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Plan Hillsborough

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Meeting of the Citizens Advisory Committee

Wednesday, April 6, 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. Presenters, audience members, and committee members in exceptional circumstances may participate remotely.

Remote participation:

• To view presentations and participate on your computer, tablet or smartphone:

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Presentations, full agenda packet, and supplemental materials are <u>posted here</u>. 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 <u>Social Networking & Media Policy</u>.

I. Call to Order & Introductions

- 9:00
- II. Roll Call and Declaration of Quorum (Gail Reese, TPO staff)
 - A. Vote of Consent for Remote Member Participation if applicable
- **III.** 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.
- IV. Public Comment 3 minutes per speaker, please 9:15 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.

V. Minutes 9:25

A. Approval of Minutes (March 2, 2022)

VI.	Action Items	
	A. Storm Evacuation and Shelter-in-Place Study (Cambridge Systematics)	9:30
	 B. Letter Regarding PD&E Study for US 301 from Fowler to SR 56 (Amber Russo, FDOT) 	9:45
	C. Smart Cities Mobility Plan (Johnny Wong, TPO Staff)	10:20
	D. Annual Certification of Metropolitan Transportation Planning Process (Beth Alden, TPO Executive Director)	10:40
VII.	Status Reports	
	A. FY23 & FY24 UPWP Preliminary Draft (Amber Simmons, TPO Staff)	10:55
	B. Intro to New TPO Studies (Gena Torres, TPO Staff)	11:10
	C. 2045 Plan Refresher on Funding Scenarios (Beth Alden, TPO Executive Director)	11:20
	D. City of Tampa Vision Zero Action Plan (City of Tampa Representative)	11:35
VIII.	Unfinished Business & New Business	11:45
	A. Next CAC Meeting: May 4, 2022	
	B. Vote on Next Month's Agenda Topics	
	C. CAC Committee Organization	
	D. Memo on Government in the Sunshine	
	E. Memo on Street Racing in West Tampa	
IX.	Members' Interests & Future Topic Requests	11:55
X.	Adjournment	
XI.	Addendum	
	A. TPO Meeting Summary and Committee Reports	
	B. I-75 PD&E Studies Express Lane Access Points	
	C. Legislative Wrap-Up 2022 by Planning Commission	
	D. 436489-1 Kennedy Blvd Documents	
	E. FDOT and East Tampa Community Conversation Meeting	
	F. FDOT and Tampa Heights Community Conversation Meeting	

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

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Se recomienda a las personas que necesiten servicios de interpretación o adaptaciones por una discapacidad para participar en esta reunión, o ayuda para leer o interpretar los temas de esta agenda, sin costo alguno, que se pongan en contacto con Joshua Barber, (813) 576-2313 o barberj@plancom.org, 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 or (813) 273-3774 ext. 1.

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

I. CALL TO ORDER

Chair Roberts called the meeting to order at 9:00 AM

Members Present In-Person: Bill Roberts, Rick Fernandez, Hoyt Prindle, Christina Bosworth, Steven Hollenkamp, Christine Acosta, Don Skelton, Ed Mierzejewski, Joshua Frank

Members Present Virtually: Carolyn Brown, Meaza Morrison, Nicole Rice, Alexis Boback, Artie Fryer, Nicholas Glover, Jonathan Knudsen, Sharon Gaumond, Terrance Trott, Rick Richmond

Members Absent/ Excused: David Bailey, Aiah Yassin

Others Present In Person and Virtually: Johnny Wong, Connor MacDonald, Lisa Silva, Amber Simmons, Beth Alden, Davida Franklin, Elizabeth Watkins, Gena Torres, Joshua Barber, Michael Rempfer, Rich Clarendon, Vishaka Shiva Raman, Wade Reynolds, Allison Yeh, Gail Reese (TPO Staff); Cameron Clark (TPO Attorney); Amber Russo, Brian Hunter, Siaosi Fine, Suzanne Monk, Kirk Bogen, Sec. David Gwynn (FDOT District 7); Sara Hendricks (USF CUTR); Christopher DeAnnuntis, Kenneth Boden (HART); Bob Fink (AIM Engineering); David Yunk (Hillsborough County); Dayna Lazarus (Florida Housing); Adrianne Rodriguez, Doreen Jesseph, Lena Young Green, Matthew Suarez, Nicole Perry, Tim Keeports (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 0:04:14*)

- A. Doreen Jesseph Lives in Seminole Heights, expressed importance of connecting neighborhoods in the urban core. Opposes further movement of retaining walls in Tampa Heights. Supports the motions that have been circulated among the CAC to strike TIP amendments.
- B. Lena Young Green Asks that the CAC support the motion that Rick Fernandez is intending to put forward involving the extension of the FDOT walls into the Tampa Heights historic district.
- C. Tim Keeports President of the Old Seminole Heights Neighborhood Association and fully support Tampa Heights. Supports the urban core. Appreciates challenging position FDOT is in and the noise walls. Concerned for the historic district of Seminole Heights. Expressed that the

- neighborhood would like the medallion treatment similar to other areas such as Ybor City but have been told the public input window was missed. Requests that FDOT engage with the citizens so their voices can be heard and believes other residents are concerned about the landscape. In the past, there has not been money left so landscaping does not get installed.
- D. Mauricio Rosas Volunteer Chair of the Old Seminole Heights Highways and Byways Committee. We support Tampa Heights and support the resolution being proposed by Rick Fernandez. Noted that what is happening is not limited to Tampa Heights but is going on north of MLK. Treatments should be the same and that historical areas are not being recognized as it is in Ybor, West Shore, and West Tampa. Expressed support for connectivity of the area. Is concerned about the speeds and increased crashes. (3 minutes limit reached)
- E. Adrianne Rodriguez Fourth generation Tampanian. Family settled in Ybor City and the neighborhood is now I-4 W. Is seeing history repeat. Is concerned about the traffic, pollution, and crashes with the interstate. Is seeing neighborhoods fighting to remain, be safe, and an area to raise their children. Acknowledged the challenges of Tampa Heights. The tax payers are the ones that pay the government workers and they work for the citizens.

Public comment paused at 9:15 A to move to Member's Interest. Returned to Public Comment at 10:17 A

F. (*Timestamp 1:17:42*) Two emails read to the members at the request of commentors. Emails received and/or circulated are detailed at the end of the minutes in <u>Public Comment Emails</u>

IV. MEMBER'S INTEREST (Timestamp 0:17:20)

- A. TPO Legal Recourse with FDOT (Beth Alden, TPO Director and Cameron Clark, TPO Attorney)
 - Question on the TPO responsibility in the TIP and how it affects FDOT ability to move forward with a project – the TIP is not minutely detailed, it identifies location, process, funding source and FY of funding, and there are phases.
 - An MPO is for local input for federally funded projects. LRTP is long range, unfunded projects. TIP, short range projects. If the project is taken off of either, federal funds cannot be used.
 - In Florida law, an MPO's ability to file lawsuits is not listed among the MPOs' powers and authorities, whereas other organizations, such as TBARTA, are expressly authorized to file suits. The TPO Attorney's opinion is that it would be an uphill climb for the TPO to file a lawsuit against FDOT and, if the TPO were to remove an item from the TIP that had passed the point of no return, it is more likely that the TPO could be sued by FDOT for breaching statutory constraint.
 - Asked if there has been any history of a BOCC member suing the State. The TPO Attorney
 believes there is no history of that and no examples of the State suing the State, but he will
 double check that.
 - Rick Fernandez expressed disappointment that the TPO Attorney would likely not be able to
 address all of Mr. Fernandez's questions in 30 minutes and preferred for the Attorney to have
 responded to all of the questions in advance of the meeting.
 - Circulated responses by Cameron Clark about State Statute Section 339.175 Sub 8D which states that once a project has advanced to the Design Phase of Preliminary Engineering, the

project can only be removed by joint action of the TPO Board and FDOT, which is referred to as "the point of no return". Mr. Clark commented that the terms "Design Phase" and "Preliminary Engineering" are terms-of-art and are not clearly defined in the statute. Mr. Clark believes there is a commonsense argument that for engineered projects, removing or stripping out significant parts of projects are akin to removing the entire project because further analysis would be needed to determine if removing parts is viable. The statute with the provision has been there since at least 1999. Mr. Frank expressed concerns that certain types of projects, like Design-Build, are arguably always under "design"; would like a clear line as to when it is too late. The project phases were reviewed for possible matches to the statute addressing this concern. The TPO does not manage the projects.

- Ms. Rice asked if there are any options for legal recourse regarding TPO Board composition.
 Specifically, she expressed a belief that "damaging projects" have been approved by the
 Board, which is composed of some members who are unelected and unaccountable to
 residents. Mr. Cameron explained that Board membership is determined in part by population
 formula and other seats are optional.
- Concerned was expressed that the questions circulated in emails are not being answered oneto-one.
- It is appropriate for the CAC to request the AG opinion on FDOT projects. That is a discretion of the Board.
- Requested that Cameron Clark give a brief overview of the Sunshine Law and clarification of communications under it. When there is a topic that is going to come before the committee, discussion is done is a publicly noticed setting. When a member sends an email expressing an opinion and another member replies to it, that becomes a discussion and discussion must be done in a public setting. There is an AG opinion that strongly discourages one member continuously send thing after thing about positions as that should be done in a public setting. It is not prohibited, it is discouraged. What is prohibited is any response from another member of the Sunshine Body. There is no case law on this topic at this time. Caution needs to be used in social media settings. In a social setting, committee members are not allowed to discuss topics that may come before the committee. The CAC is a volunteer committee but is subject to the Sunshine Law because it makes recommendations to the TPO Board.
- There is a membership apportion plan based on the census and is prepared by Staff. Different options will be brought to the Policy Committee. A new plan has to be approved by Hillsborough County, the City of Tampa, and then sent to the Governor for approval. It appears easy to add members but not take them off as voting members of the TPO Board.
- Cameron Clark has been invited to return to the CAC for more information sessions and he has agreed.
- It was suggested that a workshop be put together for clarifications.

Will return to Member's Interest after completion of Public Comment (return Timestamp 1:20:36)

B. **Hoyt Prindle** – asked for a report from the City or FDOT for the Downtown signal timing and how those parameters are being set, particularly for people walking.

- C. **Josh Frank** commended TPO staff for preparing a map showing crashes broken out by jurisdictional boundaries, and requested that TPO staff provide a presentation to the TPO Board showing these data.
- D. **Rick Fernandez** Would like to get to the motions to strike particular TIP projects at the next meeting if not addressed at this meeting. Also circulated a motion to provide guidance to the Chair on providing reports to the TPO Board. If that is not addressed today, would like it at the next meeting as well.
- E. Hoyt Prindle moved that discussion of the TIP Amendments and Mr. Fernandez's motion up to after the approval of the minutes, seconded by Nicole Rice. Roll call vote, motion passes 19 0. (During the roll call, Jonathan Knudsen was missed, he communicated that via chat. His vote was a YES.)
- F. Ed Mierzejewski requested time to make a motion before the end of the meeting re: the Sunshine Law. Mr. Mierzejewski moved to advance the topic of the Sunshine Law to after the TIP Amendment discussion from Mr. Fernandez, seconded by Don Skelton. Voice vote, motion passes unanimously.

Discussion:

It was asked how the time of the meeting is doing and if Mr. Mierzejewski would be comfortable having it on the agenda at the next meeting. Mr. Mierzejewski was not comfortable holding off until the next meeting. It was suggested that the motion be made now in the interest of time.

- **V. APPROVAL OF MINUTES** (Timestamp 1:28:48)
 - A. Update of December 2021 and January 2022 Minutes Corrections review of corrections.

 Changes accepted and the minutes are approved.
 - B. Approval of Minutes February 2, 2022

Rick Fernandez moves to approve the February 2, 2022 minutes, seconded by Josh Frank.

Discussion:

On page 7 under Unfinished Business, change Roman Numeral from IV to VI. (Corrected 3/3/2022, GR)

Motion to approve the February 2, 2022 minutes with correction. Voice vote, motion passes unanimously.

VI. SPECIAL ORDER OF BUSINESS

A. Strike Amendment 8 and Amendment 9 relating to I-275 lane movement. (Timestamp 1::00)

Rick Fernandez moves to strike two TIP Amendments regarding the Downtown Interchange Safety and Operations and Improvements, specifically Amendment 8 which relates to the lane movement westbound I-4 to southbound I-275 and Amendment 9 which relates to lane movement I-275 southbound to I-4 eastbound; that lane movement is generally referred to as the flyover ramp; more specific details and supporting memorandum were circulated to the committee on Friday, February 25, 2022. Josh Frank seconded motion.

Discussion:

Johnny Wong suggested modifying the language of the motion to make it clear that removing these two projects would require a TIP Amendment and that public notice requirements will need to be considered before a TIP Amendment can occur. Because TIP Amendments require a 21-day public review period, this requirement could not be met in time for the TPO Board to consider this during its March meeting. The suggested revision is from "Motion to Strike TIP Amendments" to "propose to the Board to initiate a TIP Amendment to strike Amendments 8 and 9". There is not enough time to notice it properly for the TAC to vote on it; it has not been noticed properly for the CAC. In order for this to move forward, the earliest the TPO Board would be able consider striking those amendments will be April. Will not change the content of the motions. In order initiate a TIP Amendment, one of the obligations is to fulfill public engagement.

Mr. Fernandez restated the motion, on suggestion of MPO/TPO Staff, motion to Initiate TIP Amendments to strike Downtown Interchange Safety and Operational Improvements, specifically Amendment 8 which relates to the lane movement westbound I-4 to southbound I-275 and Amendment 9 which relates to lane movement I-275 southbound to I-4 eastbound; that lane movement is generally referred to as the flyover ramp; more specific details and supporting memorandum were circulated to the committee on Friday, February 25, 2022. Josh Frank reaffirmed second.

Discussion:

There was discussion regarding concerns for the Tampa Heights community and with the safety challenges of the interchange. There was conversation around the possibility to lose the federal funding of the project. It was clarified that the federal funds may not be used for these specific line items. It was noted that Commissioner Overman made a motion to remove other lane movements and then withdrew it. It was not clarified, at that time, whether or not federal funding would be lost on the project. There was conversation around FDOT transparency and encroachment on areas that are being revitalized. It was noted that special attention needs to be paid to TIP Amendments that come before the committee and the new TIP. A history and background information on the issue, previous resolution, and current motions was reviewed. It was noted that what comes to fruition is not always what was presented in the TIP and projects. FDOT was on the line and confirmed that the plan has not changed. It is a matter of safety in the area. Changes are operational at the Interchange and do not add capacity. It was commented that FDOT came to the Tampa Heights community, deceived them, gave false impressions, and made misrepresentations. It was stated that Tampa Heights is open to other options but does not want the noise walls moved. It was also noted that a citizen listening was not able to understand what the FDOT representative said.

A roll call vote was taken, the motion passed 10 to 8.

B. **Motion for Sunshine Law** (*Timestamp 2:25:04*)

Ed Mierzejewski made the following motion: it is the policy of the CAC that communications between members related to CAC business, including verbal, email, or social media be limited to our public meetings. Furthermore, that MPO Staff will not act as a conduit of these communications; seconded by Don Skelton.

Discussion:

It was commented that when communication happens outside the meetings, it allows particular members to take a stance on specific topics, lay out their position, and not allow others to speak. In particular, the intent to make motions that are not on the agenda and does not allow for response. It was noted that this may go against the AG recommendations. Other comments noted that it is important to have more information rather than less. All TPO Committees go through a review of the Sunshine Laws annually. Additional comment included that this law can be ambiguous. The committee needs to be careful and refrain from making accusations of Sunshine Law violations. Suggested that things be run by Mr. Clark if there are questions. It was requested that a policy update of what type of communications can be sent out may be in order. It was summarized what was heard from Cameron Clark during Member's Interest: It is appropriate for committee members to send things they want other committee members to consider to staff. It is appropriate for staff to circulate. It is not appropriate for those things to come up and have action taken on them without public notice and opportunity for the public to comment.

Roll call vote, the motion fails 15 to 3.

C. Requested for Secretary Gwynn to address the CAC. (Timestamp 2:38:58)

• There was one opposition. The Secretary was recognized.

Secretary Gwynn refuted comments from the Special Order of Business in topic A. He requested that the CAC apply a level of decorum during the public meetings. He concluded by stating that if anyone wants to refer to the Department of Transportation staff as liars, the Department will formally object.

Discussion:

It was noted that decorum should be respected from the FDOT as well. Nicole Rice expressed that she felt threatened by Secretary Gwynn and that he showed great disrespect for Mr. Fernandez. The Chair suggested that Ms. Rice continue this directly with Secretary Gwynn.

VII. ACTION ITEMS

- A. TIP Amendments Gibsonton Dr. PD&E and HART Maintenance Facility (Connor MacDonald, TPO Staff) (Timestamp 2:43:51)
 - Three projects impacted
 - 414963-2 HART Bus Replacements & 443140-1 Heavy Maintenance Facility

- Reallocate funds from the HART Bus Replacements Pool toward HART's Heavy Maintenance Facility
- 450438-1 Gibsonton Drive from Fern Hill Drive to US301
- Add funds to FY 2022.
- HART Maintenance Facility (21st Ave). Came from a funding made available and requested for reallocation due to current state of the Heavy Maintenance Facility.
 - Review of the state of the facility; provided photos
 - Gibsonton Drive Widening Study PD&E Study project will include public engagement including, Small Group Meetings, Public Hearing
 - Posting of signs, Newsletter release, and Social Media release

Presentation: <u>HART & Gibsonton Dr TIP Amendment Presentation</u>

Comparative Report: Comparative Report - HART

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.

Terrance Trott moves to accept the TIP Amendments and forward to the TPO Board, seconded by Don Skelton.

Discussion:

It was asked which, if any, of these projects are at the "point of no return". The HART amendments, the building is already in construction. The Gibsonton Drive is a PD&E study and the TPO is able to act. The project is on the TIP. It will come up for review before the Public Hearing in June of 2023 or in an amendment after that. It was noted that two of the amendments are tied together. Intent is to have all three passed with one motion. If the committee would like to break them apart, it is at their discretion. It was discussed that the vehicular traffic using Gibsonton comes from residents using Big Bend. That clogs Gibsonton and pushes additional traffic onto neighborhood streets not designed for that traffic. The purpose of PD&E was commented on. Gibsonton Drive was flagged and highlighted in the LRTP to evaluate since the adoption of the LRTP. The public will have opportunity to provide feedback during subsequent phases. The committee was reminded that it's purposes is to make recommendations to the TPO Board and has been granted a lot of flexibility lately. The Gibsonton Drive amendment is being requested by Hillsborough County. The project is being initiated by FDOT so that FDOT can release the funds to the county.

Joshua Frank made a substitute motion to approve both the HART Bus Replacement Pool and the HART Heavy Maintenance Facility amendments but not the Gibsonton Drive Widening Study; seconded by Rick Fernandez. Roll call vote, motion fails 14 to 5.

Roll call vote on the original motion to approve all three TIP Amendments, motion passed 14 – 5.

Chair Roberts handed the gavel to Vice Chair Fernandez due to prior commitment requiring him to leave at this time (12:06 PM)

- B. Commuter Benefits Ordinance Request Letter (Sara Hendricks, CUTR) (Timestamp 3:07:19)
 - Review of Commuter Benefits.
 - With the ordinance, does not require the employer to provide anything extra. It can save employees and employers on taxes.
 - Letter will allow them to craft an ordinance if they choose to.
 - LRC supported the CAC interest in this. Is going to the TAC on March 7.

