next week, next year, etc.). It was noted that items that are absolutely urgent and require action, will be highest priority and brought to the committee regardless of interest. Those things will not be included in the poll.

Request for a centralized place for citizens to submit concerns and for “one app to rule them all”. That is be sectioned with separate portals for the committees to get to items applicable for them. Would like to see all the business that we do as the TPO on a unified site and app. Something that, when citizens move here, it can go through the app. This type of thing will likely need to be coordinated at a much higher level, happy to talk about it off-line.

IX. ADJOURNMENT - Next meeting on February 2, 2022

Meeting adjourned at 12:45 PM

A recording of this meeting may be viewed at:

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

From Chat:

Rich Clarendon (to Organizers and Panelists Only):

9:09 AM: Anyone who is logged in as a panelist should be able to unmute themselves.

Rick Richmond (to Organizers and Panelists Only):

9:10 AM: Confirmed I do not have a raise hand function either.

Michael Rempfer (to All - Entire Audience):

9:10 AM: johnny - the broadcast is running

Steven Hollenkamp (to Organizers and Panelists Only):

9:13 AM: Good morning, Steven Hollenkamp, appointed by Rick Lott, City of Plant City.

Alexis Boback (to Organizers and Panelists Only):

9:24 AM: Hi all I apologize but I've had a family emergency arise. I may be able to return within the hour. Thank you

Beth Alden (to Organizers and Panelists Only):

9:50 AM: The CAC's actions are reported in the Committee Report. There is a written report.

Beth Alden (to Organizers and Panelists Only):

9:51 AM: 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.

Beth Alden (to Organizers and Panelists Only):

9:51 AM: That's an excerpt of the written report.

Beth Alden (to Organizers and Panelists Only):

9:57 AM: The air quality analysis requested by the CAC can be found on this page; click on "Smart Cities." <https://planhillsborough.org/state-of-the-system-report-2021/>

Beth Alden (to Organizers and Panelists Only):

10:02 AM: The construction for the DTI has not begun yet. The project that is under construction is the "transition" project that is from just north of the DTI to about Hillsborough Ave.

Beth Alden (to Organizers and Panelists Only):

10:04 AM: The minutes are not the only record. We also videorecord the meetings and post them on the TPO Youtube channel.

Beth Alden (to Organizers and Panelists Only):

10:07 AM: I have clarified this point. Rich's report was accurate.

Josh Frank (to Organizers and Panelists Only):

10:38 AM: Congestion can be good. It illustrates economic value and slows speed.

Gena Torres (to Organizers and Panelists Only):

10:39 AM: Kinetic energy

Josh Frank (to Organizers and Panelists Only):

10:40 AM: I would recommend Hoyt and the rest of the CAC read the book Right of Way by Angie Schmitt on this subject.

Christine Acosta (to Organizer(s) Only):

11:05 AM: Reminder from Speed Safety Study: 85% of HC high crash corridors have speed limits set 5-20mph higher than recommended by Inst of Traffic Engineers.

Christine Acosta (to Organizer(s) Only):

11:05 AM: Reminder from Speed Safety Study: 85% of HC high crash corridors have speed limits set 5-20mph higher than recommended by Inst of Traffic Engineers.

Beth Alden (to Organizers and Panelists Only):

11:23 AM: The board did have a discussion with Sec. Gwynn about the 1902 Lamar property.

Steven Hollenkamp (to Organizers and Panelists Only):

11:28 AM: Can the motion be repeated?

Mauricio Rosas (to Organizers):

11:34 AM: 300 meters is how much in feet? Answer: 984.25 feet or 328.08 yards

Beth Alden (to Organizers and Panelists Only):

11:37 AM: The TPO prepared a white paper on noise walls & landscaping benefit regarding air quality.

Mauricio Rosas (to Organizers):

11:53 AM: Thank you! Though I can't believe anyone did not ask. Simply because we use feet and not meters.

Beth Alden (to Organizers and Panelists Only):

11:58 AM: We will bring the letter to the TPO for consideration in March. The action items for February are to be posted/distributed today.

Allison Yeh (to Organizers and Panelists Only):

12:19 PM: <https://planhillsborough.org/low-cost-air-quality-monitoring-pilot-study/>

Allison Yeh (to Organizers and Panelists Only):

12:20 PM: Here's the study website. You can also send comments through the project page.

Public Comment Emails:

02/02/2022 at 8:48 AM From Clive Hon

From: _____ Clive Hon _____

"First, I would like to thank the CAC for passing the Resolution last month addressing 1. Preservation of the now demolished 1902 N. Lamar building; 2. I-275 barrier wall movements in Tampa Heights, and; 3. Declaration of a temporary moratorium on the DTI Operational and Safety Improvements Project".

"Second: I listened intently as that Resolution was reported out to the TPO Board at their meeting on January 11, 2022 and am concerned. The CAC Chairman's report was not delivered in an unbiased and neutral way. He referenced the fact that the 8 – 6 vote was "by far not unanimous" and that he "allowed that action in spite of inflammatory and opinionated language included in the resolution".

"I request that the CAC's Resolution be reported again to the TPO Board at its February 9 meeting. Reported this time without insertion of the Chair's personal opinions. The issues raised in the resolution are as relevant today as they were when passed. Unfortunately, FDOT carried out its threat to demolish 1902 N. Lamar on January 31, 2022. In addition, heavy construction work has now begun on the DTI project and residents have been warned to expect noise, vibration and power outages beginning January 31, 2022. It is possible a moratorium declared in January would have avoided both of these results. The TPO Board was never given a fair chance to consider that stop gap measure and the CAC's work product was never given a fair hearing."

"A moratorium is still very important to stabilize the situation. Ongoing impacts are being felt by residents on a daily basis. It's too late for 1902 N. Lamar but it's not too late for the dozens of historic homes within FDOT's impact corridor."

Thank you ...

Respectfully Submitted,

Clive Hon
2824 N Elmore Ave.
Tampa, FL 33602

02/01/2022 at 6:37 PM from Brian Seel

Dear TPO CAC Members,

I appreciate the TPO CAC passing the resolution last month regarding 1902 N. Lamar Avenue, the interstate barrier wall movements in Tampa Heights, and the declaration of a temporary moratorium on the DTI Project.

I believe that at last month's TPO Board meeting, the resolution was presented in a manner that detracted from its intended effect.

I ask you to present the CAC's resolution again at the 2/9/22 TPO Board meeting in an unbiased manner without judgment or conjecture. Tampa Heights residents have simply been asking for FDOT activities to be paused so that we can understand the implications of their plans, provide necessary public feedback, and work constructively toward solutions that are acceptable to those most directly affected by these activities.

Despite months of requests for information and objections to plans moving forward without adequate community notice, FDOT persists. Last Friday evening, I was notified of construction work to begin this Monday at 7 AM that would have "Over the coming weeks, nearby homes and businesses should expect noise, vibration, and at times lighting impacts". Sixty two hours notice for such potentially disruptive and damaging activities does not constitute adequate public notice.

Furthermore, on Monday 1/31/22, FDOT demolished the building at 1902 N Lamar Ave. based on claims of structural failure not backed up by structural engineering reports summoned by public records requests, despite near-unanimous community objection, and in contrast to the CAC's resolution in support of preservation.

I ask that the CAC reaffirm its support of a temporary moratorium on work so that FDOT can adequately answer questions from elected officials, community leaders, and residents being impacted.

Thank you,

Brian Seel
313 W Park Ave.

02/01/2022 at 8:51 PM from Dayna Lazarus

Yes, plus the paragraph in my recent email. Thank you Johnny!

On Tue, Feb 1, 2022, 1:28 PM Rick Fernandez <rick@fernandezconsulting.net> wrote:

Johnny: I think what Dayna is trying to do is get a written public comment before the CAC at our meeting tomorrow morning ... January 2, 2022 ...

Can we somehow manage to get a written comment from Dayna read into the record tomorrow as you have done before for others?

As best I can tell, her comment (subject to her confirmation of course) would be:

As you guys know, equity and public engagement are my passions, and as someone who used to sit on the CAC, the integrity of the committee is important to me. I was recently watching the youtube video of the TPO Board meeting on January 11, 2022 and noticed that CAC Chair Bill Roberts misrepresented the Resolution that was passed about stopping demolition of the Lamar and the highway widening for the DTI. He said, *"Let me add some color to that to try to put it in perspective. We adopted a resolution... it was adopted 8 to 6 so it was clearly **by far not a unanimous report** ... I allowed that action in spite of the inflammatory and opinionated language that was included in that resolution which has been passed... I believe as chairman that the FDOT could have been more forthcoming in recent months and recent years in presenting some of the information that we have, but I will tell you that **I believe the FDOT is carrying out their mission which is to expand transportation opportunities** although I think most of our committee would prefer they place even greater emphasis on transit, not on automobile opportunities."*

Bill inserted opinionated language into his report, while chastising his own CAC for allegedly doing the same. He should have simply stated the facts of what occurred. I also believe he misrepresented the resolution and what actually occurred at that CAC meeting. At least a dozen emails and in-person public comments (can someone please tell me exactly how many?) were read **in support of the resolution** with zero public comments opposed. Bill also did not mention what the resolution actually resolved: that the CAC voted by majority to support the following requests made by the community:

1. Stop Destruction of Historic Property in Tampa Heights (1902 N Lamar Ave.);
2. Stop Interstate Expansion (I-275 barrier wall movement) in Tampa Heights;
3. Declare Temporary Moratorium and conduct a full vetting of those aspects of the Downtown Interchange Operational and Safety Improvements project related to barrier wall movement along the eastern border of Tampa Heights.

I don't know if the contents of the resolution was reported later in the meeting - can someone please tell me if it was? I didn't make it that far. But still, I believe Bill should have stated these three points made in the resolution instead of relying on the Board members to read the packet because a resolution is kind of a big deal. It would be great if this matter of misrepresentation of the events and the resolution to be brought to the attention of the CAC who likely didn't see Bill's report-out to the TPO, and I would like for them to entertain the possibility of having him re-report about the resolution and all of the community members who spoke about it at the upcoming regular TPO Board meeting.

02/01/2022 at 4:10 PM from Matthew Perry

To: TPO CAC

From: Matthew Perry

Thank you for including the below as my public comment to be included/read for the 2/2/22 TPO CAC Meeting

"First, I would like to thank the CAC for passing the Resolution last month addressing 1. Preservation of the now demolished 1902 N. Lamar building; 2. I-275 barrier wall movements in Tampa Heights, and; 3. Declaration of a temporary moratorium on the DTI Operational and Safety Improvements Project.

Second: I listened intently as that Resolution was reported out to the TPO Board at their meeting on January 11, 2022 and am concerned. The CAC Chairman's report was not delivered in an unbiased and neutral way. He referenced the fact that the 8 – 6 vote was "by far not unanimous" and that he "allowed that action in spite of inflammatory and opinionated language included in the resolution.

I request that the CAC's Resolution be reported again to the TPO Board at its February 9 meeting. Reported this time without insertion of the Chair's personal opinions. The issues raised in the resolution are as relevant today as they were when passed. Unfortunately, FDOT carried out its threat to demolish 1902 N. Lamar on January 31, 2022. In addition, heavy construction work has now begun on the DTI project and residents have been warned to expect noise, vibration and power outages beginning January 31, 2022. It is possible a moratorium declared in January would have avoided both of these results. The TPO Board was never given a fair chance to consider that stop gap measure and the CAC's work product was never given a fair hearing.

A moratorium is still very important to stabilize the situation. Ongoing impacts are being felt by residents on a daily basis. It's too late for 1902 N. Lamar but it's not too late for the dozens of historic homes within FDOT's impact corridor.

Thank you for your attention to this important matter!"

Respectfully Submitted

Matt Perry
602 E Frances Ave, Tampa, FL 33602
404-368-2713

02/01/2022 at 2:43 PM from Nicole Perry

To: TPO CAC

From: Nicole Perry

Thank you for including the below as my public comment to be included/read for the 2/2/22 TPO CAC Meeting

"First, I would like to thank the CAC for passing the Resolution last month addressing 1. Preservation of the now demolished 1902 N. Lamar building; 2. I-275 barrier wall movements in Tampa Heights, and; 3. Declaration of a temporary moratorium on the DTI Operational and Safety Improvements Project.

Second: I listened intently as that Resolution was reported out to the TPO Board at their meeting on January 11, 2022 and am concerned. The CAC Chairman's report was not delivered in an unbiased and neutral way. He referenced the fact that the 8 – 6 vote was "by far not unanimous" and that he "allowed that action in spite of inflammatory and opinionated language included in the resolution.

I request that the CAC's Resolution be reported again to the TPO Board at its February 9 meeting. Reported this time without insertion of the Chair's personal opinions. The issues raised in the resolution are as relevant today as they were when passed. Unfortunately, FDOT carried out its threat to demolish 1902 N. Lamar on January 31, 2022. In addition, heavy construction work has now begun on the DTI project and residents have been warned to expect noise, vibration and power outages beginning January 31, 2022. It is possible a moratorium declared in January would have avoided both of these results. The TPO Board was never given a fair chance to consider that stop gap measure and the CAC's work product was never given a fair hearing.

