

# Hillsborough TPO

# **Transportation Planning Organization**

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#### Plan Hillsborough

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# Meeting of the Bicycle Pedestrian Advisory Committee

Wednesday, March 23, 2022, 5:30 – 7:30 p.m.

All voting members are asked to attend in person, in compliance with Florida's Government in the Sunshine Law.

#### Remote participation:

- To view presentations and participate your computer, tablet or smartphone: <a href="https://attendee.gotowebinar.com/register/6766235549253387532">https://attendee.gotowebinar.com/register/6766235549253387532</a>
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- Dial in LISTEN-ONLY MODE: 1-415-930-5321 Access Code 505-882-532
- Presentations, full agenda packet, and supplemental materials <u>posted here</u>, or phone us at 813-756-0371 for a printed copy.
- Please mute yourself after joining the conference to minimize background noise.
- Technical support during the meeting: Chris English at (813) 836-7380.

#### Rules of engagement:

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

#### Call to Order

# Agenda

- I. Call to Order and Roll Call
- II. Declaration of Quorum& Remote Participation (Gail Reese, TPO Staff)
- III. Public Comment 3 minutes per speaker, please

Public comments are welcome and may be given in person at this teleconference meeting by logging into the website above and clicking the "raise hand" button. Comments may also be provided before the start of the meeting by e-mail to <a href="mailto:reynoldsw@plancom.org">reynoldsw@plancom.org</a>. Written comments will be read into the record, if brief, and provided in full to the Committee members.

- IV. Members' Interests
- V. Approval of Minutes February 23, 2022

#### VI. Status Report

- A. FDOT Westshore Interchange Pedestrian and Trail Connections (MaryLou Godfrey, FDOT)
- B. Project Development & Environmental Study for US 301 from Fowler Ave to SR 56 (Amber Russo, FDOT)
- C. 2045 Plan Funding Scenarios Refreshers (Beth Alden, TPO Executive Director)
- VII. Old Business & New Business
- VIII. Adjournment
- IX. Addendum
  - A. TPO Meeting Summary and Committee Reports
  - B. April 5-6 Regional Resiliency Leadership Summit
  - C. FHWA Active Transportation Funding Toolkit

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

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

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# HILLSBOROUGH COUNTY TRANSPORTATION PLANNING ORGANIZATION BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE HYBRID MEETING OF FEBRUARY 23, 2022

#### I. CALL TO ORDER

Chair Horst called the meeting to order at 5:30 PM

Members Present In-Person: Tim Horst, Jim Shirk, Peter Davitt, Katrina Corcoran, Jason Jackman, Jonathan Forbes, David Aylesworth, Faye Miller, Alain Watson

Members Present Virtually: John Marsh, Allison Nguyen, Victoria Klug, Sally Thompson, Savana Vidal, Brentin Mosher

Members Absent/ Excused: Lynda Crescentini, John Kubicki, Robyn Baker, Karla Price, Abigail Flores, Christopher Fellerhoff, Marcello Tavernari, Alan Brasier, Wanda Vinson

Others Present: Wade Reynolds, Davida Franklin, Johnny Wong, Gail Reese (TPO Staff); Brandie Miklus (City of Tampa); Christine Acosta (Pedal Power Promoters); Ginger Regalado (FDOT), David Dunigan (UNL); Martin Santiago (aka: Disco Mike, potential new member)

There is an in-person quorum. Some members are participating virtually because of medical reasons and the local declaration of emergency.

#### II. PUBLIC COMMENT - None

#### **III. MEMBERS' INTERESTS** (Timestamp 0:00:24)

**David Aylesworth** – Asked about various downtown corridors, specifically Meridian. Urging everyone to participate in in the public comment on the ...

Jason Jackman - Talked about March being Bike Month

**Katrina Corcoran** – Noted that the City of Tampa is updating their mobility section and there is active public engagement happening now.

Jonathan Forbes – Noted the Temple Terrace Ride with the Mayor on March 11

Jim Shirk – March 5<sup>th</sup> History Bike Tour

**John Marsh** – Asked for a representative to talk about enforcement of Vision Zero and speeding issues.

#### IV. APPROVAL OF MINUTES (Timestamp 0:09:45) – January 26, 2022

An error in Section III of the January 26, 2022 minutes reads "III. APPROVAL OF MINUTES – December 8, 2022" (corrected 2/23/2022 GR).

An error in Section IV. ACTION ITEMS, item A. Election of Officers. In the motions and second, added "Christopher" before Fellerhoff (corrected 2/23/2022 GR).

