



# Hillsborough TPO

## Transportation Planning Organization

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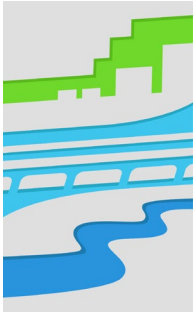
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Plan Hillsborough

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813 - 272 - 5940  
601 E Kennedy Blvd  
18<sup>th</sup> Floor  
Tampa, FL, 33602

### **Meeting of the Livable Roadways Committee**

Wednesday, April 27, 2022, 9:00 a.m. – 11:00 a.m.

County Center, 18<sup>th</sup> 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/6584820529642759696>
- Register in advance to receive your personalized link, which can be saved to your calendar.
- Dial in LISTEN-ONLY MODE: 1-213-929-4212 Access Code: 794-358-664
- 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: Jason Krzyzanowski at (813) 836-7327 or [JasonK@plancom.org](mailto:JasonK@plancom.org).

#### 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](#).

## **Agenda**

- I. Call to Order and Introductions**
- II. Roll Call Vote and 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**

*Public comments are welcome and may be given during this hybrid meeting by logging into the website above and clicking the "raise hand" button. Comments may also be provided before the start of the meeting by e-mail to [silval@plancom.org](mailto:silval@plancom.org). Written comments will be read into the record, if brief, and provided in full to the committee members.*

- IV. [Approval of Minutes – March 23, 2022](#)**

**V. Action Items**

- A. TPO Apportionment Plan Draft (Elizabeth Watkins, TPO Staff)
- B. Public Participation Plan Measures of Effectiveness Report (2020 – 2021) (Davida Franklin, TPO Staff)
- C. ETDM Project #14486 (US 301 from Moccasin Wallow Road to SR 674) (Allison Yeh, TPO Staff)

**VI. Status Reports**

- A. FDOT District 7 Safety Program Update (Ginger Regalato, FDOT)
- B. FY23 & FY24 UPWP Preliminary Draft (Amber Simmons, TPO Staff)
- C. Introduction to new TPO Studies (Gena Torres, TPO Staff)

**VII. Old Business & New Business**

- A. Memo on Government in the Sunshine
- B. Live. Grow. Thrive. Tampa Comprehensive Plan Update

**VIII. Adjournment**

**IX. Addendum**

- A. TPO Meeting Summary and Committee Reports
- B. [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  
LIVABLE ROADWAYS COMMITTEE (LRC)  
HYBRID MEETING OF MARCH 23, 2022**

**I. CALL TO ORDER AND ROLL CALL**

Chair Citro called the meeting to order at 9:01 AM and led the Pledge of Allegiance.

Members Present In-Person: Councilman Citro, Cal Hardie, Oona Johnsen, Michael Maurino, Emily Hinsdale, Chris Thompson, Larry Josephson, Karen Kress, Catherine Coyle, Arizona Jenkins, Carlos Ramirez

Members Present Virtually: Mariann Abrahamsen, Christian Leon, Christine Crespo Valentin, Matthew Lewis, Jason Jackman, Sara Hendricks, Anna Quinones, Robert Frey

Members Absent/Excused: Julie Ham, Matthew Pleasant, Melissa Collazo, Scott Drainville

Other Attendees: Lisa Silva, Beth Alden, Johnny Wong, Elizabeth Watkins, Jason Krzyzanowski, Lizzie Ehrreich, Rich Clarendon, Lynn Miranda, Joshua Barber, Allison Yeh, Gail Reese (TPO Staff); Amber Russo, MaryLou Godfrey, Kirk Bogen (FDOT District 7); Claire Apaliski (HNTB); Bob Fink (AIM Engineering); Karen Kiselewski, Yingei Huang (Cambridge Systematics); Alan Robinson (Mason Global); Kelly Farabee (SME Inc.); Billy Hattaway (Fehr and Peers); Catherine Walton (Citizen)

**There is an in-person quorum.**

**II. PUBLIC COMMENT** (3 minutes per speaker) – None

**III. APPROVAL OF MINUTES** (*Timestamp: 0:03:10*) – January 26, 2022 and February 23, 2022 meetings.

**Michael Marurino moved to approve the minutes of January 26, 2022, seconded by Larry Josephson; the motion passed unanimously by voice vote.**

**Michael Maurino moved to approve the minutes of February 23, 2022, seconded by Catherine Coyle; the motion passed unanimously by voice vote.**

## IV. ACTION ITEMS

### A. Project Development & Environmental Study for US 301 from Fowler Ave to SR 56 (Amber Russo, FDOT) (Timestamp: 0:05:45)

- Review of purpose and need of the 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 the 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 the 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 a virtual option.

