



Hillsborough TPO Transportation Planning Organization

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18th Floor
Tampa, FL, 33602

Meeting of the Intelligent Transportation Systems Committee

Thursday, April 14, 2022, 1:30 p.m.

County Center, 18th Floor – Plan Hillsborough Committee Room

All voting members are asked to attend in person, in compliance with Florida's Government in the Sunshine Law. Please RSVP for this meeting. Presenters, audience members, and committee members in exceptional circumstances may participate remotely.

Remote participation:

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

<https://attendee.gotowebinar.com/register/4628119741090767116>

You can also dial in using your phone listen only: 1-415-930-5321

Access Code: 517-716-833

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 at 813-310-9709.

Rules of engagement:

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

I. Call to Order and 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. Review and Approval of Minutes

A. January 13, 2022, Approval of Meeting Minutes

V. Action Items

A. 2022 Election of Officers (Vishaka Shiva Raman, TPO Staff)

B. Smart Cities Mobility Plan (Johnny Wong, TPO Staff)

VI. Status Reports

A. Regional ITS Architecture (James Landini, FDOT and Cliff Heise, Iteris)

- B. Low-Cost Air Quality Monitoring Pilot Study (Lizzie Ehrreich, TPO Staff)
- C. FY23 & 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
- B. [Regional TSMO Working Group](#)

VIII. Adjournment

XI. Addendum

- A. TPO Meeting Summary & Committee Report
- B. FDOT and East Tampa Community Conversation Meeting
- C. FDOT and Tampa Heights Community Conversation Meeting
- D. [New FHWA Local Agency Planning for TSMO resource webpage](#)
- E. ITS Committee Attendance

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

The TPO does not discriminate in any of its programs or services. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. [Learn more about our commitment to non-discrimination.](#)

Persons needing interpreter services or accommodations for a disability in order to participate in this meeting, free of charge, are encouraged to contact Joshua Barber, (813) 576-2313 or barberj@plancom.org, three business days in advance of the meeting. If you are only able to speak Spanish, please call the Spanish helpline at (813) 272-5940 or (813) 273-3774 and dial 1.

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

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If a person decides to appeal any decision made by the board, he or she will need a record of the proceedings, and for such purpose may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

**HILLSBOROUGH COUNTY
TRANSPORTATION PLANNING ORGANIZATION
INTELLIGENT TRANSPORTATION SYSTEMS COMMITTEE
VIRTUAL MEETING OF JANUARY 13, 2022**

I. CALL TO ORDER

Margaret Kubilins called the meeting to order at 1:34 PM

Members Present In-Person: Margaret Kubilins, Brian Gentry, Brian McCarthy, Anna Quinones, Jeff Sims

Members Present Virtually: Pauline Nunez, Dexter Corbin, Achileas Kourtellis, Megan Arasteh (non-voting member)

Members Absent: None

Others Present: Vishaka Shiva Raman, Johnny Wong, Jason Krzyzanowski, Allison Yeh, Amber Simmons, Greg Colangelo, Rich Clarendon, Gail Reese (TPO Staff); Karen Kiselewski (Cambridge Systematics); Bobby Edwards (HART); Joe Molinaro (ITERIS); William Johnson (Hillsborough County); Jim Clark, David Aylesworth (Citizens)

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

II. PUBLIC COMMENT – None at this time

III. REVIEW AND APPROVAL OF MINUTES – October 14, 2021, Meeting Minutes.
No comments or changes at this time.

Brian Gentry moved to approve the October 14, 2021 minutes, seconded by Anna Quinones. Voice vote, motion passes unanimously.

IV. ACTION ITEMS

A. Smart Cities Mobility Plan Recommendations (Johnny Wong, TPO Staff) (*Timestamp 0:05:00*)

- Project delayed several times, has been in process for 18 months. Moving forward at this time and should wrap up in the next few months.
- Presenting a list of the recommendations and not the final draft today. Waiting on documents for final draft. Asking for support on recommendations.
- Review of the Purpose
 - Update the last iteration from 2018.
 - Make technology less intimidating to the public and planners.
 - Develop prioritization criteria to help get funding for projects.