A moratorium is still very important to stabilize the situation. Ongoing impacts are being felt by residents on a daily basis. It's too late for 1902 N. Lamar but it's not too late for the dozens of historic homes within FDOT's impact corridor.

Thank you for your attention to this important matter!"

Respectfully Submitted

Nicole Perry
678-468-5748
602 E Frances Ave Tampa FL 33602

02/02/2022 at 7:56 AM from Rick Fernandez

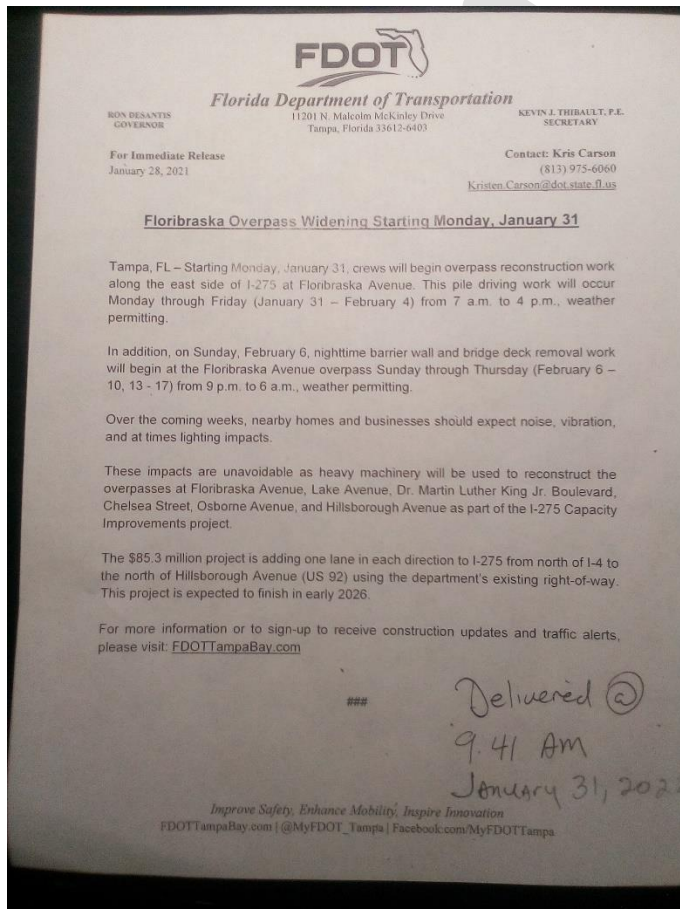
Johnny: Please add this article to the back up materials for this morning's meeting ... related to the CAC resolution passed last week ... [Interstate expansion in Tampa Heights is so loud that it's shaking the neighborhood | Tampa Bay News | Tampa | Creative Loafing Tampa Bay \(cltampa.com\)](#)

I am also circulating attachments relevant to the Resolution. All of which will likely be referenced at today's meeting.

1. Pat Kemp Letter requesting preservation of 1902 N. Lamar
2. Picture of 1902 N. Lamar post demolition by FDOT on January 31, 2022
3. FDOT notice of work to be performed served two hours after work was begun

No responses to this message from CAC. Being circulated for information only.

Thank you ... Rick Fernandez



January 28, 2022
David Gwynn, Secretary
FDOT District 7
11201 N. Malcolm McKinley Drive
Tampa, Florida 33612

Dear Secretary Gwynn:

There is strong community resistance to the imminent demolition of the 1902 Lamar property. In addition, community leaders assert that sufficient consideration has not been given to preservation and that, with more time, this could be resolved. The Tampa Heights Junior Civic Association is requesting a 60-day delay to provide an opportunity to finalize a plan to preserve the building. This is a reasonable request to preserve a century-old structure. Therefore, I am asking that FDOT grant the delay and work with the community to find solutions to avoid demolition and preserve the structure.

Transparency and community trust are vital to the success of any public project. Tampa Heights has paid and continues to pay an irredeemable price for Tampa's interstates. We cannot lose sight of the residents and the neighborhoods. Thank you.

Sincerely,
Pat Kemp
Commissioner, Hillsborough County Board of County Commissioners
District 6, Countywide

02/02/2022 at 8:20 AM from Johnny Wong

From: Johnny Wong

Sent: Wednesday, February 2, 2022 8:20 AM

To: Rick Fernandez; aboback@trafodata.net; 'Aiah Yassin'; 'Artie Fryer'; 'Bill Roberts'; 'Carolyn Brown'; 'Christina Bosworth'; 'Christine Acosta'; david@rpexpertsinc.com; 'Don Skelton, Jr.'; edmierzejewski@gmail.com; 'Eric Lam'; 'Hoyt Prindle'; 'Jon Knudsen'; 'Joshua Frank'; 'Meaza Stewart'; 'Nancy Castellano'; 'Nicholas Glover'; nicolrice1976@gmail.com; rickdrichmond@gmail.com; 'Sharon Gaumond'; steven.hollenkamp@gmail.com; terrancetrott@gmail.com

Cc: Beth Alden; Cheryl Wilkening; Gail Reese; Rich Clarendon

Subject: FW: Records Request: FDOT presentations at TPO/MPO CAC and TPO/MPO Board meetings during the period 2019 - 2021 (inclusive) regarding noise wall relocations in Tampa Heights | Downtown Interchange Safety and Operational Improvements Project

Good morning, CAC members –

I am circulating the following email thread upon request of a committee member.

Best,
Salaam=peace,
Johnny Wong, PhD
Executive Planner
wongj@plancom.org • 813.699.7370
planhillsborough.org

All incoming and outgoing messages are subject to public records inspection.

He/him

From: Beth Alden <aldenb@plancom.org>

Sent: Monday, January 24, 2022 9:48 AM

To: Rick Fernandez <rick@fernandezconsulting.net>; Johnny Wong <wongj@plancom.org>; Rich Clarendon <clarendonr@plancom.org>

Cc: CohenH@HCFLGov.net; KempP@HCFLGov.net; 'Brian Seel' <brianjseel@gmail.com>; lenayoung@thjca.org; 'Taryn Sabia' <tarynsabia@gmail.com>; Mauricio Rosas mrosas1001@mac.com>; LawsonL@hillsboroughcounty.org; BrownAK@hillsboroughcounty.org; Jason Marlow <MarlowJ@hillsboroughcounty.org>; MontelioneL@hillsboroughcounty.org; Dayna Lazarus <daynalaz@gmail.com>; Tony Krol <illsoltpa@gmail.com>; MyersG@HCFLGov.net; Kimberly Overman <overmank@hcflgov.net>; 'Mariella Smith' <smithMa@hcflgov.net>; ndperry0917@gmail.com; janem2747@gmail.com; brenda@myhistorictampa.com; honclive@gmail.com; Adam Fritz <verticalnexus@gmail.com>; Reuben Bryant <yellowtakesflight7@gmail.com>; Reva Iman <imanreva10@aol.com>; 'Shane Ragiel' <shane9218@gmail.com>; 'Justin Ricke' <jwricke@gmail.com>; 'Tim Keeports' <tim.keeports@gmail.com>; 'Tampa Heights Civic Association' <tampaheightscivicassociation@gmail.com>; Kim Headland <kh@wilderarchitecture.com>; kellizell@aol.com; Fadia Patterson <fadia.patterson@charter.com>; 'Sowers, Lloyd' <Lloyd.Sowers@FOX.COM>; hqueen@bizjournals.com; Paul Guzzo <pguzzo@tampabay.com>; chad.mills@wfts.com; nichole.mcwhorter@dot.gov; kevin.resler@dot.gov; Kathy Castor <Dewayne.Mallory@mail.house.gov>; janecastor@tampagov.net; John.Dingfelder@tampagov.net; guido.maniscalco@tampagov.net; lifemalcolmlaw@gmail.com; Joseph.Citro@tampagov.net; Luis.Viera@tampagov.net; Charlie.Miranda@tampagov.net

Subject: RE: Records Request: FDOT presentations at TPO/MPO CAC and TPO/MPO Board meetings during the period 2019 - 2021 (inclusive) regarding noise wall relocations in Tampa Heights | Downtown Interchange Safety and Operational Improvements Project 2

Good morning, Rick,

Because the Downtown Interchange is quite a complex project, we arranged special briefings to provide the committee and board members – particularly the CAC – access to this level of detail.

To see what was presented, go to <http://tampainterstatestudy.com/#> and choose the Public Involvement pull-down menu. **“Hillsborough MPO Special Briefing #3” took place in August 2019.** It was the third in the series of deep-dive open-house-style events for FDOT to address the detailed comments and questions we were receiving from the CAC and others. The special briefings were open to the public and heavily promoted to the CAC.

Click on **Station 5 for the Downtown Interchange** display boards. Initially you see the first four concepts (A-D). The concept that was finally recommended, the “Safety and Operations Quick Fix” (Alternative E) is just starting to be rolled out here at this meeting. You see it on boards 5-9. **Slide 9** has the detailed plan for the new Quick Fix concept. The wider southbound-to-eastbound ramp is colored yellow, and along the outside edge of it, the bold black line is the noise wall. The parcel lines are also shown. The call-out box on the roll-plot that points out the noisewall movement was not included in August 2019— it was apparently added for later meetings such as in February 2020.

The MPO Special Briefings in 2019 led up to the MPO's preparation of a letter of comment on the SEIS alternatives, which was reviewed by the CAC and other committees before approval by the board on October 1, 2019 at this meeting: <https://planhillsborough.org/wp-content/uploads/2019/09/October-1-MPO-Draft-Agenda-Packet.pdf>

Best,
Beth

From: Rick Fernandez <rick@fernandezconsulting.net>

Sent: Sunday, January 23, 2022 1:43 PM

To: Beth Alden <aldenb@plancom.org>; Johnny Wong <wongj@plancom.org>; Rich Clarendon <clarendonr@plancom.org> **Cc:** CohenH@HCFLGov.net; KempP@HCFLGov.net; 'Brian Seel' <brianjseel@gmail.com>; lenayoung@thjca.org; 'Taryn Sabia' <tarynsabia@gmail.com>; Mauricio Rosas <mrosas1001@mac.com>; LawsonL@hillsboroughcounty.org; BrownAK@hillsboroughcounty.org; Jason Marlow <MarlowJ@hillsboroughcounty.org>; MontelioneL@hillsboroughcounty.org; Dayna Lazarus <daynalaz@gmail.com>; Tony Krol <illsoltpa@gmail.com>; MyersG@HCFLGov.net; Kimberly Overman <overmank@hcflgov.net>; 'Mariella Smith' <smithMa@hcflgov.net>; ndperry0917@gmail.com; janem2747@gmail.com; brenda@myhistorictampa.com; honclive@gmail.com; Adam Fritz <verticalnexus@gmail.com>; Reuben Bryant <yellowtakesflight7@gmail.com>; Reva Iman <imanreva10@aol.com>; 'Shane Ragiel' <shane9218@gmail.com>; 'Justin Ricke' <jwricke@gmail.com>; 'Tim Keepports' <tim.keepports@gmail.com>; 'Tampa Heights Civic Association' <tampaheightscivicassociation@gmail.com>; Kim Headland <kh@wilderarchitecture.com>; kellizell@aol.com; Fadia Patterson <fadia.patterson@charter.com>; 'Sowers, Lloyd' <Lloyd.Sowers@FOX.COM>; hqueen@bizjournals.com; Paul Guzzo <pguzzo@tampabay.com>; chad.mills@wfts.com; nichole.mcwhorter@dot.gov; kevin.resler@dot.gov; Kathy Castor <Dewayne.Mallory@mail.house.gov>; janecastor@tampagov.net; John.Dingfelder@tampagov.net; guido.maniscalco@tampagov.net; Rick Fernandez <rick@fernandezconsulting.net>; lifemalcolmlaw@gmail.com; Joseph.Citro@tampagov.net; Luis.Viera@tampagov.net; Charlie.Miranda@tampagov.net

Subject: Records Request: FDOT presentations at TPO/MPO CAC and TPO/MPO Board meetings during the period 2019 - 2021 (inclusive) regarding noise wall relocations in Tampa Heights | Downtown Interchange Safety and Operational Improvements Project

Good Morning:

During the January 11, 2022 TPO Board meeting, FDOT representatives Hall and D7 Secretary Gwynn published the attached slide as part of their PowerPoint presentation. See "FDOT Slide used 1.11.2022..."

Their implied claim is that the imbedded roll plot (contested plot), showing an annotation referencing noise wall relocation in Tampa Heights along N. Elmore Ave. (my street), was presented to TPO committees and the TPO Board at some point(s) during the period 2019 – 2021 (inclusive).

I have attempted to find evidence of such presentations at scheduled meetings of the CAC and TPO Board. I have not been successful. I personally attended most, if not all, of the CAC meetings during this period as CAC Vice Chair and can say that to my knowledge this contested plot was never presented to

our committee. Thus, my intense curiosity. My curiosity is compounded by the fact that the attached “FDOT Slide 13” was published to the Tampa Heights Civic Association on January 23, 2020, during FDOT’s only community outreach on these issues during 2020 and 2021. Note, January 23, 2020 was a month prior to the Tampa Interstate Study SEIS Public Hearings, held February 25 and 27, 2020

FDOT Slide 13 states in clear, unambiguous terms: “Recommended Locally Preferred Alternative (LPA) | No right-of-way impacts are anticipated in Tampa Heights | No impacts to the Historic District | No impacts to Individual Historic Properties”. The roll plot image imbedded with FDOT Slide 13 shows no wall relocation along the Tampa Heights eastern boundary. The Tampa Heights community, including the undersigned, reasonably relied upon these representations until November 17, 2021. November 17 marks the date FDOT representatives inadvertently disclosed the wall movement plan during an informal coffee meeting with the undersigned.

