



# Hillsborough TPO

## Transportation Planning Organization

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Tampa, FL, 33602

### ***Meeting of the Technical Advisory Committee***

Monday, April 4, 2022, 1:30 pm

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 your computer, tablet or smartphone:
- <https://attendee.gotowebinar.com/register/1037764576020134668>
- Register in advance to receive your personalized link, which can be saved to your calendar.
- Dial in LISTEN-ONLY MODE: 1-631-992-3221 Access Code 660-176-918
- Presentations, full agenda packet, and supplemental materials [posted here](#), or phone us at 813-756-0371 for a printed copy.
- Please mute yourself after joining the conference to minimize background noise.
- Technical support during the meeting: Priya Nagaraj (813) 310-9709.

#### Rules of engagement:

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

## **Agenda**

- I. Call to Order & Introductions**
- II. Roll Call & Declaration of Quorum** (Gail Reese, TPO staff)
  - A. Vote of Consent for Remote Member Participation** – *if applicable*
- III. Public Comment** - 3 minutes per speaker, please
- IV. Approval of Minutes** – March 7, 2022
- V. Action Items**
  - A. Storm Evacuation and Shelter in-Place Study Final Report** (Cambridge Systematics)
  - B. Smart Cities Mobility Plan Update** (Johnny Wong, TPO Staff)
  - C. Annual Certification of Metropolitan Transportation Planning Process** (Beth Alden, TPO Executive Director)

## **VI. Status Reports**

- A. City of Tampa MOVES and Vision Zero Action Plan  
(Alana Brasier, COT)
- B. IJA Grant Opportunities  
(Amber Simmons, TPO Staff)
- C. FY23 and FY24 UPWP Preliminary Draft  
(Amber Simmons, TPO Staff)
- D. Introduction to new TPO Studies  
(Gena Torres, TPO Staff)

## **VII. Old Business & New Business**

- A. Memo on Government in the Sunshine

## **VIII. Adjournment**

## **XI. Addendum**

- A. TPO Meeting Summary and Committee Reports
- B. Legislative Wrap-Up 2022 by Planning Commission
- C. April 5-6 [Regional Resiliency Leadership Summit](#)
- D. 436489-1 Kennedy Blvd Documents
- E. [FHWA Active Transportation Funding Toolkit](#)

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

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

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**HILLSBOROUGH COUNTY  
TRANSPORTATION PLANNING ORGANIZATION  
TECHNICAL ADVISORY COMMITTEE  
HYBRID MEETING OF MARCH 7, 2022**

**I. CALL TO ORDER**

Chair Sims called the meeting to order at 1:36 PM

Members Present In-Person: Jeff Sims, Mike Williams, Brian McCarthy, Brian Pessaró, Clay Hollis, Gina Evans, Jay Collins, Jennifer Malone, Nicole Sutton

Members Present Virtually: Michael English, Robert Frey, Leland Dicus, Danni Jorgenson

Members Absent/ Excused: Jonathan Scott, Julie Ham

Others Present: Sarah Caper (future member); Gena Torres, Connor MacDonald, Wade Reynolds, Johnny Wong, Lionel Fuentes, Amber Simmons, Rich Clarendon, Vishaka Shiva Raman, Priya Nagaraj, Lisa Silva, Beth Alden, Gail Reese (TPO Staff); Sara Hendricks (USF CUTR); Christine Acosta (Pedal Power Promoters); Siao Si Fine, Suzanne Monk, Amber Russo, Kirk Bogan (FDOT District 7); Bob Finck (AIM Engineering)

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

Chair Sims welcomed new members Clay Hollis and Sarah Caper (will be official member on 3/9/2022)

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

**III. APPROVAL OF MINUTES – February 7, 2022**

**Motion to approve February 9, 2022 minutes by Jay Collins, seconded by Clay Hollis. Voice vote, motion passes unanimously.**

**IV. ACTION ITEMS**

**A. TIP Amendments Gibsonton Dr. PD&E and HART Maintenance Facility (Connor MacDonald, TPO Staff) (Timestamp 0:04:39)**

- Three jobs 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 (21<sup>st</sup> 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 where the new facility would be built; on an adjacent area on the same campus as the current facility. It was noted that the current facility does not meet capacity for the current fleet. During construction, vehicles will need to be rotated out. The new facility will also require buses be rotated as they are being worked on. HART is looking at a satellite facility for future use. There is hope that the new facility has accommodations in the design for EVs. Currently, there is no HART representative on TAC.