Recommended Action: Request the TPO Board approve the letter and transmit it to the governing boards of partner agencies for consideration including the local governments in Hillsborough County.

Joshua Frank moved to accept the letter and move to the TPO Board for approval, seconded by Christine Acosta. Voice vote, motion passes unanimously.

Discussion:

It was noted that at least one committee member was not able to open the letter in the Agenda Packet. Asked that it be displayed on the screen and read for the committee. Johnny Wong displayed and read the letter.

- C. (*Timestamp 3:17:05*) Hoyt Prindle moved that the CAC request, through TPO Staff, to have FDOT Legal Representative come to the CAC and give a briefing about FDOT responsibilities for projects in the TIP, seconded by Christina Bosworth. Voice vote, motion passes unanimously.
- D. Hoyt Prindle moved to adjourn the meeting and defer Status Reports to the next meeting, seconded by Joshua Frank.

Discussion:

Apologies to Amber who has been waiting. Johnny Wong asked for the committee to vote on next month's agenda for April. The agenda items are beginning to have a backlog. It was asked if the vote could be done online outside of the meeting? Mr. Fernandez asked to add discussion on providing guidance to the CAC chair on giving committee updates to the TPO Board. Joshua Frank asked if it would be possible for Staff to arrange a meeting at a different time between now and the April meeting. TPO Staff will work on that.

Voice vote, motion passes with one NO vote from Terrance Trott.

- VIII. STATUS REPORTS Remaining agenda items deferred
 - A. **PD&E Study for US 301 from Fowler to SR56** (Amber Russo, FDOT)
 - B. FY23 & FY 24 UPWP Preliminary Draft (Amber Simmons, TPO Staff) Postponed to April Meeting
 - C. CAC Committee Composition (Joshua Barber, TPO Staff)
 - D. **CAC Members Introduction Roundtable** (Johnny Wong, TPO Staff)

IX. UNFINISHED BUSINESS & NEW BUSINESS - deferred

- A. **Vote on next month's agenda topics** (to be done through email survey link circulated to the committee member on 3/2/2022)
- B. Resolution on Racial Justice: Q&A Session
- C. Next CAC Meeting April 6, 2022

X. ADJOURNMENT

Meeting adjourned at 12:25 PM

- XI. Other meeting information distributed prior to this meeting is available upon request.
 - A. Motion to Strike TIP Amendments
 - B. Motion to provide guidance to the CAC Chair on meeting summary to the TPO Board.
 - C. Transcripts from previous TPO meetings
 - D. Questions for County Attorney Cameron Clark
 - E. Pedestrian Death and Vehicle Crash information
 - F. Sunshine Law emails

A recording of this meeting may be viewed at:

https://www.youtube.com/channel/UCsojHyZb mkYIU3o32Tbg4w/videos

From Chat:

Johnny Wong (to All - Entire Audience): (regarding Special Order of Business and the TIP Amendments)

10:43 AM: Just to clarify why I'm suggesting the language change: TIP Amendments require a 14-day public review period. If initiated today, the board would not be able to vote on this during its next meeting on 9 March. The soonest would be during its April meeting.

Johnny Wong (to All - Entire Audience):

10:54 AM: just an fyi that we're having some tech issues and I'm not able to hear the conversation in the room.

Dayna Lazarus (to All):

10:56 AM: Hello - I can hear the conversation in the room perfectly fine.

Nicholas Glover: (to All):

12:03 PM: I'm No

Nicholas Glover: (to All):

Public Comment Emails:

From: Clive Hon honclive@gmail.com To: Johnny Wong; Beth Alden; Rick Fernandez Monday 2/28/2022 at 9:40 PM

I will be traveling on business during the meeting on 3/2/22. I would like my public comment read during the meeting.

My name is Clive Hon. My family and I moved into the Tampa Heights neighborhood in late 2018. We live at 2824 N Elmore Ave directly adjacent to the 275 west border wall. Prior to moving into the area the possibility of moving the border wall was never communicated to any of the Tampa Heights community. The current pile driving construction being performed on the east side of 275 has literally shook our house on the west side. I can only imagine the feeling and pollution it will cause when it's literally next to our front yard. I oppose further I-275 retention wall intrusions along the eastern boundary of Tampa Heights. I also oppose any construction being performed on the western boundary of Tampa Heights. I understand a Motion to Strike Amendments 8 and 9 of the TIP has been circulated among you. I incorporate that Motion by reference and support it fully. Striking those two amendments would protect Tampa Heights and its designated Historic District from further structural intrusion and damage at the hands of FDOT."

Thanks for the time,

Clive Hon

2824 N Elmore Ave.

Tampa, FL 33602

From: Jim Hartnett <u>jim@tamparaces.com</u> To: Johnny Wong; Beth Alden Tuesday 3/1/2022 at 12:14 PM

My name is James Hartnett and I live at 2302 N. Central Ave. in Tampa and have for the last 22 years.

Up until recently, I sat continuously on the Tampa Heights Civic Assoc. board for 20 straight years. I have attended countless FDOT meetings regarding their plans to demolish houses, schools, and churches, remove I-275 onramp/exits, acquire more property - all in the name of expanding the interstate. This madness has to stop. FDOT was not forthright with their plans to move the I-275 retention wall and, I believe, they purposely tried to keep this detail very quiet.

My understanding is there is a Motion to Strike Amendments 8 and 9 of the TIP. Striking those two amendments would protect Tampa Heights and its designated Historic District from further structural intrusion and damage at the hands of FDOT. FDOT needs to understand that endless road expansions have to end, especially when neighborhoods are kept in the dark about the plans.

I further believe that FDOT has to be held accountable for its one-sided approach to transportation. It only involves more asphalt/concrete and it is an unstainable path. Induced demand has taught us that as soon as a road is expanded, it becomes congested and thus, the cycle starts all over again. Smarter choices have to be made and that includes mass transportation - and that doesn't include the idiotic park-n-ride program envisioned by the fake BRT on I-275. So please halt this retention wall expansion until more acuity and vision can be brought to the table.

Jim Hartnett

Jim Hartnett

p: 813-232-5200

f: 813-232-7200

a: 2302 N. Central Ave., Tampa, FL 33602

From: Ute Duquemin <u>uteduquemin@gmail.com</u> To: Johnny Wong

Tuesday 3/1/2022 at 1:11 PM

Sent from my iPhone

Begin forwarded message:

From: Ute Duquemin <uteduquemin@gmail.com>

Date: March 1, 2022 at 1:07:21 PM EST

To: wongj.@gplan.com

Subject: Fwd: CAC Meeting 3/2/2022 Public Comment

Sent from my iPhone

Begin forwarded message:

From: Nicole Perry < ndperry 0917@gmail.com > Date: March 1, 2022 at 12:56:17 PM EST

To: Ute Duquemin < uteduquemin@gmail.com>, Katrina Duquemin < kduquemin@gmail.com>

Subject: CAC Meeting 3/2/2022 Public Comment

My name is Ute Duquemin and I live in North Tampa. I grew up in Germany until I was 20 and then spend the next 40 years living in Atlanta, GA. While I loved both, I got to experience both a country that prioritizes mass transit versus one that continues to prioritize car traffic. I can tell you first hand, that the traffic problems in Atlanta are significantly worse than any city I lived in in Germany. While Atlanta does have public transit in some parts of the city (MARTA) it has not expanded/prioritized it in many many years and it shows. Atlanta is known for its TERRIBLE traffic at almost any time of the day. It is also known to be a concrete jungle...many of the highways have 6 or more lanes across each side. The wider and wider highways have not had ANY lasting effect on the traffic problems. They have only served to create MORE traffic during construction and cost tax payers millions of dollars. Please do

not continue to turn Tampa into a concrete jungle and further destroy neighborhoods such as Tampa Heights. I oppose further I-275 retention wall intrusions along the eastern boundary of Tampa Heights. I understand a Motion to Strike Amendments 8 and 9 of the TIP has been circulated among you. I incorporate that Motion by reference and support it fully. Striking those two amendments would protect Tampa Heights and its designated Historic District from further structural intrusion and damage at the hands of FDOT.

Thank you!

Ute Duquemin

1803 E 109th Ave

Tampa FL

From: Matthew Perry mrperryems@gmail.com To: Johnny Wong

Tuesday 3/1/2022 at 1:07 PM

Hello

My name is Matthew Perry. I live at 602 E Frances Ave, right by the downtown interchange in Tampa Heights. Our beloved neighborhood Tampa Heights, Tampa's first suburb, has already borne the effects of the highway during its creation and continues to weather the effects every day. We are exposed to air pollution, sound pollution, and decreased property values for those who live closest to it. Historic properties have been destroyed because of it. It has been shown time and again across the world that wider highways will NOT improve traffic in the long run due to induced demand. Tampa needs real solutions, real mass transit, and to stop destroying its history and hurting its residents, such as my family. I oppose further I-275 retention wall intrusions along the eastern boundary of Tampa Heights. I understand a Motion to Strike Amendments 8 and 9 of the TIP has been circulated among you. I incorporate that Motion by reference and support it fully. Striking those two amendments would protect Tampa Heights and its designated Historic District from further structural intrusion and damage at the hands of FDOT.

Thank you

Matthew Perry

602 E Frances Ave

Tampa FL 33602

From: Connie A Rose M.S. Ad, Ed. <u>constancerrose@gmail.com</u> To: Johnny Wong; Beth Alden; Rick Fernandez

Wednesday 3/2/2022 at 5:49 AM

Due a business meeting conflict during the meeting on 3/2/22 I will not be in attendance for public comment.. I would like my public comment read during the meeting.

My name is Constance Rose. I moved into the Tampa Heights designated Historic District in 2011 and reside at 2906 N. Elmore Ave., directly adjacent to the 275 west border wall. Prior to moving into the area the possibility of moving the border wall was never communicated to any of the Tampa Heights community or the expansion of 275. The current pile driving construction being performed on the east side of 275 has literally shook our historic 1925 2 story home on the west side. To the point pictures on the walls, family china and crystal heirlooms were rattling as well, I can only imagine the feeling and pollution it will cause when it's literally next to our front yard. I am fearful how our home, the ground it sits on and the 100 plus old trees surrounding our are going to withstand the pile driving, and jack hammering.

I oppose further I-275 retention wall intrusions along the eastern boundary of Tampa Heights. I also oppose any construction being performed on the western boundary of Tampa Heights. I understand a Motion to Strike Amendments 8 and 9 of the TIP has been circulated among you. I incorporate that Motion by reference and support it fully. Striking those two amendments would protect Tampa Heights and its designated Historic District from further structural intrusion and damage at the hands of FDOT."

Thanks for the time,

Constance Rose M.S. Ad. Ed.

2906 N. Elmore Ave.

Tampa, FL 33602



Agenda Item:

Storm Evacuation and Shelter-in-Place Study Final Report

Presenter:

Allison Yeh, TPO Staff and Karen Kiselewski, Cambridge Systematics

Summary:

A critical component of transportation agencies' policy and program decision-making is system resilience to disruption. The <u>TPO's Storm Evacuation Forecast & Shelter-in-Place Scenarios Study</u> will supplement the ongoing work of Emergency Management in the County and Cities by providing a high-level analysis of Hillsborough's evacuation practices today. The study evaluated best practices in evacuation regionally and nationally, assessed potential evacuation enhancement options in Hillsborough County, and developed a set of recommendations and next steps for the TPO and other agencies to consider supporting emergency evacuations in Hillsborough County.

The overall goal of this study was to assess and identify potential strategies to improve evacuation procedures without undertaking expensive road widening projects. The objectives are to enhance the transportation experience to meet evacuation needs safely, efficiently, and effectively for all affected people. This includes evaluating how and where people evacuate, whether by car, transit or on foot to a shelter or out of the county.



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The project team will provide an overview of the study and recommendations. This will address issues studied based on stakeholder and public input, such as congestion during evacuations, transportation evacuation operations, and event-related communications. Congested "hotspots" from past hurricane evacuations and potential operational strategies will be presented, along with modeling results to evaluate the evacuation strategies. The presentation will conclude with recommendations for the TPO and other agencies to consider for improving evacuation and sheltering during storm events.

Recommended Action:

Accept Report

Prepared By:

Allison Yeh, AICP, LEED GA

Attachments:

Final Draft Report



Agenda Item:

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

Presenter:

Gena Torres, TPO Assistant Executive Director

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 SR 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 is not identified in the Needs Plan of the TPO's 2045 LRTP.

There was a public hearing on Thursday, March 24th, at 5:30 PM, at FDOT's District Headquarters (11201 N. McKinley Dr. in Tampa). Written statements or exhibits submitted at the hearing, emailed, or mailed and postmarked by **April 4, 2022,** will become part of the official public hearing record. Details are on the project website.

Several TPO committees heard the presentation from FDOT at their March meetings. Concerns were raised and are reflected in the attached draft Letter of Comments to FDOT. The CAC may suggest additional comments for consideration.

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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



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

Plan Hillsborough planhillsborough.org planner@plancom.org 813 - 272 - 5940 601 E Kennedy Blvd 18th Floor Tampa, FL, 33602 April 13, 2022

Amber Russo, P.E. FDOT District 7 11201 N. McKinley Drive Tampa, FL 33612-6403

RE: Project Development and Environmental Study for US 301 from Fowler Avenue to SR 56 – Project # 255796-1

Dear Ms. Russo,

The TPO Board and Committees received a presentation on the referenced study. The following concerns have been raised:

- This road widening is mostly outside of the Urban Service Boundary set forth in the adopted Hillsborough County Comprehensive Plan. The surrounding rural community has no plans for increased density, and widening will put undue development pressure on the area. Currently the Urban Service Boundary is close to Fowler Ave at Tom Folsom Road.
- The project is not cost-feasible in the Long Range Transportation Plan, nor has it been part of the Plan's needs assessment since the adoption of the 2040 Plan in 2014, when it was listed as a potential need outside of/beyond the 2040 horizon year. The project was removed from the needs assessment for 2040 because the Tampa Bay Regional Planning Model forecast showed that 2040's traffic congestion, while not nonexistent, will not rise to the level of severity of many other arterials in Hillsborough County.
- This PD&E study points to traffic congestion on US 301 being focused at the bookends of the corridor, Fowler Ave in Hillsborough County and SR 56 in Pasco County. We suggest focusing traffic operational improvements at the bookends, rather than widening the entire length of this road, which is both expensive and impactful on significant environmental areas.
- There are higher priorities in the long range plan, such as widening US 92 in the Sabal Park area where it is within the urban service boundary and alleviates I-4; and safety improvements on the high injury network (HIN). Seventy-eight percent of the Top 50 HIN corridor miles in Hillsborough County are state roadways.
- Though this segment of US 301 is part of the HIN, the proposed project will not necessarily alleviate the safety problems. The PD&E study shows design speeds

of 60-65mph with no lighting improvements, both of which may lead to more severe injury and fatal crashes. The proposed wide median could reduce centerline cross-over crashes, but those could also be mitigated with a more modest center barrier in problem locations. Clusters of severe and fatal crashes currently exist in the vicinity of Harney Rd, Stacy Rd, and McIntosh Rd. We suggest safety-focused treatments in these areas, including consideration of intersection controls such as traffic signals or roundabouts. Further, to reduce deaths and injuries, speed management strategies should be considered throughout.

- There are important wetlands and preserves on either side, including primary sources of drinking water for the metro area; channelization of surface water flow between these preserves may have an impact on water quality. Further, this corridor intersects with a designated wildlife corridor. See attached FDOT guidelines for wildlife corridors.
- There are potential conflicts with access to existing and planned trails, like the
 extensions of Old Fort King Trail and crossing conflicts at John B Sargeant Sr.
 Park.

We appreciate the Department allowing us to review this PD&E study. We trust our comments will be addressed in the final report and will inform a decision to not pursue widening of US 301 at this time. We kindly remind the Department that all regionally significant projects, such as capacity projects on US highways, must be included in the Transportation Improvement Program, even if not federally funded, pursuant to 23 CFR 450.326(f). In closing, we suggest operational improvements to address traffic congestion at the bookends of the corridor, and safety improvements along the length in between, with special attention to safety at the Harney, Stacy, and McIntosh intersections.

Sincerely,

Beth Alden, AICP Executive Director

cc: Suzanne Monk, FDOT District 7 Liaison



Agenda Item

Smart Cities Mobility Plan Update

Presenter

Johnny Wong, TPO Staff

Summary

The Smart Cities Mobility Plan represents an evolution of the 2013 Intelligent Transportation Systems Plan Update. The plan will include several new features to meet the needs of planners and traffic operations teams across Hillsborough County. Chief among these new features is a prioritization matrix, which may resolve a gap in the Transportation Improvement Program (TIP) ranking methodology. The new prioritization matrix allows non-traditional Smart Cities projects to be ranked and compared both against one another and against traditional project types.

Staff will provide a summary of the Smart Cities Mobility Plan's findings, its recommendations, and will demonstrate how the prioritization matrix is being used to rank projects in the TIP priority list.

Recommended Action

Approve the Smart Cities Mobility Plan and forward to the TPO Board.

Prepared By

Johnny Wong, PhD, TPO Staff

Attachments

Draft Smart Cities Mobility Plan





Agenda Item

Annual Certification of Metropolitan Transportation Planning Process

Presenter

Beth Alden, TPO Director

Summary

Metropolitan Planning Organizations are established and funded by federal and state laws and rules. Many federal and state requirements apply. The federal government evaluates our compliance every four years, and a public meeting is held at that time. The last such meeting was held in January 2021.

In between these major review events, the TPO's planning process must be certified annually following federal and state rules through a cooperative review conducted by the FDOT District 7 office and the TPO staff and board. This concludes with a Joint TPO/FDOT Certification statement and summary of notable achievements, recommendations, and corrective actions.

Attached is the draft statement provided by FDOT District 7. TPO staff will briefly review the notable achievements and recommendations.

Recommended Action

Support re-certification of the TPO and authorization for the TPO Chairman to sign the Joint Certification Statement

Prepared By

Johnny Wong, PhD, TPO Staff

Attachments

- 1. Joint Certification Summary
- 2. Joint Certification Statement



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RON DESANTIS GOVERNOR 11201 N. McKinley Drive Tampa, FL 33612 KEVIN J. THIBAULT, P.E. SECRETARY

JOINT MPO/FDOT CERTIFICATION SUMMARY

Hillsborough County Metropolitan Planning Organization

The Annual Joint FDOT/MPO Certification for January 1, 2021 to December 31, 2021, review was conducted on March 16, 2022, as required by federal guidelines to assess the MPO's compliance with the federal transportation planning process and applicable state laws. The Hillsborough County MPO was found to be in compliance with federal and state guidelines for metropolitan transportation planning.

The following is a summary of the Department's findings:

Notable Achievements

The Hillsborough MPO is proud to showcase its recently completed work products, many of which we believe can be regarded as noteworthy.