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

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

#### Discussion:

It was asked why there would not be a sidewalk on one side of the road. It is a rural section, and the sidewalk is not a cost feasible option at this time but there will be room left for future addition. Pedestrian crossings at trail crossings were asked about. They are being looked into. It was noted that there are pedestrian crossings at SR 56 and US 301. Would be good to have trails on both sides. A bicyclist was killed in this section; a sidewalk will be necessary due to a park and other recreation on this stretch. This plan is being planned to increase vehicles but not for pedestrians. This needs to be a multimodal plan. Need to look at different ways to get that funding.

Target speeds 55 from Fowler to Stacy. From Stacy to SR56 is 65. The current posted speed is 55.

This LRC committee commented on this project in 2015. The 2015 comments are relevant today. Zephyr Hills is seeing a lot of development. Designing for rural may not make sense. It was asked if there are bicycle and pedestrian user counts along this corridor and if there is anything that can be planned for now to accommodate transit in the future. The need for US 301 to be able to sustain truck traffic is legitimate. Talked about the current trail in place.

Asked if the directional turning was designed to prevent anyone from making left-hand turns? Yes, from side streets. First responders would also not be able to make left-hand turns and would have

to go a mile in order to make a U-Turn. First responders have been made aware. Hopes there could be an exception made for them.

Need to make sure that everything from wildlife to human pedestrians needs to be accounted for. With the proposed speeds, signalized crossings will be called for.

Do not feel the 2015 comments were effectively addressed, it is not an effective multi-modal design, it should not be designed as a rural road based on future land use. Remove designation as a rural road.

It was noted that there are conservation areas on either side of the proposed expansion. There was an amendment to future land planning for this particular area. Need to look at the very long range.

A citizen asked about noise walls around the McIntosh residence area. There are three different barriers that will be considered in the design phase but not in the McIntosh area.

US 301 between Marion County and Brooksville is a four-lane highway. There are improvements on 52 and 56 and in Dade City, there are sidewalks on both sides of the street. But in this design, there is a sidewalk on one side only. Modifications have been made on roads that this will connect to that have sidewalks on both sides. Why not have full-blown crossings when development comes in. Noted that having a designated crossing at Hillsborough Park. Include common sense crossings.

**Emily Hinsdale moved that FDOT fully address the 2015 LRC comments, as that has not been fully done; we would like to add that this project be designed as a complete multimodal corridor, including bike/ped facilities on both sides for the entire route, and fully signalized intersections at major recreation sites and sites of anticipated major development. Seconded by Catherine Coyle. The Voice vote passes unanimously.**

## **V. Status Reports**

### **A. Low-Cost Air Quality Monitoring Pilot Study** (Lizzie Ehrreich, TPO Staff) *(Timestamp 0:48:42)*

- Partnership with USF College of Public Health, Hillsborough County EPC, US FHWA
- Started in September 2021
- Review of the project overview
  - In the initial part – working out challenges to gain a solid foundation of the equipment and how to implement it with the community effectively.
- Went over Regulatory and Low-Cost Monitoring
  - EPC – expensive, fixed locations
  - Low-cost monitors – emerging types of sensors, affordable, smaller, manufacturers striving to provide quality data; decreases cost to increase the number of monitors for larger coverage; companies provide crowd-sourced maps with data provided by users.
- Timeline review
- Types of monitors chosen – PurpleAirII PM and ENVEA Cairsens NO2
  - Conducted small scale field testing

- Showed example of PurpleAir crowd-sourced map across Tampa Bay area, a one-week average of particulate matter.
- Identifying communities to monitor
  - Narrowed down with three criteria – environmental, demographic (low income and communities of color), and opportunities for community access and engagement.
  - Sulphur Springs, VM Ybor, South Nebraska – areas identified
- Public engagement included focus groups and coordinating with community organizations.