- Help guide development and deployment
- Went over the Smart Cities Alliance Tampa Bay
 - TPO brings the ability to think of better ways to evaluate projects and help them compete for funding.
- Review of Phase 1 of plan and each deliverable
 - Created inventory of technologies based on extensive evaluation
 - Met with partner agencies to see what technologies were already deployed or were in consideration for deployment in the future.
 - Developed Prioritization Matrix with input from committee and partners
- Will be integrated into the TIP – encourage submission of tech projects. The three that score the highest will earn a spot in the Smart Cities category to compete.
 - Did sample project scoring on projects submitted in the past; the scoring performed well.
- Asked the TPO Policy Committee to set aside specific funds for tech projects, that was not approved.
- Feedback review
 - Prioritization could move away from short-term studies to long-term sustainability, not in the first round.
 - Increase the funding, the TPO Board is not ready for that at this time.
 - Digital inclusion is a high priority from the TPO Board
 - Educate and raise the profile of the value of Smart Cities solutions
- Recommendations for approval
 - Plan for deployment of highest-ranking projects identified in Gap Analysis
 - Use Prioritization Matrix to evaluate Smart Cities solutions
 - Three highest ranking projects earn spot on TIP Smart Cities program
 - Circulate Fact Sheets to raise awareness of Smart Cities benefits

Recommendation: Approve the recommendations of the Smart Cities Mobility Plan and forward to the TPO Board for consideration.

Project Page:

[Smart Cities Mobility Plan](#)

Discussion:

It was asked about the overlapping of funds with other types of projects such as maintenance and adding Smart Cities solution would upgrade the project. This is noted and will be included in the final version of the plan. In most cases, technology projects have benefit in more than one program.

Brian Gentry moves to approve the recommendations and move them to the TPO Board for consideration, seconded by Anna Quinones. Voice vote, motion passes unanimously.

B. Attendance Review and Declaration of Vacant Seats (Vishaka Shiva Raman, TPO Staff)
(Timestamp 0:33:27)

- Review of bylaws regarding attendance.

- Went over attendance and new members; noted confirmation of members who have absences.

V. STATUS REPORTS

A. Storm Evacuation and Shelter-in-Place Study – Operational Strategies (Allison Yeh, TPO Staff and Karen Kiselewski, Cambridge Systematics) *(Timestamp 0:36:33)*

- Began in June 2021. Looks at best practices nationally and regionally. Focuses on strategies that can be done without taking on more expensive, capacity widening projects.
- Engaged with Emergency Management, local mitigation strategy working group, HART, Sunshine Line, Tampa Bay Regional Planning Council.
- Status Update – slated to end in February but will be pushing that out
- Public Engagement – asked public what issues are important with the need to evacuate if necessary. Held virtual Open House with polling, did an online survey. Identifying issues of most importance now.
 - Open House Polling Results
 - Most important factors in determining whether or not to evacuate
 1. Evacuation zone and emergency orders to leave
 2. Storm severity and projected path
 3. Storm location
 4. Having a place to go and stay
 - Most important factor determining where you evacuate
 1. Storm severity
 2. People staying in the same place (family, friends, pets)
 3. Privacy or Security
 4. Access to transportation
 5. Cost
 - Online Survey Results
 - Important factor IF Evacuate
 1. Storm severity
 2. Having a place to go and stay
 3. Access to pet-friendly shelter
 4. My home is safe, no need to evacuate
 5. Health concerns for me or a friend/family member
 - Important factors WHERE Evacuate
 1. Storm severity
 2. Security
 3. Needs of pet(s)
 4. Cost
 5. People staying at the same place (such as family/friends or others)
 - Had low responses on surveys, looked at other surveys that have been done. People tend to get complacent the year after an event. Evacuation is tied to storm surge and not wind.
 - Information access – in the 90% + range
 - Plan of action – around 75% range