- Garden Steps & Healthiest Cities and Counties Challenge
- Nondiscrimination and Equity Plan
- Safe Routes to Parks Pilot Study
- Storm Evacuation Forecast & Shelter-in-place Scenarios Study
- USF to Green ARTery Trail Study
- Low-Cost Air Quality Monitoring Pilot Study
- Joint HART and MPO Transit Oriented Development Study
 - The Hillsborough MPO is a sponsor to the HART TOD Study

Recommended Actions

- The TPO shall work with the District Liaisons to update General Planning Consultant procurement and contracts to ensure compliance with all terms and conditions of the Metropolitan Planning Organization Agreement (Section 15, 16, 17), and all federal, state, and local laws and regulations applicable to the TPO's agreement. We are recommending that the TPO not extend current contracts and begin consultation with District liaison a minimum of 9 months prior to the advertisement of the new GPC contracts.
- Regularly, the TPO Board and Committee meetings run past their regularly scheduled time and are
 not able to complete their full agenda. On several occasions, FDOT has paid consultants to present to
 both the board and committees and were not afforded time and were relegated to another
 meeting—in some instances happening at multiple consecutive meetings. The TPO should strongly
 consider best practices to gain constructive input from committee members and the public outside
 of traditional settings and find strategies to effectively manage the limited amount of scheduled
 meeting time to address action items and presentations within the advertised agenda packets.

• The TPO should continue to educate the TPO Board and Committees on the TPO's roles and responsibilities as they relate to transportation planning and project prioritization processes.

Corrective Actions

• None

MPO JOINT CERTIFICATION STATEMENT

Pursuant to the requirements of 23 U.S.C. 134(k)(5) and 23 CFR 450.334(a), the Department and the MPO have performed a review of the certification status of the metropolitan transportation planning process for the Hillsborough County MPO with respect to the requirements of:

- 1. 23 U.S.C. 134 and 49 U.S.C. 5303:
- 2. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 C.F.R. Part 21
- 3. 49 U.S.C. 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- 4. Section 1101(b) of the FAST Act and 49 C.F.R. Part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- 5. 23 C.F.R. Part 230 regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- 6. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and the regulations found in 49 C.F.R. Parts 27, 37, and 38;
- 7. The Older Americans Act, as amended (42 U.S.C. 6101) prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- 8. Section 324 of 23 U.S.C. regarding the prohibition of discrimination on the basis of gender; and
- 9. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 C.F.R. Part 27 regarding discrimination against individuals with disabilities.

Included in this certification package is a summary of noteworthy achievements by the MPO, attachments associated with these achievements, and (if applicable) a list of any recommendations and/or corrective actions. The contents of this Joint Certification Package have been reviewed by the MPO and accurately reflect the results of the joint certification review meeting held on March 16, 2022.

Based on a joint review and evaluation, the Florida Department of Transportation and the Hillsborough County MPO recommend that the Metropolitan Planning Process for the Hillsborough County MPO be certified.

David Gwynn, P.E. District Secretary (or designee)	Date
Commissioner Harry Cohen MPO Chairman (or designee)	Date





Agenda Item:

FY 23 & FY 24 UPWP Preliminary Draft

Presenter:

Amber Simmons, TPO staff

Summary:

The Unified Planning Work Program (UPWP) defines the transportation planning activities and products to be developed by the Transportation Planning Organization (TPO) and other transportation planning agencies. It is the basis for allocating federal, state, and local funds for long range transportation planning activities within Hillsborough County. This UPWP covers a two-year period from July 1, 2022, to June 30, 2024.

The UPWP is required by federal law under Title 23 CFR 450.314 and Title 49 CFR 613.100 when federal funds are used for transportation planning. The UPWP is reviewed by the Federal Highway Administration (FHWA) and Federal Transit Administrations (FTA), and the Florida Department of Transportation (FDOT). This review and approval process is required by state law under Chapter 339.175 governing TPOs.

Staff will provide an overview of the draft document on the <u>TPO website</u>. Final TPO projects have yet to be determined and will be included in the final document to be adopted at the TPO Board meeting on May 11, 2022. Additional information can be found at <u>Unified Planning Work Program</u> | <u>Plan Hillsborough</u>.



Recommended Action:

None; for information only

Prepared By:

Amber Simmons

Attachments:

None



Agenda Item:

Introduction to New TPO Studies

Presenter:

Gena Torres, TPO staff

Summary:

Several TPO studies have recently kicked off. These projects were requested by partner agencies and were included in the Unified Planning Work Program to be funded in calendar year 2022. A brief overview of the studies will be provided with notes as to the anticipated deliverables and timing for completion of the projects and public engagement opportunities.

Recommended Action:

None. For information only.

Prepared By:

Gena Torres

Attachments:

Presentation slides





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:

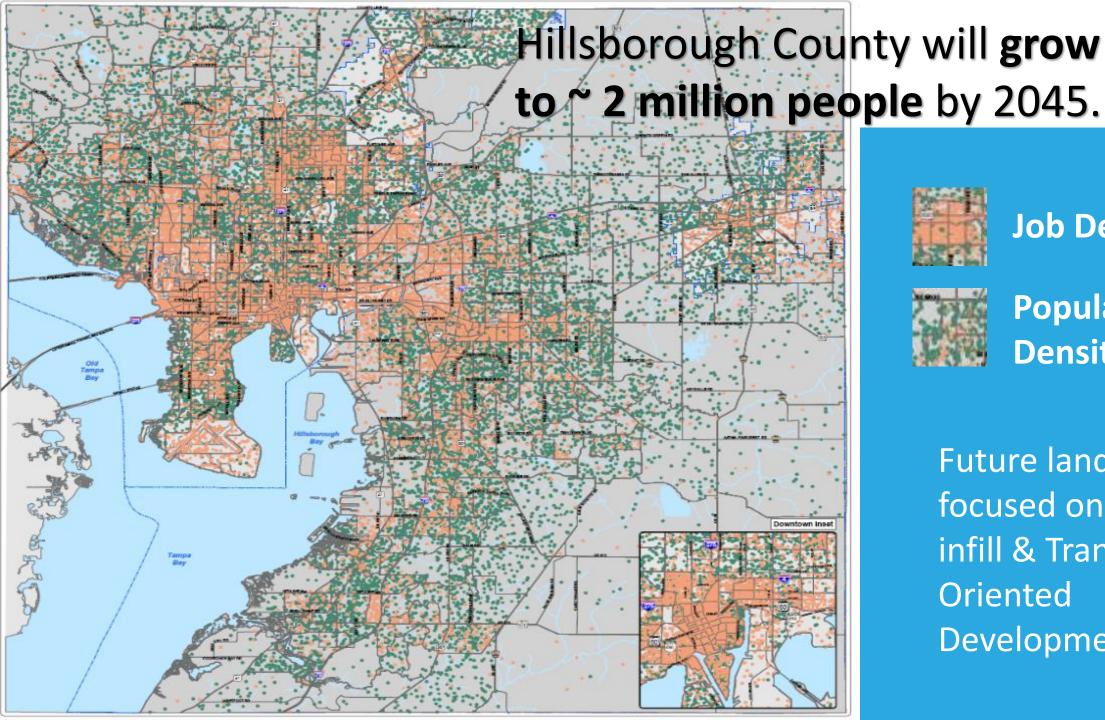
Beth Alden, AICP, TPO Executive Director

Attachments:

Presentation slides prepared for March 10 BOCC Workshop on Transportation











Job Density



Population Density

Future land-use focused on urban infill & Transit Oriented Development

Creating the Plan to get there from here...



Create 2045 Growth Scenarios



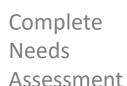
Public Outreach Summer 2018

Establish Goals & Objectives, Final Population & Employment Projections











Plan Adoption Nov, 5 2019











What are our community's priorities? "It's TIME" Survey Conducted Summer 2019



5,219 APPRICIPANTS

89% county residents

90%work in Hillsborough County

93,000+ 3,000+ data points comments

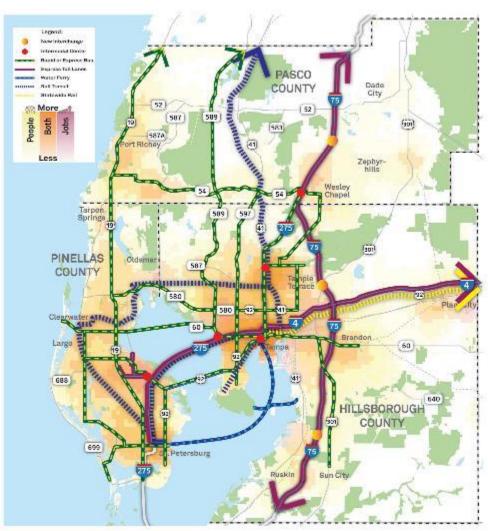
TWO MAJOR THEMES EMERGED

1 mass transit

> Bus Rapid Transit Streetcar Expansion Light Rail Passenger Rail

2 multimodal projects

Greenways Trails Right-sizing roads Downtown Interchange



How do we know what our community, working together, can afford?



The 2045 Plan accounts for three major factors:



Funding Forecast

- Federal
- State
- Local

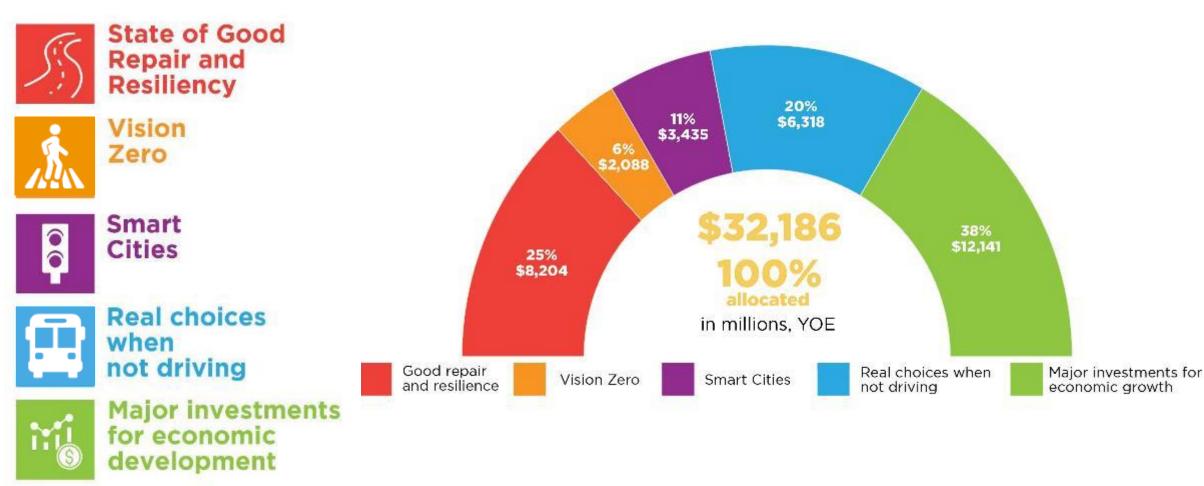
The eligible uses of each revenue source



Allocation of revenue to Programs & Major Projects

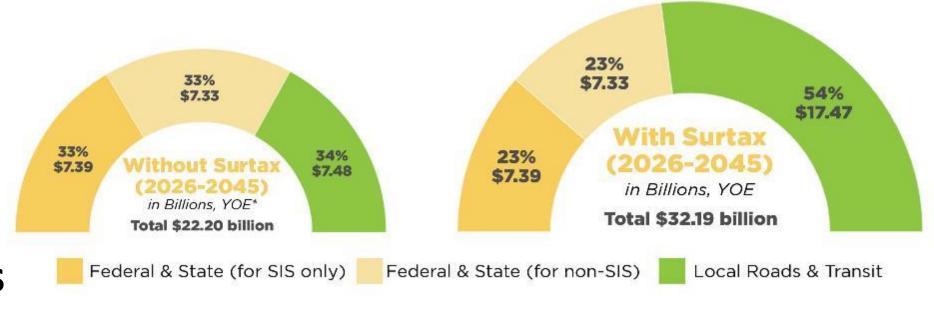
Proposed Allocation of Future Funding '26-'45 including state and federal funding, THEA, HART, more





It's TIME survey: provide alternatives to driving * use technologies * reduce congestion

Funding Available to Meet Hillsborough's Needs, 2026-2045 (all sources)



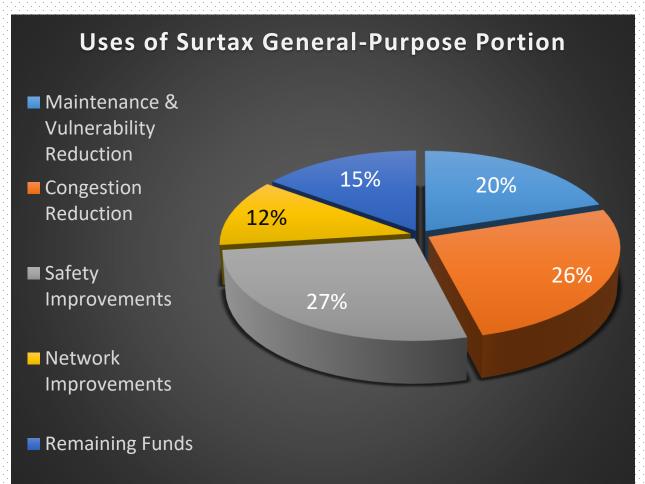
Without the surtax,

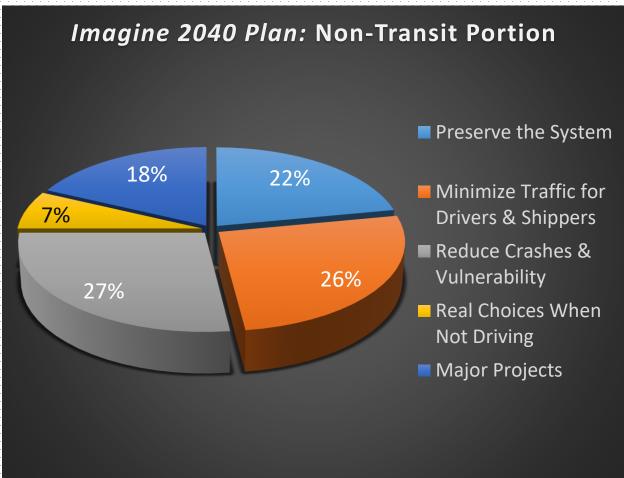
66% of

all funds will go towards Strategic Intermodal System (SIS) & State Highway System (SHS) With the surtax, we have more funds to achieve our vision

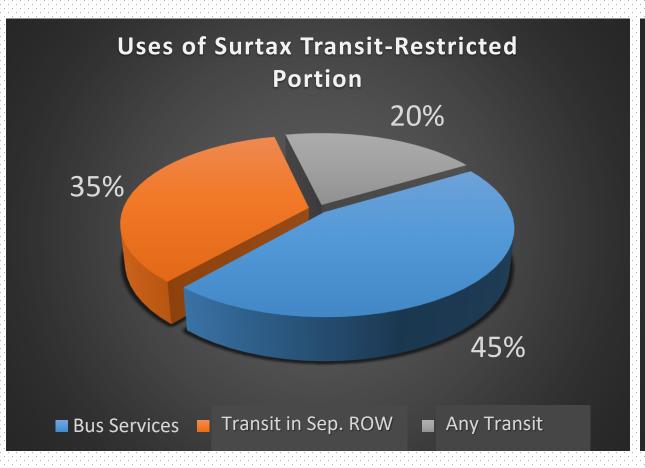


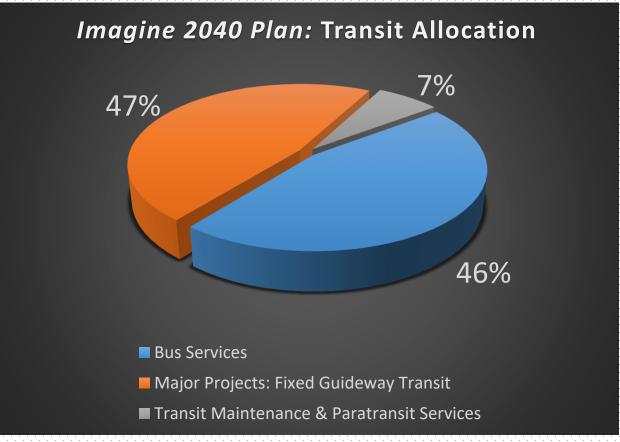
The previously approved 1% surtax's 84% increase in funding for local roadways.... was to be spent on what? It was based on the performance-based long-range plan adopted in 2014.





The previously approved 1% surtax's 55% increase in funding for transit.... was to be spent on what? Again, it was based on the performance-based long-range plan adopted in 2014.





The 2045 Plan, adopted in 2019, set new performance goals using the 1% surtax





State of Good Repair and Resiliency

Reduce average fleet age

from heavy rain with shoreline protection pavement hardening, and stormwater drainage improvements.





reduce delay from future traffic growth by



Vision Zero



Real choices when not driving

improve bus frequency on

trips to fixed-

2045 Plan performance-based investment programs include:





Pavement, bridge, coastal protection, transit maintenance



"Complete Streets" treatments and other safety enhancements



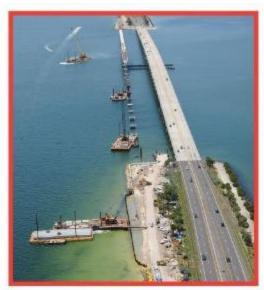
Better intersections, signals, and advanced traffic management systems



Expanded bus services and trails/ paths separated from roadways



Rapid transit in a dedicated ROW, interchanges and additional through lanes on major roadways







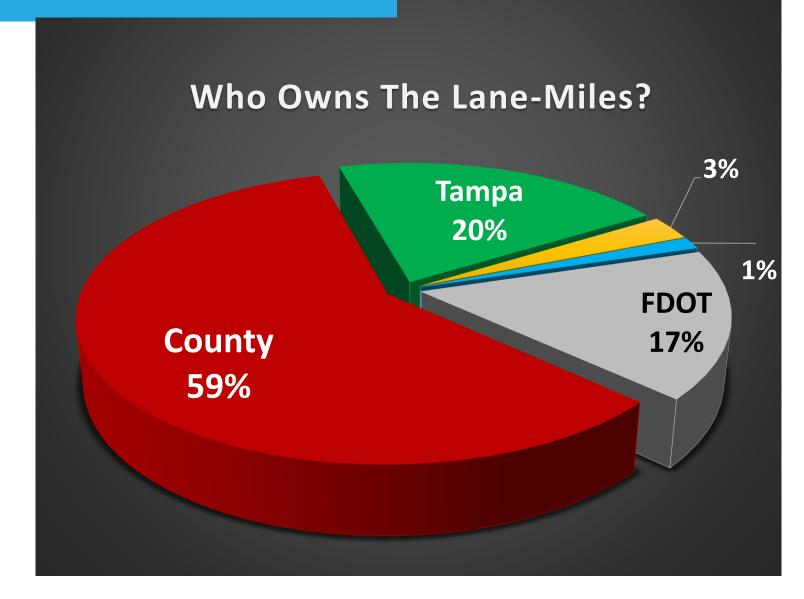






Good Repair & Resilience Part One: Pavement State of Repair

- On average, 5% of lane-miles should be resurfaced every year, to be on a 20-year cycle
- Hillsborough
 County and City of
 Tampa are
 currently at less
 than 1%





Good Repair & Resilience Part One: Pavement State of Repair



2020 data from Hillsborough County

Local roads: 26% poor-failed 2030 conditions, if no new funding: 79% poor-failed

Major roads: 18% poor-failed 2030 conditions, if no new funding: 65% poor-failed

2020 data, FDOT

- Interstate is 60% good condition (meets target)
- Other FDOT
 Hwys are
 36% good
 (below target)







Bridge State of Repair

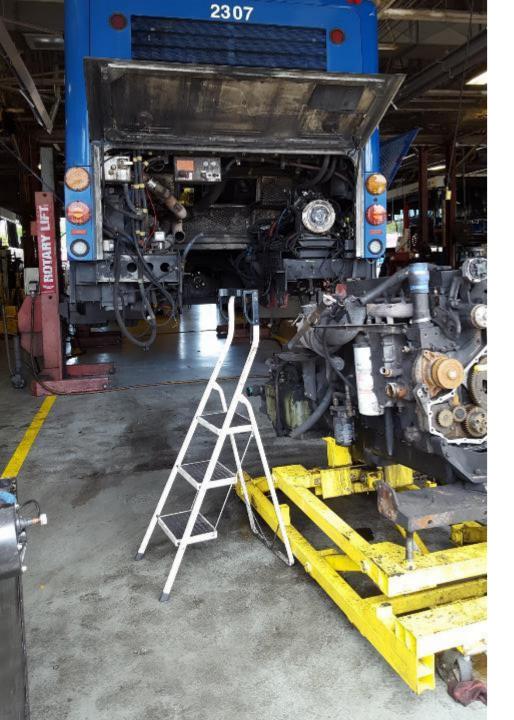
The 2045 Plan Forecast

- Existing funding provides for continued routine maintenance plus 1 major and 1 minor rehab project per year
- With the 1% surtax, 14 major or minor rehab projects are cost feasible per year, plus continued routine maintenance

2020 Data Update

- Half+ of bridges are maintained by FDOT, 86% in good condition as of 2020, meeting target of 50%
- ~One-third of bridges are maintained by Hillsborough County
 - 72% good condition today
 - Drops to 9% good condition in 2030 if funding not increased





Transit Fleet State of Repair



The 2045 Plan Forecast

- With existing funding
 - Fleet of 202 buses, with 10% older than 12 years
 - Average 8 road-calls (breakdowns) per weekday
- With the 1% surtax
 - Fleet of 283 buses and 100% replaced on time
 - Half as many road calls per bus!

