



Hillsborough TPO

Transportation Planning Organization

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Meeting & Public Hearing of the TPO Board

Wednesday, June 8, 2022 @6pm

Hillsborough County Center, 601 E. Kennedy Blvd. – NOTE: 2nd Floor

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.

This meeting may be viewed on Hillsborough Television (HTV) by visiting Spectrum: 637, Frontier: 22 or live stream from [Hillsborough County's Live YouTube Channel](#) or the County website's [Live Meetings](#) link, also found in the County [Newsroom](#). The agenda packet, presentations, and any supplemental materials are posted on the [TPO's online calendar](#).

Public comment opportunities:

To speak during the meeting - No later than 30 minutes before the meeting, please sign up [here](#) or phone 813-756-0371 for assistance. Provide the phone number you will call in from, so that we can recognize your call in the queue. You will receive an auto-reply confirming we received your request, along with instructions.

Comments may also be given up to 5pm the day before the meeting:

- by leaving a voice message at (813) 756-0371
- by e-mail to tpo@plancom.org
- by visiting the event posted on the [Facebook page](#).

Advance comments will be provided in full to the board members and verbally summarized during the meeting by TPO staff.

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

Agenda

- I. **Call to Order & [Pledge of Allegiance](#)**
- II. **Roll Call & Declaration of Quorum** (Gail Reese, TPO Staff)
 - A. Vote of Consent for Remote Member Participation – *if applicable*
- III. **[Approval of Minutes – May 11, 2022](#)**

IV. Public Comment on items other than the TIP – 30 minutes total, with up to 3 minutes per speaker. Staff will unmute you when the chair recognizes you. As needed, the chair may allow for additional time later in the agenda.

V. Committee Reports and Advance Comments on items other than the TIP
(Bill Roberts, CAC Chair and Davida Franklin, TPO Staff)

VI. Consent Agenda

- A. [Committee Appointments](#)
- B. [Bylaws Amendment: Code of Conduct](#)

VII. Public Hearing:
Transportation Improvement Program (TIP) Annual Update

[TIP for October 1, 2022-September 30, 2027](#)

- Staff Presentation (Johnny Wong, TPO Staff)
- Public Comment on the TIP - *Time allotted to each speaker may be adjusted by the chairman to accommodate as many as possible.*
- Summary of Public Comments on the TIP Submitted in Advance (Davida Franklin, TPO Staff)
- Board Discussion and Action – *Roll-call vote required.*

X. Old Business & New Business

XI. Adjournment

XII. Addendum

A. Announcements

- June 10 meetings of [Sun Coast Transportation Planning Alliance](#) with TMA Leadership Group (@10am) and with Central Florida MPO Alliance (@12pm); 11:30am box lunch for \$10.49 with [RSVP](#); Lake Eva Event Center, Haines City or [virtual](#)

B. Project Summaries, Fact Sheets & Other Status Reports

- [I-75 Interchange Improvements at CR 672 \(Big Bend Rd\)](#)
- [SR 60 Median Modifications](#)

C. Correspondence

- [To CTD re: PSTA Grant Application](#)
- [To FDOT re: Consultant Contracts](#)

D. Articles Related to TPO Work

- [Tampa Bay transportation officials in jeopardy of losing voting status on Hillsborough TPO board](#) | Tampa Bay Business Journal | 05.11.22
- [Jane Castor makes case for transportation tax during State of the City address](#) | Florida Politics | 05.11.22
- [How Does Your City Grow? Tampa City Leaders Want To Know](#) | Patch | 05.10.22
- [Port Tampa Bay requests \\$12.6 million in federal money for new capacity project](#) | Tampa Bay Business Journal | 05.11.22
- [Tampa Bay counties to work on regional transportation to address affordable housing](#) | Florida Politics | 05.06.22
- [Wimauma's future development an all-in community concern with revitalization plan in place](#) | The Observer News | 05.05.22
- [Hillsborough County to consider spending \\$20 million on sidewalk repairs](#) | Fox 13 | 05.03.22
- [Neighbors concerned about I-275 widening will get chance to meet with FDOT Tuesday](#) | ABC Action News | 04.26.22
- [Hundreds of volunteers celebrate Earth Day at Great Port Clean up](#) | News Channel 8 | 04.22.22
- [Surtax on the ballot: Hillsborough commissioners make necessary step after hearing familiar arguments](#) | Tampa Bay Business Journal | 04.21.22
- [Hillsborough commissioners vote to add transportation sales tax to November ballot](#) | FOX13News | 04.20.22
- [Driving Tampa Bay Forward | Road improvements planned after record number of fatal crashes](#) | ABC Action News | 04.20.22
- [Hillsborough sales tax referendum headed to voters](#) | Tampa Bay Times | 04.20.22
- [Hillsborough commissioners want public input before advancing transportation tax referendum](#) | ABC Action News | 04.20.22
- [Hillsborough County votes to include transportation tax on November ballot](#) | 10 Tampa Bay | 04.20.22
- [Hillsborough to consider tax question while fate of \\$562 million lingers](#) | Tampa Bay Times | 04.19.22
- [Safety concerns to bring 3 new traffic signals to deadly U.S. 301](#) | Tampa Bay Times | 04.18.22

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

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Se recomienda a las personas que necesiten servicios de interpretación o adaptaciones por una discapacidad para participar en esta reunión, o ayuda para leer o interpretar los temas de esta agenda, sin costo alguno, que se pongan en contacto con Joshua Barber, (813) 273-3774, ext. 313 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) 273-3774, ext. 211.

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**HILLSBOROUGH TRANSPORTATION PLANNING ORGANIZATION BOARD
HYBRID MEETING, MAY 11, 2022
DRAFT MINUTES**

I. CALL TO ORDER, PLEDGE OF ALLEGIANCE (Timestamp 1:31:07)

Commissioner Cohen, called the meeting to order at 10:04 AM and led the pledge of allegiance. The regular monthly meeting was held in-person and virtual via WebEx.

II. ROLL CALL (Gail Reese, TPO Staff) (Timestamp 1:32:16)

The following members were present in person: Commissioner Harry Cohen, Commissioner Pat Kemp, Commissioner Kimberly Overman, Commissioner Mariella Smith, Councilman Guido Maniscalco (in at 10:35 AM), Councilman Joseph Citro, Mayor Andrew Ross, Commissioner Nate Kilton, Joe Lopano, Greg Slater, Charles Klug, Planning Commissioner Cody Powell

The following members were present virtually: Adalee Le Grand, School Board Member Jessica Vaughn

The following members were absent/excused: Commissioner Gwen Myers

Letter received from Commissioner Gwen Myers

5/11/2022

TPO Board Members,

Good morning, I apologize however due to an unforeseen event, I am unable to attend today's meeting. Please read this letter into the record.