I’ll say again, this request relates to materials presented at formally I noticed and documented meetings of the CAC and TPO Board ... not cattle call sessions held for the general public in libraries, The Port, HCC, The Cuban Club, a church basement in Seminole Heights or the 26th floor of the County Center.

I ask staff to advise as to the meeting or meetings when this contested plot was presented to the TPO CAC and/or TPO Board. Please provide a link to the relevant meeting agenda with back up material access. If there is a recording of the presentation, please provide a link to the recording. Time is of the essence. Please provide a substantive response before the date of our February TPO CAC meeting.

In the interest of full disclosure, I did find an image of the contested plot tucked away in the plan documents. Interested investigators might want to explore www.tampainterstatestudy.com ... page 46/108 in the Public Hearing Scrapbook compiled May 2020. If you go there, scroll through to my written public comment at 83/108 of the scrapbook, dated February 27, 2020. I suspect pages 46 and 83 have received the same level of exposure.

Thank you ...
Rick Fernandez
Chair, Transportation Committee, Tampa Heights Civic Association
Vice Chair, TPO CAC
2906 N. Elmore Ave.
Tampa, FL 33602
Hillsborough County
786.837.3818

02/01/2022 at 7:17 PM from Rick Fernandez

Johnny: I have heard from the Tampa Heights Civic Association President, Brian Seel. He advises that he has submitted written public comment for tomorrow’s CAC meeting. Please confirm receipt and logging for presentation. I am concerned that he might have missed a suggested submission deadline. If so, I would intend to read the narrative into the record. It is important that the THCA’s voice be counted through the words of its elected leadership.

Thank you,

Rick
786.837.3818

DRAFT



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

Transportation Improvement Program (TIP) Amendments: HART Maintenance Facility and Gibsonton Dr. Widening Study

Presenter:

Connor MacDonald, TPO Staff

Summary:

These TIP amendments will impact three projects, noted below:

- 414963-2 HART Bus Replacements
- 443140-1 Heavy Maintenance Facility
- 450438-1 Gibsonton Drive from Fern Hill Drive to US301

If approved, the amendments will reallocate funds from the HART Bus Replacements pool toward HART's Heavy Maintenance Facility. A third amendment will add funds to conduct a Project Development & Environmental (PD&E) study for the widening project on Gibsonton Drive.

The first two amendments come at the request of HART. Replacement of its Heavy Maintenance Facility on 21st Ave is the top priority on the TPO's TIP Priority List and is also HART's number one priority. Surface Transportation funds currently allocated to bus replacements will instead be used to help replace the facility. The third amendment will add new funds for a PD&E study on Gibsonton Dr from Fern Hill Dr to US301. PD&E studies ensure that transportation projects are developed with consideration of current engineering standards, project costs, and minimization of social and environmental impacts, while involving the public throughout the entire study process.

Recommended Action:

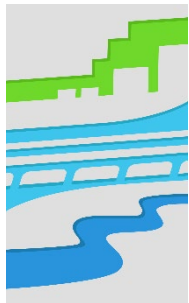
Approval of the TIP Amendments: reallocate funding from 414963-2 HART Bus Replacements to 443140-1 HART Heavy Maintenance Facility, and add funds to 450438-1 Phase I Gibsonton Drive from Fern Hill Dr to US 301

Prepared By:

Connor MacDonald, TPO Staff

Attachments:

[Comparative Report](#)
[Presentation Slides](#)



Plan Hillsborough
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813 - 272 - 5940
601 E Kennedy Blvd
18th floor
Tampa, FL, 33602



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

Commuter Benefits Ordinance Request Letter

Presenter:

Sara Hendricks, CUTR

Summary:

Transportation Demand Management (TDM) is a set of strategies aimed at maximizing traveler choices. The result of a successful TDM initiative will be mode-shifting away from single occupancy vehicles toward alternative modes including walking, biking, carpooling, vanpooling, and transit.

The presenter has previously discussed this topic with the TPO Committees, during which the Citizens Advisory Committee made a motion to draft and distribute a letter encouraging local governments to explore implementation of a commuter benefits ordinance.

The presenter will discuss TDM, how it is implemented in the Tampa Bay region, and summarize the letter of support regarding potential ordinances. To clarify, if approved by the board, the TPO would transmit a letter encouraging partner agencies to consider implementation.

Recommended Action:

Request the TPO Board approve the letter and transmit it to the governing boards of partner agencies for consideration.

Prepared By:

Johnny Wong, PhD, TPO Staff

Attachments:

Commuter Benefits Ordinance Letter of Support

Seattle Case Study

Berkeley Case Study



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



Hillsborough TPO Transportation Planning Organization

Commissioner Harry Cohen
Hillsborough County
MPO Chair

Commissioner Pat Kemp
Hillsborough County
MPO Vice Chair

Paul Anderson
Port Tampa Bay

Councilman Joseph Citro
City of Tampa

Councilman John Dingfelder
City of Tampa

Derek Doughty
Planning Commission

Joe Lopano
Hillsborough County
Aviation Authority

Mayor Rick A. Lott
City of Plant City

Councilman Guido Maniscalco
City of Tampa

Commissioner Gwen Myers
Hillsborough County

Commissioner
Kimberly Overman
Hillsborough County

Mayor Andrew Ross
City of Temple Terrace

Commissioner
Mariella Smith
Hillsborough County

Jessica Vaughn
Hillsborough County
School Board

Joseph Waggoner
Expressway Authority

Melanie Williams
HART

Beth Alden, AICP
Executive Director

March 9, 2022

Jane Castor, Mayor
City of Tampa

Bill McDaniel, City Manager
City of Plant City

?
City of Temple Terrace

Bonnie Wise, County Administrator
Hillsborough County

RE: Commuter Benefits Ordinances

Dear recipient,

On the recommendation of our Citizens' Advisory Committee, the Hillsborough TPO encourages the local governments of Hillsborough County to implement innovative practices in support of a multimodal transportation system. As of 2019, only 75% of Hillsborough's interstate miles and 81% of non-interstate miles allow for reliable travel times. In these two areas of performance, Hillsborough lags behind its peers across the state.

Specifically, the TPO supports and encourages its local government partners to consider adopting commuter benefits ordinances. Commuter benefits ordinances are already in use in at least nine U.S. cities and the State of New Jersey. Effective commuter benefits ordinances often require large employers (>100 workers) to provide information about the commuter transportation options available to employees. Second, large employers offer their employees the option of setting aside some amount of gross income, up to the limit specified by 26 IRC §132(f) Qualified Transportation Fringe Benefits (any amount up to \$280 per month in 2022), to purchase commuter transportation. If adopted locally, employees could choose to use the pre-tax income for HART transit passes or TBARTA vanpool expenses.

More information about Qualified Transportation Fringe Benefits is in the newly updated free Commuter Benefits Guide e-book found at [Best Workplaces for Commuters](#). Transportation services and assistance are provided by TBARTA's [Commute Tampa Bay](#) in coordination with [HART](#). Employers can receive assistance to provide information about commuter transportation alternatives from Commute



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Tampa, FL, 33602

Tampa Bay and from three transportation management organizations in Hillsborough County, including the [Tampa Downtown Partnership](#), the [New North Transportation Alliance](#), and the [Westshore Alliance](#).

Technical assistance to local governments in crafting a commuter benefits ordinances can be provided by the [Florida Statewide TDM Clearinghouse](#) at the USF Center for Urban Transportation Research. Attached please find two examples of adopted ordinances.

We are proud to support this initiative. For more information, please contact Ken Boden with TBARTA at 813.282.8200 or Sara Hendricks with CUTR at 813.974.9801. Thank you for your favorable consideration of Commuter Benefits Ordinances.

Sincerely,

Beth Alden, AICP
Executive Director

Cc: Ken Boden, TBARTA
Sara Hendricks, CUTR
Danni Jorgensen, City of Tampa
John Lyons, Hillsborough County

Enclosures



Seattle Office of Labor Standards

Commuter Benefits Ordinance

Questions and Answers

The **Seattle Commuter Benefits Ordinance** became effective on January 1, 2020. Businesses with 20 or more employees must allow covered employees to make a monthly pre-tax payroll deduction for transit or vanpool expenses. An employer may instead offer a partially or wholly employer-paid transit pass to satisfy its obligations under this law. The law encourages commuters to use transit or vanpool to reduce traffic congestion and carbon emissions. Because the deduction is pre-tax, the law has the added benefit of lowering costs for both workers and businesses. **The Office of Labor Standards' enforcement begins January 1, 2021.**

The Seattle Office of Labor Standards (OLS) is responsible for implementing this law. OLS partners with the Seattle Department of Transportation, Commute Seattle, and other community partners to equip workers and businesses with the information and tools to understand these requirements.

If you have additional questions, visit the [Office of Labor Standards website](#). You may also call 206-256-5297 or reach us electronically:

- Employees – submit an [online inquiry form](#).
- Employers – send an email to business.laborstandards@seattle.gov or submit an [online inquiry form](#).

If you are an employer with a question about how to create a commuter benefits program, contact Commute Seattle, a community partner contracted by the Seattle Department of Transportation, by visiting the [Commute Seattle web site](#), by calling 206-613-3233, or by emailing Pre-Tax@commuteseattle.com.

Note: Information provided by the Office of Labor Standards, Commute Seattle, or the Seattle Department of Transportation does not constitute legal advice, create an agency decision, or establish an attorney-client relationship with the recipient of the information.

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A. Basic Information

1. What does this ordinance do?

This ordinance requires employers with 20 or more employees (worldwide) to allow an employee to make a monthly pre-tax payroll deduction for transit or vanpool expenses. The ordinance encourages employees to take transit or vanpool to work, which reduces traffic congestion and carbon emissions. It also may result in tax savings for both workers and businesses.

2. Where can I read the ordinance's language?

You can find the ordinance in the [City of Seattle's Municipal Code](#).

3. What are pre-tax election commuter benefits?

Under this law, "pre-tax election commuter benefits" are monthly payroll deductions that are made before taxes to cover transit and vanpool expenses. The Internal Revenue Code (Section 132(f)) refers to this benefit as "qualified transportation fringe" benefits.

Employers can administer a program themselves by working with King County Metro or use a third-party benefits administrator to oversee a program for them. An employer may instead offer a partially or wholly employer-paid transit pass to satisfy the law. More information about the options available to employers can be found under "Administering Commuter Benefits" on page 5.

Note: While the Internal Revenue Code also allows pre-tax deductions for parking expenses, this ordinance does not require a business to offer pre-tax deductions for parking.

4. When does enforcement begin?

While employers are currently required to comply with the ordinance, the Office of Labor Standards (OLS) will not conduct investigations or assess penalties for noncompliance until January 1, 2021. In the meantime, OLS will accept complaints and questions from workers, and may contact businesses to help them understand their obligations under the law before 2021.

5. Where can you find more information about the ordinance?

For information about ordinance requirements, visit the [Office of Labor Standards' web site](#) or by calling our office at 206-256-5297.

For information on creating a commuter benefits program, contact Commute Seattle, a community partner contracted by the Seattle Department of Transportation, by visiting the [Commute Seattle web site](#), by calling 206-613-3233, or by emailing Pre-Tax@commuteseattle.com.

Note: Information provided by the Office of Labor Standards, Commute Seattle, or the Seattle Department of Transportation does not constitute legal advice, create an agency decision, or establish an attorney-client relationship with the recipient of the information.



B. Employers

1. What businesses does this ordinance cover?

Employers who employ 20 or more employees worldwide are required to provide commuter benefits. The ordinance does not apply to tax-exempt organizations and government agencies.

2. What businesses are exempt from this ordinance?

The ordinance does not apply to employers with fewer than 20 employees worldwide. It also does not apply to tax-exempt organizations and government agencies.

3. What is a tax-exempt organization?

A tax-exempt organization is one that is exempt from some federal income taxes. For more information about tax-exempt organizations, please visit the [Internal Revenue Service webpage](#). To find out if a certain business is tax-exempt, use the [IRS's tax-exempt organization search](#).

4. How does a business determine how many employees that they have?

A business calculates the number of employees by counting the average number of employees who worked for compensation each calendar week during the prior calendar year. In doing so, businesses must remember to do the following:

- Count all employees worldwide;
- Count employees of all employment statuses (full-time, part-time, interns, seasonal, temporary, employees supplied by a placement agency, etc.); and,
- Include any week during which at least one employee worked. *Employers should not include weeks where no employees worked.*

5. How do new businesses calculate the number of employees that they have?

Employers with no employees during the previous calendar year count the average number of employees employed per calendar week during the first 90 calendar days that the employer engaged in business.