2020 Data from HART

- 41% of vehicles not in a state of good repair
- 31 fixed-route buses and 21 paratransit vans have met their useful life and are ready for retirement

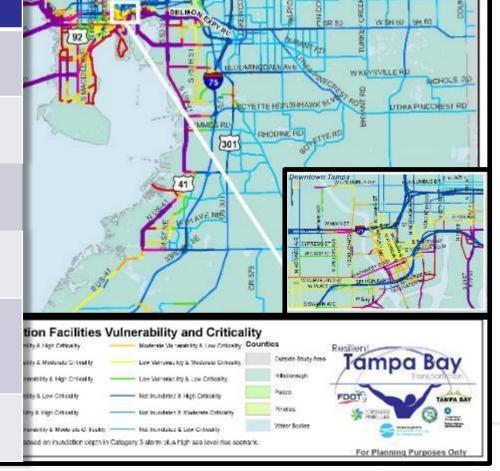


What do we mean by resilience in transportation?

~115 miles of Critical Roads that are highly or moderately vulnerable

THOMOTORASSA RD W SAM ALLEN

Representative Project	Adaptation Strategies	Cost (million)
Gandy Bridge (approaches)	Raise profile	\$74.0
Big Bend Rd	Drainage, enhanced road surface, vegetation	\$3.7
Gulf Blvd	Beach/shoreline enhancement, Cross drains and swales	\$12.4
Roosevelt Blvd	Enhanced road surface, drainage, raised median	\$16.4
US 19	A) Raise profileB) Beach/shoreline, raise intersections, vegetation	\$136.3 \$71.0
SR 54	Drainage, raise median, raise intersection profiles	\$8.8





Stormwater Funding: Trend vs. Resiliency Need

- » Current funding for stormwater:
 - ~ \$46 M/year
 - Local govt. CIPs + FDOT work program

- » Additional funding needed to expand stormwater systems:
 - Focus on critical roads that are highly to moderately vulnerable: ~115 miles
 - ~ \$427 M total or

.. need to increase funding ~\$22 M annually for 20 years





Road Surface Funding: Trend vs. Resiliency Need

- » Current funding for road maintenance:
 - ~ \$84 M/ year
 - Local govt. CIPs + FDOT work program
- » Additional funding needed for: hardening pavement & sub-base, raising profile of road, shoreline presv., wave attenuation
 - Focusing on critical roads that are highly to moderately vulnerable: ~115 miles
 - ~ \$1,439 M total or

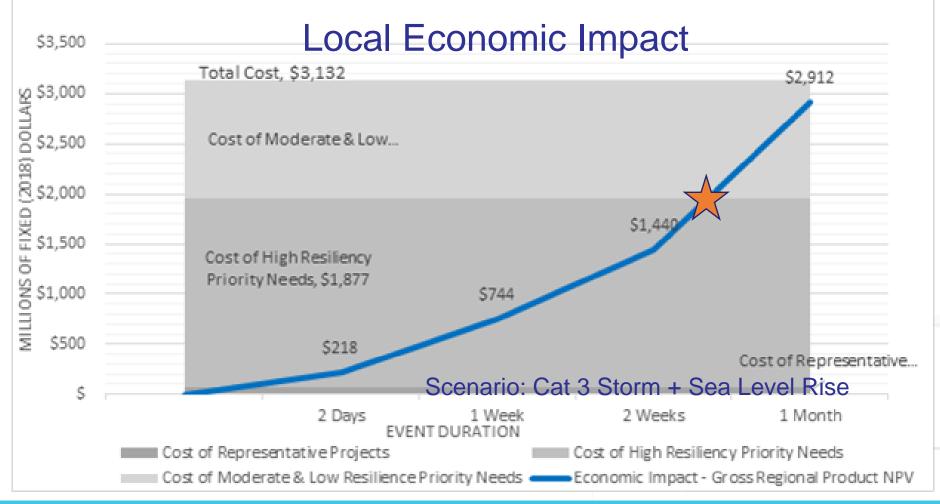
.. need to increase funding ~\$72 M annually for 20 years





ROI: Resilience & The Cost of Doing Nothing

If the vulnerable & critical roads are washed out/impassible after a severe weather event, economic impact grows over the course of a month.



Break-even
point for
investing in the
most critical
roads:

~ 2 ½ weeks.

It's even sooner if you focus on less-expensive improvements (i.e. not raising the road profile).



2045 Plan: Vision Zero Investments



Existing funding: ~\$18 m/yr

By 2045 we can build:

- 130 miles of Complete Streets projects
- ~15% reduction in fatal & injury crashes if the projects are on the high-injury rds

With the 2018 surtax: ~\$62 m/yr

By 2045 we can build:

- 350 miles of Complete Streets projects
- 500 miles of streetlights on dark roads
- 1400 miles of sidewalk gaps filled
- >35% reduction in fatal & injury crashes if the projects are on the high-injury rds

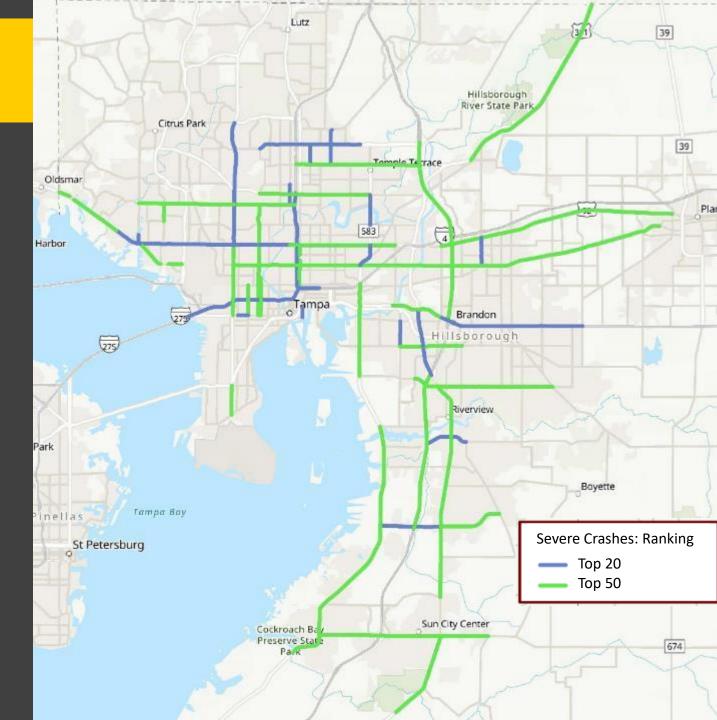


That means ~70 lives saved per year!



High Injury Roads

Bloomingdale Ave - US Hwy 301 to Lithia Pinecrest Rd US Hwy 41 - Gulf City Rd to Riverview Dr **US Hwy 301** - 19th Ave to Bloomingdale Ave M L King Blvd - Dale Mabry Hwy to Parson Ave **US Hwy 41** - Madison Ave to I4 Big Bend Rd - 175 to Balm Riverview Rd Busch Blvd - Armenia Ave to 56th Street SR 674 (Sun City Ctr Blvd) - US Hwy 41 to CR579 I-75 - SR 60 to Fletcher Ave Hillsborough Ave - Florida Ave to Orient Rd Waters Ave - Sheldon Road to Dale Mabry Hwy **Fowler Ave** - 1275 to 175 US Hwy 301 - SR 674 to Lightfoot Rd I-75 - Big Bend Rd to US Hwy 301 SR 60 /Adamo Dr - Orient Rd to Falkenburg Rd Causeway Blvd - 78th St to Providence Rd Waters Ave - Dale Mabry Hwy to Nebraska Ave Progress Blvd - Falkenburg Rd to US Hwy 301 Hillsborough Ave - Race Track Rd to Longboat Blvd Memorial Hwy - Hillsborough Ave to Veterans Expwy Hanley Rd - Woodbridge Blvd to Waters Ave **Dale Mabry Hwy** - Interbay Blvd to Gandy Blvd Howard Ave - Kennedy Blvd to Tampa Bay Blvd Dale Mabry Hwy - Kennedy Blvd to Hillsborough Ave US Hwy 92 - Falkenburg Rd to Thonotosassa Rd Nebraska Ave - Columbus Ave to Hillsborough Ave **US Hwy 301** - Stacy Rd to County Line **Armenia Ave** - Tampa Bay Blvd to Waters Ave MacDill Ave - Kennedy Blvd to Columbus Dr M L King Blvd - McIntosh Rd to Sammonds Rd



⊚⊚⊚

2045 Plan: Smart Cities Investments

- Intersection improvements
- Transit signal priority
- Loop detection
- Enhanced incident management
- Speed harmonization
- Ramp metering
- Smart messaging
- Advanced Traffic Management
- · CCTV

5

With existing funding we can:

Improve 130 miles of major roads,
 primarily the <u>State Highway System</u>

HILLSBOROUGH

• Improve 2045 travel time 10%

With the previous 1% surtax:

- Improve 220 miles of major roads,
 now including County Roads
- Improve 2045 travel time 30%

Integrated Corridor Management Concept

Smart intersections

Smart ramp meters

- Multi-modal transit station
- Active traffic management

 Dynamic parking
- Active arterial routing



Real Choices When Not Driving 2045 Plan Investments, Part 1: Trails & Sidepaths



Existing funding: ~\$2 m/ year

- More than 600,000 people in walking distance
- 50 new miles of trails & sidepaths
- Sample projects:
 - Upper Tampa Bay Trail gap
 - Bypass Canal Trail
 - Green ARTery Trail
 - South Tampa Greenway
 - I-275 Greenway

With 2018-approved surtax: ~\$6 m/ year

- More than 1,000,000 people in walking distance
- 150 new miles of trails & sidepaths
- Nearly complete buildout of proposed trail network!
 - South Coast Greenway
 - Cross County Greenway
 - Memorial Highway Trail
 - USF Connection to Downtown
 - Connections to Plant City, Polk County, Manatee County & Pasco County



Real Choices When Not Driving 2045 Plan Investments, Part 2: Bus Service

With existing funding:

- ~300 miles of roads with somewhat frequent service or better
- Longer hours on 22 routes

With 2018-approved surtax:

- ~800 miles of roads with somewhat frequent service or better
- Nearly 1/2 of people & jobs near frequent (great) service
- Disadvantaged people unserved by transit: 34% lower!
- HART currently updating plans



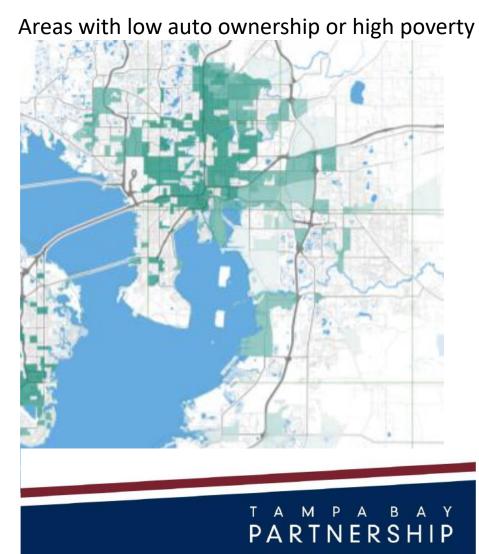


Real Choices When Not Driving 2045 Plan Investments, Part 2: Bus Service



The Bus System & Prosperity

- Tampa Bay is in the top 20 large metro's and has one of the smallest bus systems
- Inadequate bus service and low educational attainment are our region's two biggest obstacles to prosperity, per USF MUMA College of Business
- Expanding the bus system per HART's plan could, per a Tampa Bay Partnership study:
 - Make 29% more jobs accessible to the typical resident
 - Make 52% more jobs accessible to residents in high poverty and low auto ownership areas, or 74 thousand more jobs accessible to each of these residents





Real Choices When Not Driving 2045 Plan Investments, Part 3: Paratransit



<u>Life-sustaining services for the most vulnerable</u>

- ~110 thousand residents, growing to ~150 in 2045, have a disability, low income, &/or advanced age (at least 2 factors)
- HART provides door-to-door trips for persons with disabilities in the bus service area, per ADA law
- Sunshine Line provides bus passes and "last resort" trips, primarily to med. apptmts. and Aging Services care/nutrition
- We estimate the need for more than 1 million door-to-door trips per year for vulnerable people who can't use HART or HART paratransit, after 2045 population growth
- In FY20 Sunshine Line was able to provide 142 thousand such trips (13% of the anticipated need)



Initial investment needs:

- Evening, weekend service beyond HART
- Trips to destinations in adjacent counties
- Real-time coordination systems between HART and Sunshine Line



2045 Plan Major Investments for Economic Growth

Part One: Road Widening & Extension

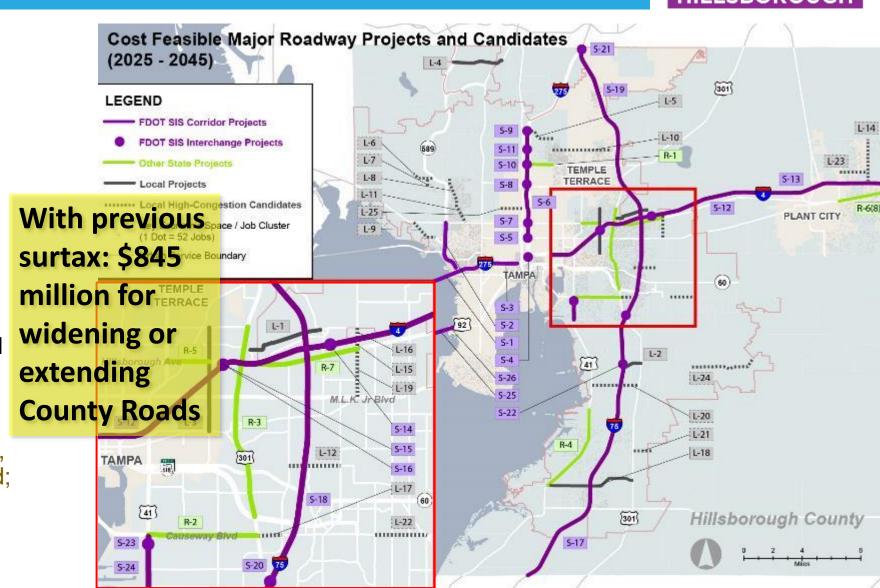


State & Federal:

- I-75, I-4: new express lanes
- 50th St at Causeway Blvd, Rail crossing: new overpass
- **Downtown Interchange:** "Quick Fix" to ramps for safety & traffic
- I-275 N of Downtown: add 2 lanes & improve interchanges
- Gandy Bridge: replace, add trail
- Widen US 301, Causeway, US 41 South, US 92, Hillsborough Ave

Hillsborough County:

- Widen 19th Ave NE, Gibsonton Dr, Orient Rd, and Lutz Lake Fern Rd; extend Sligh Ave
- Addl. Road Widening TBD by County using surtax funds





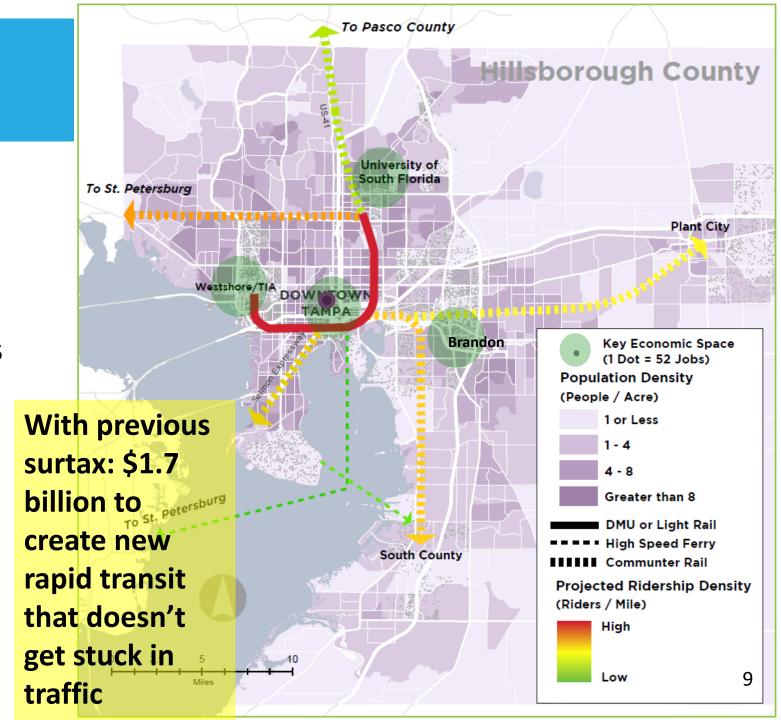
Major Investments for Economic Growth

Part Two: Transit

Fixed-Guideway Transit Potential

It's TIME survey widespread support for:

- ☐ Rapid bus in special lanes
- ☐ Reusing freight rail corridors
- ☐ Westshore/Airport to
 Downtown new rapid transit
 connection
- Modernize downtown streetcar and extend to bus hub & Tampa Heights
- ☐ Water transit to MacDill AFB, Southshore, St. Pete



Fixed-Guideway Transit: The Bottom Line

Whether rubber-tire or steel-wheel, the previous 1% surtax's set-aside for transit in dedicated ROW had the capacity to fund several fixed-guideway projects over the next two decades.

The number of projects depends on our community's future success in winning federal and state competitive grants, to match and leverage our local dollars.

Much planning/advance work has already been done, to compete for those grants. The barrier to moving forward is lack of local funding to operate and maintain the new service, and lack of a local match for the federal and state construction grants.