- Perception of vulnerability – around 50% range
 - Evacuate if ordered – around 30% range
 - Online survey from University of Florida looking at the impacts of COVID
 - Severe Hurricane with Strong Winds – Where to evacuate to
 1. Friends/Family – 57%
 2. Home – 51%
 3. Hotel – 33%
 4. Other – 9%
 5. Not Sure – 9%
 6. Shelter – 5%
 - Severe Hurricane with Strong Winds – Affects of COVID
 1. Pre-COVID Shelter (definitely/probably) – 55%
 2. Post-COVID Shelter (definitely/probably) – 31%
 3. Shelter risk greater than sheltering in Place – 59%
 - Evacuate during next hurricane – Expected to have a major impact
 1. 80% Very/somewhat likely to evacuate
 2. 20% Other
 - Review of key results –
 - Storm uncertainty impacts decisions as to whether or when to evacuate – having more and more accurate information would be helpful
 - Traffic congestion is a main concern – everyday traffic conditions were frequently mentioned
 - Family or friends, including pets, is very important to encourage evacuation compliance – transportation access to pet friendly and special needs shelters
 - Costs not often seen as a problem – access to transportation, particularly to get to shelters
- Issues Identified and potential strategies – looked at things from the perspective of items the TPO can take action on.
 - Congestion during evacuations
 - Reversible lanes (e.g., Selmon Expressway)
 - Emergency shoulder use
 - Traffic signal coordination
 - Portable and fixed dynamic message signs
 - Strategic capacity improvements
 - Phased evacuations
 - Transportation evacuation operations
 - Transit operations
 - HART and the school district
 - Greyhound and Amtrak
 - Routes for people with transportation access issues
 - Other Shelters
 - Event related communications
 - More information – Storm related, evacuation and sheltering, fuel availability

- Should TPO supplement or support communications – portable and permanent message signs, transportation assistance needs, fuel or services
- Behaviors affecting evacuation and sheltering
 - 15% to 25% of people in evacuation zones will not evacuate for a Category 5 storm
 - 10% of people outside evacuation zones will leave for a Category 1 storm
- Congestion Hot Spots – if they make sense.
 - Used cellphone data to identify congestion hotspots from Irma and the 2045 plan.
 - Review of Arterials and Freeways.
 - Concerned about people who may not have access to evacuation methods based on Communities of Concern.

Study Website: [Storm Evacuation Forecast & Shelter-in-place Scenarios Study | Plan Hillsborough](#)

Discussion:

Discussion around when and how evacuation information is obtained for the behavioral analysis. It comes from the Emergency Management Association. The TPO can help by augmenting and reiterating the messages. Citizens can opt-in to Hillsborough County notifications. Really looking for feedback on how to best manage evacuations from a technical standpoint.

It was noted that reversible lanes are easy and there are personnel for that. Shoulder use can be more problematic due to maintenance and design. The more messaging the better and using various types. Making sure traffic signals are working in some capacity during a power outage. Asked if there is a mechanism to get emergency information out to the public through various apps (smart phone, in vehicle, etc.). The amount of information could shift to overwhelm. With all the standards, we are not meeting the state standards. Initial strategy is more capacity. Looking for other options to bring in. In the past, at the beginning of the year, FDOT begins reviewing the plan for emergency shoulder use and coordinate getting them prepared for evacuation. As the corridors become more enriched, it will be easier to update apps with real-time information on congestions, flooding, etc. Contraflow is more of a manpower challenge.

The congestion hotspot data does not specify if that is from the Tampa area or people passing through the Tampa area. Having the technology in place to monitor the roads is very important. Good reminder for this committee. Would be good to identify sensors that monitor road flooding to manage evacuation routes and congestion.