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

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

**Discussion:**

Used to receive federal funds end then ended up in attainment. Asked if this study could help get us out of attainment and receive federal funds in the future. This will likely not be able to be used for attainment determination.

**A. FDOT Westshore Interchange Pedestrian and Trail Connections (MaryLou Godfrey, FDOT)**

*(Timestamp: 1:00:39)*

- Howard Franklin Bridge – trail on the north side, completed in Spring 2025.
- Causeway project – add a trail up to Gray Street
- Rio Street – add a trail on the west side and sidewalk over to McDonald’s Training Center and a crosswalk back to the Rio Street Trail.
- The City of Tampa will connect the trails in the park to the new trails.
- Will connect Howard Franklin to Courtney Campbell.
- Adding access for Rio Street as part of the West Shore Interchange – looking at how to phase the construction
- Looked at ways to connect existing trails. Anticipate completion in 2030. Planning in the design for connectivity.
- Adding connections at Occident and West Shore Boulevard. A new opening in the interstate at Trask Street. Have purchased the property for multimodal at Trask Street. Working on additional right-of-way with the City of Tampa.
- This is an overview of the connections that will be under the interstate with existing trails.
- Phase 1 – 2024 (Rio Street) 2030, Phase 2 – (Trask and Occident) 2032, Phase 3 – Express Lanes

**Project Website:** [Tampa Bay Next Westshore Area Interchange](#)

**Discussion:**

It was asked if there is anything existing or planned from Boy Scout to O’Brien. That is being done by the City of Tampa. There is a project going into construction in the next few months. The airport is also adding a crossing at their facility. It was noted that a lot of the proposed design is more than 6’ when possible. This matches what the West Shore Alliance envisions for the area.

**B. Storm Evacuation and Shelter-in-Place Study – Operational Strategies** (Allison Yeh, TPO Staff and Yingfei Huang, Cambridge Systematics) (*Timestamp: 1:13:16*)

- Critical factor is resiliency. Supplements ongoing work of Emergency Management. Provides high level analysis of evacuation practices today.
- 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.
- Phase 1 – identified evacuation challenges for county residents, businesses, and visitors through a public survey. Phase 2 – met with agency stakeholders and the public to gauge acceptance of mitigation strategies.
- Key areas identified from polling
  - Storm uncertainty impacts decisions as to whether or when to evacuate – more information and more accurate information would be helpful
  - Traffic congestion is one 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 are not often seen as a problem – access to transportation, particularly to get to shelters is a critical element.
- Areas identified for further evaluation
  - Congestion during evacuations
  - Transportation evacuation operations
  - Transit operations
  - Event-related communications
  - Behaviors affecting evacuations
- Assessed areas of unusually high congested areas during Irma. Narrowed to top ten hot spots on arterials and freeways.
  - Over half of the respondents had either experienced or perceived congestion in the identified hot spots.
  - Strategies – reversible lanes, emergency shoulder use, traffic signal coordination, enhanced communications, hot spot location improvements, phased evacuations
    - Tested intersection/interchange minor enhancements, emergency shoulder use, and communications in modeling application. Communications resulted in faster evacuations (1/2 hour on a regional scale and 4 hours in terms of clearance time to shelter); the other two had no change in the evacuation time.
    - Public opinion approval rating with approval percentage

Traffic signal coordination	86%	Intersection/Interchange Enhancements	68%
Phased evacuation	84%	Emergency Shoulder Use	61%
Message Signs	68%		

- Big Picture Recommendations
  - Cost-effective solutions and avoid major road widening projects.
  - Engage multiple strategies
  - Coordination and collaboration
  - Prepare and plan for more effective responses
  - Interstates – emergency shoulder use and added lanes

- Arterial improvements for preparation
- Permanent and portable signs
- Transportation for people with mobility needs
- Transportation operations – signals
- Phased (mandatory) evacuations

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

**Discussion:**

It was noted that people with different disabilities have different evacuation needs. Asked if this study included this information? If not, could it be included in the next update. With this study, have been working with Emergency Management, HART, and Sunshine Line. Will call it out as a particular section in the report. It was asked if it was taken into consideration what percentage of traffic on I-75 was coming from other counties and that some may not have to evacuate but shelter in place. Design a sign to put on a door for the disabled to put on their door for first responders to know the resident can't get to the door. Asked if that program is still in place. Will check. It requires people to register ahead of time. The Selmon is opened up for evacuation in all lanes. Asked if it would be required for those coming from counties west and south be required to stay on the Selmon until getting past the City of Tampa to alleviate congestion in the city. That will be taken back to partners of this study.