6. Does an employer have to comply if it undergoes a workforce reduction to fewer than 20 employees?

No. If the average number of employees who worked for compensation each week in the *prior calendar year* does not meet 20, an employer is not required to provide commuter benefits to their employees beginning in the *new calendar year*. However, an employer is encouraged to continue doing so voluntarily.

C. Employees

1. Which employees does this ordinance cover?

The ordinance applies to an employee if they worked at least an average of 10 hours per week in the previous calendar month.

2. How does an employer calculate the average number of hours per week in the previous calendar month?

To calculate an employee's average weekly hours in the previous calendar month, determine the number of *complete seven-day workweeks* in that previous calendar month. The workweeks could be based on how an employer already defines their workweek to calculate overtime pay. This number will either be



three or four workweeks, depending on the month. Determine the total number of hours worked for all complete seven-day workweeks during the previous calendar month and divide by the number of complete workweeks.

For example, if a business calculates its workweeks from Sunday to Saturday, then January 2020 had three complete workweeks. An employer would take the number of hours an employee worked from January 5th to January 24th and divide by three.

2020						
January						
Su	Mo	Tu	We	Th	Fr	Sa
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

3. Must an employer offer the pre-tax deduction to employees who telecommute?

Yes, if the employee works an average of ten or more hours per week in Seattle. The employee can choose not to make a payroll deduction if they do not have commuting expenses.

4. Does the ordinance apply to employees who live outside Seattle but commute to Seattle to work?

Yes. The ordinance covers employees who work in Seattle. It does not matter where the employee lives.

5. Does the ordinance apply to employees who occasionally work in the City of Seattle?

Yes, the ordinance may apply. If the employee worked an average of ten or more hours per complete workweek in the previous calendar month in Seattle, the ordinance applies.

6. What if an employee qualifies one month, but not the next? Must an employer continue to offer the benefit if the employee falls out of coverage?

If an employee falls out of coverage, the employer is not obligated to continue to offer the benefit. However, the Ordinance does not prevent an employer from voluntarily continuing to offer the commuter benefit to their workers who fall out of coverage.

D. Offering Commuter Benefits

1. What must an employer do?

Covered employers can meet the law’s requirements by offering one of the following to their employees:

- a) The ability to make a pre-tax deduction for transit or vanpool expenses up to the full amount allowed by federal law; or
- b) A transit pass that is fully or partially paid for by the employer.

Please see questions under “Administering Commuter Benefits” for more details on these options.

2. When must an employer first offer the pre-tax deduction or transit pass to their employees?

Employers must offer a commuter benefit to covered employees within 60 calendar days after beginning employment. The employer must then provide the benefit within 30 calendar days of the covered employee selecting the option.

If an employee is not initially covered by the law, but later comes into coverage by working more than an average of 10 hours a week in the previous calendar month, the employer must make an offer of the benefit to the newly covered worker at that time. The employer must then provide the benefit within 30 calendar days of the covered employee selecting the option.



3. How should an employer make the offer of commuter benefits to their employees?

An employer must make the offer of commuter benefits in writing. How an employer makes an offer is the employer's choice. For example, an employer may provide an offer letter as part of the employee handbook and/or orientation materials. Please note, an "offer" is something that is presented specifically to the employee for acceptance or rejection.

4. Is an employee required to make a pre-tax deduction or take a transit pass?

No. The ordinance does not require an employee to make a pre-tax deduction or accept a transit pass. Rather, the ordinance requires an employer to make a pre-tax deduction or transit pass available to the employee and the employee may choose whether to take advantage of the benefit.

5. What if an employer offers a pre-tax deduction or transit pass, but no employee accepts that offer?

If no covered employee accepts the initial offer of a commuter benefit, then the employer has no further obligation unless or until an employee elects a commuter benefit at a later date.

6. Can an employee "change their mind" after initially declining an offer of a commuter benefit?

Yes, the ordinance requires an employer to make a pre-tax deduction or transit pass available to a covered employee and the employee may choose to take advantage of the benefit at any time. If the employee chooses to elect a commuter benefit at a later date, and they remain covered under the ordinance, the employer must provide the benefit within 30 calendar days of the employee selecting the option.

7. After an employee elects to exclude money from their taxable wages, or accepts the employer's offer of a transit pass, how soon must an employer provide the commuter benefit?

The employer must provide the benefit within 30 calendar days of the employee selecting the option.

E. Administering Commuter Benefits

1. How does an employer administer a pre-tax deduction fund for commuting expenses?

An employer has a couple options in administering a pre-tax deduction fund for commuting expenses. The first involves partnering with a third-party benefits administrator that can provide a way for employees to directly access the funds to pay for their transit or vanpool costs (similar to a Flexible Spending Account debit card). The second method involves the employer working with King County Metro to facilitate using the deducted funds to contribute to the employee's ORCA e-purse account.

For more detailed assistance in setting up a pre-tax deduction program, you can contact Commute Seattle, a local nonprofit that works with businesses to implement commuter benefits. They will explain the range of options available. You can call them at 206-613-3233, or visit [the Commute Seattle website](#). You can also talk to King County Metro about how a worker's pre-tax funds can be used to load their ORCA card, through the "Business Choice" program. You can contact them at 206-477-3700.

2. How much pre-tax money may an employee deduct from their wages?

In 2020, the limit is \$270 per employee per month for transit (bus, light rail, ferry, and water taxi) and vanpool. Each year, the Internal Revenue Service will announce the new limit. OLS will update this document with future relevant amounts when available. Please also see the [Internal Revenue Service Employer's Tax Guide to Fringe Benefits \(2020\)](#) for more information.



3. If an employer chooses to provide a subsidized transit pass instead of a pre-tax deduction, how much of a transit pass subsidy do they have to provide to meet the ordinance's requirements?

An employer offering a subsidized transit pass instead of a pre-tax deduction to their employee must subsidize the pass with a monthly amount that is equal to or greater than 30% of a retail monthly transit pass covering the fares for King County Metro and Sound Transit Link Light Rail service. In 2020, that amount is 30% of \$117/month, or **\$35.10 per month**. Note: these amounts may be subject to change based on King County Metro and Sound Transit Light Rail. Please check those agencies for the most up-to-date fares.

4. Does an employer that provides employees with an ORCA card through the Business Passport Program meet the law's requirements?

Yes. An employer may satisfy the requirements of the Ordinance by offering a transit pass through the ORCA Business Passport Program, which requires an employer to pay for at least a 50% of a discounted annual transit pass. For more information, visit the [ORCA Business Passport Program website](#).

5. Does an employer's participation in the ORCA Business Choice program meet this law's requirements?

Participation in the ORCA Business Choice program allows for, but does not require, the employer to provide a transit subsidy. If an employer provides a subsidized transit pass through the ORCA Business Choice program, at the level described in Question E.3. above, they would meet the law's requirements.

If an employer does not intend to subsidize a pass provided through the ORCA Business Choice program, they must still create a pre-tax commuter benefit election, and can use employees' pre-tax funds to load their ORCA cards through the Business Choice program.

6. Does an employer that reimburses employees for their commuting costs meet the law's requirements?

The ordinance requires that employers either provide a pre-tax election commuter benefit, or provide a "fully or partially subsidized, employer-provided, transit passes." As such, reimbursements for transit commuting costs do not fulfill the law's requirements. OLS encourages an employer who currently reimburses their worker's commuting costs to contact King County Metro at 206-477-3700 to determine if an ORCA business product may satisfy the law's requirements at a similar cost to the employer.

F. Notice & Posting

1. What are the notice and posting requirements of the ordinance?

As of January 1, 2020, covered employers must display a poster that gives notice of an employee's rights to exclude commuting costs incurred for transit or vanpool expenses from their taxable earnings. Employers must display the poster in English and in the primary languages of the employees at the workplace. OLS has incorporated information about the Commuter Benefits Ordinance into the existing Office of Labor Standards Workplace Poster.

2. Where can I find a copy of the Office of Labor Standards Workplace Poster?

You can find a copy of the Office of Labor Standards Workplace Poster online on our [website](#) or you can pick one up at our office. We are located in downtown Seattle at 810 Third Avenue in Suite 375.



3. What records must an employer keep?

Employers are required to keep records that document compliance with the ordinance, including written documentation of the employer's offer of pre-tax deduction to individual employees. OLS strongly encourages employers to retain documentation of an employee's response to the offer as it may be required to show compliance. Employers must keep these records for three years.

G. Protection from Retaliation

1. Does the ordinance prohibit retaliation?

Yes. Retaliation is illegal. Employers may not take adverse actions or discriminate against employees who, in good faith, assert the rights given by this ordinance.

These rights include but are not limited to:

- a. Engaging in the protections afforded by this ordinance (for example, making a pre-tax deduction or requesting that an employer allow employees to make a pre-tax deduction);
- b. Asking questions about commuter benefits rights or the law;
- c. Talking to OLS or other coworkers about commuter benefits rights or the law;
- d. Filing a complaint about alleged violations; or
- e. Participating in an investigation of an alleged violation.

H. Office of Labor Standards

1. How will OLS enforce this ordinance?

The ordinance is designed with voluntary compliance in mind. Even after OLS enforcement begins on January 1, 2021, OLS may provide a business with a 90-day voluntary "cure" period during which an employer has an opportunity to achieve compliance. In that event, OLS will not pursue further investigation if the business complies with the ordinance.

2. The ordinance is in effect in 2020, but enforcement begins in 2021. What does this mean?

The ordinance recognizes that businesses will need time to learn about and implement a commuter benefits (pre-tax deduction) program. While employers are currently required to comply with the ordinance, OLS will not conduct investigations or assess penalties for noncompliance until January 1, 2021. In the meantime, OLS will accept complaints and questions from workers, and may contact businesses to help them understand their obligations under the law before 2021.

3. What is the statute of limitations for bringing a complaint to OLS?

After January 1, 2021, individuals have three years from the date of the alleged violation to file a complaint with OLS.



Chapter 9.88

COMMUTER BENEFIT PROGRAM

Sections:

9.88.010	Findings.
9.88.020	Definitions.
9.88.030	Commuter benefit program.
9.88.040	Enforcement.
9.88.041	Employee complaints to City.
9.88.042	Private rights of action.
9.88.050	Severability.

Section 9.88.010 Findings.

A. The City of Berkeley is committed to protecting the public health, safety, welfare and environment. Air pollution is one of the major public health threats in Berkeley and contributes to asthma and other respiratory diseases. Encouraging commuters to use public transit, vanpools, and bicycles to reach their place of employment will reduce air pollution from private cars.

B. Berkeley's General Plan Policies T-3, T-10, and T-14 call for programs and laws to encourage employers to enable more employees to use public transit and other alternative commute modes through provision of pre-tax commute benefits.

C. The Bay Area Air Quality Management District's 2005 Ozone Strategy Transportation Control Measures 1 and 13 target commute travel, which accounts for approximately twenty-five (25) percent of trips and thirty-three (33) percent of vehicle miles travelled on a typical weekday.

D. The Federal Transit Administration Transit Cooperative Research Program Report 107 (2005) reports that employer transit benefits programs reduce single occupancy commuting by an average of ten (10) percent.

E. Expanded commuter benefits programs are expected to help the City achieve its adopted goal to reduce Berkeley greenhouse gas emissions thirty-three (33) percent by 2020, and eighty (80) percent by 2050.

F. The City of Berkeley and many public and private employers in Berkeley currently offer employees the opportunity to elect to use pre-tax dollars to purchase qualifying transit and vanpool expenses.

G. The City will assist employers to establish the required commuter benefit programs through its website, print materials, webinars, and other technical assistance.

H. Federal tax law, Internal Revenue Code Section 132(f), allows employers and employees to reduce the cost of public transit by enabling employers to deduct as a business expense, qualified transportation benefits that the employer provides for employees' personal transportation costs for commuting to and from work, or by allowing employees to elect to purchase qualifying transit passes or reimbursement for vanpool rides with pre-tax dollars. Additional benefits and maximum deduction allowances may be changed or added to IRS Code Section 132(f) from time to time. Any commute benefits allowed pursuant to IRS Code Section 132(f) as amended from time to time, including any added after passage of the ordinance codified in this chapter are to be included in the ordinance codified in this chapter by reference, with the exception of pre-tax commute parking benefits.

I. This chapter will preserve and enhance the environment within the City of Berkeley and is exempt from the requirements of the California Environmental Quality Act ("CEQA"), pursuant to CEQA Guidelines 15307 and 15308. (Ord. 7113-NS § 1 (part), 2009)

Section 9.88.020 Definitions.

Whenever used in this chapter, the following terms shall have the meanings set forth below.

A. "Alternative commute mode" shall mean public transit (bus, train, ferry, etc.), vanpool, carpool (including "casual carpool"), bicycling, and walking.

B. "City" shall mean the City of Berkeley.

C. "Covered employee" shall mean any person who:

1. Performed an average of at least ten (10) hours of work per week for compensation within the geographic boundaries of Berkeley for the same employer within the previous twelve (12) months; and

2. Qualifies as an employee entitled to payment of a minimum wage from the employer under the California minimum wage law, as provided under Section 1197 of the California Labor Code and wage orders published by the California Industrial Welfare Commission, or is a participant in a welfare-to-work program.