**Brian Pessaro moves to approve, Gina Evans seconded. Voice vote, motion passes unanimously.**

**B. Commuter Benefits Ordinance Request Letter (Sara Hendricks, CUTR) (Timestamp 0:13:51)**

- Went over Transportation Demand Management.
  - 23% of workers have left a job because of a bad commute – large expense to employers.
- Review of Commuter Benefits.
  - Require employers to provide information about existing transportation options and services
  - Set aside pre-tax employee income to pay for commuter transportation – up to \$280 per month per employee
- With the ordinance, does not require the employer to provide anything extra. It can save employees and employers on taxes.
- Aligns with public policy in line with public transit, vanpools; more equitable across the board. Will assist in freeing up household income.
- Letter will encourage jurisdictions to develop an ordinance. It will allow jurisdictions to craft an ordinance if they choose to. Provides information for assistance with information.

**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.**

## Discussion:

It was asked if there are any potential drawbacks or costs that have not been addressed. There could be some sort of cost with monitoring and enforcement. Other areas that have this, very few employers don't follow through as it is an easy ask. Asked if the CAC had any different views. The CAC voted unanimously to move the letter forward to the TPO Board, as did LRC. Clarified that there is no additional cost to the businesses to offer this, it would be an accounting exercise. It was asked if this presentation has been given to the business community and if there was any feedback. Has been presented to the New North Transportation Alliance and they had favorable feedback. Karen Kress with the Downtown Partnership is on the LRC and she voted in favor of this. Questioned if this might be a trackable service for evaluation within the TPO. This ask was noted and can, potentially, be worked in. Asked if this formalizes an unformalized process already being done. Many companies do not know about the IRS programs. Different commute benefits ordinances are written in different ways. This ordinance is being kept simple to make the information available and to set aside the pre-tax dollars. TBARTA CAC also supports this ordinance.

**Nicole Sutton moved to accept the letter and move to the TPO Board for approval, seconded by Jay Collins. Voice vote, motion passes unanimously.**

## V. STATUS REPORTS

### A. **Project Development & Environmental Study for US 301 from Fowler Ave to SR 56** (Amber Russo, FDOT) *(Timestamp 0:34:46)*

- Review of purpose and need of project. Capacity, improved safety, improved mobility for bike/ped, designated by Hillsborough and Pasco Emergency Management as an emergency evacuation route.
- 13.1 miles – Review of Existing Typical Section
- Went over importance of US 301 north-south corridor in Hillsborough and Pasco Counties.
- Showed preferred roadway typical sections 1 (Fowler to Stacy) and 2 (Stacy to SR 56)
- Bridges and Structures are in good condition with structural capacity to remain in service for southbound traffic. New structures are proposed for northbound traffic.
- Access Management – Access Class 3, 15 proposed full median openings and 11 proposed directional median openings.
- Review of Stormwater Management and Floodplain Compensation
- Went over Environmental Effects
- Estimated Project Cost – Design: \$13.6 mil, ROW: \$36.3 mil, CEI: \$13.6 mil; Construction: \$136 mil, Total: \$199.5 mil.
- Consistent with Transportation plans; federal funds are not currently planned to be used for this project; a SEIR is being prepared.
- Review of schedule and funding – public hearing is scheduled for March 24, 2022 in-person and virtual option.

**Presentation:** [Microsoft PowerPoint - US 301 \(255796-1\) Hills CAC-TAC March2022](#)

**Project Website:** [US 301 PD&E Study](#)

**Discussion:**

It was noted that this project is not in the Hillsborough County LRTP and questioned why the county is moving forward with the project at this time. The SEIR is being done because this need exists and would like to be ready when the funds are available. This area is only in the rural service area when there are many areas that need to be addressed in the urban service area specifically towards safety; it is adding capacity. When this happens, it causes challenges to the local capacity of roads that intersect. Asked what the planning process is to move this forward versus other projects that have been put forth. Is this area served with the industrial corridor and the port? US 301 is a freight corridor; four lane facilities are being proposed on either end of this corridor. State roads are regional facilities. This area is in the top 50 of high crash corridors. There are other projects on high priority corridors that are being studied as well. This corridor does have safety issues with head-on crashes. Talked about bike lanes in this design and the standards currently in place. Preferred Roadway Typical Section 2 has a 12' shared path on one side and a raised area on the other for future paving. It was noted that biking is very popular in this project area. Area is growing. *(The CAC ran out of time for the agenda and did not hear this status report)* It was stated that this project was on the LRTP but removed and it is next to the Green Swamp and has implications for that area. The study completes after the public hearing, which is slated for March 24, 2022. There was concern that this is the first time the drawings have been seen. It is worth letting the study finish and it has been on hold for a while. Would like to see information on how this is going to improve safety. Would like to see more information on the increased volume along with the increase of heavy vehicles in the area.