A quorum was met in person.

A. Vote of Consent for Remote Member Participation.

Voice vote, motion passes with one "Nay" vote.

III. APPROVAL OF MINUTES (Timestamp 1:33:16) – April 13, 2022

Chair Cohen sought a motion to approve the April 13, 2022 minutes. Councilman Citro so moved, seconded by Commissioner Smith. Voice vote: motion carries unanimously.

IV. PUBLIC COMMENT (Timestamp 1:33:34) (30 minutes total, with up to 3 minutes per speaker)
Additional comments made via [Social Media](#) and [Email](#) can be found at the end of these minutes.

- Rick Fernandez – Out of Tampa Heights and is a Tampa Heights Civic Association member and Vice-Chair of the TPO CAC. Written comments have been submitted via email and additional verbal comments were made at the TPO Policy Meeting on May 11, 2022. It was asked that

the Public Participation Plan Effectiveness Report document be removed from the Consent Agenda and returned to the author(s) for correction/update where the DTI project is concerned. The CAC approved the report with the caveat that “The report needs to acknowledge the challenges over the last two years in communicating with the public about the design of the Downtown Interchange”. The request was made on May 4, 2022, and there has been no effort to supplement the report. It is not worthy of Consent Agenda treatment. The CAC has begun a review of the TIP draft. The three-lane movement making up the DTI Quick Fix are now on Table 1. The CAC has recommended that two of these lane movements be removed due to their impact on Tampa Heights. The third lane movement was the subject of a motion to strike in 2021 made by a TPO Board member. Suggests that that motion should be revisited in 2022. It was noted that if those that ran on the promise to fight the expansion of the interstate in the urban core of Tampa honor their commitments, this project can be stopped this year. There is also a matter of dedicated bus lanes on Florida Avenue and Tampa Street through a lane repurposing request from HART. Asks that this step be taken and that the dedicated lanes be included in the project descriptions for this year’s TIP in Table 1. They are currently not there. Referencing FPN #'s 511-7 & 511-8.

- Anthony Mangieri –A life-long resident of Hillsborough County, particularly the northwest area of the county. Explosive growth has put challenges on our local infrastructure. In the northwest county, Van Dyke Road between Dale Mabry and the Sun Coast Parkway, there has been explosive growth and land-use changes that have driven up traffic volumes to the point of needing additional lanes. These are needed for life safety for the hospital, the local fire station, and for the main hurricane evacuation route. There is a project on the books that was explored in 2014 with some funding and land acquisition for this expansion. That project has been continually delayed out to 2027 when the initial completion was scheduled for 2024. This is creating a life safety issue and this corridor has a high crash rate according to Hillsborough County Sherriff’s records. Are looking for some temporary, reasonable measures until the project can be moved forward. Is asking for further review of the timing of this project and some temporary engineering fixes for the short term.
- Lena Young Green – is continuing to request that Tampa Heights and the surrounding neighborhood be considered as further transportation decisions are being made. The community is back making the requests for consideration going into the TIP hearing in June. Ask that the impact of the extending roads and interstate lanes in our neighborhoods. It impacts us environmentally, socially, and in our health. Asked that Rick Fernandez’s presentation be supported.
- Mauricio Rosas – Emphasized what was said in the TPO Policy meeting earlier about land use. The county needs land use correction. If the current path is continued there will not be reasonable mass transit for the outer county. Segments D and E of the Green Artery have been funded but there is no record for construction dates. These projects are shovel-ready. Back to I-275; the underpasses at Osborne, Chelsea, and Floribraska are not uniform with MLK and Hillsborough Avenue. According to FDOT staff, the decision was arbitrary. All of those underpasses are constructed exactly alike. All of the underpasses in Ybor City and Westshore look the same. When

you go north, they don't look alike anymore. There is no placemaking, there is nothing identifying the area as East Tampa or Seminole Heights.

V. COMMITTEE REPORTS & ADVANCE COMMENTS (Bill Roberts, CAC Chair; Davida Franklin, TPO Staff; Beth Alden, TPO Executive Director) (*Timestamp 1:44:38*)

A. CAC – Bill Roberts, CAC Chair (May 4, 2022 meeting)

- In-person quorum voted to allow virtual members to participate.
- Heard public comment.
- Took action on:
 - Approved FY 23 & FY 24 UPWP
 - TPO Apportionment Plan Draft, as recommended with a 10 – 4 vote. There was considerable discussion.
 - Public Participation Plan Measures of Effectiveness Report (2020-2021) – with the caveat that the report needs to acknowledge the challenges over the last two years in communicating with the public about the design of the Downtown Interchange
- The CAC has held two workshops in preparation for the upcoming TIP. Will be taking action at the June 4th meeting.
- The committee discussed the standards of conduct coming before the Board and support them.
- Heard status reports on: Live Grow Thrive Tampa Comprehensive Plan Update, TIP Priorities Update: Preliminary Draft

B. ITS – April 14, 2022 (Davida Franklin, TPO Staff)

- Approved Smart Cities Mobility Plan
- Heard status reports on
 - Regional ITS Architecture – FDOT Statewide and Regional ITS Architecture website
 - Low-Cost Air Quality Monitoring Pilot Study
 - FY 23 & FY 24 UPWP Preliminary Draft
 - Introduction to new TPO Studies

C. TDCB – April 22, 2022 (Davida Franklin, TPO Staff)

- Held annual workshop seeking public engagement on the Transportation Disadvantaged Program
- Approved CTC Trip and Service Rates for 2022/2023
- Heard status reports on
 - FY 23 & FY 24 UPWP Preliminary Draft
 - Introduction to new TPO Studies

D. TAC – May 2, 2022 (Davida Franklin, TPO Staff)

- Approved
 - FY 23 & FY 24 UPWP Approval
 - Public Participation Plan: Measures of Effectiveness Report (2020-2021) - Members commented that they liked that outreach is being tracked and evaluated and agreed that the engagement on the Non-Discrimination Plan was very effective.