D. "Covered employer" shall mean an employer, as defined in Section 18 of the California Labor Code, for which an average of ten (10) or more persons per week performs work for compensation. In determining the number of covered employees performing work for an employer during a given week, all persons performing work for compensation on a full-time, part-time or temporary basis, including those who perform work outside of the geographic boundaries of Berkeley, shall be counted, including persons made available to work through the services of a temporary services or staffing agency or similar entity. "Covered employer" shall not include any governmental entity.

E. "Transit expense" shall mean any pass, token, fare card, voucher, or similar item entitling a person to transportation on public transit, including but not limited to, travel by ferry, bus, light rail or train by AC Transit, BART, AMTRAK, Caltrain, or other regional public transit provider.

F. "Vanpool" shall mean a commuter highway vehicle within the meaning of 26 U.S.C. Section 132(f)(5)(B), as the federal law may be amended from time to time, which currently means any highway vehicle that has a seating capacity of at least six adults (not including the driver), and at least eighty (80) percent of the mileage use of which can reasonably be expected to be:

1. For the purpose of transporting employees in connection with travel between their residences and their place of employment; and

2. On trips during which the number of employees transported for such purposes is at least one-half of the seating capacity of such vehicle (not including the driver).

G. "Bicycle expense" shall mean reasonable expenses incurred by the employee for the purchase of a bicycle and bicycle improvements, repair, and storage, if such bicycle is regularly used for travel between the employee's residence and place of employment, or other allowable expenses as allowed by IRS code 132(f). (Ord. 7113-NS § 1 (part), 2009)

Section 9.88.030 Commuter benefit program.

No later than one year after the effective date of this chapter, all covered employers shall provide at least one of the following transportation benefit programs to covered employees:

A. A Pre-Tax Election: A program, consistent with allowable pre-tax commute benefits, except parking benefits, allowed by Internal Revenue Code Section 132(f), allowing employees to elect to exclude from taxable wages and compensation employee commuting costs incurred for transit expenses, vanpool expenses, or bicycle expenses, up to the maximum level allowed by federal tax law; or

B. Employer Paid Benefit: A program whereby the employer supplies an annual, monthly or other form of transit pass, or reimbursement for equivalent vanpool expenses at least equal in value to the purchase of the appropriate benefit which shall not exceed the cost of an adult monthly AC Transit regular pass, for the public transit system requested by each employee or to reimburse qualified vanpool charges; or

C. Employer Provided Transit: Commute transportation furnished by the employer at no cost to the employee in a vanpool or bus, or similar multi-passenger vehicle operated by or for the employer. (Ord. 7113-NS § 1 (part), 2009)

Section 9.88.040 Enforcement.

(Ord. 7113-NS § 1 (part), 2009)

Section 9.88.041 Employee complaints to City.

A. An employee who alleges violation of any provision of the requirements of this chapter may report such acts to the City. City staff will respond to any such complaints by providing compliance information and instructional materials to the employer.

B. Any complaint received shall be treated as a confidential matter, to the extent permitted by law. Any complaint received and all investigation documents related thereto shall be deemed exempt from disclosure pursuant to California Government Code Sections 6254 and 6255. (Ord. 7113-NS § 1 (part), 2009)

Section 9.88.042 Private rights of action.

A. An employee claiming violation of this chapter may bring an action in the Superior Court of the State of California against an employer. In order to file such an action, the employee must have made a complaint to the City and allowed sufficient time for the employer to institute a program as required by this chapter in response to that complaint.

B. No remedy set forth in this chapter is intended to be exclusive or a prerequisite for asserting a claim for relief to enforce any rights hereunder in a court of law.

C. Nothing in this chapter shall be interpreted to authorize a right of action against the City. (Ord. 7113-NS § 1 (part), 2009)

Section 9.88.050 Severability.

If any word, phrase, sentence, part, section, subsection, or other portion of this chapter, or any application thereof to any person or circumstance is declared void, unconstitutional, or invalid for any reason, then such word, phrase, sentence, part, section, subsection, or other portion, or the proscribed application thereof, shall be severable, and the remaining provisions of this chapter, and all applications thereof, not having been declared void, unconstitutional or invalid, shall remain in full force and effect. The City Council hereby declares that it would have passed this title, and each section, subsection, sentence, clause and phrase thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses or phrases had been declared invalid or unconstitutional. (Ord. 7113-NS § 1 (part), 2009)



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

Project Development & Environmental Study for US301 from Fowler Avenue to SR56

Presenter:

Amber Russo, FDOT

Summary:

The Florida Department of Transportation (FDOT) is undertaking a Project Development and Environment (PD&E) study to consider roadway improvements along US301 in Hillsborough and Pasco counties. The project begins at Fowler Avenue and extends north to the State Road 56 intersection with US301, a distance of 13.1 miles. The PD&E study involves developing roadway alternatives that widen US301 from two to four lanes. The project team will evaluate the engineering, social and environmental effects of widening the road and compare the effects for each alternative.

The purpose of this project is to provide additional roadway capacity and improve safety on this portion of US301 in unincorporated Hillsborough and Pasco counties. US301 is a major north-south roadway used for travel through Hillsborough and Pasco counties and provides access to many of the area's major roadways including I-4, SR39, SR54, and SR52. It is an important roadway in the overall Tampa Bay area, as it is listed as an emergency evacuation route.

The estimated project cost for design, right-of-way and construction is \$199.5 million. It currently is not a funded project in the TPO's 2045 Long Range Transportation Plan.

A public hearing is scheduled for Thursday, March 24th, beginning at 5:30 PM, and can be attended in person at FDOT's District Headquarters (11201 N. McKinley Dr. in Tampa) or virtually by registering on the [project website](#).

Recommended Action:

None; for information only

Prepared By:

Rich Clarendon, AICP, TPO Staff

Attachments:

[Presentation Slides](#)



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Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

Citizens Advisory Committee Composition and Format Survey

Presenter:

Joshua Barber, TPO Staff

Summary:

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

In conjunction with the 2021 ND&E Plan, many Citizens Advisory Committee members have expressed concerns about issues of representation, meeting format, meeting length, agenda items, and other processes relating to the administration and business of the CAC. In response, TPO staff have developed a comprehensive survey for CAC members covering topics such as *who is at the table?* and *how do we ensure everyone is heard?*

Staff will provide a brief presentation with an overview of the major themes and topic areas in the survey. A survey will be sent out to all CAC members asking questions on meeting format, representation, and other items. The results of the survey will be summarized and reviewed at the April CAC meeting with next steps to come.

Recommended Action:

Complete survey before March 11, 2022.

Prepared By:

Joshua Barber, AICP, TPO Staff

Attachments:

[PowerPoint](#)

[SurveyMonkey](#)



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Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

CAC Members Introduction Roundtable

Presenter:

Johnny Wong, TPO Staff

Summary:

At the request of Vice-Chair Fernandez, this will be a roundtable conversation giving members an opportunity to introduce themselves and describe their interest in transportation.

Recommended Action:

None. For information only.

Prepared By:

Johnny Wong, PhD

Attachments:

CAC Membership Roster



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**HILLSBOROUGH MPO
CITIZENS ADVISORY COMMITTEE
2020 ATTENDANCE REPORT**

CAC Member	Representing	Appointed By	Appointed	Term Expires	Term													
					1/5/22	2/2/22	3/2/22	4/6/22	5/4/22	6/1/22	TBD	8/3/22	9/7/22	10/5/22	11/2/22	TBD		
Trott, Terrance	African-American Origin	Member-at-Large	3/3/2020	3/3/2022	Yes	Yes												
Roberts, Bill	Aviation Authority	HCAA Board	6/30/2020	6/30/2022	Yes	Yes												
Gaumont, Sharon	Business Community	Member-at-Large	4/14/2021	4/14/2023	Yes	Yes												
Hollenkamp, Steven	City of Plant City	City Commission	4/14/2021	4/14/2023	Yes	Yes												
Boback, Alexis	City of Tampa	Councilman Dingfelder	11/4/2020	11/4/2022	Yes	Yes												
Rice, Nicole	City of Tampa	Councilman Maniscalco	2/12/2020	2/11/2022	No	No												
Acosta, Christine	City of Tampa	Councilman Citro	2/12/2020	2/11/2022	Yes	Yes												
Aiah Yassin	City of Temple Terrace	City Council	5/12/2021	5/12/2023	No	Yes												
Ed Mierzejewski	Expressway Authority	Joe Waggoner	2/12/2020	2/11/2022	Yes	Yes												
Glover, Nicholas	HART	HART Chair	4/14/2021	4/14/2023	Yes	Yes												
Prindle, Hoyt	Hillsborough County	Commissioner Kemp	10/1/2019	9/30/2021	Yes	Yes												
Bailey, David	Hillsborough County	Commissioner Overman	1/13/2021	1/13/2023	Yes	Yes												
Bosworth, Christina	Hillsborough County	Commissioner Smith	9/14/2021	9/14/2023	Yes	No												
Brown, Carolyn	Hillsborough County	Commissioner Myers	1/13/2021	1/13/2023	VAC	VAC												
Morrison, Meaza	Hillsborough County	Commissioner Cohen	6/9/2021	6/9/2023	Yes	Yes												
Fernandez, Ricardo	Hispanic Origin	Member-at-Large	4/14/2021	4/14/2023	Yes	Yes												
VACANT	Neighborhoods	Member-at-Large			VAC	VAC												
Knudsen, Jonathan	Persons <30	Member-at-Large	4/14/2021	4/14/2023	Yes	Yes												
Skelton Jr., Don	Port Tampa Bay	Port Authority CEO	7/28/2020	7/28/2022	Yes	Yes												
Fryer, Artie	Transp. Disadvantaged	TDCB Chair	4/2/2019	4/1/2021	Yes	No												
VACANT	Women	Member-at-Large			VAC	VAC												
Richmond, Rick	Planning Commission	Planning Commission	6/30/2020	6/30/2022	Yes	Yes												
Frank, Josh	School Board	Cindy Stuart	8/11/2021	8/11/2023	Yes	Yes												
Members Present					18	17	0	0	0	0	0	0	0	0	0	0	0	0
CAC Membership Less Declared Vacancies					20	20	21	21	21	22	23	22	22	22	22	22	22	22
Needed for Quorum					7	7	7	7	7	7	7	7	7	7	7	7	7	7
Quorum Achieved					YES	YES	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO

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

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

**HILLSBOROUGH TRANSPORTATION PLANNING ORGANIZATION BOARD
HYBRID MEETING, FEBRUARY 9, 2022
DRAFT MINUTES**

I. CALL TO ORDER, PLEDGE OF ALLEGIANCE (Timestamp 1:32:16)

Commissioner Cohen, called the meeting to order at 10:00 AM and led the pledge of allegiance. The regular monthly meeting was held in-person and virtual via WebEx.

II. ROLL CALL (Timestamp 1:32:50) (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 John Dingfelder, Vice Mayor Cheri Donohue, Commissioner Nate Kilton, Gina Evans, Adalee Le Grand, Greg Slater, Charles Klug, Planning Commissioner Cody Powell

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

The following members were absent/excused: Councilman Joseph Citro

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 (Timestamp 1:33:57) – January 11, 2022

Chair Cohen sought a motion to approve the January 11, 2021 minutes. Commissioner Kemp so moved, seconded by Councilman Maniscalco. Voice vote: motion carries unanimously.

IV. PUBLIC COMMENT (Timestamp 1:34:19) (3 minutes per speaker)

Connie Rose, Life Malcolm, Robert Miley, Doreen Jesseph, Michelle Cookson, Tim Keeports, and Jane Mankins were present and donated their time Rick Fernandez. Mr. Fernandez will have up to 24 minutes; he deferred his time to allow others signed up for public comment to speak first.

Nicole Perry: Expressed opposition to further interstate wall intrusion into Tampa Heights. Asked the TPO Board to support Tampa Heights to protect land, history, and quiet for community enjoyment. Voters voted for measures and representatives to look out for their interests. This includes no more expansion and much needed mass transit, safety measures to existing roads, and a more bikable and walkable city. *(Time expired)*

Dayna Lazarus: Owns a home in North Ybor and is a fifth generation Tampa homeowner. Is respectfully asking the TPO Board to declare a moratorium on the interstate widening happening in Tampa Heights as recommended by the TPO CAC on January 5th per resolution passed 6 to 8 in

favor. Asking that the TPO Board declare a moratorium based on four facts. One: that the people most impacted are upset, protesting, and asking. Two: because the public engagement was such that the aforementioned people did not know that wall movement was happening. Three: the TPO Board passed an equity resolution that explicitly names the racist impact I-275 had and unanimously adopted an equity planning process recommendations that deemphasize car-centric spending, including specifically seeking transportation demand management solutions and alternative multi-modal solutions, before approving widening spending. And Four: in the near future, the Reconnecting Communities Pilot Program will unlock funds for planning and projects aimed at either removing, retrofitting, or mitigating pieces of highway and similar infrastructure that has hampered the connectivity of communities.