After the Planning



ENTITY









Determining where transit services will be, including transit in dedicated ROW if funding becomes available





Determining which of their roadways should be improved or expanded











The performance monitoring of the Plan, and support our partners with feasibility studies & cost estimates



Thank You



Board & Committee Agenda Item

Agenda Item:

City of Tampa MOVES and Vision Zero Action Plan

Presenter:

Alana Brasier, City of Tampa

Summary:

In 2019, Mayor Castor and the City's Transportation Advisory Team released five strategic recommendations to address a number of mobility related issues facing the City of Tampa. These recommendations include:

- Implement strategic transit projects
- Focus on trails and greenways as transportation options
- Adopt Vision Zero as a citywide policy
- Reinvent urban parking & mobility
- Enhance neighborhood engagement

Tampa MOVES (Mobility, Opportunity, Vision, Equity, and Safety) is the City of Tampa's new transportation plan to address these recommendations. The new plan will cover all the ways to get around the city. Once completed, Tampa MOVES will outline transportation objectives and initiatives for the next 30 years, with an emphasis on memorializing the City's strategic vision and engaging the public to meet its mobility goals.

A major component of the MOVES effort is to implement Vision Zero. The City recently completed its first ever Vision Zero Action Plan, which details the strategies the City and its partners will take in the short-term to reach the goal of zero roadway fatalities and severe injuries.

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

Recommended Action:

None. For information only.

Prepared By:

Gena Torres, TPO staff

Attachments:

City of Tampa MOVES webpage
City of Tampa Vision Zero webpage



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

Commissioner Nate Kilton City of Plant City

> Adelee LeGrand HART

Joe Lopano Hillsborough County Aviation Authority

Councilman Guido Maniscalco City of Tampa

Commissioner Gwen Myers Hillsborough County

> Commissioner Kimberly Overman Hillsborough County

Cody Powell Planning Commission

Mayor Andrew Ross City of Temple Terrace

Greg Slater Expressway Authority

Commissioner Mariella Smith Hillsborough County

Jessica Vaughn Hillsborough County School Board

Beth Alden, AICP Executive Director



Plan Hillsborough

planhillsborough.org planner@plancom.org 813 - 272 - 5940 601 E Kennedy Blvd 18th Floor Tampa, FL, 33602

MEMORANDUM

DATE: March 30, 2022

TO: TPO Advisory Committee Members and Alternates

FROM: TPO Executive Director Beth Alden

RE: Compliance with Florida's Government in the Sunshine Law

Recently there has been interest by some committee members in sharing their opinions with each other outside of publicly noticed and documented meetings. While the TPO welcomes and supports sharing of information in most circumstances, such sharing of opinions may be inconsistent with Florida's Government in the Sunshine Law if is a) between two members or alternates of the same committee; and b) on a topic that may come to that committee for action in the future. (Note that the restriction does not apply to conversations between a member and his/her own alternate, as they cannot both cast a vote at the same time.)

The sharing of opinions on topics that a committee might vote on should take place only at the public meetings of the committee. The TPO staff provides notice to the public about topics that the committee is scheduled to consider at such meetings; provides access for the public to share their own comments and observe the committee's discussion; and provides a record of the committee's discussion and action for the public to read afterward. This ensures an open and transparent decision-making process. The sharing of opinions between committee members about action items, or potential action items, through email, social media, or conversations outside of public meetings, is inconsistent with principles of transparency and is illegal if a second member responds. Even "liking" another member's social media post may be construed as illegal two-way communication.

Some members have stated that there is no reason for volunteer citizens to comply with these restrictions because there are no significant penalties for volunteers. The same cannot be said about penalties for public agencies. When committee members flout the law in this way, it jeopardizes the TPO's statutory compliance as an organization. Further, it undermines the TPO's commitment to an open and transparent decision-making process for the public.

For these reasons, the TPO's adopted bylaws state, "Members shall refrain from participating in any private communications regarding TPO business involving two or more members," and further, "Any written material received by a member in connection with TPO Business shall be given to the Executive Director or the member's committee support staff..." Noncompliance with bylaws is grounds for dismissal. I urge all members to take these standards of conduct seriously.

We greatly appreciate the time and expertise that all our advisory committee members contribute. When you have information and/or perspectives to share with other members of your committee, please provide the material to your committee staff person no later than a week before the meeting. We will be happy to include it in the agenda packet, which is posted online so that the public has access to the same information and is notified of possible actions. Thank you for your attention.

This is an issue that surfaces from time to time and can be difficult to address. I have some notes below, but after reviewing the E-mail string, it looks like a general inquiry was made at the meeting.

- Street Racing has become a nationwide issue and is not specific only to West Tampa, but rather Citywide/Countywide.
- Officers are aware of the issue and patrol known hotspots in the city, including areas along West Hillsborough Avenue near

the airport, to deter racing activity. The Hillsborough County Sheriff is also aware of the issues along West Hillsborough Avenue

going into the Town and Country Area.

- Extra patrol as personnel levels allow is conducted along the Courtney Campbell Causeway, which historically has been the

center of street racing complaints in Tampa.

- Racing offenses can be difficult to enforce as the groups frequently change locations in the city and out into Hillsborough

County/Pinellas County.

- Additionally, Officers are not able to engage in pursuits for only traffic-related offenses including street racing.
- FDOT Is also aware of the problem and works closely with The Tampa Police Department to discourage late-night racing

gatherings in areas like the Causeway. An example of this would measure would be allowing the police

to control the access gates to parking/frontage road areas along the causeway when latenight racing is most prevalent.

- Any racing complaints should be directed to 813-231-6130 for response by the Tampa Police Department.

Not sure if you can use any of the above information and let me know if this helps.

Jim Reiser, Police Sergeant

Tampa Police Department

Special Operations Division - Traffic Unit / Traffic Homicide

411 North Franklin Street, 6th Floor

Tampa, FL 33602 Office: 813-276-3716 Cell: 813-352-0690

Alana Brasier, AICP
Vision Zero Coordinator, Mobility Department
City of Tampa / 306 E. Jackson Street, 6E / Tampa, Florida 33602
p: (813) 274-8053 / c: (813) 480-0318 / e: alana.brasier@tampagov.net



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

I. CALL TO ORDER, PLEDGE OF ALLEGIANCE (Timestamp 0:00:08)

Commissioner Cohen, called the meeting to order at 10:02 AM and led the pledge of allegiance. The regular monthly meeting was held in-person and virtual via WebEx.

II. ROLL CALL (Timestamp 0:00:38) (Gail Reese, TPO Staff)

The following members were present in person: Commissioner Harry Cohen, Commissioner Pat Kemp, Commissioner Kimberly Overman, Commissioner Gwen Myers, Councilman Joseph Citro, Commissioner Nate Kilton, Gina Evans, Greg Slater, Charles Klug, Planning Commissioner Cody Powell

The following members were present virtually: Commissioner Mariella Smith, Adalee Le Grand, Bob Frey, School Board Member Jessica Vaughn

The following members were absent/excused: Councilman Guido Maniscalco, Councilman John Dingfelder, Mayor Andrew Ross

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 0:02:29) – February 9, 2022

Chair Cohen sought a motion to approve the February 9, 2022 minutes. Commissioner Kemp so moved, seconded by Commissioner Myers. Voice vote: motion carries unanimously.

- IV. PUBLIC COMMENT (Timestamp 0:02:50) (30 minutes total, with up to 3 minutes per speaker)
 - A. Christopher Hatten Transportation engineer with Kimley-Horn; assisting the Rithm development and working in conjunction with R.D. Management. Providing feedback on the type of transit development the Rithm development would like to see on the Fowler PD&E study. Would like to see the best development for safety, transit access, and flexibility for future developments and improvements along Fowler. In support of the BAT Lanes (Business and Transit). Have been in coordination with Mr. Craig Fox at FDOT. Understand public engagement is not scheduled yet. Are starting the process now and bringing forth their thoughts.
 - **B.** Rick Fernandez From Tampa Heights. Noted he has time donors (Connie Rose & Michelle Cookson). Verified they are on the line. Tampa Heights and other historic districts in the region stand against highway expansion. Many, if not all of the Board, have cast votes for the expansion of I-275. Noted FDOT miscommunication dating back to at least January of 2020 regarding impact

- of the retention walls around Tampa Heights. Reviewed history of current documentations that have been sent in via email. Also discussed CAC motions approved including striking amendments 8 and 9. Reviewed the time spend on this at the February 2022 meeting. Stated that the stakes for the wall movement have been put in place. Asked the TPO Board to consider further discussion and start with the supplemented materials provided.
- **C. Nicole Perry** Live by DTI in Tampa Heights. Expressed concerns for the neighborhood from the past and the immediate future with the construction on I-275 in the forms of air pollution, noise pollution, decreased property values, historic building destruction. Noted that wider highways induce demand and do not reduce congestion. Asked for increase in real transit solutions including mass transit. Opposes the expansion of I-275 and supports striking of TIP amendments 8 and 9.
- **D.** Robert Miley Live in Historic Ybor. Opposes the expansion of the walls in Tampa Heights and supports striking amendments 8 and 9 from the TIP.
- **E. Matthew Suarez** 406 W Azeal Street, Unit 508, Tampa, FL. Would like to request the TPO Board file and approve the amendments 8 and 9 be stricken from the TIP. This would stop further destruction of the Tampa Heights area. Noted that the TPO Board controls this project as it has not entered into the design phase pursuant to 23CFR section 771.113. Contract is not scheduled to be awarded until late June 2022.
- F. Doreen Jesseph Has come before this board for seven years. Brought up that Pat Kemp (not a Board member at the time) noted that the MPO (now TPO) could stop this. Opposes the movement of the walls and further destruction of urban neighborhoods: Downtown, Tampa Heights, Seminole Heights, Ybor, and Sulphur Springs. The lanes will harm the area and the region while not providing additional safety or improving congestion. Many members of the TPO know this and are choosing not to stop this.
- **G.** Adrienne Rodriguez Tampa native. Supporting the Tampa Heights area and opposes the I-275 expansion.
- H. Josh Frank Sits on the TPO CAC along with other boards across the city and region with multiple interests including transportation, land-use, architectural, etc. Expressed that this Board needs to understand their leverage over the TIP. The statute on projects entering the design phase has never been challenged. Expressed that a place on the TIP needs to be earned. The additional lanes will add additional capacity, induced demand, environmental impacts, equitable impacts, etc. New to reduce trips overall.
- I. Clive Hon Lives on Elmore Avenue directly adjacent to the west barrier of I-275. Noted that since work has started on the east side of I-275, there has been an increase in the shaking noticed on the west side; increased staining on his house; and increased pollution. There have been many construction vehicles drive up and down Elmore. Opposes further movement of the I-275 walls and supports the striking of TIP amendments 8 and 9. Hopes the elected officials will do what the citizens are requesting.

- J. Lena Young Green Talking about safety and the expansion of the walls and the impact on the historic district. Have been hearing about safety for years from FDOT. That is being used to intrude further and further into the core communities and communities of color. That is happening again. There are health issues impacts, ongoing accidents around the interstates. Asked for the TPO Board to support the resolutions from the CAC.
- V. <u>COMMITTEE REPORTS & ADVANCE COMMENTS</u> (Bill Roberts, CAC Chair; Davida Franklin, TPO Staff; Beth Alden, TPO Director) (*Timestamp 0:26:40*)

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

- Approved the three TIP Amendments on today's agenda and the Community Transportation Coordinator evaluation.
- Deferred status reports.
- Considerable discussion resulted in a vote 10 8 to initiate removal of two amendments from the TIP.
- Heard comments from Secretary Gwynn about remarks made during the CAC meeting.
- Heard remarks from Cameron Clark on the Sunshine Law.
- CAC committee agreed to ask FDOT Legal representation present legal obligations of FDOT.

B. TAC – February 7, 2022 (Davida Franklin, TPO Staff)

- Approved Safety Performance Targets
- Status reports heard Low-Cost Air Quality Monitoring Pilot Study, West River Multimodal Safety & Network Improvements, Hillsborough County Multimodal Level of Service Update

C. LRC – February 23, 2022 (Davida Franklin, TPO Staff)

- Approved the Commuter Benefits Ordinance Request Letter.
- Status reports heard
 - West River Multimodal Safety & Network Improvements and Bicycle Pedestrian Counts
 - Tampa Bay Citizens Academy on Transportation CUTR and Morrison-Greenway Student
 Presentation 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.

D. BPAC – February 23, 2022 (Davida Franklin, TPO Staff)

- Approved unanimously to recommend Martin Santiago for membership as a Citizen at Large.
- Status reports heard
 - West River Multimodal Safety & Network Improvements
 - Tampa Citizens Academy on Transportation CUTR and Morrison-Greenway Student Presentation – Supported the LRC's ask regarding the Dale Mabry, Morrison, and Henderson intersection.
 - o Bicycle/Pedestrian Counts
 - Hillsborough County Multimodal Level of Service Update

E. TDCB – February 25, 2022 (Davida Franklin)

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

- G. TPO Policy Committee March 9, 2022 Meeting (Beth Alden, TPO Executive Director)
 - Approved the draft letter on the Consent Agenda for today class 2 noise walls.
 - Had robust discussion about the I-75 PD&E study and asked that the TPO Board send a letter
 of comment to FDOT about it. Will be brought back for approval in April.
 - Looked at options for TPO apportionment plan. Will be bringing back options for consideration.
- **H.** Review of photos from DTI noise wall stakes (Beth Alden, TPO Executive Director) Recommend discussion be done under Old/New Business. Cameron Clark is on hand for questions. (<u>Photos included at the end of the minutes</u>.)
- VI. CONSENT AGENDA (Timestamp 0:39:39)
 - A. Updated Committee Appointments
 - BPAC Savana Vidal (Hillsborough County Sheriff's Office); Martin Santiago (Member-at-Large)
 - B. Request for additional seat on the TAC supported by TAC
 - C. Class 2 Noise Walls Letter reviewed by Policy Committee
 - D. Commuter Benefits Ordinance Request Letter supported by CAC and LRC

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

- VII. <u>ACTION ITEMS</u> (Timestamp 0:40:03)
 - A. Transportation Improvement Program Amendments for Gibsonton Drive Widening Study and HART Maintenance Facility (Connor MacDonald, TPO Staff)
 - Three jobs impacted
 - o 414963-2 HART Bus Replacements & 443140-1 Heavy Maintenance Facility
 - Reallocate funds from the HART Bus Replacements Pool toward HART's Heavy Maintenance Facility
 - o 450438-1 Gibsonton Drive from Fern Hill Drive to US301
 - Add funds to FY 2022.
 - HART Maintenance Facility (21st Ave). Came from a funding made available and requested for reallocation due to current state of the Heavy Maintenance Facility.
 - Review of the state of the facility; provided photos

- Gibsonton Drive Widening Study PD&E Study project will include public engagement including, Small Group Meetings, Public Hearing
- Posting of signs, Newsletter release, and Social Media release

Presentation: HART & Gibsonton Dr TIP Amendment Presentation

Comparative Report: Comparative Report - HART

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.

Discussion:

There was discussion on if the Gibsonton Road project is taking a collector road and turning it into highway status. It was asked if there would be a community impact study done as part of this project. The PD&E will look at the impacts as well as public engagement. Clarification of the exact location of the study was asked for.

Commissioner Kemp moved to approve the TIP amendments, seconded by Commissioner Myers. Roll call vote, motion passes 13 – 0.

VIII. STATUS REPORTS (*Timestamp 0:47:30*)

- A. Brightline Update (Christine Kefauver, SVP, Corporate Development)
 - Privately owned and operated. Challenging the transit status quo.
 - Sister project connecting California to Los Vegas.
 - Went over video of currently line from Miami to West Palm Beach; continues to Orlando; updated train controls for integration. Stations are embedded in communities. Showed final connection to Tampa.
 - Adding stations in South Florida provides some commuter solution in the region.
 - Rail to Orlando International Airport is 73% complete; operational early 2023. Looked at the Intermodal Terminal Facility at Orlando International Airport.
 - Will be able to handle Sun Rail and that getting to the airport.
 - Vehicle maintenance facility is in Orlando on airport property and can fit a full train.
 - Review of average mph on I-95. Have also reviewed the I-4 congestion.
 - Inner-city connections are about connected city pairs. Florida is the third largest state in the U.S. Connecting from Miami to Tampa connects the 11th largest economy in the western hemisphere.
 - Proud of partnerships with the local governments and impacting economies.
 - Review of ridership after COVID pause takes cars off the road, improves quality of life, business and leisure travel.
 - Creating environmental impact with intention of improvement rail is greener, safer, and faster mode of transportation. Rail used is recycled steel, biofuel, 80% of wash water is recycled, utilize a cistern.

- Hit speeds of 120 mph on the system; investing to improve safety of crossings.
- Use I-4 corridor as part of 2018 agreement with FDOT. Pretty close to having a positive solution with the alignment in Central Florida. 80+ miles from Orlando International Airport to Tampa with 60+ on I-4.
- Have worked with City of Tampa on landing, looking at Ybor close to I-4. Listening today,
 Brightline does not want to interrupt communities and keep things lower to the ground. Big decisions being made.
- Invited TPO Board members and their staff to Orlando to see the train and in taking Brightline. Provided contact information.
- Working hard to manage first and last mile utilize buses, shuttles, golf carts, scooters, etc.

Website: www.gobrightline.com

Discussion:

Entire area is looking to explore rail corridor and preserving them for use. Marrying two major economic centers on the east/west corridor is a great thing. Asked that Brightline work with other boards in the region to show progress. Requested a joint meeting with the TPO Board, City of Tampa, and others that would be involved. HART has it in it's priorities to begin negotiating with CSX for use of the lines. A copy of the presentation was distributed. Brightline is on the TBARTA agenda for April. Christine Kefauver is a member of the Tampa Downtown Partnership. Discussion around the station in Orlando and it being intermodal. It is important to centralize connections to other modes of transportation. It was noted that the intermodal center in Orlando is actually a parking garage is still a mile or so to the airline terminals and that the Orlando airport is not near the downtown area. Important to talk about what these things are so the vision is completed according to what Hillsborough County wants. There was discussion around the length of travel and cost. More commuter type stations were discussed as well as impact and blending into the landing area in Tampa.

- **B.** Planning Commission Annual Report & Plan Hillsborough Strategic Plan (Melissa Zornitta, Planning Commission Director)
 - Review of strategic plan by all three boards supported. All TPO Board members should have received a copy of the annual report.
 - Went over Linking Land Use and Transportation initiatives.
 - Review of citizen engagement numbers and projects and planning projects.
 - Looked at the regional participation and projects.
 - Went over technology and innovation in response to COVID and also making meetings more accessible to the public; website has been updated.
 - Internal agency enhancements and updates.
 - Strategic plan has a five-year horizon, will begin working with the three boards in 2023 to start updates.

IX. EXECUTIVE DIRECTOR'S REPORT (*Timestamp 1:37:06*)

- **A.** Quarterly regional meeting on March 11, 2022: updates on rail planning, water transit, state budget earmarks.
- B. Distributed regional multi-use trail maps to each member, extras are available.
- **C.** Has been mentioned that all of our members, including volunteer member, adhere to a code of ethics that could be included in the TPO Bylaws. Noted that the Planning Commission has a great Code of Ethics. Can bring back as an amendment referencing the Planning Commission Code of Ethics as something that the TPO also adheres to.