VI. OLD BUSINESS & NEW BUSINESS (*Timestamp 1:21:51*)

- A. Margaret Kubilins** – Mobility as a Service update. City Council approved and contract signed. Kick-off with Move It done; initial launch in May.
- B. Vishaka Shiva Raman** – State of the System report was a status update at the TPO Policy Committee meeting
- C. Committee elections at the next meeting**

VII. ADJOURNMENT – Meeting adjourned at 2:56 PM

The recording of this meeting may be viewed at: <https://www.youtube.com/watch?v=Fmw4HDFOIUM>



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

2022 Election of Officers

Presenter:

Vishaka Shiva Raman, TPO Staff

Summary:

The TPO Bylaws require that officers are to be elected at the first meeting of each year. There are no term limits for officers, therefore they can be re-elected and serve indefinitely. The Bylaws state:

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

The current ITS officers are:

- Chairman - Margaret Kubilins (Brandon Campbell and Nick Ann - Alternate)
- Vice Chair - Brian Gentry (Bob Campbell - Alternate)
- Officer-at-large- Jeff Sims

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

Recommended Action:

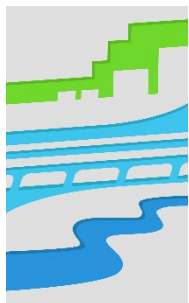
Hold ITS Election of Officers.

Prepared By:

Vishaka Shiva Raman, TPO Staff

Attachments:

None.





Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item

Smart Cities Mobility Plan

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:

Regional ITS Architecture

Presenter:

James Landini, FDOT and Cliff Heise, Iteris

Summary:

FDOT started a project in 2019 to update Florida's Statewide ITS Architecture (SITSA) and Regional ITS Architectures (RITSA) to address the ITS needs for the future. The SISTA and RITSA govern the planning, design, development, integration, implementation, maintenance, and operation of Florida's ITS projects.

FDOT's Florida ITS Architecture Maintenance/ Update Project is currently wrapping up the Florida ITS Architectures update. This project will help the transportation stakeholders in the region to understand the status of the current statewide framework and determine the future of ITS, and to understand the steps needed to integrate planning, deployment, and operations. This will also ensure that the ITS deployment in Florida conforms to the national ITS architecture.

An overview of the project will be discussed, including highlights of the architecture changes that have been implemented. In addition, a walkthrough of the architecture website and the architecture tools that can be used to explore and apply the architecture content to project planning and development will be demonstrated.

Recommended Action:

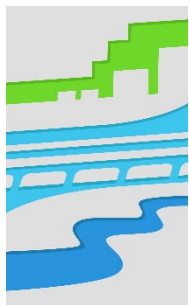
None. For information only.

Prepared By:

Vishaka Shiva Raman, TPO staff

Attachments:

None.



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Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

Low-Cost Air Quality Monitoring Pilot Study

Presenter:

Lizzie Ehrreich, TPO Intern/USF Fellow

Summary:

The objective of the Low-Cost Air Quality Monitoring Pilot Study is to research and analyze air quality at a localized level and provide residents and visitors access to air quality data. Additionally, the study will test and evaluate multiple types of monitors and various forms of public engagement. The study team (TPO, USF, EPC and FHWA) is working with local communities to install low-cost air quality monitors and informational displays at pilot community monitoring sites.

The pilot study focuses on a few sites near I-275 and I-4 that have a high proportion of vulnerable residents, including low-income households or historically underserved demographic groups. A focus group was held in February 2022 with community organizations to help select the final locations for community monitoring sites.

Each component of the pilot study will help prepare the project team and the communities to develop methods to accomplish the long-term goal of a larger scale network of community monitors. As the County continues to grow, so do the number of vehicles, construction, air pollutants, and pollutant-related health risks. This study will better prepare the TPO and other agencies to improve the equitable and environmental outcomes of future transportation planning. Additional information can be found at [Low-Cost Air Quality Monitoring Pilot Study | Plan Hillsborough](#).