**B. 2045 Plan Funding Scenarios Refresher** (Beth Alden, TPO Staff) *(Timestamp: 1:36:50)*

- Review of the job of the LRTP – is there enough funding for projects.
- Two different financial scenarios.
  - The plan is designed to support the growth forecast.
  - Is designed to support the planning of the four governments.
  - Technical analysis and public engagement.
- Looking at all available funding sources – Federal, State, Local
- Review of groups of project types.
- Went over funding scenarios with and without the surtax.
  - Without the surtax – funding would be majority State funds and would go to more State projects.
  - With the surtax – funding would supplement that for more county projects.
- Looked at performance goals in State of Good Repair and Resiliency, Vision Zero, Smart Cities, and Real Choices When Not Driving.
  - Each has a number of projects that could move the needle on those projects.
  - Federal rules require Major Investment projects to be spelled out in the plan.
- Went over current statistics in each category and shortfalls in current funding compared to what could be funded with the 1% surtax.
- Noted the role of TPO Staff is to provide studies and cost estimates not implementation. That is up to the partner agencies.

**Presentation:** [The Long-Range Plan and the State of the System](#)

**Discussion:**



There was a question about the statistics being the same for the City of Tampa and Hillsborough County. Clarified the information. It was also noted that Vision Zero is brought into all projects as they come up. So other buckets contribute to it. Safety investments are being done as part of other projects. Focus on the high injury network is what generates estimates of saving lives. Door-to-door transportation could be better scheduled.

**VI. OLD BUSINESS & NEW BUSINESS** (Timestamp: 2:03:43)

- A. Legislative summaries were provided after the packet went out; those will be sent out. (Lisa Silva, TPO Staff)
- B. Partitions in the room are scheduled to come down on 3/24/2022. Please get used to coming in person. Will continue to provide hybrid for the public.
- C. Karen Kress: March is Florida Bike Month, shout out to Oona Johnsen for riding her bike to the meeting today.
- D. **Next meeting on April 27, 2022**

**VII. ADJOURNMENT** Meeting adjourned at 11:06 AM

A recording of this meeting can be viewed on YouTube: [Hillsborough County TPO YouTube Channel](#)

**From Chat:**

**Lisa Silva (to All - Entire Audience):**

9:16 AM: Correction: US 301 is NOT in the LRTP Needs Plan.

**Beth Alden (to Organizers and Panelists Only):**

9:17 AM: The Needs Assessment for Major Projects (like road widenings) is posted here: <https://planhillsborough.org/wp-content/uploads/2020/02/FinalTM-2045LRTP-MajorInvestments-with-Appendices.pdf>

**Sara Hendricks (to Organizers and Panelists Only):**

9:25 AM: I concur with the LRC's earlier comments.

**Robert Frey (to Organizers and Panelists Only):**

9:26 AM: Did the FDOT address the comments? If so, shouldn't that be noted?

**Catherine Walton:** is there any sound barrier walls installed near mcintosh residence?

**Robert Frey (to Organizers and Panelists Only):**

9:32 AM: As for the Scenic Corridors, isn't that a County designation?

**Matt Lewis (to Organizers and Panelists Only):**

9:35 AM: The land use in HC is rural, context should be rural, but east side ped/bike facilities should be anticipated, seperated. that being said, it is not on the needs plan.

**Mariann Abrahamsen (to Organizers and Panelists Only):**

9:40 AM: Thank you Lisa.I am not on the transportation team but coordior planning in the rural service area should take into consideration future needs and context classification. I concur with the general comments on this I have heard from this group.

**Matt Lewis (to Organizers and Panelists Only):**

9:42 AM: Will bicyclists on the east side be expected to ride in the shoulder on a four lane road with a target speed of 65? Seems like the path should be mirrored.

**Sara Hendricks (to Organizers and Panelists Only):**

10:31 AM: During past storm events, do we know what percentage of I-75 traffic was coming from counties south of Hillsborough? Some people who evacuate may not need to, but instead it would be safe for them to shelter in place.