- The TAC heard a motion to approve the Apportionment Plan as recommended but the motion failed to pass, therefore no action was taken. Comments included:
 - HCAA commented that you cannot compare Hillsborough to other MPOs because most airports are owned by the County. In examples where there is an independent authority, they have voting seats. For example, Orlando International Airport has a voting seat on the MetroPlan Board. HCAA representatives speak for the Board, not the CEO. HCAA has a unique perspective as a transportation operator and should retain a voting seat. The Port Authority agreed with HCAA and finds the proposed plan disturbing.
 - Planning Commission, Hillsborough County, and City of Tampa representatives abstained from voting since their Boards have not taken a position.
 - Status reports heard – Transportation Improvement Program (TIP) Priorities Update: Preliminary Draft; Live Grow Thrive Tampa Comprehensive Plan Update; HCAA is updating its Master Plan
- E. LRC – March 23, 2022** (Councilman Citro, City of Tampa and Davida Franklin, TPO Staff)
- Took action on
 - TPO Membership Apportionment Plan Draft – the LRC did not approve the staff recommendation, instead moved that the TPO Apportionment be left Status Quo.
 - Councilman Citro (noted LRC discussion on the Apportionment Plan) – noted that the LRC had a lengthy discussion about the make-up of the TPO Board. It was the decision, not unanimous, to keep it status quo. There was the consensus that two members need to remain on the Board, the Port of Tampa and the Airport Authority. These are two major entities that deal with transportation in the county. Also felt that because of major highways intersecting in the City of the Tampa and the number of fatalities in the City of Tampa and the number of bicycle and pedestrian crashes in the City of Tampa that there should be another representative from the City of Tampa.
 - Public Participation Plan Measures of Effectiveness Report was approved.
 - Comments on ETDM Project #14486 (US 301 from Moccasin Wallow Road to SR 674 – The LRC moved to submit the staff comments, comment from a member of the public on behalf of the Sundance Community, and additional comments made by the committee on the topics of rural context, wildlife crossings, safety, and a request to return to the committee at the design phase.
 - Heard status reports and updates on: FDOT District 7 Safety Program, FY23 & FY24 UPWP Preliminary Draft, Introduction to new TPO Studies, memo on Government in the Sunshine, Live Grow Thrive Tampa Comprehensive Plan Update.
- F. BPAC – April 27, 2022** (Davida Franklin, TPO Staff)
- Did not have a quorum and were unable to take action but provided some comments.
 - Action Items
 - Public Participation Plan: Measures of Effectiveness Report (2020-2021) – expressed their appreciation for the report and continued outreach.
 - TPO Apportionment Plan Draft – Members had several questions on the proposal:
 - Is there an issue with the current distribution?
 - Would this put the City of Tampa at a disadvantage? (It was pointed out that County Commission Districts also include cities.)

- Should the independent agencies be removed? Some members expressed that they provided value and expertise to the conversation.
- Several agency staff commented that they would abstain since their agencies had not yet taken a position.
- Heard status reports on the following: the City of Tampa MOVES and Vision Zero Action Plan, Introduction to New TPO Studies, Live Grow Thrive Tampa Comprehensive Plan Update

G. TPO Policy Committee – April 13, 2022 Meeting (Beth Alden, TPO Executive Director)

- Reviewed two items on the Consent Agenda – Smart Cities Mobility Plan Update and the Public Participation Plan: Measures of Effectiveness Report. The Policy Committee supported approving these items.
- Reviewed a preliminary draft of the TIP Priority List which will be at the public hearing in June. There were some comments that the staff will be addressing.

H. Public Comments Received Through Email & Social Media (Davida Franklin, TPO Staff).

Detailed [Email](#) and [Social Media](#) are located at the end of the minutes.

VI. PUBLIC COMMENT FEEDBACK (Secretary David Gwynn) and Discussion with the TPO Board (Timestamp 1:56:20) – Secretary Gwynn noted that FDOT will contact the contractors to make sure the dust mitigation is being handled appropriately. It was also noted that the underpasses are still in process and FDOT is continuing to work with the community and the city to make them as pedestrian-friendly and welcoming as possible. Not all of them will have the same treatment. Are working with the City of Tampa for the artwork. The dedicated transit lanes on Florida and Tampa; there is a BRT plan that will, hopefully, operate from downtown to USF with transit-only lanes in that corridor. The Tampa Heights Mobility Project has a lot of elements in it including fixing drainage in order to have bus-only lanes. It started in Pinellas County. FDOT wants to set these roads up for BRT or a premium transit option. Many people support transit but, many also oppose transit-only lanes when there is only one bus an hour or 30 minutes. PSTA has committed to running premium transit. FDOT is taking the stance that they want these projects to succeed. Noted that the way they fail is by converting the lanes too early when the premium service is not there. The roads are being set up to be ready for conversion. However, a premium transit service needs to be there.

Discussion:

The dust from the DTI construction public comment during the Policy meeting was brought up to Secretary Gwynn. The person who spoke got sick from it. Secretary Gwynn found out about that this morning. FDOT will be following up with the contractor as to why that is happening as the condition described is not supposed to. It was asked if there is screening in addition to water. The contractor is given a measure to meet. Will look at this further and address it.

The sloped walls under the underpasses open up the sidewalk but do not open up the perception of safety. Opening them all the way up is preferred and that was indicated by Commissioner Overman. It seems as though the smaller streets are not receiving the same treatments. It is important when

we receive public input to hear it. FDOT has its own communications plan. These may be different. It's important to partner and work together. On the major arterials, MLK and Hillsborough, the underpass sidewalks are going to be 30 feet wide whereas the sidewalks on the smaller streets will be 15 feet wide with enhanced lighting. It was asked that the sidewalks and flooding be addressed on Florida and Tampa Street; what would be the timeline and what would be the penalties if the dates are not met. The City of Tampa has been doing this work and it does not appear to have progressed in six months. Having that experience on these streets would be painful. The contractors have to pay when they go over time and FDOT may look into providing incentives for early completion. There is really no drainage in these areas now. FDOT partners with the city. The overall construction for the Heights Grant is about three years. The most points were given for the grant due to the resiliency measures to handle the stormwater. Heavy construction will likely be two years and expect it to begin in about a year. This project is fully funded.

A lot of concerns have been expressed at the meetings. Some of the vibrations that residents are experiencing and were concerned about were actually a combination of the DTI but also the City of Tampa Pipes Program going on at the same time in the same area.

It was noted that HART is working closely with FDOT to go through the process of dedicated bus lanes.

VII. CONSENT AGENDA *(Timestamp 2:20:16)*

A. Committee Appointments

- LRC – Emmeth Duran, as an alternate member, by Institute of Transportation Engineers.

B. Smart Cities Mobility Plan Update

C. Public Participation Plan: Measures of Effectiveness Report (2020-2021) – reviewed by committees

Motion to approve the consent agenda from Commissioner Kemp, seconded by Commissioner Overman. Voice vote, the motion passes unanimously.