Recommended Action:

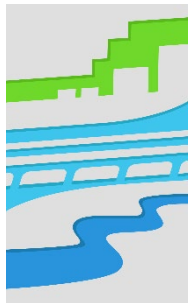
None; for information only

Prepared By:

Lizzie Ehrreich

Attachments:

Low-Cost Air Quality Monitoring Pilot Study Fact Sheet
[Presentation slides](#)



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LOW-COST AIR QUALITY MONITORING PILOT STUDY

RESEARCH AND FUNDING PARTNERS



The goal of this pilot study is to work with communities near I-275 and I-4 to:

- Increase access to air quality data
- Equitably improve air quality
- Inform future transportation planning

To accomplish these goals, we will:

Establish pilot monitoring sites within communities

Collect and share data with communities using monitors with wifi

Develop methods to establish a larger community monitoring network

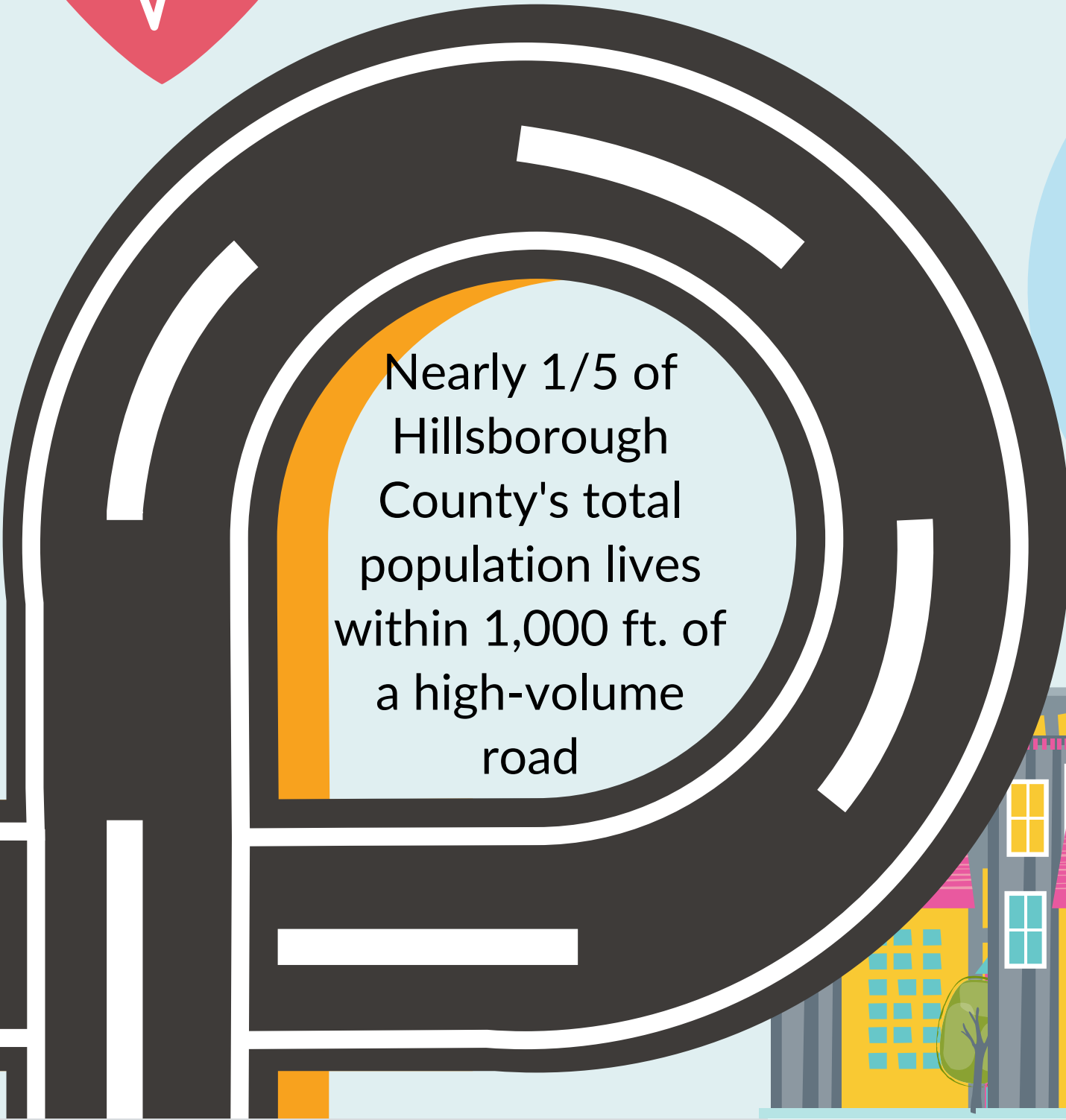


Explore the project page
tinyurl.com/TPOAirQuality

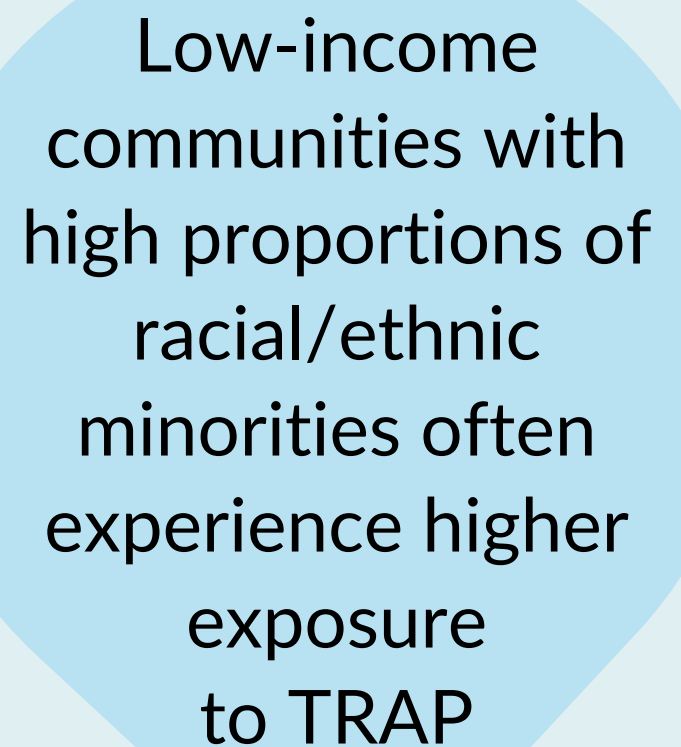


Care about air?

- Air pollution **negatively impacts** our health and our environment
- Traffic-related air pollution (TRAP) **disproportionately affects** people who live, work, and attend school near high-volume roadways
- TRAP-related **health concerns:** increased rates of...
 - heart disease
 - respiratory illnesses, including asthma
 - infant mortality and adverse birth outcomes
 - premature death



Nearly 1/5 of Hillsborough County's total population lives within 1,000 ft. of a high-volume road



Low-income communities with high proportions of racial/ethnic minorities often experience higher exposure to TRAP



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 Administration (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 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:

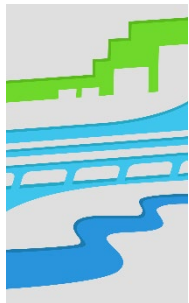
None; for information only

Prepared By:

Amber Simmons, TPO Staff

Attachments:

[Presentation
FY23 & FY24 UPWP Preliminary draft](#)



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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](#)



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Hillsborough TPO Transportation Planning Organization

MEMORANDUM

DATE: March 30, 2022
TO: TPO Advisory Committee Members and Alternates
FROM: TPO Executive Director Beth Alden
RE: Compliance with Florida’s Government in the Sunshine Law

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

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

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

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

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

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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 (21st Ave). Came from a funding made available and requested for reallocation due to current state of the Heavy Maintenance Facility.
 - Review of the state of the facility; provided photos

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

Presentation: [HART & Gibsonton Dr TIP Amendment Presentation](#)

Comparative Report: [Comparative Report - HART](#)

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

Discussion:

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

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

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

A. Brightline Update (Christine Kefauver, SVP, Corporate Development)

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

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

Website: www.gobrightline.com

Discussion:

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

B. Planning Commission Annual Report & Plan Hillsborough Strategic Plan (Melissa Zornitta, Planning Commission Director)

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

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

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

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

- A. **Commissioner Smith** brought up item number 4 in the Announcements section of the agenda for the current meeting: US 301 PD&E Study and the public hearing on March 24th.
 - Important that the Board pay attention to the timing of when they provide input on FDOT projects.
 - This project is about widening US 301 north of Fowler Avenue, past the county line, up to Highway 56. It is turning a two-lane, rural road into a very wide, divided highway with medians, swales, and speeds of up to 65 mph.
 - 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 28th will be a virtual community meeting. The purpose will be to set up stations addressing the areas of concern stated by the Tampa Heights residents.