X. OLD & NEW BUSINESS (Timestamp 1:39:09)

- **A.** Commissioner Smith brought up item number 4 in the Announcements section of the agenda for the current meeting: US 301 PD&E Study and the public hearing on March 24th.
 - Important that the Board pay attention to the timing of when they provide input on FDOT projects.
 - This project is about widening US 301 north of Fowler Avenue, past the county line, up to Highway 56. It is turning a two-lane, rural road into a very wide, divided highway with medians, swales, and speeds of up to 65 mph.
 - o It goes through our rural area
 - o It goes through important preserves and environmental systems.
 - Widening US 301 in this area would be detrimental to this large wildlife and wetland system.
 - Does not see any reason why this needs to be widened at this time. It is outside the urban service area; it is a rural area where the county has no plans to increase development and density within the next several decades. It is currently prohibited from being developed. If it is going to be widened anyway, there needs to be plans for wildlife underpasses and corridors for the important wetlands and preserves on either side of the corridor.
 - Provided information to the Conservation Director for their input and to make the other TPO Board members aware of this at an early stage.
 - This item will be on the TPO Board agenda in April.
- **B.** Commissioner Overman brought up that, what is left of the county wildlife corridors, is in danger without some design standards coming into play. Need establish standards how highways are developed in Hillsborough County that provide wildlife passthroughs. These road and highway designs exist to allow wildlife to travel, not impede migration, and reduce the number of wildlife deaths on our highways.
 - Would like to see where that fits in the planning.
 - Would like it brought back to the Board ways to establish standards for road design that would preserve wildlife opportunities and migration in our area.
- C. Commissioner Overman asked that FDOT come back in the future a status report on the Florida State plan for electric charging stations along the highways and methodologies for the urban corridors as well. The state will be required to provide a report, study, and a plan that needs to be established and presented to the U.S. DOT if we were going to incorporate charging stations into our overall plan. Believes the application or start of the process is at the end of 2022.

D. Commissioner Kemp talked about the US 301 north widening. Also talked about the pictures of the stakes laid out for the I-275 wall movement. Asked about meetings to see renderings and plans from an arial and ground perspective on how this wall is perceived to be altered.

Secretary Gwynn noted that the surveyors went out and put in stakes every 200 feet and it will be filled in every 50 feet. There are three community events set up in-person for April 26 with community leaders; April 27, FDOT will be out to walk along the area and answer questions; April 28th will be a virtual community meeting. The purpose will be to set up stations addressing the areas of concern stated by the Tampa Heights residents.

There was discussion about construction impacts and mitigation efforts to the community.

E. Commissioner Kemp believes it is important to have early community engagement on the project from Downtown across Fowler Avenue. It was brought up by Mr. Hatton endorsing the BAT lanes which is contrary to what she has seen and heard. It is an important transit corridor and would like to see community engagement and input sooner rather than later.

There was additional discussion about funding and coordinated discussions on this project.

- **F.** Next meeting April 13, 2022, from 10:00 AM 12:00 Noon.
- XI. <u>ADJOURNMENT</u> The meeting adjourned at 12:06 PM

The recording of this meeting may be viewed on YouTube: Meeting Recording

Social Media

Facebook

3/8

In response to a post about the TIP Amendment for the Gibsonton Dr. Study:

Dennis Shepherd: "6 lanes each way and a 2 lane northbound entrance ramp onto I75 might work"

Nancy Dulin: Please! Improve the traffic flow!!!

3/8

From the board meeting event page:

Rick Fernandez:

To: TPO Board Members

Subject: Public Comment _ TPO Board Meeting March 9, 2022 _ Stop the further intrusion of Interstate 275 retention walls in Tampa Heights

It has been seven years since the words "Tampa Bay Express" were first uttered in Tampa Heights. The TBX legacy project, DTI Quick Fix, remains as the current challenge and threat.

We cautiously hope this is the last chapter in the 60-year history of FDOT's assault on Tampa's Urban Core.

It is fitting we find ourselves in this moment, three months removed from the annual TIP Public Hearing in June and in the early stages of the 2022/2023 election cycle. This is the perfect opportunity for elected officials to prove their bona fides to the constituents they represent.

The Tampa Heights Community has been proud to stand with friends and neighbors from Tampa's heartland: Tampa Heights, Seminole Heights, VM Ybor, Historic Ybor City, East Tampa, Downtown Tampa and West Tampa, as we have opposed Interstate expansion through our storied communities.

Some of you found your political footing advancing the same arguments we have made, walking in the same protest marches and offering public comment during the same hearings. Some of you have stood your ground and kept the faith.

Some of you have voted to expand the Interstate through Tampa's urban core. Some of these votes have violated campaign promises. Some votes were "justified" as a way to "keep the parties talking". Some were "justified" as a way to protect political flanks against future opponents. No doubt, some of these votes were cast because the official could not have cared less about the people and history of Tampa's urban core. Slavish adherence to all things FDOT being the rule of the day.

There is evidence to suggest many, if not all, of you have cast votes to expand the Downtown Interchange, as recently as October of 2021, without realizing the impact that expansion would have upon Tampa Heights. We extend grace in charactering those votes as indicative of benign neglect. Votes secondary to FDOT's pattern and practice of miscommunication and misrepresentation, dating back to at least January 2020, regarding project details impacting the Interstate retention walls along the eastern boundary of Tampa Heights. We saw a similar miscommunication debacle in 2015 and 2016 leading to the collapse of the original TBX project. The hiding of inconvenient truths is not new for FDOT District 7.

Tampa Heights and the undersigned first learned of FDOT's plans to further expand the Interstate's footprint into the community on November 17, 2021.

From that date to this we have labored to develop a record establishing: 1. FDOT's failure to inform the Tampa Heights Community of planned wall intrusion; 2. FDOT's affirmative misrepresentation of facts to the Tampa Heights Community related to planned wall intrusion; 3. FDOT's violation of the Tampa Heights Community's right to due process in the concept

development phase of the DTI Quick Fix project during 2020 and 2021, and; 4. FDOT's failure to disclose and misrepresentations of fact regarding planned wall intrusion before the TPO Board and CAC.

These issues were first raised via email to TPO staff (Rich Clarendon, Beth Alden, Johnny Wong) on December 1, 2021. That email thread is attached ("Requested Addition to TPO CAC agenda for January") and establishes: 1. Staff's initial unwillingness to address the issues, and; 2. At least one senior staff member's lack of knowledge regarding the subject retention wall intrusions.

The record has been painstakingly developed during several meetings of the CAC and the TPO Board in December (Board), January (CAC and Board), February (CAC and Board) and March (CAC).

The CAC has passed a Resolution to stop Interstate retention wall intrusion in Tampa Heights (January 5, 2022) and a Motion to Strike TIP Amendments 8 & 9 (March 2, 2022). In the aggregate, these two documents establish the facts and prayers for relief. They are incorporated here by reference. The goal is to stop further retention wall intrusions along the eastern boundary of Tampa Heights. The CAC has offered multiple paths to that goal from reengineering the offending lane movements (WB I-4 to SB I-275 and SB I-275 to EB I-4) to striking them from the TIP altogether.

On February 9, 2022, the TPO Board devoted 90 minutes of a scheduled two-hour meeting to a de facto hearing and Board discussion on these issues (see YouTube: https://youtu.be/C6ULrOwODx0?t=5505 ... The TPO Board meeting begins at time stamp 1:32.

Public comment and Board discussion on issues related to Tampa Heights Interstate retention walls start at time stamp 1:32 and end at time stamp 3:03). Testimonial and documentary evidence was presented through public comment. The undersigned presented a closing argument with time donated by seven of my fellow urban core residents. Commissioner Cohen closed the session, quoting in part:

"THIS HAS NOT BEEN OUR BEST DAY AS A COMMUNITY, I THINK, AND WHAT WE NEED TO DO IS USE THIS AS A LEARNING TOOL TO DO BETTER. AND I HAVE TO TELL YOU, I SPENT SOME TIME IN THE NEIGHBORHOOD ABOUT A WEEK AGO, AND MOST OF THE ISSUES THAT ARE REMAINING ARE REALLY ISSUES RELATED TO THE DETAILS OF HOW THIS PROJECT GOES FORWARD ... THE ONE THING I WANT TO REITERATE ... IS THAT THIS PROJECT HAS NOT EVEN BEEN AWARDED TO A CONTRACTOR YET. THERE'S STILL TIME TO EFFECT IT IN ITS DETAILS ... "

As of this writing, there has been no FDOT, TPO Staff or TPO Board action to change the trajectory of FDOT's destructive plans. On the contrary, the only tangible action taken since these issues surfaced in November 2021, was taken by FDOT on January 31, 2022, when it arbitrarily destroyed the historic property at 1902 N. Lamar Ave.

The Community has not the luxury of patience. We have spoken directly to you in public comment and through your Citizens Advisory Committee. We have done our job. The opportunity to right and avoid serious wrongs now rests with nine locally elected members of the TPO Board (and anyone else who might care to follow). A majority with the power to change

our lives for the better and in ways we could have only imagined possible in 2015 when TBX first surfaced. Will you accept responsibility and exercise that power? Your constituents await the answer. Time is of the essence. Deferred action is no longer an option.

Initiate action now to stop further Interstate retention wall intrusion in Tampa Heights.

[Author Note to my fellow citizens: I encourage you, ASAP, to offer written public comment via email directly to TPO Board members as well as through aldenb@plancom.org wongj@plancom.org and TPO@plancom.org (the plancom.org messages are necessary for the record but are likely to be seen only by the most conscientious Board members) ... Verbal/virtual, real time public comment is also encouraged. The ask can be short and to the point: Stop further Interstate retention wall intrusion in Tampa Heights. Neither verbal nor written comment need be voluminous. The message rings true through the effort of delivery.]

Most Sincerely,

Ricardo (Rick) Fernandez

2906 N. Elmore Ave.

Tampa, FL 33602

(Includes link to Feb. 2022 TPO Board Meeting)

3/7

In response to a post about the TIP Amendment for the Gibsonton Dr. Study

Chris Todd: "More construction? Please finish Bloomingdale first."

Stephanie Klaus Todd: "Right, this will really make things worse."

3/4

Regarding HART public workshops for the Palm Station design:

Chris Vela: "Can we do this on Cass? Main? Palm has terrible sightlines and virtually stagnant development, and fast cars."

3/3

Regarding a post about Brightline gaining right-of-way access along I-4:

Chris Vela: "Think they still would need to go in environmental review and permitting as I4 cuts through wetlands. So it will take some time. Hopefully they will split before the DTI."

Walter John Slupecki: "Vela Christopher there is also still the possibility that DeSantis torpedoes everything if he gets reelected this year.

Regarding a post about express lanes on I-4 not having wrong-way detection systems:

Chris Vela: "Cut and paste... 'Considering Hillsborough TPO wants #visionzero on the interstate, this is all now making complete sense. Besides we got enough FHP troopers for the 16 million or so drivers we have in this state, right? So enforce away crashes!'

3/1

In a post about speeding in I-4 express lanes:

Chris Vela: "Considering Hillsborough TPO wants #visionzero on the interstate, this is all now making complete sense. Besides we got enough FHP troopers for the 16 million or so drivers we have in this state, right? So enforce away crashes!

2/10

Regarding a Vision Zero news story about a traffic fatality and the Vision Zero action plan:

Walter John Slupecki: "How do these plans make any sense when our power players, including those on the TPO, continue to support nonsense interstate highway widening & #FakeBRT?"

"Vision Zero makes tons of sense! But having TPO members continue to go along with costly & wasteful interstate widening & faux-pas "BRT" completely contradicts what Vision Zero is all about."

Lori Landmeyer: "You gotta start somewhere. Would love to get this started in Pinellas County too."

Twitter

3/10

In response to a post highlighting roadway construction on US 301 and Progress Blvd.

Greg: What time will this start tonight?

2/10

Regarding a post highlighting Brightline's entrance into Central Florida:

Roc King: "Is that pic or artist rendering? Looks good either way."

2/10 Regarding an invitation to give feedback on the transportation tax at a County meeting:

Farah: "We need updated red lights at the intersection of Fowler and 50th Street."

Pictures – Beth Alden, Tampa Heights Wall (3/8/2022) – Photographs taken on the west side of I-275 and are in order from north to south.





Elmore Ave, just south of Floribraska, looking south.





Elmore Ave South of Floribraska looking south



Next to Tampa Heights Civic Assoc. bldg. looking north.



South of Palm Ave, looking back north towards the Tampa Heights Civic Assoc. bldg.



South of Palm Ave, looking south



Near 7th Ave, looking south. Mobley Park apartments are ahead on the right.



7th Ave looking south

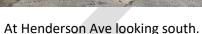


South of 7th Ave, almost at Henderson, looking south





At Henderson Ave looking back north





South of Henderson Ave looking south.

Email

March Board folder emails

Emails received after the 5PM cutoff on 3/8/2022

From: Dayna Lazarus
To: Cheryl Wilkening

Subject: Public Comment for 3/9 TPO Board meeting

Date: Tuesday, March 8, 2022 11:04:00 PM

I am writing to ask that you please remove amendments 8 and 9 from the TIP.

Your Board was very close to voting for a moratorium last month. We learned at that meeting that you cannot issue a moratorium on FDOT's ongoing project, but removing line items from the TIP is not only something you absolutely CAN do - it's your primary job.

The following reasons explain why I'd like this action to be taken: One, the people most impacted, whose homes are feet from the DTI construction, are upset, protesting, and asking you to do so. Two, because the public engagement process for this project was so insufficient that even those aforementioned most impacted people did not know that wall movement was happening as part of this project. Three, because two summers ago you passed an equity resolution that explicitly names the racist impact of I-275, then you proceeded to have me and others write and participate in an equity planning process which resulted in recommendations, which you unanimously adopted, that states that you will de-emphasize car-centric spending, including specifically seeking transportation demand management solutions and alternative multimodal solutions before moving forward with widening spending. Four, because in the

near future - by this summer, I'm told - 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, and I have been told that you will consider going after to study removal of our aging, unjust highway system. This money could actually fully fund the \$800,000 study that was recommended by a study you already funded. Myself, my fellow USF Master of Urban and Regional Planning students and alumni, have sent emails stating our unwavering support for going after that money.

Thank you for considering taking this action on behalf of Tampa's must historic and vulnerable communities (including North Ybor, where I live).

From: E Carball
To: Cheryl Wilkening

Subject: Fwd: 275 Widening

Date: Tuesday, March 8, 2022 8:34:09 PM

>

> Hello,

>

> My name is Eva Carballa and I live in Seminole Heights. I oppose the I-275 retention wall along the eastern

boundary of Tampa Heights. The historic Tampa neighborhoods have had enough destruction and pollution from the

interstate since it was originally built in the 1960s. It drastically changed the neighborhood and stripped away home

values for decades. Many people who have believed in these neighborhoods have fought hard to make these streets

beautiful.... just to have The interstate threaten the homes and health (through pollution) of our community.

>

> I oppose further I-275 retention wall intrusions along the eastern boundary of Tampa Heights. I understand a

Motion to Strike Amendments 8 and 9 of the TIP has been circulated among you. I incorporate that Motion by

reference and support it fully. Striking those two amendments would protect Tampa Heights and its designated

Historic District from further structural intrusion and damage at the hands of FDOT.

>

- > Thank You,
- > Eva Carballa
- > Heights Resident and Historic Home advocate

From: David Bedore
To: Cheryl Wilkening

Subject: Highway Widening

Date: Tuesday, March 8, 2022 8:22:00 PM

My name is David Bedore. I live at 2801 N Morgan St, near the downtown interchange in Tampa Heights. Our beloved neighborhood, Tampa's first suburb, has already borne the effects of the highway during its creation and continues to weather the effects every day. We are exposed to

air pollution, sound pollution, and decreased property values for those who live closest to it. Historic properties have been destroyed because of it. It has been shown time and again across the world that wider highways will NOT improve traffic in the long run due to induced demand. Tampa needs real solutions, real mass transit, and to stop destroying its history and hurting its residents, such as my family.

I oppose further I-275 retention wall intrusions along the eastern boundary of Tampa Heights. I understand a Motion to Strike Amendments 8 and 9 of the TIP has been circulated among you. I incorporate that Motion by reference and support it fully. Striking those two amendments would protect Tampa Heights and its designated Historic District from further structural intrusion and damage at the hands of FDOT.

Tampa also needs to say NO to FDOT once and for all on this issue. It is VERY clear that they will do anything to get what they want - being sneaky, withholding truths, and basically just continuing to try and wear down the residents of Tampa. Tampanians have vehemently OPPOSED highway widening. It is truly unbelievable that this is again an issue. Please do your jobs and stick up for Tampa and its residents' wishes.

David Bedore 813-610-3166 David.M.Bedore@gmail.com

From: Michele Kriz
To: Cheryl Wilkening

Subject: MPO Board Meeting - public comment **Date:** Tuesday, March 8, 2022 7:53:28 PM

I'm a tax paying, voting-registered resident of Seminole Heights, the City of Tampa, and Hillsborough County.

I'm saddened that our elected leaders continue to cater to individuals who choose to live outside our county and commute in daily, while vocally complaining about the increased traffic they create. We have enabled such complaints by ignoring opportunities to develop more mass transit options.

My husband and I are strongly opposed to the plan to make further I-275 retention wall intrusions along the eastern boundary of the historic neighborhood of Tampa Heights, where so many residents have invested time and money in restoring that area's city splendor. While more progressive urban areas reduce freeways in favorite of greenways, we are choose to continue to "pave over paradise."

We are told that specifically, you have a Motion before you to Strike Amendments 8 and 9 of the TIP, as MPO Board members.

We support striking those amendments.

Striking those two amendments will protect Tampa Heights and its designated Historic District from further structural intrusion and damage at the hands of the FDOT. Throughout this process, the FDOT has shown less concern for our city and more concern with flexing their supposed power over our elected, local leaders. This is your opportunity to say, "Enough." Thank you for putting local residents first by rejecting TIP amendments 8 and 9.

Michele Collet Kriz snd Mark Kriz

Seminole Heights Residents

Sent from my iPhone, pardon any tiny keyboard/big fingers typos

From: Kitty Wallace
To: Cheryl Wilkening

Subject: public comment for TPO board meeting 3/9

Date: Wednesday, March 9, 2022 7:47:56 AM

I want the TPO to understand my strong opposition to this plan. I wrote to all the elected

officials on the

TPO board with the following message:

Stop Interstate 275 retention wall intrusion on the eastern boundary of Tampa Heights:

Catherine (Kitty) Wallace 4902 N Collins Lane

Tampa, 33603

----Original Message-----

From: Kitty Wallace <kittwal@aol.com>

To: overmank@hcflgov.net < overmank@hcflgov.net >

Sent: Tue, Mar 8, 2022 7:33 am

Subject: public comment for TPO board meeting 3/9

Stop Interstate 275 retention wall intrusion on the eastern boundary of Tampa Heights:

Catherine (Kitty) Wallace

From: Shane Ragiel

To: Johnny Wong; Beth Alden; Cheryl Wilkening

Cc: Rick Fernandez

Subject: TPO Comment for 3/9

Date: Tuesday, March 8, 2022 5:39:18 PM

Hello TPO Board Members,

My name is Shane Ragiel and I am a resident of Tampa Heights on Floribraska Avenue. I am reaching out to you to support the Motion to Strike Amendments 8 & 9 of the TIP. Outside places like the Central Avenue & Dobyville Neighborhood, which were torn off the map, Tampa Heights and our historic district have been and continue to be the most negatively impacted neighborhoods caused at the hands of the Interstate. Unfortunately, even with the benefit of hindsight, this bombardment continues to this day. While our neighborhood has seen a resurgence in popularity in recent years, it cannot be ignored that this popularity is a result of depreciated property and home values and communities that were forced out as a result of the Interstate. With these motions to strike, our neighborhood is not asking the most; we are not asking for you to come out with your shovels and tear out the interstate that has split our city. We are only asking you to remove the guillotine blade that looms over our necks and reset to a place that we were in months ago.