ACTION ITEMS *(Timestamp 2:20:37)*

A. FY23 & FY24 Unified Planning Work Program Approval (Amber Simmons, TPO Staff) *(Timestamp 2:20:55)*

- Review of what the UPWP is and its purpose and the steps in the Biennial Update
- Went over Major Planning Tasks.
 - Showed the six tasks and the new task 7 which is a Regional LRTP (shared funding)
 - Review of the budget and where funding comes from.
 - Went over the summary of FY 21 and 22 projects
 - Current DBE is at 14.5% of projects, state goal is 10.5%
 - Review of UPWP Development Schedule
 - Showed this year's partner agency requests for planning and analysis, critical path projects for FY 23 & FY 24, and other recommended projects

- Updated projects with approximate costs per the request of the CAC (I-275 Conversion Study, Phase 1)
- Reviewed projects in progress that will conclude in FY23

Presentation: [FY 23 and FY 24 UPWP Adoption](#)

Website: [UPWP website](#)

Recommended Action: Approve the FY 23 & FY 24 UPWP.

Discussion:

The Hillsborough County Truck Plan, it was asked if it is making the funded list. It is in the second column of our Critical

Councilman Maniscalco moved to approve the FY23 & FY24 UPWP, seconded by Councilman Citro. Voice vote, motion passes unanimously.

B. TPO Apportionment Plan (Elizabeth Watkins, TPO Staff) *(Timestamp 2:2744)*

- Review of background and requirements.
- Went over considerations – heard different concerns from the TPO Policy Committee and others.
 - Government in the Sunshine Law
 - Accountability to Residents. Analyzed 17 MPO/TPOs across the state of Florida, Hillsborough County has the least amount of elected officials making up the vote.
 - Population growth and the percentage of growth in the unincorporated county.
- Review of three Scenarios.
 - Showed breakdown of proposed votes on the TPO Board and summary table.
- Went over proposed TPO Board votes versus the 2020 census data.
- Summarized committee feedback from the TPO committees.

Presentation: [Hillsborough TPO Membership Apportionment Plan](#)

Draft: [TPO Apportionment Plan Draft](#)

Recommendation: Approve the TPO Apportionment Plan.

Discussion:

It was pointed out that 78% of MPO/TPOs similar to Hillsborough County have all elected officials. It was noted that the CAC, representing citizens, has recommended the plan. It was asked that everyone give extra thought to the Sunshine Laws and the inability to discuss topics that come to a vote on the TPO Board with agency experts. Non-voting members do not lose their ability to advise and influence the Board. The fact that Hillsborough County is an outlier in the state XXX. It was brought up that there is often a disconnect between land-use planning and transportation planning without having the entire BOCC on the TPO Board. In many jurisdictions, the municipality operates the Transit Authority. HART needs to be part of the planning and there is some hesitation about not having them on the Board. MPO/TPOs were set up by the federal government because communities were impacted by having major interstates going through the middle of them. The TPO gives the citizens a voice. The comparison was brought up with other regions in the state. It

was also noted that, currently, four out of five of the BOCC members on the TPO Board live in the City of Tampa. It was acknowledged that the citizens have the right to vote the members out if they are not representing them. The agencies were put on the TPO Board for their expertise. FDOT has a strong advisory role. The instance in Hillsborough County where the agencies are not managed by the county is rare.

It was noted in the statute that the TPO may include as part of its voting members, a member of statutory authority, an authorized planning board, an official of an agency that operates or administers a major mode of transportation, or an official of Space Florida. The other regions that have Port Authorities on their boards, those agencies are independent agencies in those counties. The Port Authority and Aviation Authority were created in 1945 by the legislature. The impact of these authorities represents the entire county. Port Tampa is the largest port in the State of Florida. They are very much responsible for transportation in the county. Their presence on the board ensures their planning and infrastructure improvements don't disparately impact the rest of the county and it is mutually beneficial. The I-4 connector is a prime example. There is a belief that there is too much emphasis on the representatives who are not elected officials. They are appointed by elected officials on the agency boards. If the members of this board do not act in a way that pleases their boards, they are held accountable. Excluding this representation removes the voice of major stakeholders in the county. It was noted that the only port represented on an MPO/TPO in the comparison list, Miami-Dade may be the only one close. Tampa Airport is the second largest in the country. This makes Hillsborough County an outlier by removing these transportation stakeholders.

It was noted that Hillsborough County is very different from the other MPO/TPOs being compared; Port Tampa Bay is expanding both in shipping and cruises; the Tampa Airport is a major US airport. Between the hours of 7A and 7P, the population of the City of Tampa doubles and are under-represented on the TPO Board.

Agency representatives are given direction from their Board of Directors on how to represent the agency and how to vote. Those Boards are made up of elected officials from the county and the city. Where the airport is concerned, 20 million travelers are represented. These travelers will not come back if they don't have good transportation experiences. There are also 17,000 employees being represented who have to get to work and back home. The sentiment is that the airport and the port are "great economic engines, you're off the Board, we don't want your vote." The airport built an automated people mover system to take cars off a congested roadway.

The agencies are supported by tax dollars. It is important that representation be on the board to keep continuity for long-range planning as elected officials won't be here. It was noted that in the land of politics, it is nice to have non-political voices once and add important perspectives. There are other boards in the county that makes important decisions about taxpayer dollars that are not made up of all elected officials such as Transportation Development and Tourism Development. It was brought up that the statute shows that it is intended to have non-elected officials on the MPO/TPO. All of the cities and counties around Florida are unique so having the Hillsborough TPO be different is not a bad thing; it reflects the county. The TPO Board is able to expand to 25 members and that would be a way to add elected officials to the TPO Board. Removing citizen voices would be unwise and does not meet the spirit of the statute.

Mr. Slater noted that he had not received direction from his board on this topic. However, he expressed that THEA reinvests 100% of its revenue back into the community, not just in roadways but in greenways, autonomous vehicle testing, and other technology testing. The objective should be to work together in a cooperative manner and an integrated manner.

It was noted that HART serves the entire county, and they are going through a transitional phase and looking at how best to utilize existing resources and attract new resources. The HART Board has engagement by elected officials and the monthly meetings are open to the public as well.

Commissioner Cohen noted that he received a letter from the Chair of the Hillsborough County Aviation Authority. [It was made available to the Board and is included at the end of the minutes.](#) It was stated that in order for there to be a change in the apportionment, there needs to be an agreement between the four municipalities, FDOT, and the Governor. Based on the discussion, the current plan does not have the support to pass and would likely not be supported by the Governor. Reservations were expressed during the Policy meeting about removing the Port Authority and the Aviation Authority. Elected officials that sit on agency boards have one vote on this board and do not have the ability to divide their vote. It was brought up that if it is the intent that more elected officials be added, that would be a compromised framework. That could be circulated to the local governments to see if there is support.