Matt Suarez: 406 West Azeel Street, Unit 508, Tampa, FL 33606. Would like the TPOs governing board to make and approve a motion to adopt the Citizens Advisory Committee's resolution passed on January 5, 2022. The purpose of the resolution relates to the following: stop funding the FDOT work program that continues to destroy historic property and nationally recognized historic districts that it's Tampa interstate facilities run through including the Tampa Heights Historic District. Stop the FDOT's intent to expand the I-275 barrier wall movement in Tampa Heights. And declare a temporary moratorium on the FDOT Downtown Interchange Safety Improvement Project to allow for a full vetting including the impact of barrier wall movement. On Monday, January 31, 2022, the structure at 1902 North Lamar Ave., Tampa, FL 33602 was demolished by the FDOT. Mr. Suarez issued a public objection to the demolition based on the evidence that FDOT failed to complete the salvage of the building's historic architectural elements and materials before proceeding with the demolition. It is also suspected that it is not installing steel piles for the I-275 North of Downtown Tampa project in a manner that would both minimize vibration presently being experienced by residents. *(Time expired)*

Josh Frank: Serves as the Hillsborough County representative to TBARTA as well as the Hillsborough County School Board representative to the CAC. Has great respect and admiration for this Board. Knows the members are just as invested as he and other callers are. The developments associated with the DTI expansion and the contributing structure on Lamar are unacceptable. The TIP list is a powerful and completely underutilized tool of the Board. Urging the Board to reassess the way they accept projects before they reach the design phase. Secondly, it should be the TPO Board's focus to remove of trips from our system. Please reassess the way that you allocate your TIP funding and prioritization.

Brian Seel: 313 West Park Avenue, Tampa Heights. Is the President of the Tampa Heights Civic Association. Asking the TPO Board to support the CAC's resolution and to call for a moratorium to address some of the issues already mentioned by the other speakers, and to make a similar case. This boils down to communication from FDOT and the lack there of. In communication from FDOT, we were told that no impacts were going to happen to Tampa Heights. We were not addressed between January 2020 and November 2021. This is a nearly two-year period where FDOT was making plans and did not come back to notify the citizens that it impacts. Similarly, with the demolition of 1902 North Lamar. We find that level of communication unacceptable. We are asking for a moratorium on the work. So that FDOT can take a step back and perform proper

communication as well as listening to the concerns and mitigating the concern of the residents that it impacts. Agrees with previous speakers on the need to focus on alternative modes of transportation, mass transportation, and prioritize those.

Shane Ragiell: 507 East Floribraska Avenue. That is five houses in from I-275 on Floribraska. Comes to share a story and concerns with neighbors regarding the lack of communication from FDOT regarding the construction project as well as the impact to the neighborhood. Tampa Heights has stood firm, active, and against highway expansion. Our neighborhood has not communicated anything differently and I would suggest that, amongst the neighborhoods being impacted by this large, highway construction project in the county, we have also been amongst the most active. FDOT has done nothing to show that they are willing to be a transparent partner with Tampa Heights. Whether you represent Tampa Heights, a city outside Tampa, the port, schools, or airport, if FDOT did this to your constituency, you would be upset. Please support the CAC resolution and support your neighborhood in Tampa Heights.

Lena Young Greene: Stated that her heart was heavy this morning. The building that the community came to the TPO Board about at the January meeting was demolished on January 31, 2022. After years of trying to protect this building and being vigilant and concerned about another landmark in our community, FDOT came in and tore it down. That is not right. In regard to the walls; FDOT is treating us the same way. Asked that the TPO Board support the resolution that the CAC passed and sent to the Board. Asked that the TPO send out staff that could teach the community how to file Title VI. For Robles Park Wall, lives directly across from Robles Park. She hears all the noise from I-275. The noise gets louder and the impact from the dust in the air, the children are at the park all the time. Tampa Heights residents feel that this interstate is forever intruding. The quality of the air, the water impact, the soil impact affects them. We feel that, at the TPO level, we are not getting much support. Asked that the people of Tampa Heights and the surrounding neighborhood is not sacrificed for the benefit of moving other people through their community.

Rick Fernandez: Lives in Tampa Heights, is the CAC Vice-Chair, is speaking as a citizen today. 2906 North Elmore Avenue. Will be talking about the wall's intrusion, FDOT's misrepresentation of the project to the community and to the TPO Board as recently as last month. And the resolution passed by the TPO CAC in January seeking a moratorium on the wall intrusion, a full vetting of the project, and identification of community centric alternatives. He filed detailed, written public comments. They took hours to write and will likely be summarized by TPO Staff in about 30 seconds. Hopes the Board members will or have taken the time to read them.

Noted the amount of time and effort it takes for the community to show up at these meetings. Expressed how dealing with FDOT is like hotly contested litigation. Believes when FDOT gets uncomfortable, they move on and bring in a new team; that they hesitate to share inconvenient truths with the community. Residents are angry. More than angry, they are disappointed and distrustful of a system and those that could approve a project like this without courtesy to the individuals and neighborhoods carrying the burden.

Mr. Fernandez reviewed the timeline of how the community found out about the wall movement. This consisted of maps presented at various meetings since 2018. The timeline is presented in a detailed public comment included in the [Email Public Comment section](#).

Noted that the CAC resolution passed in January will be re-presented today. Also stated that he wrote the resolution with a lot of input. After robust discussion, it was moved forward and adopted by a vote 8 to 6 in favor. It is before the TPO Board for adoption. Summarized the resolution. Asked the Board to support the motion.

Secretary Gwynn (Timestamp 2:23:51):

- Has been in the position for 5 years. Hopes that no one believes he would come in front of the TPO Board to lie or misrepresent for any purpose.
- Did not enjoy the decision to destroy the property at 1902 Lamar. The CRC has met 96 times. Relocated 64 historic homes: 8 in Tampa Heights, 2 in West Tampa, 54 in Ybor City. FDOT relocated all of these properties and rehabilitated 35 and partnered with the City of Tampa to rehabilitate the remaining 29 buildings. The homes were sold to first time home buyers and funds established a revolving trust fund to be used to rehabilitate historic homes. Per the MOA, the remaining homes were eligible for demolition. In 2017, a hold was put on right-of-way acquisition and the demolition of properties until the SEIS was completed.
- Work that has been done with Tampa Heights community. This SEIS was completely different. Worked with the concerns about taking 200 – 300 parcels of property. Tasked the team to not do that. Four alternatives came out of that. All had express lanes coming through, but each had less and less property impact. Tampa Heights didn't want any more right-of-way and had been impacted enough. Tasked the team to address the safety concerns while staying within the right-of-way. This was done late in the process. Things were being added during the process as it was determined what could and couldn't be done. Tampa Heights said that FDOT only cared about the highway. Tasked the team to find projects in Tampa Heights that would help in other areas. Over 5 years, programmed ~\$120 million of projects that have nothing to do with roads other than covering transit, bike/ped facilities, and safety.
- Can always do better on communication. Continuing to try. For the I-275 project, have done way more communication than any other project in District 7. Talked about the public engagement. After an open house with Commissioner Myers, told his team to go out and go door to door with information. Will continue to try and work with the community.

Discussion (Timestamp 2:37:18):

TPO Board recognized the work from the community and FDOT. Would like to have an on-the-ground meeting with public officials. Would like to have the nighttime work addressed sooner rather than later. Discussion about timeframe of work. Talked about issues that come from decisions made decades ago and the interstate going through it. Many people have moved there in recent years due to sense of community and beauty. Community is asking to not be hurt anymore. Different projects are being talked about to try and restore the neighborhood. Talked about current circumstances and getting clarity on what is happening. The TPO Board asked to be copied on communications that go out that are going to affect the people they represent. Would

also like to know what is said at community meetings to be on the same page. Asked for transparency.

FDOT has asked that the Tampa Heights Civic Association come up with a list of concerns and questions and get them to FDOT ahead of time. Once that is done, FDOT is ready to set up the community meeting. Monitoring vibration, within normal expectation. Finding ways to avoid nighttime work when possible. Will be happy to add the TPO Board to the email groups that have signed up for communication around these projects and to copy on other correspondence.

Jessica Vaughn (*Timestamp 2:50:55*): Is the TPO able to move for a moratorium on this project.

Cameron Clark: No, the TPO is a planning organization with the primary function to adopt the Long-Range Transportation Plan and the five-year Transportation Improvement Plan. The project being discussed is on both plans. There is no statutory authority in the MPO statutes that would allow for the MPO to impose a moratorium on construction of roadway projects from FDOT.

Continued discussion on the difference in feedback from public engagement and what is being heard today. Investigate ways to do better in communication so the community doesn't feel misled. Would like to see action items working with the community. Comments of the citizens and the CAC have been appreciated and the hurt feelings are acknowledged. We all need to use this as a learning tool to do better. It is time to work together and come up with real, workable solutions. There is still time to affect the project in the details.

V. COMMITTEE REPORTS & ADVANCE COMMENTS (Bill Roberts, CAC Chair; Davida Franklin, TPO Staff; Beth Alden, TPO Director) (*Timestamp 3:03:40*)

A. CAC – Bill Roberts, CAC Chair (February 2, 2022 meeting)

- Highlights – heard fair amount of public comment regarding FDOT barrier wall, reviewed action item and forwarded to Board on the safety performance targets with a vote of 14 to 1 in favor, also heard three status reports.
- Some of our members did not feel that Chair Roberts accurately represented the CAC committee in regard to the resolution. The CAC has submitted that resolution to a second time.
- The CAC approved a motion to ask the legal counsel for the TPO at what legal actions are available to the CAC and the TPO with regard to action they believe FDOT has taken that may be in violation or inconsistent with TPO actions. This was approved with a 15 to 0 vote in favor.

B. Pertaining to the Consent Agenda Items (Davida Franklin, TPO Staff)

- The CAC and the TAC approved the Safe Access to Parks Study

C. Pertaining to Action Items (Davida Franklin, TPO Staff)

- The TAC supported the Hillsborough County's request for an additional seat on the committee.
- The CAC, LRC, BPAC all approved the 2022 Safety Performance Targets

D. Pertaining Items at Upcoming Meetings (Davida Franklin, TPO Staff)

- There is a report on the Storm Evacuation and Shelter-In-Place Study that will be heard soon. The TAC, ITS, BPAC and LRC have heard the status report on this study.

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

- Heard a lot of the email and social media comments during public comment today.

Detailed [Email](#) and [Social Media](#) are located at the end of the minutes.

F. TPO Policy Committee – February 8, 2022 Meeting (Beth Alden, TPO Executive Director)

- Reviewed the Safe Access to Parks Pilot Study and has forwarded to you for approval.
- Committee directed staff to get going on the Membership Apportionment Plan.
- Staff was asked to bring back a letter about the FDOT policy on Class 2 noise walls.
- Councilman Citro, Chair of the LRC, asked that one of the officers of the LRC briefly address the TPO Board.
 - Catherine Coyle – the motion that was made for more accounting and accountability for the implementation of Vision Zero; in the spending arch in the presentation, the LRC saw Vision Zero as the main or overarching goal to each one of the pieces should have the accounting for Vision Zero.

VI. CONSENT AGENDA (Timestamp 3:12:06)

A. Updated Committee Appointments

- ITS – City of Plant City: Fred Baxter with Paulinne Nunez as alternate
- ITS – City of Temple Terrace: Troy Tinch with Brian McCarthy as alternate
- LRC – HART: Scott Drainville with Bobby Edwards as alternate
- TAC – Port Tampa Bay: Clay Hollis

B. Safe Access to Parks Pilot Study – presented at Policy Committee

Commissioner Kemp moved to approve the Consent Agenda, seconded by Commissioner Overman. Voice vote, motion to approve the Consent Agenda in total passes unanimously.