Jim Shirk noted misspelling of Ginger Regalado's name (corrected 2/25/2022)

Under Old Business & New Business, item A – change three-hundred-foot to three-hundred-yard (corrected 2/23/2022)

Jim Shirk moves to approve with the minutes with corrections, seconded by Peter Davitt. Voice vote, motion passes unanimously.

#### V. ACTION ITEMS

#### A. BPAC Consideration of New membership (Timestamp 0:11:51) (Wade Reynolds, TPO Staff)

- Martin Santiago Introduced himself, credentials, his public involvement and documenting of crashes around the city, noted his interest in becoming part of the committee.
  - Endorsed by Jim Shirk
  - Ginger Regalado questioned what Mr. Santiago meant by "troubled roadways" and to expand on that.
  - Jonathan Forbes asked what the low hanging fruit would be for this committee.

Jim Shirk moves to accept the membership application and forward to the TPO Board for approval, seconded by Jonathan Forbes. Voice vote passes unanimously.

#### **VI. STATUS REPORTS**

- **A.** West River Multimodal Safety & Network Improvements (*Timestamp 0:22:38*) (Brindie Miklus, City of Tampa)
  - Applied for a BUILD grant through FDOT, awarded in September.
  - Joint project between mobility and Parks and Rec; includes on and off-road. Addresses Mayor's priority. Complete over 12-mile multi-modal path separated from vehicle traffic.
    - Addressing crashes with Complete Streets design
    - Sustainability and Resilience shoreline restoration
  - 44 people killed and 289 severely injured per year in City of Tampa, looking to get to zero.
    - o Safer people, streets, speeds, vehicles, post-crash care
  - Review of project team
  - Divided into six segments utility and financial project numbers
    - Segment 1 Platt St to Brorein St

- Segment 2 Kennedy Blvd to Palmetto St / Rome Ave
- Segment 3 Rome Ave to Bayshore Blvd
- Segment 4 Rome Ave from Platt St to Columbus Dr
- Segment 5 Columbus Dr. from Rome Ave to N. Boulevard
- Segment 6 Ridgewood Park from Columbus to North Blvd.
- o Parks and Recreation are working with Rome Yard on building that out.
- Many other planned multimodal & safety improvements projects
- Using PROWAG guidelines for bicyclists and pedestrians
- Review of public outreach
- Went over BUILD Grant Timeline (December 15, 2021 December 11, 2026). Funds must be spent by 2027.
- Partners and Agency Stakeholders: Hillsborough County, US DOT, FDOT, HART, Plan
   Hillsborough, THEA, Tampa Downtown Partnership, League of American Bicyclists, ITE, NACTO.

**Project Website:** West River Multimodal Safety & Network Improvements

#### Discussion:

Noted the intersection at Columbus Avenue and it is dangerous and that is needs to be made safer. Will bring back an update on a signal study on this location. Platt Street under the bridge at the Convention Center, that area is scary. The Convention Center is working on their master plan there is a project website on this (<a href="https://www.tampa.gov/tcc/capital-improvements">https://www.tampa.gov/tcc/capital-improvements</a>). A midblock crossing between Myrtle and Glenwood Drive was asked for. There is a concern about reporting things to the police, Vision Zero, and part of the infrastructure needs to include law enforcement. Part of the Vision Zero plan is working with the data and does include after crash care. There was discussion on how to report a pedestrian crash. The design phase will begin in early 2023.

- B. Tampa Bay Citizens Academy of Transportation CUTR and Student Presentation on Morrison Greenway Project (*Timestamp 0:57:34*) (Jason Jackman, CUTR and Christine Acosta, Pedal Power Promoters)
  - TBCAT eight-week online course dedicated to educating Tampa residents on all areas of transportation.
    - Received funding through National Institute for Congestion Relief (NICR), competed with over 50 other universities. Funding was Spring 2021 – Spring 2022; class was virtual.
    - CUTR and City of Tampa partnership.
    - Course ran from October 13 through December 8, 2021.
    - o Review of Goals, Themes and noted that the presenters had expertise in these themes.
    - Marketed the program through social media successful registration response, 28 students that were consistent each week, no incentives, different topics each week, included a walkabout lab downtown Tampa.
    - o Presenters included: City of Tampa, Hillsborough County, HC TPO, HART, FDOT, CUTR, and consultant firms and advocacy groups.
    - Students developed and presented their own transportation projects and analyses. USF students were invited to help the citizens with their projects.
    - Went over course evaluation from citizen students.