**Jay Collins moved that the TPO send a letter of comment on this US 301 project with that in mind of the adopted plans and policies specifically towards the fact that the road widening is outside the urban service area; that this project has not been on the cost feasible Long Range Transportation Plan since 2014; the county does have higher priorities for safety including the high injury network such as US 92 where it parallels I-4; as well as we would like to know further information about the environmental and safety impacts that were identified back in the efficient transportation and decision making review of this.**

**Discussion:**

It was asked if the TPO will be a peer reviewer of this PD&E. The motion seems like it is coming from the County Transportation Planning side than the TPO/MPO Technical Advisory Committee. Questioned if the motion comments would be able to be made in the review process. The study will go to the TPO Board, and they look to the committees for advice. The individual committees do not send letters of comment on their own.

**Motion restated that the TAC provide recommendations to the TPO Board regarding this project as summarized in the following points: the road widening is outside the urban service boundary; this project has not been on the cost feasible Long Range Transportation Plan since 2014; the county does have higher priorities for safety improvements; as well as further information being provided about the environmental and safety impacts that were identified back in the efficient**

**transportation and decision making review of this and how will those be mitigated. Seconded by Jennifer Malone. Voice vote, motion passes unanimously.**

**B. Highway and Road Projects to be added to 2050 Tampa Bay Regional Planning Model Network**  
(Vishaka Shiva Raman, TPO Staff) *(Timestamp 1:11:15)*

- Gearing up for 2050 LRTP update; review of what the LRTP is and the update timeline.
- Review of process and what is included.
- Went over road and highway capacity projects completed over the last five years and projects anticipated to be done in the next five years.
- Tampa Bay Regional Planning Model used to forecast travel demand in Hillsborough and the surrounding counties in FDOT District 7.
- Looking for feedback to help lay groundwork for update.

**Discussion:**

It was noted that specific projects in this update are in stages inconsistent than those in the report. It was suggested that committee members review the list and provide comment. Reviews can be set up individually.

**VI. OLD BUSINESS & NEW BUSINESS**

**A. Next meeting on April 4, 2022.**

**VII. ADJOURNMENT**

Meeting adjourned at 3:07 PM

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

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

**From Chat:**

**Suzanne Monk (to Organizers and Panelists Only):** *In response to US 301 PD&E study update*

2:20 PM: I currently do not see it on the Hillsborough TPO priority list.





# Hillsborough TPO Transportation Planning Organization

## Board & Committee Agenda Item

### **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 [TPO's Storm Evacuation Forecast & Shelter-in-Place Scenarios Study](#) 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](#)



# Hillsborough TPO Transportation Planning Organization

## Board & Committee Agenda Item

### 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](#)



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# Hillsborough TPO Transportation Planning Organization

## Board & Committee Agenda Item

### 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





## Florida Department of Transportation

RON DESANTIS  
GOVERNOR

11201 N. McKinley Drive  
Tampa, FL 33612

KEVIN J. THIBAUT, P.E.  
SECRETARY

### JOINT MPO/FDOT CERTIFICATION SUMMARY

## Hillsborough County Metropolitan Planning Organization

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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

FLORIDA DEPARTMENT OF TRANSPORTATION  
**MPO JOINT CERTIFICATION STATEMENT**

525-010-05c  
POLICY PLANNING  
02/18

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.

\_\_\_\_\_  
Name: David Gwynn, P.E.  
Title: District Secretary (or designee)

\_\_\_\_\_  
Date

\_\_\_\_\_  
Name: Commissioner Harry Cohen  
Title: MPO Chairman (or designee)

\_\_\_\_\_  
Date



# Hillsborough TPO Transportation Planning Organization

## 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 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 M.O.V.E.S. (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 M.O.V.E.S 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 the City's 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.

### **Recommended Action:**

None. For information only.

### **Prepared By:**

Gena Torres, TPO staff

### **Attachments:**

[City of Tampa MOVES webpage](#)  
[City of Tampa Vision Zero webpage](#)

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# Hillsborough TPO Transportation Planning Organization

## Board & Committee Agenda Item

### **Agenda Item:**

IIJA Grant Opportunities

### **Presenter:**

Amber Simmons, TPO staff

### **Summary:**

The federal Infrastructure Investment and Jobs Act (IIJA) is a \$1.2T bipartisan infrastructure bill that reauthorized the nation's surface transportation, drinking water and wastewater legislation.