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

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

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

- F. Next meeting April 13, 2022**, from 10:00 AM – 12:00 Noon.

- XI. 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 wongj@plancom.org and TPO@plancom.org (the plancom.org messages are necessary for the record but are likely to be seen only by the most conscientious Board members) ... Verbal/virtual, real time public comment is also encouraged. The ask can be short and to the point: Stop further Interstate retention wall intrusion in Tampa Heights. Neither verbal nor written comment need be voluminous. The message rings true through the effort of delivery.]

Most Sincerely,

Ricardo (Rick) Fernandez

2906 N. Elmore Ave.

Tampa, FL 33602

(Includes link to Feb. 2022 TPO Board Meeting)

3/7

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

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

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

3/4

Regarding HART public workshops for the Palm Station design:

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

3/3

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

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

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

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

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

3/1

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

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

2/10

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

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

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

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

Twitter

3/10

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

Greg: What time will this start tonight?

2/10

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

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

2/10

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

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

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



Elmore Ave, just south of Floribraska, looking south.



Elmore Ave South of Floribraska looking south



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



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



South of Palm Ave, looking south



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



7th Ave looking south



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



At Henderson Ave looking back north



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:

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

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

The BPAC approved action items:

- BPAC Consideration of New Members
 - **The BPAC voted unanimously to recommend Martin Santiago for membership as a Citizen at Large**

The BPAC heard status reports on:

- West River Multimodal Safety & Network Improvements – The City of Tampa presented information on the West River improvements including complete streets, west riverwalk, and other improvements throughout the area.
- Tampa Bay Citizens Academy on Transportation CUTR
- Tampa Bay Citizens Academy on Transportation Morrison-Greenway
 - **Jim Shirk moves to advise the TPO that BPAC supports the increased safety ask for the Dale Mabry, Morrison, and Henderson intersection, seconded by Jason Jackman. Voice vote, motion passes unanimously.**
- Bicycle Pedestrian Counts
- Hillsborough County Multimodal Level of Service Update – Information was presented by TPO Staff on the proposed update to the Multimodal Level of Service Methodology for Unincorporated Hillsborough County. This strategy incorporates FDOT and other methodologies in a hybrid approach for facilities with and without bicycle and pedestrian facilities.

Livable Roadways Committee (LRC) on February 23

The LRC approved action items:

- Commuter Benefits Ordinance Letter

The LRC heard status reports on:

- West River Multimodal Safety & Network Improvements

- Tampa Bay Citizens Academy on Transportation CUTR and Morrison-Greenway Student Presentation
 - Motion: **Encourage TPO and FDOT work together on improved bicycle and pedestrian access at the intersection of Henderson, Dale Mabry, and Morrison with a strong recommendation for the LPIs.**
- Bicycle Pedestrian Counts

Transportation Disadvantaged Coordinating Board (TDCB) on February 25

The TDCB approved action items:

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

Citizens Advisory Committee (CAC) on March 2

The CAC approved action items:

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

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

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

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

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

The CAC had a long discussion about the Downtown Interchange Safety & Operational Fix project, specifically regarding a belief that FDOT staff *lied* to the community about the scale of ROW impacts and the impact to properties. A motion was passed, 10-8, proposing that the TPO Board initiate a TIP Amendment to remove two TIP Amendments passed in October 2021: 445056-2 Westbound I-4 to Southbound I-275 and 445057-1 Southbound I-275 to the Eastbound I-4 Ramp. Following the discussion, FDOT Secretary Gwynn addressed the committee and asserted that standards of meeting decorum were breached due to committee members calling the Secretary and FDOT staff *liars*. **A transcript of the conversation is attached.**

A conversation about information transmission and Sunshine Law protection followed. A motion was made to establish a CAC policy for communications among members to be limited to public meetings. That motion failed, 3-15.