Commissioner Smith motioned to have staff take another look at the TPO Apportionment Plan and reconsider a plan that might adjust the representation of local governments based on representation while retaining the agencies; seconded by Councilman Maniscalco.

Discussion:

It was noted that the agencies are an integral part of the transportation system. The input is very valuable. It was noted that the increase in BOCC representation is based on population and not the variable population of a specific period of time or going beyond population trends versus importance.

Voice vote, motion passes unanimously.

C. Executive Director's Report (Cameron Clark, TPO Attorney) *(Timestamp 3:16:55)*

- Required by the MPO's agreement with the Planning Commission.
- Received numerous submittals from Board members; compiled them into an evaluation sheet that was submitted to the Board earlier. [\(Included after the minutes.\)](#)

Recommendation Action: To receive the evaluation.

Motion to approve from Mayor Ross; seconded by Mr. Lopano. Voice vote, motion passes unanimously.

VIII. STATUS REPORTS *(Timestamp 3:17:36)*

A. Tampa MOVES and Vision Zero Action Plan (Alana Brasier, City of Tampa) - deferred

- B. Bylaws Amendment: Code of Conduct** (Beth Alden, TPO Executive Director) *(Timestamp 3:17:44)*
- Required to be read in prior to action being taken.
 - Will be brought back as part of the Consent Agenda in June.
 - Would like feedback from the TPO Board.

Code: [Code of Conduct of Hillsborough County City-County Planning Commission](#)

IX. OLD & NEW BUSINESS - deferred

- A. **TPO Public Hearing June 8, 2022**, beginning at 6:00 PM.

X. ADJOURNMENT – The meeting adjourned at 11:58 AM

The recording of this meeting may be viewed on YouTube: [Meeting Recording](#)

Social Media

Facebook

4/8

In a post on the Transit Now Tampa Bay Facebook page about technical issues with the Selmon Expressway beautification project

Christopher Vela:

It is important to note that after I did a half-hour report on the historic travesties of this project ALONE (no I275 and I4) the Hillsborough TPO still rolled with THEA over their expansion project.

We deserve it. Until we get we get 100% new people in leadership.

In a post on the Transit Now Tampa Bay Facebook page about increasing pedestrian deaths

Christopher Vela:

Also in 2021 out Hillsborough TPO did nothing to stop TBNEXT which is so dangerous that it would be illegal for actual pedestrians to use. But in all seriousness from that actual truth (law) local roads will be quite dangerous by the interstate's exits where the TPO's Vision Zero Hillsborough hopes that paint saves lives.

Jesus...the world we live in.

“California, Florida and Texas led the nation in the number of pedestrian traffic fatalities in the first half of last year, accounting for 1,289, or 37%, of all pedestrian deaths.”

In a post on the Transit Now Tampa Bay Facebook page about the I-75 PD&E study

Christopher Vela:

In case you are wondering there are express lanes being planned on I75 in Hillsborough County. Unlike how TBX started with the Hillsborough TPO not compelled to care about some of us urbanites, these more rural communities already get a running start.

It is all bad, but if I were FDOT, I could tell the TPO to shut it because they neglected unconditional promises of rail, sound walls, or other improvements in the inner city and more urban parts of the

county. They will already express lane other parts of the county because our Board is too concerned about what Tallahassee thinks. So it has been done, why can we not do more?
Anyways, my at-large commissioners once again treat the inner city like an invisible population when it comes to these matters.
Kinda strange that some of them live in the city.

4/21

Regarding the Sunshine Skyway Bridge being illuminated in green for Motorcycle Safety Awareness Month

Mike Lamarca:

Hi Mike! A Sunshine Skyway Bridge trail? That would actually be a nice route for seasoned riders like yourself! We'll send your suggestion to the Board. In the meantime, not sure if you've seen our updated multi-use trails map, but here's a link: tinyurl.com/suncoasttrails It won't get you across the bridge, but it can help you explore other routes and areas.

Hillsborough TPO:

Hi Mike! A Sunshine Skyway Bridge trail? That would actually be a nice route for seasoned riders like yourself! We'll send your suggestion to the Board. In the meantime, not sure if you've seen our updated multi-use trails map, but here's a link: tinyurl.com/suncoasttrails It won't get you across the bridge, but it can help you explore other routes and areas.

Mike Lamarca:

Hillsborough TPO not sure about "seasoned"?? The Courtney Campbell Causeway is about what? 10 miles? Howard Frankland (getting a path) and Gandy are about 3, and the actual bridge portion of the Skyway is only 4 or so, right? Seems like a very doable route, especially looking at the Courtney Campbell, and the amount of people parking either at Cypress Point, or up in Safety Harbor, and doing the entire route in between both.

I mean, someone decided way back about 100 years ago, that a bridge was needed on US19 to extend it and move between Manatee and Pinellas. Eventually in the 50s, it was built. And until it was signed as an interstate in the 80s, it was just like riding any other US highway.

I have run the 10k across the bridge, it's time to be able to ride a bicycle from Memphis/Rubonia to Pinellas.

4/23

Regarding a post about TPO staff volunteering for a Port Tampa clean up project on Earth Day Environmental Protection Commission of Hillsborough County:

What a great way to spend #EarthDay - cleaning up at McKay Bay and spending time with our fellow #friendsoftheenvironment!

4/29

Regarding event attendance numbers on the TPO's Measures of Effectiveness Report

Christopher Vela:

We have beaten these numbers in a year more than once.

Yes, there was covid. But the decrease in participation will be constant if Hillsborough TPO stills remains complacent over stopping highway projects or failing to start the boulevard project.

The referendum is unlikely to pass. Wrong year and wrong language. But it doesn't mean advocates are done. We can always do our thing but not always under the county's and state's house.

5/4

Regarding a news article about the installation of a wrong-way detection on I-4 express lanes

Vela Christopher:

All is well since our county commissioners who sit on the Hillsborough TPO trust that FDOT will always do the right thing no matter the depth of the mistake. Don't reelect anyone of them.

Twitter

4/17

In response to an ABC news piece about pedestrian deaths

Jeff Redding

Hi Neighbors, I am a Blinded Veteran with a page about why #Florida is so deadly for #Pedestrians. Please take a look at: <http://pedestriansmatter.org>.