It provides additional funding for new programs in transportation, energy transmission, resilience, broadband, and others.

This is a discussion to review some of the grant opportunities we may consider and where it may make sense to partner with other agencies.

### **Recommended Action:**

None. For information only

### **Prepared By:**

Amber Simmons

### **Attachments:**

[Presentation slides](#)



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# Hillsborough TPO Transportation Planning Organization

## Board & Committee Agenda Item

### **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 [TPO website](#). 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 [Unified Planning Work Program | Plan Hillsborough](#).

### **Recommended Action:**

None; for information only

### **Prepared By:**

Amber Simmons

### **Attachments:**

None



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# Hillsborough TPO Transportation Planning Organization

## Board & Committee Agenda Item

### **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](#)



**Plan Hillsborough**  
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**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. **COMMITTEE REPORTS & ADVANCE COMMENTS** (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.**
    - 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. ([Photos included at the end of the minutes.](#))

**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. ACTION ITEMS** (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
  - 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 (21<sup>st</sup> 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 11<sup>th</sup> 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](http://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 24<sup>th</sup>.
  - 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.
    - It goes through our rural area
    - 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 28<sup>th</sup> 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. ADJOURNMENT** – 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 characterizing 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](mailto:aldenb@plancom.org) [wongj@plancom.org](mailto:wongj@plancom.org) and [TPO@plancom.org](mailto:TPO@plancom.org) (the [plancom.org](http://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

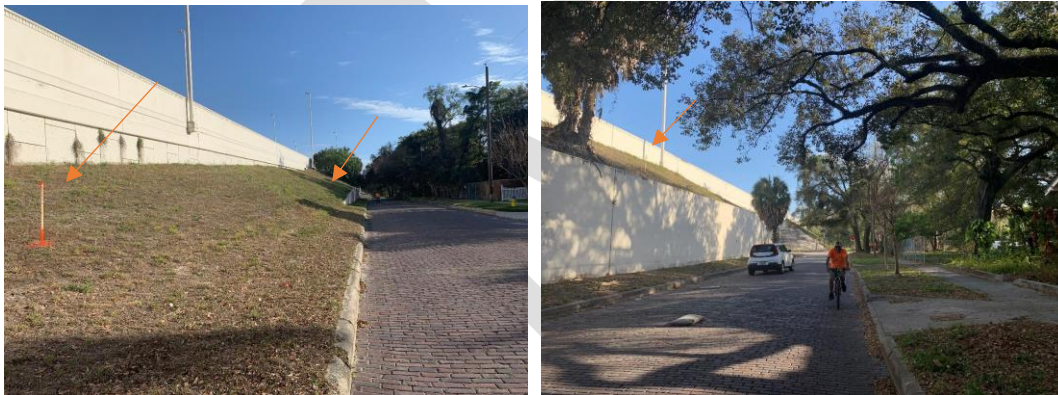
Regarding an invitation to give feedback on the transportation tax at a County meeting:

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 7<sup>th</sup> Ave, looking south. Mobley Park apartments are ahead on the right.



7<sup>th</sup> Ave looking south



South of 7<sup>th</sup> Ave, almost at Henderson, looking south





At Henderson Ave looking back north



At Henderson Ave looking south.



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 most 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 favor 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 and 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**

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



# Hillsborough TPO

## Transportation Planning Organization

### Committee Reports

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

The TAC approved action items:

- Safety Performance Targets

The TAC heard status reports on:

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

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

The LRC approved action items:

- Commuter Benefits Ordinance Request Letter

The LRC heard status reports on:

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

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

The BPAC approved action items:

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

The BPAC heard status reports on:

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

### **Transportation Disadvantaged Coordinating Board (TDCB) on February 25**

The TDCB approved action items:

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

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

The CAC approved action items:

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

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

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

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

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

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

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

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

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



## 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
22 <sup>nd</sup> 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:

22 <sup>nd</sup> 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 2018 REFERENDUM FUNDS:**

"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.





## Florida Department of Transportation

RON DESANTIS  
GOVERNOR

11201 North McKinley Drive  
Tampa, FL 33612-6456

KEVIN J. THIBAUT, P.E.  
SECRETARY

March 15, 2022

**Subject:** Virtual Public Meeting (VPM) for Proposed Safety Improvements  
SR 60 (Kennedy Boulevard) from Woodlynn 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 Woodlynn 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 Woodlynn 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.fdotampabay.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 &  
FPID: 434781-5-52-01

# SR 60 (KENNEDY BLVD.) FROM W. OF WOODLYNNE AVE. TO E. OF BREVARD AVE.