- Have submitted for another round from NICR. Have a continuing partnership with the City of Tampa.
- Proposed neighborhood greenway for Morrison Avenue project.
  - o Runs parallel to Kennedy Blvd., connects 12 neighborhoods, forms the connected grid
  - o Review of Assets for the street.
  - Review of the challenges of the street most are signalized/ stressed crossings and poor surface
    - Dale Mabry and Henderson are combined and bisect the S Tampa peninsula.
    - Henderson and Morrison
    - Went on a virtual bike ride along Morrison
  - Did a modal comparison
  - o Asks the BPAC to help advance LPI's & Auto Recall for ped crossings at each signal.

#### **Discussion:**

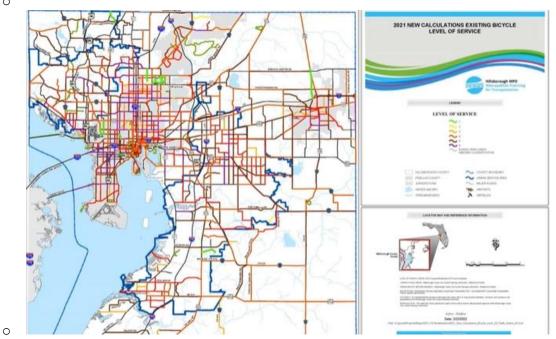
There was a variety of ages from the citizens and student ages were late 20's to mid-30's. Did capture demographic information prior to the course. It was asked what it would take to get this FDOT as there are other similar projects. It was asked if this was shared with the City of Tampa. The city is ready to begin developing their grid of neighborhood greenways. Asked if the neighborhoods have been talked to about having this be a project. That will be up to the city for public outreach. Discussed the navigation with parked cars. Discussed the number of children walking and biking to schools in the area. Talked about how best to support the ask.

Jim Shirk moves to advise the TPO that BPAC supports the increased safety ask for the Dale Mabry, Morrison, and Henderson intersection, seconded by Jason Jackman. Voice vote, motion passes unanimously.

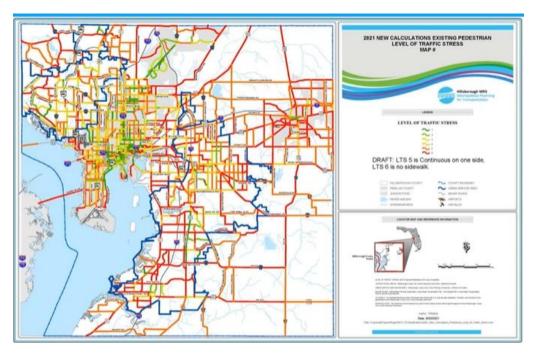
**Noted in chat from Victoria Klug:** I would prefer not automatic recall; Yes, press the button and wait to cross safely

- C. Nonmotorized Vehicle Counts (Timestamp 1:34:12) (Wade Reynolds, TPO Staff)
  - In February 2022, the TPO partnered with the Tampa Downtown Partnership, Westshore Alliance, City of Tampa, Hillsborough County, and FDOT to conduct bicycle and pedestrian counts utilizing FDOT equipment.
  - Review of locations of counters and cameras
  - The counts had a two-week duration with additional 24-hour video counts at three locations.
  - Part of Statewide Non-Motorized Traffic Monitoring Program.
  - Looking to see about making this type of counts as a standard operating procedure.
  - Working towards moving this from FDOT for responsibility of counts into another organization.
- **D.** Hillsborough County Multimodal Level of Service Update (*Timestamp 1:40:50*) (Wade Reynolds, TPO Staff)
  - Coordination with Hillsborough County.
  - 4 years ago, did an update to bicycle and pedestrian level of service.

- Looked at level of traffic stress. Method works well where there are facilities; breaks down where there is mixed traffic and things get more crowded.
- Idea is to have more gradation between the differences on grade level 4 (volume, location characteristics, context of roadway)
  - Look at speed and facility type higher level of service, worse facility is for bike/ped.
  - Adapted FDOT Multimode level of service
  - Reviewed thresholds for bicycles some roadways come back as a grade "F"



- 1 = Light Green
- 2 = Yellow
- 3 = Light Orange
- 4 = Dark Orange
- 5 = Darker Brown
- 6 = Purple
- Gandy Blvd., Dale Mabry Highway, Kennedy Blvd, Busch Blvd, N Florida Ave, W
   Fletcher Ave, and West Bearss all are a 6 on the scale. High volume, wide roadways and higher speed.
- Separates extremely dangerous from dangerous
- Did the same for pedestrians
  - Previous if no sidewalk on both sides, LOS 4 added in acknowledging having a sidewalk on at least one side and no sidewalk at all
  - Provides better information of actual walkability



#### Discussion:

Asked if there is a way to address the spottiness of the sidewalks in the city. Incomplete sidewalks show up in percentages in the database driving the maps. They will not count as complete sidewalks.