# Hillsborough TPO Transportation Planning Organization

## Board & Committee Agenda Item

### **Agenda Item:**

TPO Apportionment Plan Draft

### **Presenter:**

Elizabeth Watkins, TPO Staff

### **Summary:**

In 2022, using sets of data released following the 2020 Census, the Hillsborough TPO will review its membership composition and prepare an updated Apportionment Plan. Federal and State Statute specify requirements for TPO Board membership. Currently, sixteen (16) voting members and one (1) non-voting advisor serve on the TPO Board.

At the April 2022 meeting in a five to one vote, Policy Committee members supported modifying the TPO Board voting apportionment to only elected officials which includes Hillsborough County, Tampa, Plant City, Temple Terrace, and the School Board. The agency representatives and appointed officials would serve as non-voting technical advisors to the Board, similar to the position of the FDOT District Secretary.

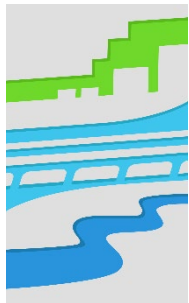
These changes were suggested based two concerns: 1. the difficulty of coordinating with agency representatives about transportation investments when communications about any topic that might be voted on by Board members in the future must be at a public meeting conducted in compliance with Florida's Government in the Sunshine law (it was because of this concern that the Florida MPO law was changed about a decade ago to specify that FDOT representatives will serve as non-voting advisors); and 2. some concerns about the proportion of Board members who are non-elected officials and potentially less accountable to county residents.

Additionally, reflecting the last decade's population growth in unincorporated Hillsborough County, it is recommended that seats be added for County Commissioners.

Once the Apportionment Plan is reviewed and approved by the TPO Board, approval will be sought from the four local governments and then from the Governor. Following the Governor's approval, the TPO will update the Interlocal Agreement for the Creation of the TPO and seek approval of the new Interlocal Agreement from all signatories.

### **Recommended Action:**

Approve the Apportionment Plan and forward to the TPO Board.



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**Prepared By:**

Elizabeth Watkins, TPO staff

**Attachments:**

1. [Presentation slides](#)
2. MPO Boards Comparison – Florida MPOs
3. [Draft Apportionment Plan](#)
4. [F.S. 339.175 Metropolitan planning organizations](#)

## Board Representation Comparison of Florida MPOs that serve Transportation Management Areas

	Port Authority	Highway/Expressway Authority	Aviation Authority	Public Transit	School Board	% Of Votes from Elected Officials
Florida-Alabama TPO	Not seated	n/a	n/a	Represented by BOCC	Not seated	100%
Capital Region TPA	n/a	n/a	n/a	Represented by BOCC	Not seated	100%
North Florida TPO				Independent Org	Not seated	70%
River to Sea TPO	n/a	n/a	Not seated	Represented by BOCC		100%
MetroPlan Orlando	n/a			Independent Org	Not seated	79%
Space Coast TPO		n/a	Not seated	Represented by BOCC	Not seated	95%
Pasco County MPO	n/a	n/a	n/a	Represented by BOCC	Not seated	100%
Forward Pinellas	Not seated	n/a	n/a	Represented by BOCC	Not seated	100%
Polk TPO	n/a	n/a	Not seated	Represented by BOCC & City	Not seated	100%
Sarasota/Manatee MPO	Not seated	n/a	Not seated	Represented by BOCC	Not seated	93%
St. Lucie TPO	Not seated	n/a	Not seated	Independent Org		92%
Martin MPO	n/a	n/a	n/a	Represented by BOCC	Not seated	100%
Lee County MPO	Not seated	n/a	n/a	Represented by BOCC	Not seated	100%
Collier MPO	n/a	n/a	Not seated	Represented by BOCC	Not seated	100%
Palm Beach TPA		n/a	Not seated	Represented by BOCC	Not seated	95%
Broward MPO	Not seated	n/a	Not seated	Independent Org		95%
Miami-Dade TPO	Not seated		Not seated	Represented by BOCC		88%
Hillsborough TPO				Independent Org		63%
	Voting Member					
	Non-Voting Member					



# Hillsborough TPO Transportation Planning Organization

## Board & Committee Agenda Item

### Agenda Item

Public Participation Plan: Measures of Effectiveness Report (2020-2021)

### Presenter

Davida Franklin, TPO staff

### Summary

Engaging the public is critical to the TPO's success. Working with the community ensures TPO plans and products better reflect the public's values and preferences. The Public Participation Plan (PPP) helps balance the professional and technical expertise brought to projects with the community's input, and also helps the TPO gain the broad support needed to ensure that transportation plans and programs are implemented.