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



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 SUWANNEE STREET
TALLAHASSEE, FL 32399-0450

March 28, 2022

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

Dear Elected Officials, Agency Officials and Staff:

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

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

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

In-Person Location:

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

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

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

Virtual/Online:

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

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

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

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www.fdot.gov

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

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

FDOT Projects: www.FDOTTampaBay.com.

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

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

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



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 SUWANNEE STREET
TALLAHASSEE, FL 32399-0450

April 4, 2022

Re: VIRTUAL MEETING DATE RESCHEDULED – Tampa Heights Community Conversation with FDOT

Dear Elected Officials and Staff:

The Florida Department of Transportation (FDOT) District Seven invites you to attend and participate in a community conversation with the Tampa Heights community and FDOT. **The virtual meeting date has been changed following the initial notification from Thursday, April 28, 2022, to Tuesday, May 3, 2022. The in-person meeting will remain as scheduled on Tuesday, April 26, 2022.**

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

The meeting will be held **in-person on Tuesday, April 26, 2022**, with an option to participate **virtually on Tuesday, May 3, 2022 (registration is required to attend online)**. At the meeting, a short presentation will be given. Following the presentation, meeting participants will be able to provide their feedback through small group discussions on multiple topics with FDOT and City of Tampa staff.

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

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

In-Person Location:

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

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

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

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Virtual/Online:

May 3, 2022, beginning at 5:30 p.m.

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

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

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

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

I-275 Capacity Improvements: <https://www.fdot.com/project/706/431821-2-52-01>

I-275 Downtown Tampa Interchange: <https://www.fdot.com/project/839/445057-1-52-01>

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

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

Sincerely,

Kristen Carson

Public Information Officer, District Seven

Florida Department of Transportation

2022 INTELLIGENT TRANSPORTATION SYSTEM COMMITTEE ATTENDANCE

ITS MEMBER/ALTERNATE	REPRESENTING	Term Expired	1/13/22	4/14/22	7/14/22	10/13/22	ATTENDED		ABSENSES	
							IP	VIRTUAL	ABSENT	EXCUSED
Margaret Kubilins (Chair)	City of Tampa		Y				1	0	0	0
A - Brandon Campbell							0	0	0	0
A - Nick An							0	0	0	0
Brian Gentry (Vice Chair)	Hillsborough County		Y				1	0	0	0
A - Bob Campbell							0	0	0	0
Troy Tinch	City of Temple Terrace						0	0	0	0
A - Brian McCarthy			YA				1	0	0	0
Fred Baxter	City of Plant City		W				0	1	0	0
A - Frank Coughenour							0	0	0	0
A - Pauline Nunez			WA				0	1	0	0
Anna Quinones	THEA Engineering Specialist		Y				1	0	0	0
A - Judith Villegas							0	0	0	0
Dexter Corbin	HART		W				0	1	0	0
A - Chris Cochran		1/1/2022					0	0	0	0
A -							0	0	0	0
Jeff Sims	Hillsborough County EPC		Y				1	0	0	0
A - Reginald Sanford							0	0	0	0
Achilleas Kourtellis	USF CUTR		W				0	1	0	0
A -							0	0	0	0
Don Buidens	FDOT (Non-Voting Advisor)	2/1/2022					0	0	0	0
Megan Arasteh (02/2022)							0	0	0	0
A - Megan Arasteh			W				0	1	0	0

Membership 8	IN PERSON	5	0	0	0	0
	VIRTUAL	5	0	0	0	0
	MEMBERSHIP LESS VACANCIES	8	8	8	8	8
	NEEDED FOR QUORUM	5	5	5	5	5
	QUORUM ACHIEVED	YES	NO	NO	NO	NO

LEGEND:	Y	In Attendance	E	Excused
	N	Not in Attendance	N/A	Not Member
	W	Attended via Web	V	Vacant Potision
	YA	Alternate in Attendance IP	5	Needed for Quorum
	WA	Alternate in Attendance Virtually	= Absences	