VII. ACTION ITEMS (Timestamp 3:12:39)

Annual Update of Safety Performance Targets (Johnny Wong, TPO Staff)

A. Performance Measures and Trends (Johnny Wong, TPO Staff)

- Review of the measures required by the Highway Safety Improvement Program (HSIP).
 - TPO has elected to track year-end fatality totals and motorcycle fatalities separate.
 - 7th year of setting targets
 - Must set realistic, data-driven targets
- Project the number of crashes for the next given year and subtract the crash reduction benefits achievable given the expected level of investment
 - Projection expects a 1% projection on all crash types

- Went over actual numbers
 - Annual actual fatalities in 2021 = 255 (record number); targets set on 5-year rolling average (2018 – 2022)
- 5-year Rolling Average Targets
 - Total fatalities – target of no more than 253 through 2022; rolling average is 224; showed map of fatality locations – along major roadways
 - Motorcycle Fatalities – target of no more than 36.13
 - Serious Injuries – target of no more than 1107; steadily decreasing
 - Nonmotorized Fatalities + Serious Injuries – target of no more than 232; increase in 5-year average
 - Fatality Rate per 100 million Vehicle Miles Traveled – target no more than 1.59
 - Serious Injury Rate per 100 million Vehicle Miles Traveled – have seen steady decline in trend; target set at no more than 7.49
- Review of Report Card – 3 targets met; 4 targets not met
- Current ways of improving
 - Vision Zero’s 4 Action Tracks
 - Asking the Committee to provide information on what details the TPO Staff can provide to make informed, data-driven decisions and recommendations
 - Review of 2022 Performance Targets for review to aid in recommendations

Presentation Slides: [Performance Measures and Trends](#)

B. Policy Steps and Target Adoption (Gena Torres, TPO Staff)

- Review of what is being done.
 - City of Tampa programs
 - Hillsborough County programs
 - Additional programs combining Engineering, Education, Enforcement, Emergency Response, Information Intelligence, Innovation, Insight into Communities, Investments and Policies
- Over 50 more people died in 2021, Why?
 - Local thought – motorist behavior once pandemic subsided
 - National Reports
 - Seatbelt use down
 - Driving under the influence
 - EMS response rates slower due to high pandemic-related demand and possibly protocols at hospitals
 - Trips being taken at off-peak times; many roads designed for peak-hour congestion; easier to speed
- Review of 2019 and 2021 hours and crash data
- HIN Crash Statistics from 2014 - 2018
 - 67% involved people over 35 years
 - 53% on “dark-lighted” streets
 - 92% on 40+ speed limit roads
 - 83% in non-peak hours
 - 59% not at intersections

- 50% on roads with 4 or more travel lanes
- 71% involved aggressive driving/speeding
- Types of vehicles
 - 43% cars
 - 24% SUV
 - 14% motorcycles
- Review of TPO committee discussions
 - Overarching – implementing the strategies outlined in the Speed Management Action Plan
- Review of Actions and Implementation Strategy – Engineering & Operations
1 – 3 (short-term, 1-2 years); 4 – 7 (mid-term, 3-5 years); 8 (long-term, 5+ years)
- Review of Actions and Implementation Strategy – Education – short-term (1-3 years)
- Review of Actions and Implementation Strategy – Policy / Legislation
1 – 2 (short-term, 1-2 years); 3 – 5 (mid-term, 3-5 years)
- Review of Action and Implementation Strategy – Plan Evaluation – short-term (1-3 years)

Presentation Slides: [Policy Steps and Target Adoption](#)

Recommended Actions:

- **Approve the 2022 safety performance targets.**
- **Request responsible agencies focus their efforts on the Top 50 High Injury Network corridors and identify countermeasures based on national best practices.**
- **Organize a coordinated grant application to design and fund improvements using the new Safe Streets and Roads for All Grant Program.**
- **Send a letter to the BOCC asking them to identify funds be set aside for safety-focused improvements on the High Injury Network.**
- **Request member agencies to identify a public relations staffer to generate at least one Vision Zero related message each month on their social media platforms.**
- **Send a letter of support for HB 189 regarding school speed zone automated enforcement cameras.**
- **Host a Mini-Safety Summit in November 2022 to highlight progress made on the Top 50 high Injury corridors.**

Discussion (*Timestamp 3:30:37*):

Commissioner Kemp moved to accept, seconded by Commissioner Overman.

Interesting to see with the impact of the pandemic how it has influenced traffic patterns: less congestion and higher speeds. Clarified the numbers and noted a substantial increase from 2022 to 2021. Requested the breakout of bicycle/pedestrian fatalities for future years. Commissioner Smith is unable to support set the annual fatality target at 253 due to poor performance. The bar should not be lowered.

Commissioner Smith made the request to amend the motion to set the annual fatality rate to 212. Amendment to the motion accepted by Commissioner Kemp and Commissioner Overman.

Accepting a target that is unacceptable is not a good idea. The numbers have gone up nationwide, this is not unique to Hillsborough County. The U.S. Department of Transportation, National Highway Safety Administration came out with a report citing four factors contributing to the increase in fatalities: speeding, lack of seatbelt use, driving while not sober, and driving distracted. Recommendation of digging into each of the categories to see how impactful we can be in influencing each and the overall fatality number. Would be helpful to have further data on the specific areas.

TPO Staff is working on getting the data together. New messaging is going around the state. It was noted that the target setting is required by February 28, 2022. An additional meeting of the TPO Board can be set up if there is a desire to continue discussion. Staff will see about getting some breakdown numbers to the Board.

Roll call vote of the amended motion was approved 13 to 0 in favor.

VIII. STATUS REPORTS *(Timestamp 3:40:50)*

A. I-75 Project Development & Environmental Studies (FDOT Rep) – Deferred until the TPO Policy Committee meeting in March.

B. Bylaws Amendment: Hillsborough County request for an additional seat on the TAC (Gena Torres, TPO Staff)

- Hillsborough County has a new department called County Community and Infrastructure Planning. Believed their membership would benefit the committee.
- It is required to be brought to the TPO twice, this is the status update and will likely be on the Consent Agenda in March.

IX. EXECUTIVE DIRECTOR'S REPORT *(Timestamp 3:42:42)*

A. Quarterly report is in the Board Folder in the email you received on the evening of February 8, 2022.

B. Congratulate everyone on the outreach in the Fall of 2021 to the legislative delegation regarding the bill making it more difficult to use Rapid Flashing Beacons at existing crosswalks. That bill did not get filed during this legislative session.

C. Discussion a few months ago about sponsoring a workshop through the Florida MPO Advisory Council on rail planning at the statewide level. Slated for Thursday, April 28th in Orlando. Will be working on getting virtual access to that.

X. OLD & NEW BUSINESS *(Timestamp 3:43:54)*

A. Cancelling November policy and TPO Board meetings due to meeting conflicts surrounding the general election (Beth Alden, TPO Director)

- Do not usually have urgent business during November and should be able to attend to business in December.
- Agreed by the TPO Board

B. Landscaping adjacent to Robles Park wall (Commissioner Myers)

- Clarification on the motion made in January. This Board would like FDOT to construct a wall along Robles Park. Unsure whether the language included landscaping.
- Would like for the community to have input before a final decision is made on this issue.
- Would like FDOT to consider adjacent to Robles Park is the wall and landscaping in coordination with the community members' wishes.

Discussion:

It was noted that the noise wall has to be built with local funds unless the law is changed. The Policy Committee agreed that the law was put into place after the interstate was put into place. There has not been a study to determine the environmental impact as it currently stands. This is going to be recomunicated to the District 7 office. The rules state that when there are no noise receptors in an area, no federal funds can be used to build a noise wall. Last month, FDOT is in agreement to build a visual barrier. Clarifying today that landscaping would also be considered.

It was clarified that FDOT will use state funds to build an eight-foot wall and add landscaping. Commissioner Myers requested that community input be considered as to the aesthetics of the wall and landscaping.

C. Commissioner Overman: All Board members are invited to Hillsborough Day in Tallahassee on February 22, 2022.

D. Next meeting March 9, 2022, from 10:00 AM – 12:00 Noon.

XI. ADJOURNMENT – The meeting adjourned at 12:21 PM

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

Social Media

- **Facebook**
 - **2/6**
Rick Fernandez (commenting on the Feb. TPO Board Meeting event page):
Public Comment for TPO Board Meeting February 9, 2022:

I was asked a few days ago what Tampa Heights wanted out of its current battle with the Florida Department of Transportation (Quick Fix Project with threatened wall intrusion along the eastern boundary of Tampa Heights).

After a few days of Pile Driving, drilling, noise and vibration, a return to peace and quiet sounds pretty good.

While thinking about what to say to the TPO Board on Wednesday, February 9, an idea struck me ... When the final page of this current FDOT saga is written, this is what I hope it will document:

“Tampa and Hillsborough County leadership, together with FDOT, listened to the justified objections of the Tampa Heights community. FDOT plans for the Downtown Interchange have been modified. There will be no further expansion of the Interstate footprint along the eastern boundary of Tampa’s oldest suburb. This means the walls will stay where they are.

“The existing walls between Floribraska Ave and Jefferson Street will stay in place, while multi modal transit options are developed to address traffic volume, pollution, congestion and safety issues. FDOT is pursuing other creative engineering options to improve safety for the DTI itself.

“FDOT and the City of Tampa will work with the Tampa Heights community to mitigate damages and address concerns of long standing, including, but not limited to: installation of robust landscaping along the entire interstate boundary; upgrades to historic district standards for existing walls; installation of context appropriate barrier infrastructure along the eastern boundary of Robles Park and in the gap between Amelia and Ross, adjacent to the community garden; traffic calming for surface streets impacted by exit ramp traffic flow (Floribraska and Elmore Avenues, for example); traffic calming and bike/ped infrastructure development for Florida Ave. and Tampa Street.

“All parties acknowledge Tampa Heights has been among the most negatively impacted communities secondary to Interstate construction and expansion through the city’s urban core. The road to reparations and reconciliation will be long. Today we take the first steps. When next we discuss the relocation of walls, let it be in furtherance of #BoulevardTampa. The Boulevard feasibility study approved by the MPO/TPO Board in 2019, will move forward this year.”

Respectfully Submitted,
Rick Fernandez
2906 N. Elmore Ave
Tampa, FL 33602

- **1/27**
Chris Vela (commenting on a Vision Zero Hillsborough post):

“The Hillsborough TPO is largely driven by # of car crashes with the DTI but the problem are that all fatal crashes during the study period were human behavior. This a specific tax paid studied signed and sealed by our county then state. The problem is we need to overhaul TPOs and get rid of armchair representation.”

○ **1/26**

Chris Vela (commenting on a post shared by the Pinellas Suncoast Transit Authority regarding FDOT funding support for the Central Ave. Bus Rapid Transit Project):

“The money should just go straight to Hillsborough TPO or other TPOs. It is easy if it defaults to the state.”

○ **1/12**

Save the Historic Lamar (in a post that tagged Hillsborough TPO):

“We just wanted to thank everyone who participated in yesterday's public comment period during the Hillsborough TPO Governing Board Meeting!

Collectively, all comments totaled 45+ minutes of speaking time and were in favor of both stopping the demolition of the contributing structure at 1902 N. Lamar Ave. & in protest of the Florida Department of Transportation's plans to further impact Tampa's historic, urban neighborhoods through continued interstate highway expansion.

“With the Governing Board not yet making a motion to put a resolution relating to these items to vote as requested by the TPO Citizens Advisory Committee (CAC) & the community, we must continue with our efforts to get this resolution put up for a vote & passed by continuing to address the Governing Board at its upcoming monthly meetings. #SaveHistoricLamar”

● **Twitter**

○ **2/2**

Tampa Egret Bicycle (regarding a BayNews9 article about the i275 wall in Tampa Heights”

“We need commuter rail, not wider freeways or more freeway lanes. #StopTBX
cc: @tampaheightsmag, @RFexecsearch, @JustinGarciaFL, @WolfColin”

○ **1/29**

Chris Vela (regarding a post about the TPO's Storm Evacuation Study)

“Will do but really this needs to be “managed retreat.” You all know this, why you are not exploring it is beyond me.”

○ **1/28**

Sarah H. (regarding a BizJournals.com article about the Hillsborough tax refund process)

“That tax should have remained. “

○ **1/14**

Tatiana Morales (commenting on a post about the Tampa Hillsborough Expressway Authority's (THEA) Connected Vehicle (CV) Pilot:

“Or we could actually just start reducing and disincentivizing car usage on our roads by investing in public transportation and reducing lanes.”

- **Email**

[February Board folder emails](#)

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

DRAFT



Hillsborough TPO

Transportation Planning Organization

Committee Reports

Meeting of the Technical Advisory Committee (TAC) of January 3

The TAC approved 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 supported. 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 representative 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 Vacant Seats – no committee member was in jeopardy of losing their seat due to consecutive 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 for the current members. The committee was pleased that a HART representative has been assigned, after the position was temporarily vacant.

The TAC heard status reports:

- 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 comments regarding 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 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 about using the emergency shoulder particularly on overpasses or other areas where the lane is narrow or the shoulder is not continuous. We learned the FDOT has a plan in place for use of emergency shoulders.

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

Meeting of the Citizens Advisory Committee (CAC) of January 5

The CAC approved action items:

- Election of Officers
- Attendance Review and Declaration of Vacant Seats
- Safe Access to Parks Pilot Study

The CAC heard status reports on:

- City of Tampa Neighborhood Commercial District Plans
- TPO Social Media

During the Unfinished & New Business portion of the agenda, the CAC received an update regarding movement of the I-275 barrier wall along the eastern border of Tampa Heights. After a lengthy discussion, the committee approved a motion, 8-6, to recommend the following resolution to the TPO Board:

- 1. Stop Destruction of Historic Property in Tampa Heights (1902 N Lamar Ave.);**
- 2. Stop Interstate Expansion (barrier wall movement for I-275) in Tampa Heights;**
- 3. Declare Temporary Moratorium and conduct a full vetting of those aspects of the Downtown Interchange Operational and Safety Improvements project related to barrier wall movement along the eastern border of Tampa Heights.**

Since the 1940s, when streetcar lines were removed from Tampa's streets, our neighborhoods have been disconnected and fragmented. After the streetcars were removed, the Interstates (275 and 4) tore through Tampa's urban core, dividing the city, devastating historic neighborhoods, displacing families, destroying homes and businesses. Much of this violence fell upon the shoulders of our minority communities. The destructive practices continue to this day.

1. The latest historic property scheduled for demolition by the Florida Department of Transportation (FDOT) is located in Tampa Heights (TH) at 1902 N. Lamar Ave. This property is a contributing structure supporting the neighborhood's national and local historic designations. It was purchased by FDOT in 2015/2016 as part of its right of way acquisitions supporting the now defunct "Tampa Bay Express" (TBX) project. FDOT has allowed the property to deteriorate for the last six years and would now like to finalize the demolition by neglect with a wrecking ball. FDOT has advised this property is no longer needed for any department related purpose. Due in large part to strong community opposition, there are no (current) plans to sacrifice this land to future highway expansion.