The PPP describes the TPO's strategies and techniques to inform and engage the public in transportation planning issues, with the purpose of maximizing participation and effectiveness. At least once every two years, the TPO reviews its public participation efforts, using "measures of effectiveness" that fall into the following categories:

- Visibility & Productivity
- Participation Opportunities
- Public Interest & Feedback
- Input Results

The report reviews the TPO's public engagement efforts during 2020 and 2021. Recommendations produced in this review will lead to amendments of the PPP and set the stage for engaging the public in the update of the Transportation Improvement Program (TIP) and 2050 Long Range Transportation Plan (LRTP).

### Recommended Action

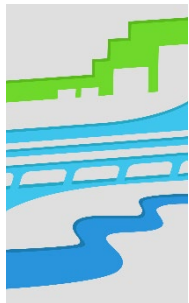
Approve the Public Participation Plan: Measures of Effectiveness Report (2020-2021)

### Prepared By

Gena Torres, TPO staff

### Attachments

[Public Participation Plan: Measures of Effectiveness Draft Report \(2020-2021\)](#)



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# Hillsborough TPO Transportation Planning Organization

## Board & Committee Agenda Item

### **Agenda Item:**

ETDM Project #14486 (US 301 from Moccasin Wallow Road to SR 674)

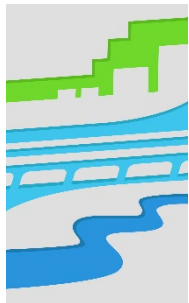
### **Presenter:**

Allison Yeh, TPO Staff

### **Summary:**

FDOT D7 is proposing the widening of US 301 from Moccasin Wallow Road to SR 674 from two lanes undivided to four lanes divided. The project is in both Manatee and Hillsborough Counties, traversing the communities of Parrish, Wimauma, and Sun City Center is approximately 11.5 miles long. Within the project limits, US 301 is a two-lane, undivided rural facility with intermittent sidewalks and is functionally classified as a Rural Principal Arterial within the Manatee County portion and an Urban Principal Arterial within the Hillsborough County portion.

Improvements will include providing bicycle and pedestrian facilities. The purpose of the project is to address existing safety issues on US 301, which is a designated hurricane evacuation route and crucial north-south freight corridor through the center of Florida as well as the greater Eastern Seaboard. Crash data collected between 2016 - 2020 indicates that the Hillsborough portion has an average crash rate of 8.28 which is far above the statewide average of 2.88 for type of facility. Sixty-six percent of the fatalities in this portion were due to head on crashes. The project will also address future traffic capacity within the Manatee County portion of the project.



### **Recommended Action:**

Provide comments to FDOT

### **Prepared By:**

Allison Yeh, AICP, LEED GA

### **Attachments:**

[Advance Notification \(AN\) Package](#)

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**Hillsborough TPO**  
**Transportation**  
**Planning Organization**

**Board & Committee Agenda Item**

**Agenda Item:**

FDOT District 7 Safety Program Update

**Presenter:**

Ginger Regalado, FDOT District 7 representative

**Summary:**

FDOT District 7 staff will provide highlights from the District 7's safety program.

**Recommended Action:**

None; for information only

**Prepared By:**

Gena Torres, TPO staff

**Attachments:**

None



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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 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.