4/20

Regarding a post by Fox 13 Tampa Bay about the Hillsborough BOCC's approval to send the transportation tax ordinance to the November 2022 ballot

Jeff Redding:

Some of the funds should be used to identify, re-design, or remove Mid-Block Crosswalks which violate these Federal Safety Guidelines. fhwa.dot.gov/publications/research/safety/04100/02.cfm

SFL Commissioner:

It will be wasted on bike lanes

4/21

Regarding a post from ABC Action News about road improvements planned after fatal crashes

Jeff Redding:

I recommend we identify, re-design, or remove Mid-Block Crosswalks which violate these Federal Safety Guidelines. fhwa.dot.gov/publications/research/safety/04100/02.cfm

5/6

Regarding a post about the Environmental Protection Commission's Clean Air Fair

EPC of Hillsborough:

Thank you @PInHillsborough for joining us as an exhibitor at Clean Air Fair 2022 and for helping us to #CelebrateCleanAir! [\(Return to Minutes\)](#)

Email



April 4, 2022

Beth Alden
Transportation Planning Organization
601 E. Kennedy Blvd. 18th Floor
Tampa, FL 33602

Dear Beth,

I'm writing to express my gratitude for your participation in the Growing Resilient Communities Uptown Round Table event that our organization - Soaring City Innovation Partnership - co-hosted with Florida Blue on March 31st. It is crucial that we engage in an ongoing dialogue with the residents and stakeholders of the community as we work with Florida Blue to address the root causes of generational poverty in the Uptown district, specifically zip codes 33612 and 33613. Your participation in the round table added unique and relevant information to the discussion and we look forward to including your perspective in future public engagement events of this nature.

Sincerely,

A handwritten signature in black ink that reads "Mark Sharpe".

Mark Sharpe
Chief Potential Officer
Soaring City |p
PO Box 82497 | Tampa, FL 33682
M: 8132937064
tampainnovation.com

Form Name: TPO Board Meeting Public Comment Signup Form

Submission Time: April 12, 2022 12:35 am

Browser: Safari 15.4 / OS X

IP Address: 47.197.194.74

Unique ID: 952077976

Location:

First Name Mauricio

Last Name Rosas

Email mrosas1001@mac.com

Phone (813) 727-6680

I want to speak at the following TPO meeting(s)

Board Meeting - April 13, 2022 at 10 AM

Please include details relating to the topic you wish to speak about.

1. A request to add Segment D and E of the Green Artery onto the TIP for funding because one is shovel ready and the other will be ready in August.
2. Securing funding for significant landscaping at the Hillsborough, Osborne, Chelsea, and MLK underpass and along the length of I-275. We must plant trees to offset pollution from the highways, especially since it's a corridor adjacent to schools.
3. Creating a landmark at the Hillsborough, Osborne, and MLK underpass

4. Adding a sidewalk on the east side of Taliaferro Road as recommended by Tindale Oliver's, Demian Miller.
5. Asking FDOT to widen sidewalks at the entrance and exit ramps along the Hillsborough and MLK underpass. A request previously submitted to Mary Lou Godfrey
6. Request to route the I-275 BRT to the Veterans Expressway
7. Secure funding for the Boulevard Tampa study in whole or begin in earnest a feasibility study.
8. Stop suburban-style communities because they are not compatible with mass transit systems

From: lenayoung@thjca.org

To: Harry Cohen; Kemp, Pat; Kimberly Overman; Mariella Smith; myersg@hillsboroughcounty.org; Ken Hagan;

Commissioner Stacy White

Cc: Brian Seel; Beth Alden; Rick Fernandez; Christopher Vela

Subject: Re: Public Comment Message to BOCC _ In Support of the Transportation Referendum _ Public Hearing April 20, 2022 @ 6PM

Date: Sunday, April 17, 2022 10:49:18 PM

Honorable Hillsborough County Commissioners.

As submitted by our community leaders, presidents and chairman below, I am also requesting placement of the referendum on this year's November ballot, thereby allowing voters the opportunity to state their positions at the poll. Improved transportation is very much needed and other options are necessary to avoid endless expansion of Interstates that is unsustainable. Please vote to place the referendum on the ballot.

Lena Young Green

Tampa Heights Junior Civic Association, Board Chair.

On Sunday, April 17, 2022, 03:25:29 PM EDT, CM <cmvela311@gmail.com> wrote:

To all Hillsborough County Commissioners,

I generally echo the comments of these two neighborhood leaders. Put the referendum on the November ballot.

While I am disappointed with AFT's lack of views that now may have put any future local referendums under heavy scrutiny from the state, I support the idea of critical funding for the essential needs of our citizens. The essential need in this particulate case, transportation, has been sidelined to the point where the state has been leveraging its own planning (interstates) over our local needs. This has led to not only disastrous intercity travel but such poorly concentrated demand that our local roads have now become subservient as driveways to the interstate. As a result, our roads remain underutilized with very little transit. We lack a robust network of protected bike lanes and sidewalks. We still have the most dangerous roads in the nation and we are in need of decades of infrastructure maintenance. The maintenance problem will only increase as we see much heavier vehicles such as EV trucks and cars, which will put more weight displacement on roads. Along with the popularity of heavier and larger trucks and jeeps, plus more cars, our road life cycles will be cut short...potentially by a quarter or more. The only way to mitigate such problems is by offering robust transportation choices to get to places, quickly activating local transportation plans that have already been vetted by citizens and public staff in the county, and having financial leverage for hybrid funding opportunities for larger capital infrastructure improvements. In short, we need to catch up and stay ahead.

In 2018, three other (heavy GOP) Florida counties passed their transpiration surtax along with ours. Such essential needs don't have to be politically biased. It just comes down to the responsibility of ownership of our assets. For example, we have +\$42 billion dollars worth of roads in our county, [road system valued at about \\$42 billion](#). Over the past 40 years among multiple levels of state and local

governments, invested nearly \$100 million in transpiration plans in which most of which never materialized and we lost 34,479,000 hours under congestion in 2020, [Delays and other losses](#) (despite a pandemic). There is nothing liberal or conservative in this situation. There is no way to not tax to maintain such a multibillion-dollar system with population growth, vehicles sizes, and weight, including other logarithmic erosions to our infrastructure due to climate change. The numbers don't lie. My specific concerns with the ordinance are to maintain the COC much like the IOC for better public accountability, and for the board to put on record that under "Section 11.07 Prohibited Uses" that section "i" also includes *additional capacity* as prohibited use of proceeds. As we have learned from TBNEXT interstates can be made larger with more lanes, even without 'physical widening' expansion. Interstates can also be stacked as it was one of the options explored with TBNEXT. With more lanes, we will have more induced demand and strain on regional travel. With more lanes, any intersection at the interstate's exit (in I-275 case one mile per exit) could be forced to become larger and more complex due to the strain on such immediate local roads. This is one of the reasons why roads such as Dr. King, Hillsborough, or Busch are overly congested and has remained our most dangerous roads in the county. While I support the referendum, I don't have many hopes of the passage if there isn't any leg work by the commission and staff to keep talking about till November. This could be achievable with district workshops and recaps from staff on specific projects that can get the green light. This also doesn't mean you guys but also your counterparts in the city government as well. It may sound like a lot of work but remember, over half of your constituents wanted this funding. Keep at it.