The TH Community objects to this demolition. FDOT has been requested to stabilize and secure the building so as to allow opportunities for repurposing and restoration to active community service.

We, the Citizens Advisory Committee to the TPO Board, call upon FDOT and The City of Tampa, together with all relevant agencies, departments and boards (including the TPO Board and Staff) to take available action in support of these goals.

2. The latest Interstate I-4/I-275 expansion poised to disrupt and damage the Tampa Heights Historic District (THHD) and TH at large, involves outward (intrusive) movement of the Interstate barrier wall along the eastern border of the THHD and TH. The area of concern tracks from a point on N. Elmore Avenue, roughly halfway between Floribruska Avenue and Columbus Drive, along the Interstate's southbound arc, to Scott Street.

Members of the TH community first became aware of this intended wall movement on November 17, 2021, during an informal meeting between the TH Civic Association's Transportation Committee Chair and two members of FDOT's District 7 staff. Since that time, the community has learned the wall movement is allegedly required to enable a portion of the often cited "Downtown Interchange Operational and Safety Improvements" (DTI-OSI) first advanced by FDOT in 2019.

The extent of the wall movement is not clear as of the date of this writing. The Community has only been told a minimum 16-foot buffer will be maintained between the new wall location and the existing FDOT right of way line.

The DTI-OSI concept has been the subject of debate and controversy since its roll out in 2019. Community opposition to FDOT's original TBX project dates back to 2015. Through all that time the TH community has been steadfastly opposed to further expansion of the Interstate through Tampa's Urban core.

While wall movement through TH was most definitely a part of the original TBX plan in 2015, the community was relieved to learn, in 2019, of the supposedly less intrusive footprint anticipated secondary to the DTI-OSI approach. At no time before November 2021 has FDOT formally (or informally) informed the TH community of this intended further intrusion secondary to barrier wall movement. FDOT has also failed to provide specific design details, including the specific amount of wall movement, to the CAC of the Transportation Planning Organization Board. A review of TPO Board meeting materials suggests TPO Board members may have also been uninformed on these details.

As of this writing, FDOT has failed to present detailed information regarding its plans, including but not limited to:

1. An enlarged map with identified boundaries that includes annotations, existing streets, building footprints and property boundaries.
2. Cross-sections that represent each incremental change/change in east-west expansion from Floribruska Avenue to 7th Avenue that extend from the interstate through Central Avenue. These should include dimensions for widths and heights, a scale of 1/8" = 1' to be easily understood.
3. Narrative description and list of options for materials (finishes, fencing, etc.) and landscaping to be discussed with the neighborhood. This should include plans for maintenance agreements.

4. List of all potentially impacted structures and accompanying map. Those structures that may be impacted due to the construction and/or construction vibration. This needs to take into account historic structures within 200 feet of the proposed interstate wall, and should include but are not limited to those structures that line Elmore Avenue, Lamar Avenue, Central Avenue, and Nebraska Avenue. Additionally, those structures located on cross streets should also be listed/shown including Columbus Drive, Floribraska Avenue, Robles Street, Sparkman Avenue, Palm Avenue, Francis Street, Amelia Avenue, Park Avenue, Ross Avenue, Oak Avenue, and 7th Avenue. Also, the process for property owners to get their property/structures/houses added to the list.
5. A schedule available to property owners for structural testing and monitoring before and during construction.
6. Mitigation plans for structural damage to property and structures due to construction. What is the process?
7. Proposed construction schedule including time frame, active construction day/evening/night times.
8. FDOT's plan for engaging the neighborhood in the process beyond presentations after decisions are made. This engagement must take place beforehand.
9. Economic development study which includes the impacts to property value within 300 feet of the edge of the interstate structure. The study should include historic market trends, current values, and five-year projected value.
10. Construction work plan pertaining to the control of air-borne debris associated with construction activities.
11. Construction phasing/staging plans identifying locations for staging/storing construction materials/equipment, parking for contractor personnel, routes relating to receiving material/equipment deliveries, routes to be used for transporting materials/equipment from the project site.

The TH community objects to this proposed Interstate expansion. We, the Citizens Advisory Committee to the TPO Board, call upon FDOT, the Transportation Planning Organization (TPO) Staff, TPO Board and all institutional bodies represented thereon (including but not limited to Tampa City Council, Hillsborough County Board of County Commissioners and Hillsborough County School Board) to declare a temporary moratorium on the DTI-OSI project so as to allow a full vetting of FDOT's plans including impact of barrier wall movement. This vetting to include, but not limited to, thorough study of the information responsive to the above enumerated items together with meaningful, timely and ongoing community engagement.

Meeting of the Intelligent Transportation Systems Committee (ITS) on January 13

The ITS approved action items:

- Smart Cities Mobility Plan Recommendations
- Attendance Review and Declaration of Vacant Seats

The ITS heard status reports on:

- Storm Evacuation and Shelter in Place Study

Meeting of the Livable Roadways Committee (LRC) on January 26

The LRC approved action items:

- December Minutes
- Election of Officers
 - Current officers were re-affirmed for 2022: David Hey, Vice-Chair; Catharine Coyle, Officer At-Large.
- Attendance Review and Declaration of Vacant Seats
 - The seat for a Transit User has been vacant for several months; action was taken to officially vacate the seat until a member can be recruited.
- Safety Performance Targets 2022
 - The Committee moved approval and passed a motion that Vision Zero be an overriding principle, not a topic area; each of the other categories should also include safety; and that, built-in, should be metrics for seeing whether Vision Zero goals have been accomplished for each of these items.

Old Business & New Business:

- Solicitation of Projects for New TIP – TPO staff informed the committee of various funding sources available for transportation projects: Surface Transportation Block Grant (SU), Transportation Alternatives Set-Aside (TA), and Transportation Regional Incentive Program (TRIP).
- Discussion on the appropriate use of sidewalks– concern was expressed about micro-mobility uses interfering with pedestrians on sidewalks.

Meeting of the Bicycle Pedestrian Advisory Committee (BPAC) on January 26

The BPAC approved action items:

- Election of Officers
 - Tim Horst was elected Chair, Jim Shirk Vice Chair, Peter Davitt Officer at Large
- Attendance Review and Declaration of Vacant Seats
- US Bicycle Routes
 - The Committee heard a status report on the designation of us bike route 15 through Hillsborough County and Plant City. discussions are continuing with each local government and the committee will revisit this in March.
- Annual Updates of Safety Targets
 - The Committee approved the 2022 targets while noting the increase in deaths on our roadways and questioning the reasons for the increase.

The BPAC heard status reports on:

- Tri-County Mobile Bike Map
 - The committee heard a status report on the Tri-County Mobile Bike Map. Several members volunteered to test the map and will provide feedback at the March Tri-County BPAC meeting hosted by Pinellas.

Meeting of the Citizens Advisory Committee (CAC) on February 2

The CAC approved action items:

- Meeting minutes from December 2021 and January 2022 - pending some minor revisions and clarifications. Committee members noted that based on the meeting minutes from December, it was unclear what action was taken regarding 9 TIP Amendments. The committee requests that the minutes be elaborate to make clear that some Dale Mabry intersections be considered for redesigns in the future. For the January minutes, the committee requests that a comment be clarified to read that posted speed limits are too high and that it is the responsibility of system owners and operators to correct them. Several points regarding a lengthy discussion about the I-275 DTI project were requested to be clarified or corrected.
- CY2022 Safety Performance Targets – the committee approved, by a vote of 14-1, the proposed safety performance targets for CY2022 and expressed disappointment at the crash performance over the previous year. A lengthy conversation ensued regarding the numerous factors contributing to both high crash rates overall, and specifically regarding fatal crashes. Several committee members remarked that an app for reporting unsafe road conditions may help proactively inform jurisdictions of potential safety problems.

The CAC heard status reports on:

- Low-Cost Air Quality Monitoring Pilot Study – the committee was very excited to hear the presentation and several requested information on how to participate in the study.

TBARTA CSX Study-

- How Should We Create the Monthly Agenda? – the committee heard a presentation and entertained a proposal to democratically determine which agenda topics they would like to receive presentations on during future meetings. The committee requested that urgent or time-sensitive matters be noted and that presentation topics include some supplementary information on their importance to help inform decision-making.
- During the Unfinished & New Business portion of the agenda, the CAC received updates regarding the 2021 State of the System report and a presentation on encouraging transportation demand management (TDM) ordinances. The latter presentation yielded a motion by the committee to begin drafting a letter on behalf of the TPO Board encouraging jurisdictions to explore resources available for incentivizing TDM.
- The committee also passed a motion, 15-0, requesting that the TPO attorney explaining what consequences result if jurisdictions, specifically FDOT, fail to meet their construction obligations as outlined in planning documents. Additional suggestions were

made for the presentation to include information regarding Title VI requirements and the obligation to communicate information about projects.

- Finally, the committee passed a motion, 13-1, requesting that the CAC Chair re-present the committee's January 5, 2022 resolution to the TPO Board during committee reports.

From: [FDOT District 7](#)
To: [Beth Alden](#)
Subject: Construction Update: I-275 Capacity Improvements Project February 11, 2022
Date: Friday, February 11, 2022 12:45:08 PM

I-275 capacity improvements project from north of the I-4 interchange to north of Hillsborough Avenue
FPN: 431821-2-52-01 and 443770-1-52-01
[Construction Update: February 11, 2022](#)

I-275 mainline from north of I-4 to north of Hillsborough Avenue:

Northbound and Southbound I-275 mainline:

- Temporary lighting; installed
- Temporary barrier wall installation along inside and outside shoulders; continues into next week
- Temporary drainage; continues throughout the project limits

I-275 mainline median:

- Wall removal for drill shaft installation; begins late February

Construction of I-275 temporary ramps:

- I-275 northbound entrance ramp from Dr. M.L.K. Jr. Boulevard (Ramp C):
 - Earthwork and installation of temporary drainage structures; late February
 - Paving; begins early March
- I-275 southbound entrance ramp from Dr. M.L.K. Jr. Blvd. (Ramp A):
 - Earthwork and installation of temporary drainage structures; late February
 - Paving; begins early March
- I-275 northbound exit ramp to westbound Dr. M.L.K. Jr. Blvd. (Ramp B):
 - Earthwork and installation of temporary drainage structures; continues through February
 - Paving; begins early March
- I-275 southbound exit ramp to eastbound Dr. M.L.K. Jr. Blvd. (Ramp D): no current activities
- I-275 northbound exit ramp to westbound Hillsborough Avenue:
 - Earthwork and installation of temporary drainage structures; continues through February
 - Paving; begins early March

Overpass construction activities (earthwork, pile driving, barrier wall, and deck removal) by location:

- Floribraska Avenue overpass:
 - Barrier wall and bridge deck removal east of I-275 (nighttime hours); through end of next week
 - Drill shaft installation; through end of next week

- Gravity wall construction; resumes early March
- Pile driving; continues through end of this week
- Sidewalk grading and pouring; begins middle of February
- Slope pavement grading and removal; ongoing
- Temporary wall installation; ongoing
- Lake Avenue overpass:
 - Barrier wall and bridge deck removal east side of I-275 (nighttime hours); begins next week
 - Pile driving; begins next week
 - Drill shaft installation; begins late February/early March
 - Gravity wall construction; begins middle of February
 - Sidewalk grading and pouring; begins middle of February
 - Slope pavement grading and removal; begins middle of February
- Dr. M.L.K. Jr. Boulevard overpass:
 - Bore work; continues through February
 - Barrier wall and bridge deck removal east side of I-275 (nighttime hours); begins late February
 - Permanent wall; continues through February
 - Pile driving; begins late February
- Chelsea Street overpass:
 - Barrier wall and bridge deck removal east side of I-275 (nighttime hours); begins in March
 - Gravity wall construction; begins mid-February
 - Pile driving; begins in March
 - Sidewalk installation; begins middle of March
 - Slope pavement grading and pouring; begins early March
- Osborne Avenue overpass:
 - Gravity wall construction (northside); continues through February
 - Slope pavement grading and pouring; begins late February
 - Barrier wall and bridge deck removal east side of I-275 (nighttime hours); begins in March
 - Pile driving; begin in March
 - Sidewalk installation; begins in March
- Hillsborough Avenue overpass:
 - Permanent wall installation; continues through February
 - Barrier wall and bridge deck removal east side of I-275 (nighttime hours); begins in March
 - Pile driving; begins in March

Ongoing activities:

- Ditch reconstruction throughout the project limits.
- Maintenance of traffic control devices, erosion control, and litter removal throughout the project limits.

Future activities:

- Retaining walls; scheduled to begin along the east side of I-275 north of I-4 in April.
- Noise barrier walls; scheduled to begin along the east side of I-275 north of I-4 in late 2022.

Questions: Contact Adam Klintiver, P.E., Senior Project Engineer at (813) 465-4446 or via email aklintiver@consoreng.com

For more information on this project, or to sign-up to receive construction updates, lane closures, and traffic alerts, please visit: FDOTTampaBay.com

You are receiving this email because the email address aldenb@plancom.org is signed up to receive FDOT email alerts for project 431821-2-52-01 I-275 Capacity Improvements from north of I-4 to north US 92 (Hillsborough Ave)

[View the project webpage.](#)

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