Commissioner Harry Cohen  
Hillsborough County  
MPO Chair

Commissioner Pat Kemp  
Hillsborough County  
MPO Vice Chair

Paul Anderson  
Port Tampa Bay

Councilman Joseph Citro  
City of Tampa

Councilman John Dingfelder  
City of Tampa

Commissioner Nate Kilton  
City of Plant City

Adelee LeGrand  
HART

Joe Lopano  
Hillsborough County  
Aviation Authority

Councilman Guido Maniscalco  
City of Tampa

Commissioner Gwen Myers  
Hillsborough County

Commissioner  
Kimberly Overman  
Hillsborough County

Cody Powell  
Planning Commission

Mayor Andrew Ross  
City of Temple Terrace

Greg Slater  
Expressway Authority

Commissioner  
Mariella Smith  
Hillsborough County

Jessica Vaughn  
Hillsborough County  
School Board

Beth Alden, AICP  
Executive Director



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# Hillsborough TPO Transportation Planning Organization

## Board & Committee Agenda Item

### **Agenda Item:**

Live. Grow. Thrive. Tampa Comprehensive Plan Update

### **Presenter:**

Alvaro Gabaldon, Planning Commission Staff

### **Summary:**

Tampa has experienced a great deal of growth and rapid change during the last few years, which makes this an especially important time to participate in updating the city's Comprehensive Plan.

The Tampa Comprehensive Plan is a long-term blueprint for future growth of the city. It establishes a community's policies and priorities regarding future development while aiming to preserve the area's environmental features and community character. The community's input is central to creating a vision for Tampa's future that the plan works to achieve.

A Vision Survey has been prepared to collect feedback on general themes related to transportation, housing, parks, water and other aspects of living and thriving in Tampa. This survey is an initial step in the multi-phased, multi-year project that will ultimately lead to in-depth revisions to the City's Comprehensive Plan.

The Hillsborough County City-County Planning Commission, in coordination with the Tampa Planning Department, is overseeing the update process. Participation in this survey, and future public engagement opportunities, is pivotal to creating a plan that will address the changing needs of the City as envisioned by its citizens.

### **Recommended Action:**

None. For information only.

### **Prepared By:**

Gena Torres, TPO staff

### **Attachments:**

1. Live. Grow. Thrive Vision Flyer
2. [Tampa Comprehensive Plan Update Project Page](#)



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# LIVE.GROW.THRIVE.

## Tampa Comprehensive Plan 2045

The **Hillsborough County City-County Planning Commission**, in coordination with the **City Planning Department**, is overseeing a multi-phased, multi-year plan update that will lead to in-depth revisions to the Tampa Comprehensive Plan through the 2045 horizon year. This plan and its vision guide how we build the places in which we live, work, and play.



Take the Vision Survey  
[bit.ly/2045visionsurvey](https://bit.ly/2045visionsurvey)



Participa en le Encuesta  
de la Vision 2045  
[bit.ly/2045visionespanol](https://bit.ly/2045visionespanol)

**The Tampa Comprehensive Plan update begins with you!** The Vision Survey will help us refine what the public has expressed in previous plans and studies to reflect what is most important to be prioritized and addressed in this plan update. Among the many topics covered, you will be asked to provide feedback on general themes related to transportation, housing, parks, water, and other major aspects of society that will be impacted over the next decades.

**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

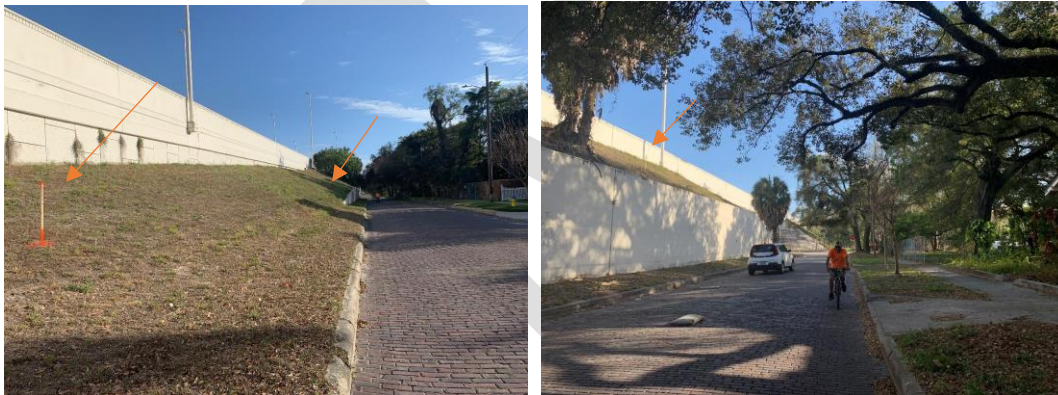
Regarding an invitation to give feedback on the transportation tax at a County meeting:

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:

- 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.