#### **VII. OLD BUSINESS & NEW BUSINESS**

- A. Storm Evacuation Study Survey (Timestamp 1:50:53)
  - Will send link to the survey to the group: <a href="https://planhillsborough.org/storm-evacuation-study-to-develop-improvements-to-evacuation-process/">https://planhillsborough.org/storm-evacuation-study-to-develop-improvements-to-evacuation-process/</a>
- B. Next meeting on March 23, 2022.
- **VIII. ADJOURNMENT** (*Timestamp 1:51:25*)

Jim Shirk moved to adjourn, seconded by Jason Jackman. Voice vote, motion passes unanimously.

Meeting adjourned at 7:22 PM

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

https://www.youtube.com/channel/UCsojHyZb\_mkYIU3o32Tbg4w/videos



# **Board & Committee Agenda Item**

#### **Agenda Item:**

FDOT Westshore Interchange Pedestrian and Trail Connections

#### **Presenter:**

MaryLou Godfrey, FDOT Staff

#### **Summary:**

Along with the construction of the Westshore Interchange, Howard Frankland Bridge, and associated projects connecting to Downtown Tampa, several trail and pedestrian connections are proposed. The reconstruction includes new connections under the interstate at Reo, Occidental and Trask Streets.

#### **Recommended Action:**

None, for information only

#### **Prepared By:**

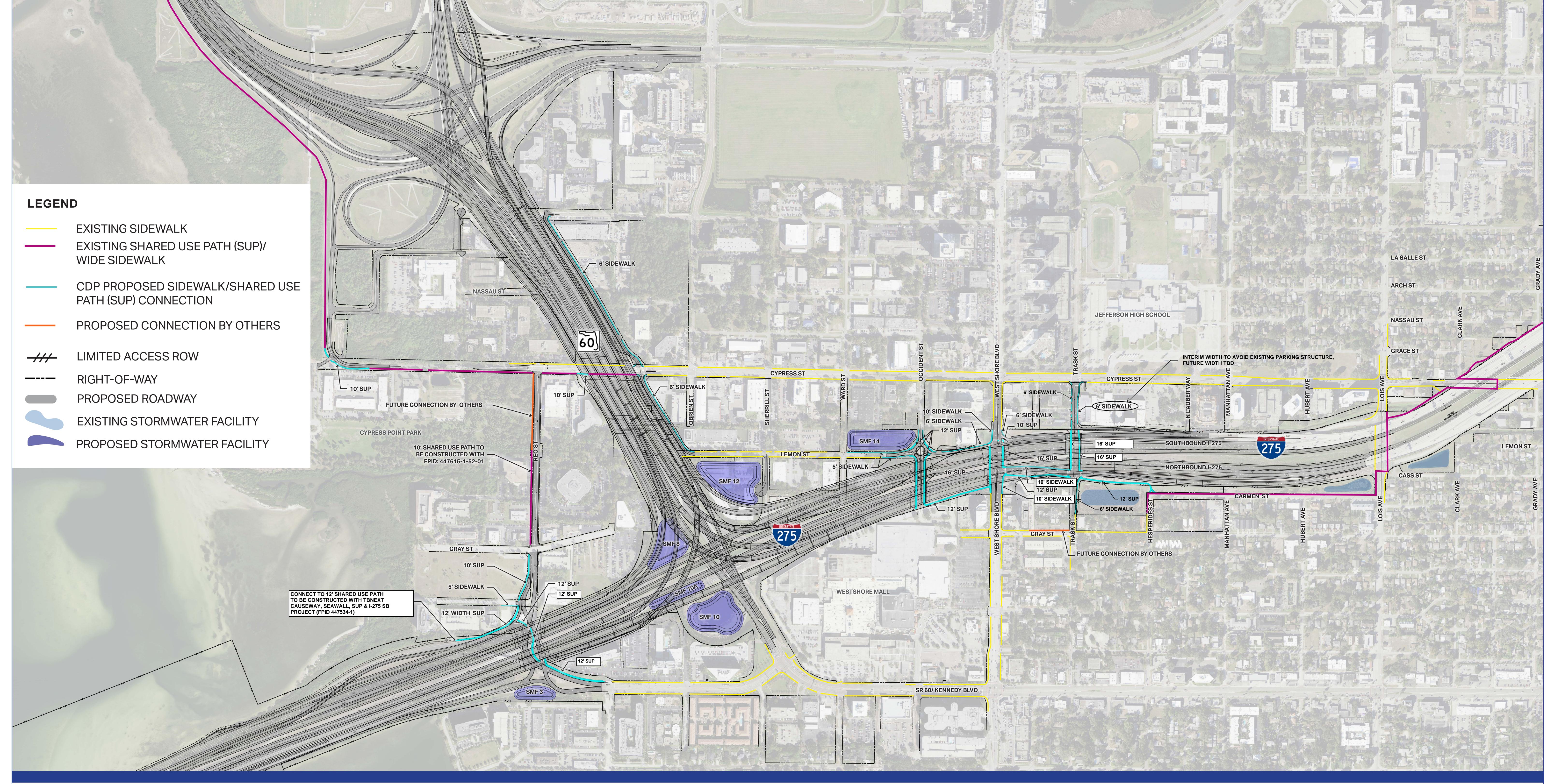
Wade Reynolds, TPO Staff

#### Attachments:

http://www.tampabaynext.com/projects/westshore-area-interchange/



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## **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 24<sup>th</sup>, 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.

The Efficient Transportation Decision Making (ETDM) comments provide by the Livable Roadways Committee on January 21, 2015, are below:

The Hillsborough County MPO's Livable Roadways Committee commented that this is a scenic corridor that needs to be designated as a scenic highway or renamed as a parkway. More lighting is needed along this corridor in the urbanized (as designated by the future land use) and commercialized areas of this corridor. Fowler Avenue has become a gateway to Temple Terrace. Part of Temple Terrace's annexation area resides in this corridor. Thus, the aesthetic considerations are important to the City. Please note that there is a planned extension of Old Fort King Trial south of the planned Bypass Canal Trail and north from the Hillsborough River State part to connect with the Pasco County Trail system. Multi-use Trail Opportunities should include consideration of side paths to



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allow better access to those using old Fort King Trail as a parallel facility. Note that there could be a conflict at US 301 and John B Sargeant Sr. Park necessitating safe pedestrian crossing consideration. The MPO Livable Roadways subcommittee also commented on the need for wildlife passages across the corridor.