Tampa Heights was told at a pre-pandemic, in-person Civic Association meeting that their plan would not impact the Historic District, historic homes, or historic structures. One representative even said that there would be 'No impact to the greenway' and that it will remain as it is; not moved, shifted, or trees removed to make way for the wall movement. This was not a matter of confusion and this was delivered definitively. At TIP meetings in the last 2 summers, I've heard several members expressed they were concerned with added capacity, but the tradeoff was to deliver sound walls & now we learn that Robles Park is not a candidate and has never been a candidate to receive sound wall funding. Now, we are told that the pandemic made it hard to communicate and terms like 'Right of Way' & 'Capacity' have a unique meaning to FDOT and that's why there is a misunderstanding.

There has been no formal public outreach in Tampa Heights by FDOT to communicate the wall movement since this issue was brought up at the beginning of the year and now here we are, almost done with the first Quarter of the year. We have not been brought into a

conversation regarding a timeline. Discussions promised to be held regarding the treatment have yet to be had. The fact that their historic brick treatment of the highway doesn't even reach the full extent of our historic district up to Hugh, north of Floribraska, is a prime example of their failure to engage or even show consideration. Again, just as before, we fully expect that decisions are currently being made at this time that are irreversible and we will be the ones left with their boardroom decisions in our backyards.

Striking TPI Amendments 8 & 9 puts a flag in the ground that declares FDOT shares its property owners stake in Tampa Heights with our residents. That the highway has no more voice or rights than the people who live under it. And that when FDOT perpetuates this toxic communication breakdown cycle, the TPO Board serves as an arbiter and regulator of our community, our values, and our vision. Please Move to Strike Amendments 8 & 9 of the TIP. Thank you,

Shane Ragiel

From: Rick Fernandez

To: "Helen Anne Travis"; Johnny Wong; Beth Alden; Cheryl Wilkening

Cc: CohenH@HCFLGov.net; KempP@HCFLGov.net; Kimberly Overman; "Mariella Smith";

MyersG@HCFLGov.net;

guido.maniscalco@tampagov.net; John.Dingfelder@tampagov.net;

Joseph.Citro@tampagov.net; jessica.vaughn@hcps.net

Subject: Helen Travis Public Comment _ TPO Board Meeting March 9, 2022 _

Date: Tuesday, March 8, 2022 5:37:14 PM

Importance: High

Thank you, Helen .. I'm posting this to TPO Staff and the plan.com email address for record purposes. Making it clear you mean this for consideration at the TPO Board meeting March 9, 2022. Rick Fernandez

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

Sent: Tuesday, March 8, 2022 5:08 PM

To: Johnny Wong <wongj@plancom.org>; Beth Alden <aldenb@plancom.org>;

TPO@plancom.org

Cc: Rick Fernandez < rick@fernandezconsulting.net>

Subject: Motion to Strike Amendments 8 and 9 of the TIP

My name is Helen Anne Travis. I've lived in Tampa Heights since 2014. I am very concerned that FDOT's interstate expansion through the urban core will be detrimental to the community and the city. Rather than connecting all of the exciting things happening in Tampa's downtown neighborhoods, it creates a literal wall through the city. Many other forward-thinking cities are tearing down their highways, a move I totally support. That said, I oppose further I-275 retention wall intrusions along the eastern boundary of Tampa Heights. I understand a Motion to Strike Amendments 8 and 9 of the TIP has been circulated among you. I incorporate that Motion by reference and support it fully. Striking those two amendments would protect Tampa Heights and its designated Historic District from further structural intrusion and damage at the hands of FDOT.

Helen Anne Travis 304 E Park Ave

(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:

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

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

The BPAC approved action items:

- BPAC Consideration of New Members
 - 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
 - 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.
- Bicycle Pedestrian Counts
- Hillsborough County Multimodal Level of Service Update Information was presented by TPO Staff on the proposed update to the Multimodal Level of Service Methodology for Unincorporated Hillsborough County. This strategy incorporates FDOT and other methodologies in a hybrid approach for facilities with and without bicycle and pedestrian facilities.

Livable Roadways Committee (LRC) on February 23

The LRC approved action items:

Commuter Benefits Ordinance 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
 - Motion: Encourage 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 the LPIs.
- Bicycle Pedestrian Counts

Transportation Disadvantaged Coordinating Board (TDCB) on February 25

The TDCB approved action items:

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

Citizens Advisory Committee (CAC) on March 2

The CAC approved action items:

- Three TIP Amendments: two pertain to reallocating \$4m from HART bus replacements
 to fund some construction activities for the HART Heavy Maintenance Facility, while the
 third is to provide \$\$210k to fund a PD&E study to widen Gibsonton Drive from Fern Hill
 Dr to US301. The motion passed, 14-5, to approve the TIP Amendments and forward
 them to the Board.
- Commuter Benefits Ordinance Letter passed unanimously.
- Meeting minutes from February 2022 pending correction of a typo. An agenda item was accidentally labeled as 'IV' instead of 'VI'.

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

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

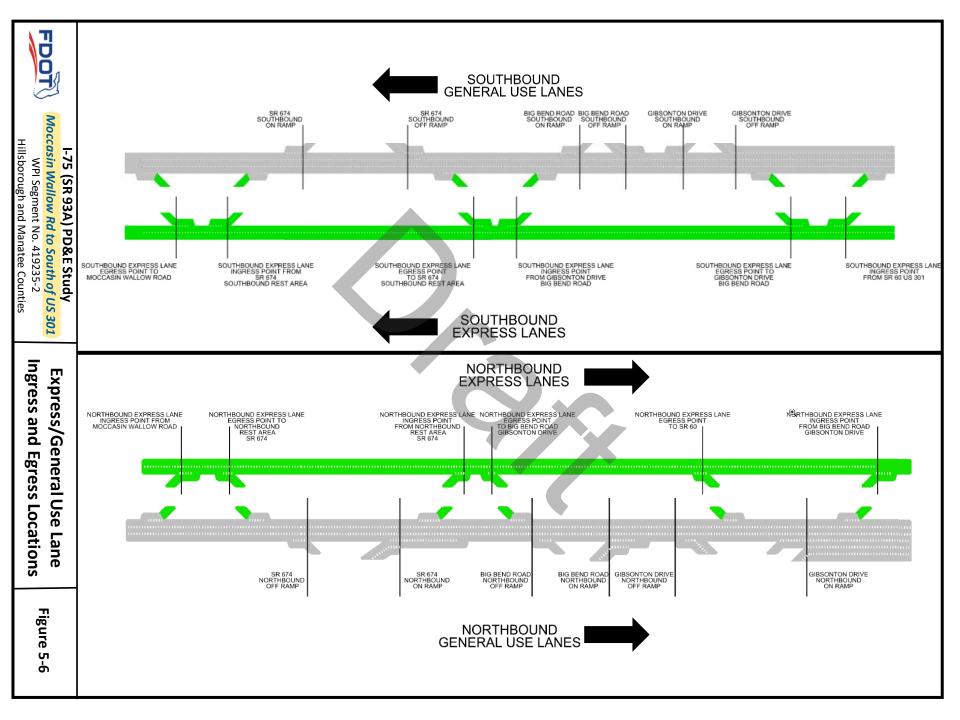
The CAC received a number of public comments from individuals expressing support for Vice Chair Fernandez's motion to remove two projects from the TIP. Others commented on their frustration regarding impacts due to construction activities. Emailed public comments are included in the Board packet.

During the Member's Interest portion of the meeting, TPO Attorney Cameron Clark and Executive Director Beth Alden fielded questions from the committee about State Statute Section 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 serving in a quasi-judicial role, as well as questions about the Sunshine Law.

The CAC had a long discussion about the Downtown Interchange Safety & Operational Fix project, specifically regarding a belief that FDOT staff *lied* to the community about the scale of ROW 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 and asserted that standards of meeting decorum were breached due to committee members calling the Secretary and FDOT staff *liars*. A transcript of the conversation is attached.

A conversation about information transmission and Sunshine Law protection followed. A motion was made to establish a CAC policy for communications among members to be limited to public meetings. That 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.



8.9 Temporary Traffic Control Plan

The traffic control plan for the Build Alternative will be significant and will require a Transportation Management Plan. This plan shall consist of three major components: 1. Temporary Traffic Control, 2. Transportation Operations, and 3. Public Information. Reference: FDM, Section 240.2. Detailed Temporary Traffic Control Plan will need to be analyzed for specifics in the next phase of the project.

Multiple phases are anticipated to construct the proposed widening and reconstruction of I-75. The median widening can be accomplished with minimal impact to the existing traffic. New construction of ramps where impacts to the existing general use traffic is also possible while median construction is staged and completed. Some diversions and detours will be needed while permanent connections are constructed to new ramps.

8.10 Pedestrian and Bicycle Facilities

Consistent with federal and state policies, no facilities for bicyclists or pedestrians are planned on this limited access interstate highway.

8.11 Access Points and Spacing

I-75 is a limited access facility. Access to the interstate is allowed only at the interchanges within the study limits. No new access points are planned for the General Use Lanes (GUL) of I-75. With the proposed addition of Express Lanes, ingress and egress points are necessary. The locations of the ingress and egress points are as follows:

Northbound I-75 (listed from south to north)

Egress to westbound Selmon Expressway

- Egress to GUL north of SR 60
- Ingress from CD System north of SR 60
- Egress to westbound and eastbound I-4 south of the I-4 interchange.
- Ingress from eastbound and westbound I-4 north of the I-4 interchange
- Egress to GULs north of I-4
- Egress to westbound Fowler Avenue south of the Fowler Avenue interchange
- Ingress to the Els north of Fletcher Avenue
- ELs transition back to GUL north of BBD Boulevard

Southbound I-75 (listed from south to north)

- Ingress from the CD system north of US 301
- Ingress north of SR 60
- Egress to CD system north of SR 60
- Ingress from I-4 eastbound and I-4 westbound ELs
- Egress north of I-4 to I-4 eastbound and westbound ELs
- Ingress to EL from GUL south of Fowler Avenue
- Ingress to EL from Fowler Avenue

- Ingress to EL from GUL south of BBD Boulevard
- ELs begin north of BBD Boulevard



Hillsborough County City County Planning Commission

2022 Legislative Wrap-Up Summary

March 15, 2022

Fun Fact: 3,735 Bills Filed and 285 Passed

PASSED:

Budget (below items are funded by General Revenue)

The Legislature ended its 2022 regular session by passing the largest budget in state history, a \$112 billion spending plan engorged by federal aid and rising tax collections as the strong recovery from the pandemic continues. The budget, which drew bipartisan support, spread that wealth, with a minimum wage increase for state employees, pay increases for teachers and law enforcement officers, hefty affordable housing spending (\$209 million for the State Housing Incentives Partnership), and a large package of tax breaks for consumers. Gov. Ron DeSantis has line-item veto power and could reject items.

Transportation Disadvantaged \$	60.4 million
---------------------------------	--------------

22nd Avenue & Selmon \$2.691 million

Safe Routes to School \$1.38 million

Harvest Hope Park Sidewalks \$1.17 million

TBARTA – TD Tampa Bay \$1 million

TBARTA Operations \$375,000

Sulphur Springs Safe Routes \$275,000

Gray Street Complete Street \$250,000

Bills that Passed (alphabetical order)—

Floating Solar Facilities (HB 1411)

Local Business Protection Act (SB 620)

Local Tax Referenda Requirements (HB 777)

Private Property Rights to Prune, Trim, & Remove Trees (SB 518)

Real Property Rights (SB 1380)

Residential Development Projects for Affordable Housing (SB 962)

School Concurrency (SB 706)

Statewide Flooding & Sea Level Rise Resilience (HB 7053)

Stunt Driving on Highways (HB 399)

Bills that Failed (alphabetical order)—

Affordable Housing (SB 1924/HB 1089)

Aggressive Careless Driving (HB 297/SB 476)

Affordable Housing (HB 1089/SB 1924)

Alternate Mobility Funding (HB 1415/SB 1824)

Driving Under the Influence (HB 271/SB 436)

First Responder Roadway Safety (HB 127)

Local Ordinances (SB 280/HB 403)

Photographic Enforcement of School Zones (HB 189/SB 410)

Public Meetings During Declared States of Emergency (SB 674)

Repeal of Developer Incentive Requirements (HB 6057/SB 1900)

Tax Exemption for Affordable Housing (HB 495/SB 1150)

TBARTA Repeal (SB 426)

Traffic Infraction Detectors (HB 6029/SB 870)

Transportation Projects (SB 398/HB 157)

Transportation Research (HB 1031/SB 1160)

HILLSBOROUGH COUNTY CITY-COUNTY PLANNING COMMISSION SIGNIFICANT LEGISLATION PASSED BY THE 2022 FLORIDA LEGISLATURE MARCH 21, 2022

FUNDING--AFFORDABLE HOUSING:

- State Housing Initiatives Partnership (SHIP) program: The FY 2022-2023 budget allocates approximately \$209.48 million for the State Housing Initiatives Partnership (SHIP).
- State Apartment Incentive Loan Program (SAIL): The FY 2022-2023 budget allocates \$153.25 million for the State Apartment Incentive Loan Program (SAIL), including a \$100 million allocation for a Florida Hometown Hero Housing Program. While SB 788 by Senator Hooper established a Hometown Hero program with eligibility criteria, that bill did not pass and was withdrawn from consideration. The proviso to line item 2289 in the General Appropriations Act provides that \$100,000,000 of nonrecurring funds from the State Housing Trust Fund, traditionally used for State Apartment Incentive Loan (SAIL) Program, shall be used by the Florida Housing Finance Corporation to establish a Florida Hometown Hero Housing Program to provide down payment and closing cost assistance. No other legislation passed providing any direction on this new program or how eligibility will be determined.

FUNDING--TRANSPORTATION:

Transportation Disadvantaged (statewide): From the funds in Specific Appropriation 1957 (\$60.4 million), \$4,000,000 shall be used by the Commission for the Transportation Disadvantaged for an innovative grant program. Funds shall be used to provide competitive grants to community transportation coordinators for innovative service delivery that is more cost efficient for the program and time efficient for the users. Grants may be for projects in which a community transportation coordinator works with a non-traditional service provider, such as a transportation network company or other entity, that provides door-to-door, on-demand, or scheduled transportation services. A county may submit one project that encompasses multiple goals or a single goal, such as providing cross-county mobility or reducing service gaps between existing routes and the user's destination. A county may not receive more than one award and may receive a maximum award of \$750,000. Multiple counties may partner for a grant of up to \$1,500,000 provided that the project includes a goal of providing regional mobility in addition to any other goals. A ten percent local match is required for all grants. All funds shall be used to provide direct services to transportation disadvantaged clients.

Additionally, the following transportation projects were funded:

22nd Avenue & Selmon Expressway \$2.691 million

Safe Routes to Limona Elementary School \$1.38 million

Harvest Hope Park Sidewalks \$1.17 million

TBARTA \$1 million

TBARTA Operations \$375,000

Sulphur Springs Safe Routes \$275,000

Gray Street Complete \$250,000

IMPROVING STATE RESILIENCY:

HB 7053 by the Environment, Agriculture, & Flooding Subcommittee passed (114-1). The bill was substituted for SB 1940 by Rep. Brodeur. The bill establishes the Statewide Office of Resilience within the Executive Office of the Governor, providing the appointment of a Chief Resilience Officer. The bill requires the Department of Transportation (DOT) to develop a resilience action plan for the State Highway System. Additionally, the bill identifies goals of the action plan and requires it to include certain components. It also requires DOT to submit the action plan to the Governor and the Legislature by June 20, 2023, and a status report every third year on June 30 thereafter. The bill requires the Florida Flood Hub for Applied Research and Innovation to provide certain data to counties and municipalities for vulnerability assessments.

Additionally, the bill:

- Authorizes the use of Resilient Florida Grant Program funds to fund preconstruction activities for Statewide Flooding and Sea-Level Rise Resilience Plan (Plan) projects in municipalities and counties meeting certain population thresholds, but not for projects that adapt critical assets to flooding and sea-level rise.
- Pushes back by one year (to 2023 and 2024, respectively) the dates by which the Comprehensive Statewide Flood Vulnerability and Sea-Level Rise Data Set and the Assessment must be completed.
- Revises the \$100 million cap on funding proposed for each year of the Plan to a minimum threshold of \$100 million.
- The bill establishes the responsibilities of the State Chief Resilience Officer, including:

- To work with federal, state, regional, and local governmental entities, and nongovernmental entities to align flood resilience and mitigation priorities.
- Collaborate with the Florida Flood Hub for Applied Research and Innovation and other appropriate entities to provide technical guidance to state agencies, as well as local and regional governmental entities, to incorporate future standards and projections regarding flooding, including sea level rise projections, into future state projects, plans, and programs.
- Engage with state agencies and water management districts to innovate processes, programs, decision frameworks, and reporting mechanisms intended to bolster flood resilience and mitigation activities.
- All state and local governmental entities are authorized and directed to assist the Chief Resilience Officer to the extent such assistance is consistent with law and budgetary constraints.

LEGAL NOTICES:

HB 7049 by Reps. Fine and Grall passed (79-40) in the House and Senate (26-13). The bill allows a local governmental agency the option to publish legal notices on a publicly accessible website owned or designated by the county instead of in a print newspaper. The bill defines the terms "governmental agency" to mean a county, municipality, school board, or other local government unit or political subdivision of the state; and also defines the term "publicly accessible website" to mean a county website or private website designated by the county for publication of legal notices. All advertisement on a publicly available website must be searchable and contain the date in which the advertisement was first published on the website. A governmental agency may use the publicly accessible website of a county in whose jurisdiction it lies if the costs of publishing the required advertisements or public notices is less than publishing in a newspaper. A governmental agency with at least 75 percent of its population located in a county with less than 160,000 may use the publicly accessible website of the county if the governmental agency, at a public hearing publicly noticed in a newspaper, determines residents have sufficient access to the internet by broadband service and publishing public notices on the county website will not unreasonably restrict public access. A special district that spans the geographic boundaries of the county is authorized to publish its public notices on the public accessible website of the county it spans. Any governmental agency that published its advertisements and public notices on a publicly accessible website must once per year provide notice in a newspaper of general circulation, or another publication that is mailed or delivered to all residents and property owners throughout government's jurisdiction indicating that residents may receive required advertisements or notices from the government by first-class mail or email after registering their name and address or email address with the government agency. The bill requires each government agency to maintain a registry of the property owners or residents that requested in writing to receive required advertisement or public notices by first-class mail or email. A link to

all advertisements and public notices on the publicly accessible website must be conspicuously placed on the homepage or on a page accessible through a direct link from the homepage. If a governmental agency has a governmental access channel, the agency may provide a summary of advertisements and public notices that are published on its publicly accessible website. In addition, public bid advertisements made on a publicly accessible website, must include a method to accept electronic bids. The bill reverts the criteria a newspaper must satisfy to be qualified to publish all legal notices back to the criteria in place before the passage of Chapter 2021-17, Laws of Florida, with the exception that newspapers qualified to publish legal notices are no longer required to be for sale. Finally, the bill eliminates the obligations of the Florida Press Association relating to equitable legal notice access by minority populations.