Thanks,

Chris Vela

Tampa, Florida 33605

On Fri, Apr 15, 2022 at 11:29 AM Rick Fernandez <rick@fernandezconsulting.net> wrote:

To: Hillsborough BOCC

From: Rick Fernandez, 2906 N Elmore Ave, Tampa, FL 33602 (Tampa Heights)

Subject: Support Transportation Referendum

I associate myself fully with the comments previously submitted by Tampa Heights Civic Association President, Brian Seel (see trailing message) and offer the following personal observations for the permanent record. These comments are offered in my personal capacity.:

It was my privilege and great opportunity to serve on the first and (so far) only Independent Oversight Committee created through the original AFT measure in 2018. Through two years of committee work, we all had the opportunity to see the effective synergy of Government/Citizen action. We also saw the transportation vision and dreams of our citizens, set out on full display, in a series of actual plans. The process was working and it was terribly frustrating to see the funds collected and projects languishing. In my view, Hillsborough County got it right in 2018. We had a chance to get this measure back on the ballot in 2020 but (as I recall) one swing vote sank the effort. We now have the chance and the votes to get it right again ... As legacy votes go, they don't get much bigger than this.

Let's get moving ... Give Hillsborough County the chance to set its course for the future. **Put the transportation referendum on the November ballot.**

Ricardo (Rick) Fernandez

2906 N Elmore Ave

Tampa, FL 33602

Tampa Heights Civic Association, Chair – Transportation Committee

Transportation Planning Organization, Vice Chair – Citizens Advisory Committee (Hispanic Representative – At Large)

From: Brian Seel <brianjseel@gmail.com>

Sent: Thursday, April 14, 2022 12:12 AM

To: CohenH@hcfgov.net; Pat Kemp <KempP@hillsboroughcounty.org>; overmank@hcfgov.net;

smithMa@hcflgov.net; MyersG@hcflgov.net; hagank@hcflgov.net; whites@hcflgov.net

Subject: In Support of the Transportation Referendum

Honorable Commissioners,

Please vote to place the replacement transportation surtax referendum on the ballot.

The voters of Hillsborough County deserve the opportunity to vote to enact a version of the surtax that complies with the Supreme Court ruling. The voters previously spoke loud and clear - Hillsborough County needs a new funding source to tackle our backlog of transportation projects and have a local match to capture state & federal dollars.

Since moving back to Tampa following college in 2009, I've invested countless hours on various civic boards, organizations, and campaigns. I currently serve as the President of the Tampa Heights Civic Association. Tampa Heights could be the most walkable, transit-friendly neighborhood in the region were it not for the lack of sidewalks, safe crosswalks, bike lanes, convenient bus stops, frequent regional transit connections, and an ever-expanding interstate upon which we solely rely. Tampa and Hillsborough have a long way to go to realize our potential and catch up to similarly sized metros. Investing serious money in our infrastructure is a key part of that. I now have two young children. I question the potential of their long term success and quality of life here should we fail to take the difficult yet visionary steps forward now.

I am gladly willing to pay higher taxes to fuel a transformative transportation system and I believe a majority of other voters are, too. Please give us the opportunity to make that case at the ballot box. We can't waste any more time.

Thank you,

Brian Seel

313 W Park Ave. Tampa, FL 33602

From: Hunter, Brian

To: christine@pedalpowerpromoters.com

Cc: Janet Scherberger; Beth Alden; Gena Torres; calvin.hardie@tampagov.net; danni.jorgenson@tampagov.net;

[Alana Brasier](#); [Kelly Fearon](#); [Guttenplan, David](#); [Monk, Suzanne](#)

Subject: RE: VZ Opportunity - Intersection of S.Dale Mabry/Henderson/Morrison Ave.

Date: Thursday, April 14, 2022 8:09:43 AM

Attachments: [image001.png](#)

Good morning Ms. Acosta,

We have good news to share with you! I forwarded your email to our design team for this project and many of the suggestions you had were already included in the project. For instance, the current construction project will include sidewalks on all sides, widen the sidewalks from 6' to 8', and larger pedestrian islands. The team was able to squeeze in as many of these improvements as possible within the tight right of way out there. In addition to those improvements that are included in the current construction project we will look at incorporating some of the other improvements you suggested in the future like LPIs.

Thank you for reaching out and I hope you have a great day!

Brian Hunter

Florida Department of Transportation District 7

Planning & Environmental Management

11201 North McKinley Drive, M.S. 7-501

Tampa, Florida 33612-6456

Brian.Hunter@dot.state.fl.us

Phone: (813) 975-6436

Fax: (813) 975-6443

From: Christine Acosta <christine@pedalpowerpromoters.com>

Sent: Friday, April 8, 2022 4:04 PM

To: Gena Torres <torresg@plancom.org>; Hunter, Brian <Brian.Hunter@dot.state.fl.us>; Calvin Hardie <calvin.hardie@tampagov.net>; danni.jorgenson@tampagov.net; Alana Brasier <alana.brasier@tampagov.net>; Kelly Fearon <kelly.fearon@tampagov.net>; Guttenplan, David <David.Guttenplan@dot.state.fl.us>

Cc: Janet Scherberger <janet.zink@gmail.com>; Alden, Beth <AldenB@plancom.org>

Subject: VZ Opportunity - Intersection of S.Dale Mabry/Henderson/Morrison Ave.

EXTERNAL SENDER: Use caution with links and attachments.

Dear Gena,

Thank you for forwarding Brian Hunter's striping plan for this complex intersection as a follow-up to LRC and BPAC requests to engage with FDOT.

I have circulated the image among some of Walk Bike Tampa's board members and many comments and questions were posed relative to the depth and quality of non-motorized safety improvements.

This intersection's value to the community is high for non-motorized access to:

Employment Centers

Transit

Schools

Grocery Stores

Other assets

There are no east/west bicycle facilities in the area that cross Dale Mabry at a signal, other than the low-stress Morrison Avenue. This street connects 12 neighborhoods and is low stress and bicyclefriendly in part because vehicular flow is restricted at this intersection and because of prior traffic calming investments, for which we are grateful.