#### **Recommended Action:**

Recommend TPO Board approve letter with comments.

#### **Prepared By:**

Rich Clarendon, AICP, TPO Staff

### Attachments:

Presentation Slides
Draft Letter of Comments to FDOT



# **Board & Committee Agenda Item**

#### **Agenda Item:**

2045 Plan Funding Scenarios Refresher

#### Presenter:

Beth Alden, TPO staff

#### **Summary:**

The "It's TIME Hillsborough" 2045 Long Range Transportation Plan adopted in 2019 included two funding scenarios, one with and one without the 1% surtax for transportation approved by Hillsborough County's voters in 2018. The two scenarios were created in order to forecast future-year performance metrics with and without the new funding. With the invalidation of the 2018 surtax and the debate this year about a possible replacement, the refresher on transportation system conditions and performance forecasts is provided for information.

#### **Recommended Action:**

None; for information only

#### **Prepared By:**

Beth Alden

#### Attachments:

**Presentation Slides** 



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# 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, 2022 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 bikeable 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 5<sup>th</sup> 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 Azalea 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 Ragiel: 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 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. <u>COMMITTEE REPORTS & ADVANCE COMMENTS</u> (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.
    - o 7<sup>th</sup> year of setting targets
    - o 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
  - o 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
  - o 67% involved people over 35 years
  - 53% on "dark-lighted" streets
  - 92% on 40+ speed limit roads
  - o 83% in non-peak hours
  - o 59% not at intersections
  - o 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 siting 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 28<sup>th</sup> 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 recommunicated 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
  - o **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

#### o **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."

#### o **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."

#### o **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

0 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"

#### o **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."

#### o **1/28**

Sarah H. (regarding a BizJournals.com article about the Hillsborough tax refund process) "That tax should have remained."