LOCAL REFERENDA REFORM:

HB 777 by Rep. W. Robinson passed both chambers, 111-2 in the House and 39-0 in the Senate. Rep. Robinson's bill was substituted for Sen. Boyd's Senate version, SB 1194. The bill will require referendum elections to coincide with a general election for the following taxes:

- Tourist development tax
- Areas of critical state concerning tourist impact tax
- Children's services independent special district tax
- County temporary excess ad valorem millage
- Municipal temporary excess ad valorem millage
- County transportation motor fuel tax
- Local option fuel taxes
- School district millage
- Other local government voted millage

Concerns were raised that any referenda held in concurrence with a general election (in November) would occur after the tax bill has been issued, and the millage could not be levied until the following year. This could potentially have dangerous implications for fiscally constrained counties seeking to resolve time-sensitive community issues.

HILLSBOROUGH COUNTY TRANSPORTATION SALES SURTAX:

Pro viso language was included in the final hours of budget negotiations that provides, "SECTION 155. Contingent upon the issuance of a final judgment by a court of competent

jurisdiction regarding the litigation associated with the Hillsborough County Transportation Sales Surtax, the Clerk of the Circuit Court of Hillsborough County shall transfer, or cause to be transferred, any surtax revenues remaining in escrow to the Department of Revenue. The Department of Revenue shall deposit the funds in a separate account within the Discretionary Sales Surtax Clearing Trust Fund pursuant to section 212.054, Florida Statutes. Any such funds received by the Department of Revenue are hereby appropriated and shall be placed in reserve. The Department of Revenue shall submit a budget amendment no later than September 1, 2022, to the Legislative Budget Commission for release of the funds held in reserve pursuant to chapter 216, Florida Statutes. The budget amendment shall include a plan to distribute the funds consistent with the provisions of section 212.055, Florida Statutes, and the final judgment issued by a court of competent jurisdiction. This section is effective upon becoming a law. "

MIXED-USE RESIDENTIAL DEVELOPMENT FOR AFFORDABLE HOUSING PROJECTS:

SB 962 by Sen. Bradley was substituted for HB 981 re: Residential Development Projects for Affordable Housing by Rep. Payne. The bill authorizes a county or municipality, regardless of zoning ordinances or the locality's comprehensive plan, to approve mixed-use residential development projects on any parcel zoned for residential, commercial, or industrial use if 10% of the project is for affordable housing. The bill provides that approval of such projects is self-executing and does not require the board of county commissioners to adopt an ordinance or a regulation before using the approval process. The bill passed unanimously.

PRIVATE PROPERTY RIGHTS TO PRUNE, TRIM, AND REMOVE TREES:

SB 518 by Sen. Brodeur was substituted for HB 1555 re: Private Property Rights to Prune, Trim, and Remove Trees by Rep. McClain. The bill revises conditions under a local government's authority to require a notice, application, approval, permit, fee, or mitigation for the pruning, trimming, or removal of a tree on residential property. A local government may not require a notice, application, approval, permit, fee, or mitigation for the pruning, trimming, or removal of a tree on a residential property if the property owner possesses documentation from an arborist certified by the ISA (International Society of Arboriculture) or a Florida license landscape architect that the tree poses an unacceptable risk. A tree poses an unacceptable risk if removal is the only means of practically mitigating its risk below moderate as determined. The bill defines "documentation" as an onsite tree risk assessment performed with the tree risk assessment procedures as outlined in Best Management Practices-Tree Risk Assessment, Second Edition (2017). The bill passed unanimously in the Senate and (116-1) in the House.

PROMOTING FLOATING SOLAR FACILITIES:

HB 1411 by Rep. Avila passed unanimously (112-0). The bill was substituted for its Senate companion, SB 1338 by Sen. Diaz, which also passed unanimously (39-0). The bill promotes the use of floating solar facilities by requiring each local government to allow these facilities as a permitted use under certain conditions and amend its land development regulations to promote the use of floating solar. Under the bill, counties and municipalities may adopt ordinances specifying buffer and landscaping requirements for floating solar facilities, however, such requirements may not exceed the requirements for similar uses involving the construction of other solar facilities that are permitted uses in agricultural land use categories and zoning districts. The bill states that a floating solar facility may not be constructed in an Everglades Agricultural Area reservoir project if the local governments involved with the project determine that the facility will have a negative impact on that project. Under the bill, the Office of Energy within the Department of Agriculture and Consumer Services is tasked with submitting recommendations to the Legislature to provide a regulatory framework to private and public sector entities that implement floating solar facilities.

SCHOOL CONCURRENCY REVISIONS:

SB 706 by Sen. Perry passed unanimously (38-0). The bill was substituted for HB 851 by Rep. McClain. The bill amends s. 163.3180(6)(h) to provide that school concurrency is deemed satisfied when a developer tenders a written, legally binding commitment, rather than an executed commitment, to provide mitigation proportionate to the demand created by a development. The district school board must notify the local government that capacity is available for the development within 30 days after receiving the developer's legally binding commitment. In the addition, the bill provides that any developer paid mitigation, rather than being directed toward a school capacity improvement in the district's 5-year education facilities plan, must be set aside and not spent until an improvement is identified that satisfies the demand created by the development.



RON DESANTIS GOVERNOR 11201 North McKinley Drive Tampa, FL 33612-6456 KEVIN J. THIBAULT, P.E. SECRETARY

March 15, 2022

Subject: Virtual Public Meeting (VPM) for Proposed Safety Improvements

SR 60 (Kennedy Boulevard) from Woodlynne Avenue to Brevard Avenue

Hillsborough County, Florida

Financial Project Number (FPN): 436489-1-52-01

Dear Government Partner:

The Florida Department of Transportation (FDOT), District Seven, invites you to attend and participate in a Virtual Public Meeting (VPM) for proposed median modifications on SR 60 (Kennedy Boulevard) from Woodlynne Avenue to Brevard Avenue in Tampa, Florida, Financial Project Number (FPN): 436489-1-52-01. This Virtual Public Meeting will be held on **April 7, 2022**, at **4:30 p.m.**

To allow for maximum participation, the public meeting will be held in three formats including virtually over the internet and at an in-person drive-thru location. Information presented will be identical at all options. You may also participate by phone in listen mode only.

The meeting will start at **4:30 p.m.** and include a presentation. After the presentation has concluded, there will be an opportunity to provide comments that will be included in the official public meeting record.

Virtual/Online: Presentation will begin at 4:30 p.m.

The presentation will be played at 4:30 p.m., 5:00 p.m. and 5:30 p.m. After each presentation, there will be an opportunity to provide comments that will be included in the official public meeting record. Please follow this link to register and access the meeting: https://bit.ly/3CtN6Ce.

In-person drive-thru location:

Hours: Drive-thru will open at 4:30 p.m. and remain open until 6:30 p.m. South Tampa Surgery Center 3600 W. Kennedy Boulevard Tampa, FL 33609 (Parking Area)

Drive-thru attendees will be directed into a clearly identified parking lot, receive project literature, and view the project presentation. Attendees will be asked to remain in their vehicle while attending the meeting. You will have the opportunity to provide written or verbal comments.

Phone:

The presentation will be played at 4:30 p.m., 5:00 p.m. and 5:30 p.m. To participate by phone please call: 1-631-992-3221 and provide the Access Code: 416-867-345 to join. Phone participants will be in "Listen Only" mode during the presentation. Comments may be submitted to the Project Manager following the public meeting by email, mail, or phone/voicemail.

This public meeting is conducted to afford affected property and business owners, interested persons and organizations the opportunity to provide comments to FDOT regarding proposed median modifications on SR 60 (Kennedy Boulevard) from Woodlynne Avenue to Brevard Avenue in Hillsborough County.

All side street access onto SR 60 (Kennedy Boulevard) within the project limits will be reconfigured to a right turn only except for the following which will remain open as they are today.

S. Bungalow Park Avenue Arrawana Avenue N. Tampania Avenue

Medians are proposed to be permanently closed at:

Gomez Avenue Packwood Avenue S. Orleans Avenue
Westland Avenue Dakota Avenue / Walmart Edison Avenue
Melville Avenue Moody Avenue S. Delaware Avenue

Median openings are proposed to become directional median openings at the following locations:

New Jersey Avenue Albany Avenue

S. Newport Avenue

S. Fielding Avenue

All traffic signals will remain throughout the corridor and traffic signals will be added at the following intersections:

Habana Avenue Freemont Avenue Oregon Avenue Edison Avenue mid-block crossing

*Please see the enclosed proposed median modification exhibit for details. The exhibit is also available on the project website or QR code listed below.

This VPM is held pursuant to Chapters 120, 335.18 and 335.199, Florida Statutes. FDOT will receive verbal/written comments at the public meeting drive-thru location and online from registered webinar participants. Additionally, written or emailed comments may also be submitted following the meeting to Kevin.Lee@dot.state.fl.us or mailed to Kevin Lee, Design Project Manager, Florida Department of Transportation, 11201 N. McKinley Dr., MS 7-600, Tampa, Florida 33612 or by phone at (813) 975-6426. Comments received or postmarked by April 18, 2022, will be included in the official meeting record.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons requiring special accommodations under the Americans with Disabilities Act to participate in this open house or persons who require translation services (free of charge) are asked to advise the agency at least seven (7) days prior to the open house by contacting: Jensen Hackett, FDOT Title VI Coordinator, at (813) 975-6283 or (800) 226-7220, or Jensen.Hackett@dot.state.fl.us. If you are hearing or speech impaired, please contact the agency using the Florida Relay Service, 1(800) 955-8771 (TDD) or 1(800) 955-8770 (Voice).

Comuníquese Con Nosotros: Nos importa mucho la opinión del público sobre el proyecto. Si usted tiene preguntas o comentarios, o si simplemente desea más información, por favor comuníquese con nuestro representante, Manuel Flores, (813) 975-4248, Manuel.Flores@dot.state.fl.us, Departamento de Transporte de Florida, 11201 North McKinley Drive, Tampa, FL 33612.

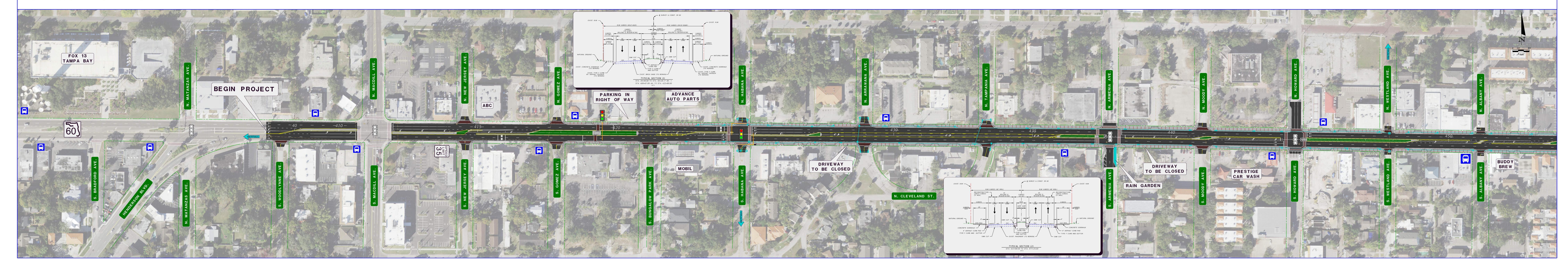


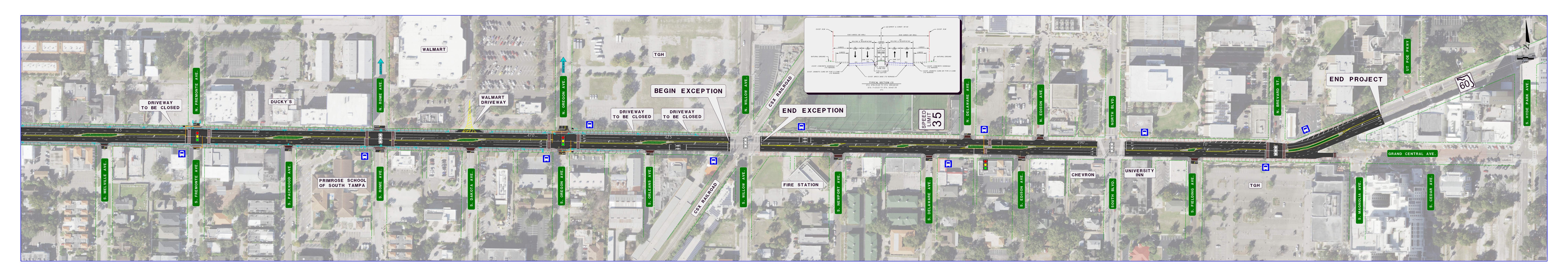
For more information about this project, please visit the project webpage at https://www.fdottampabay.com/project/784/436489-1-52-01.

Or scan the QR Code

Sincerely, Kevin Lee Design Project Manager Florida Department of Transportation FPID: 436489-1-52-01 & SR 60 (KENNEDY BLVD.) FROM W. OF WOODLYNNE AVE. TO E. OF BREVARD AVE.

FPID: 434781-5-52-01







RON DESANTIS GOVERNOR 605 SUWANNEE STREET TALLAHASSEE, FL 32399-0450

March 28, 2022

Re: East Tampa Community Conversation with FDOT (In-Person and Virtual)

Dear Elected Officials, Agency Officials and Staff:

The Florida Department of Transportation (FDOT) District Seven invites you to attend and participate in a community conversation with FDOT and the East Tampa community. The meeting is an open dialogue roundtable discussion on FDOT and City of Tampa arterial roadway projects, FDOT interstate projects, and aesthetic enhancements in the East Tampa community. Residents will have the opportunity to share feedback with FDOT and the City of Tampa staff and ask questions on transportation improvements.

The meeting will be held **in-person on Tuesday, April 19, 2022**, with an option to participate **virtually on Thursday, April 21, 2022** (**registration is required to attend online**). At the meeting, a short presentation will be given. Following the presentation, a discussion will be held with participants on multiple topics to provide FDOT and City of Tampa staff with input on current and planned projects to better enhance improvements for the surrounding community.

The information presented will be identical at both meeting dates. FDOT staff will be available on both dates to facilitate the conversations, hear from community members on projects and ideas, and to answer questions. We ask that you only participate in one of the two sessions.

In-Person Location:

April 19, 2022, beginning at 5:30 p.m.

C. Blythe Andrews, Jr. Public Library 2607 E. Dr. Martin Luther King Jr. Boulevard Tampa, FL 33610

Complimentary on-site parking and designated handicap parking are available. Hillsborough Area Regional Transit (HART) bus routes 12 and 32 provide bus services to access the meeting site.

Virtual/Online:

April 21, 2022, beginning at 5:30 p.m.

Those who cannot attend in person, may participate virtually by registering at www.TampaBayNext.com.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons requiring special accommodations under the Americans with Disabilities Act to participate in this open house or persons who require translation services (free of charge) are asked to advise the agency at least seven (7) days prior to the open house by contacting: Roger Roscoe, FDOT Title VI Coordinator, at (813) 975-6411 or (800) 226-7220, or Roger-Roscoe@dot.state.fl.us. If you are hearing or speech impaired, please contact the agency using the Florida Relay Service, 1(800) 955-8771 (TDD) or 1(800) 955-8770 (Voice).

Comuníquese Con Nosotros: Nos importa mucho la opinión del público sobre el proyecto. Si usted tiene preguntas o comentarios, o si simplemente desea más información, por favor comuníquese con nuestro representante, Manuel Flores, (813) 975-4248, Manuel.Flores@dot.state.fl.us, Departamento de Transporte de Florida, 11201 North McKinley Drive, Tampa, FL 33612.

For more information about FDOT and City of Tampa projects in the Tampa Heights area, please visit the websites listed below:

FDOT Projects: www.FDOTTampaBay.com.

City of Tampa Capital Improvement Projects (CIP) Viewer: https://www.tampa.gov/projects

For more information, contact Craig Fox, P.E., Office of Environmental Management, Florida Department of Transportation by email Craig.Fox@dot.state.fl.us or by phone at (813) 975-6082.

Sincerely, Kristen Carson Public Information Officer, District Seven Florida Department of Transportation



RON DESANTIS GOVERNOR

605 SUWANNEE STREET TALLAHASSEE, FL 32399-0450

March 28, 2022

Re: Tampa Heights Community Conversation with FDOT (In-Person and Virtual)

Dear Elected Officials and Staff:

The Florida Department of Transportation (FDOT) District Seven invites you to attend and participate in a community conversation with the Tampa Heights community and FDOT. The conversations will include but not be limited to projects in the adjacent area including the I-275 Capacity Improvements Project currently under construction and the Downtown Tampa Interchange (I-275/I-4) Safety and Operational Improvements Project that is anticipated to begin construction in 2023. Additionally, the conversations will provide the opportunity for the community to share thoughts on other FDOT projects and topics. City of Tampa representatives will also be available to discuss City projects in the Tampa Heights community.

The meeting will be held **in-person on Tuesday, April 26, 2022**, with an option to participate **virtually on Thursday, April 28, 2022**. At the meeting, a short presentation will be given. Following the presentation, meeting participants will be able to provide their feedback through small group discussions on multiple topics with FDOT and City of Tampa staff.

Information presented will be identical at both meeting dates. FDOT staff will be available on both dates to facilitate the conversations, hear from community members on projects and ideas and to answer questions. We ask that you only participate in one of the two sessions.

FDOT will be on-site along Elmore Avenue on **Wednesday**, **April 27**, **2022**, **from 11:00 a.m.** – **3:00 p.m.** to talk with neighbors about the planned improvements that are part of the Downtown Tampa Interchange project. FDOT staff will be available to answer questions about the future location for the retaining wall structure along Southbound I-275 that is anticipated to shift outward as part of the improvements. The future wall location has been marked to help provide a better understanding of the future location.

In-Person Location:

April 26, 2022, beginning at 5:30 p.m.

Chester H. Ferguson Law Center, Hillsborough County Bar Association 1610 North Tampa Street Tampa, FL 33602

Complimentary on-site parking and designated handicap parking are available. Hillsborough Area Regional Transit (HART) bus routes 1 and 6 provide bus services to access the meeting site.

Virtual/Online:

April 28, 2022, beginning at 5:30 p.m.

Those who cannot attend in person, may participate virtually by registering at www.TampaBayNext.com.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons requiring special accommodations under the Americans with Disabilities Act to participate in this open house or persons who require translation services (free of charge) are asked to advise the agency at least seven (7) days prior to the open house by contacting: Roger Roscoe, FDOT Title VI Coordinator, at (813) 975-6411 or (800) 226-7220, or Roger-Roscoe@dot.state.fl.us. If you are hearing or speech impaired, please contact the agency using the Florida Relay Service, 1(800) 955-8771 (TDD) or 1(800) 955-8770 (Voice).

Comuníquese Con Nosotros: Nos importa mucho la opinión del público sobre el proyecto. Si usted tiene preguntas o comentarios, o si simplemente desea más información, por favor comuníquese con nuestro representante, Manuel Flores, (813) 975-4248, Manuel.Flores@dot.state.fl.us, Departamento de Transporte de Florida, 11201 North McKinley Drive, Tampa, FL 33612.

For more information about FDOT and City of Tampa projects in the Tampa Heights area, please visit the websites listed below:

I-275 Capacity Improvements: https://www.fdottampabay.com/project/706/431821-2-52-01
I-275 Downtown Tampa Interchange: https://www.fdottampabay.com/project/839/445057-1-52-01
City of Tampa Capital Improvement Projects (CIP) Viewer: https://www.tampa.gov/projects

For more information, contact Kirk Bogen, P.E., Environmental Management Engineer, Florida Department of Transportation by email <u>Kirk.Bogen@dot.state.fl.us</u> or by phone at (813) 975-6448.

Sincerely, Kristen Carson Public Information Officer, District Seven Florida Department of Transportation