#### o **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)



# **Committee Reports**

#### Meeting of the Technical Advisory Committee (TAC) of February 7

The TAC approved action items:

Safety Performance Targets

The TAC heard status reports on:

- Low-Cost Air Quality Monitoring Pilot Study
- West River Multimodal Safety & Network Improvements
- Hillsborough County Multimodal Level of Service Update

#### **Livable Roadways Committee (LRC) on February 23**

The LRC approved action items:

Commuter Benefits Ordinance Request Letter

The LRC heard status reports on:

- West River Multimodal Safety & Network Improvements
- Tampa Bay Citizens Academy on Transportation CUTR and Morrison-Greenway Student Presentation
  - The LRC approved a motion encouraging TPO and FDOT work together on improved bicycle and pedestrian access at the intersection of Henderson, Dale Mabry, and Morrison, with a strong recommendation for a leading pedestrian interval phase in the traffic signals.
- Bicycle Pedestrian Counts

#### Meeting of the Bicycle Pedestrian Advisory Committee (BPAC) on February 23

The BPAC approved action items:

 The BPAC voted unanimously to recommend Martin Santiago for membership as a Citizen at Large.

The BPAC heard status reports on:

- West River Multimodal Safety & Network Improvements The City of Tampa presented information on the West River improvements including complete streets, west riverwalk, and other improvements throughout the area.
- Tampa Bay Citizens Academy on Transportation CUTR
- Tampa Bay Citizens Academy on Transportation Morrison-Greenway
  - The BPAC supported the LRC's ask regarding the Dale Mabry, Morrison, and Henderson intersection.
- Bicycle/Pedestrian Counts
- Hillsborough County Multimodal Level of Service Update Staff presented a proposed update to the Multimodal Level of Service Methodology for Unincorporated Hillsborough County. This strategy incorporates FDOT's and other methodologies in a hybrid approach for roads with and without bicycle and pedestrian facilities.

#### <u>Transportation Disadvantaged Coordinating Board (TDCB) on February 25</u>

The TDCB approved action items:

- TIP Amendments for Gibsonton Drive PD&E and HART Maintenance Facility
- Community Transportation Coordinator Evaluation

#### Citizens Advisory Committee (CAC) on March 2

The CAC approved action items:

- TIP Amendments for Gibsonton Drive PD&E and HART Maintenance Facility
- Commuter Benefits Ordinance Request Letter

The CAC deferred all 3 status reports due to time constraints:

- PD&E Study for US 301 from Fowler Ave to SR56
- CAC Committee Composition
- CAC Member Introduction Roundtable

The CAC received a number of public comments from individuals expressing support for Vice Chair Fernandez's motion to remove two Downtown Interchange projects from the TIP. Others commented on their frustration regarding the impacts of related construction activities. Emailed public comments are included in the Board packet.

During the Member's Interest portion of the meeting, TPO Attorney Cameron Clark and Executive Director Beth Alden fielded questions from the committee about F.S. 339.175 Sub 8D, which states that once a project in the TIP has advanced to the "Design Phase of Preliminary Engineering," that project may only be removed from the TIP upon agreement from both the TPO Board and FDOT. Mr. Clark also responded to questions about TPO Board composition and the role of unelected officials on the board, as well as questions about the Florida's Government in the Sunshine Law.

The CAC had a long discussion about the Downtown Interchange Safety & Operational Fix project, specifically regarding one member's belief that specific FDOT staff lied to the

community about the scale of right-of-way impacts and the impact to properties. A motion was passed, 10-8, proposing that the TPO Board initiate a TIP Amendment to remove two TIP Amendments passed in October 2021: 445056-2 Westbound I-4 to Southbound I-275 and 445057-1 Southbound I-275 to the Eastbound I-4 Ramp. Following the discussion, FDOT Secretary Gwynn addressed the committee, expressing that the accusations of FDOT staff lying were wholly inaccurate and also were inappropriate attacks on individuals in breach of the CAC's meeting decorum.

The CAC also discussed the Sunshine Law implications of communication between members outside of publicly noticed meetings. Mr. Clark had informed the committee of the Attorney General's opinion that one member circulating a position statement to other members was not specifically in violation of the law, but could easily lead to a violation if any other member communicated back about the position, even including "liking" a post on social media. Therefore, the Attorney General strongly discourages the circulation of position statements outside of public meetings; this is not in the spirit of the law. A motion was made to establish a CAC policy that communications among members should be limited to public meetings. Some members described this as government censorship and asserted that there are no ramifications for citizen volunteers violating the Sunshine Law. The motion failed, 3-15.

A motion was made to direct TPO staff to request that FDOT legal representatives appear at a future CAC meeting and brief the committee on the Department's legal obligations. That motion passed unanimously.