Given the City's recent Vision Zero Plan launch, and FDOT's pledge to support safety improvements in a meaningful way, we believe this is an excellent opportunity to do much more to create a safe and comfortable intersection for people walking, rolling, and using mobility assistance devices like wheelchairs. We do not have a list of "asks", but a few ideas:

1. Sidewalks on all sides
2. Wider sidewalks
3. Raised crosswalks
4. ADA ramps that serve bicyclists better
5. Larger pedestrian islands
6. LPI's
7. All-stop signal activation for people on bikes to use Morrison across the intersection
8. Improved sight lines
9. Treatments to reduce vehicular speeds in advance of entering slip lanes

Please let me know what I, or other advocates, can do be good partners. One option might be to coordinate or participate in a walk/bike audit for all stakeholders.

With appreciation,

Christine Acosta

Walk Bike Tampa

813.263.4785

Begin forwarded message:

From: Gena Torres <torresg@plancom.org>

Subject: FW: Let's Talk Morrison Ave.

Date: March 23, 2022 at 3:31:41 PM EDT

To: "christine@pedalpowerpromoters.com"
<christine@pedalpowerpromoters.com>

Cc: Lisa Silva <silval@plancom.org>, Wade Reynolds
<reynoldsw@plancom.org>

FYI

From: Hunter, Brian <Brian.Hunter@dot.state.fl.us>

Sent: Wednesday, March 23, 2022 2:44 PM

To: Gena Torres <torresg@plancom.org>; Monk, Suzanne
<Suzanne.Monk@dot.state.fl.us>

Cc: Lisa Silva <silval@plancom.org>; Wade Reynolds <reynoldsw@plancom.org>

Subject: RE: Let's Talk Morrison Ave.

Hi Gena,

The project that is ongoing on Dale Mabry from Neptune to Henderson includes crosswalks at the Dale Mabry @ Henderson intersection.

Brian Hunter

Florida Department of Transportation District 7 Planning & Environmental Management 11201 North McKinley Drive, M.S. 7-501, Tampa, Florida 33612-6456

Brian.Hunter@dot.state.fl.us

Phone: (813) 975-6436

Fax: (813) 975-6443

From: Shepherd, Carey (FHWA)

To: Joshua Barber

Cc: Beth Alden; Kendall, Cathy (FHWA); Parker, Teresa (FHWA); Nguyen, Khoa (FHWA); Burgess, Kevin (FHWA);

Melton, Boyd (FTA)

Subject: Great job, Hillsborough MPO!

Date: Wednesday, April 20, 2022 7:56:11 AM

Importance: High

Dear Josh,

Teresa and I were both so impressed with your presentation yesterday at the *AASHTO Elevating Equity through Spatial Analysis/Visualization Workshop*. You were the only presenter who provided historical context on how we arrived at EO 13985 and the only one to actually tie your work to Title VI, which along with NEPA are the statutory cornerstones of our nondiscrimination programs (even in the absence of executive orders). I was particularly taken with Hillsborough MPO's efforts on mapping serious crashes by vulnerable communities. Can you share the results of that effort with the Division? I know our Safety, Planning and Civil Rights staff would be very interested.

Thank you for giving Florida a national voice on the use of data in advancing equity. I'm proud of you and Hillsborough MPO.

Safe travels!

Carey

Carey Shepherd

Civil Rights Officer

FHWA – FL DIV

3500 Financial Plaza 400

Tallahassee, FL 32312

(850-553-2206 | * carey.shepherd@dot.gov

From: Lisa Silva

To: WeTransfer™; Beth Alden

Cc: David Hey; Gail Reese

Subject: RE: The Sundance Community Perspective on Rt. 301 Widening

Date: Monday, April 25, 2022 3:53:26 PM

Ralph Greenlee: Thanks you for your comments!

From: WeTransfer™ <ralphgreenlee@hotmail.com>

Sent: Monday, April 25, 2022 3:34 PM

To: Beth Alden <aldenb@plancom.org>; Lisa Silva <silval@plancom.org>

Subject: The Sundance Community Perspective on Rt. 301 Widening

Good evening, Beth and Lisa. Per my discussion with you both, I am submitting a community perspective relative to the study which could push forward the widening of Rt. 301 south of Rt. 674. Our community, Sundance, is the southernmost community in all of Hillsborough County with 2,000 residents and twenty-five miles of roads. Please enter the following into the record of the TPO Livable Roadways Committee Meeting on April 27, 2022 @ 9:00 to 11:00 am.

Ralph Greenlee (42 years in Sundance)

The Community of Sundance spent 34 months providing input to the Little Manatee South Community Plan and it was adopted by the Hillsborough County Board of Commissioners in November 2010. From our standpoint the single most important problem for our community was that of Transportation; inside of the community and adjacent to the community. 18 wheelers and dump trucks treat our roads as a cut-thru to span the 9.3 miles between Rt.301 and Rt. 41. Closer to home, Rt. 301 has become a race track for any and all vehicles, between Rt. 674 and the Manatee County line.

We are a rural civic association known to be an equestrian community. We have a 9-acre/40 stall area where residents can exercise and house their horses. When they transport their animals to a horse show and return via Rt 301, they need to reduce their truck/trailer speed to a least 15 mph prior to turning onto Lightfoot Rd. Cars/trucks approaching said combo from the rear don't always see this reduction in speed. The same is true for our boating residents and friends prior to getting to our marina on the Little Manatee River. The same is true for our DIY residents who need to use their utility trailers to take large dead trees to the transfer stations.

Finally, the State Park, just 500 feet from the aforementioned turn point, from Rt. 301 to Lightfoot Road, brings an assortment of recreational vehicles to our community. The common theme here is that a turn-lane is needed, not just for our residents, but for visitors to our area throughout the year. When you approve widening Rt. 301 for many different reasons, please provide for a turn-lane, on Rt 301, to Lightfoot Road; you will be securing the safety of two thousand residents and hundreds of visitors for many years to come.

Thank you in advance for your help in this very important area.

The Sundance Homeowners Association

From: Rick Fernandez

To: Cheryl Wilkening; KempP@HCFLGov.net; Kimberly Overman; guido.maniscalco@tampagov.net; "Mariella Smith";

CohenH@hcflgov.net; MyersG@hcflgov.net; Joseph.Citro@tampagov.net; jessica.vaughn@hcps.net

Cc: Rick Fernandez; LawsonL@hillsboroughcounty.org; BrownAK@hillsboroughcounty.org

Subject: Public Comment Directed to TPO Policy Committee and TPO Board _ May 11, 2022 Meetings _ Rick Fernandez _ Policy Committee

Agenda Action Item V (B) _ TPO Board Consent Agenda Item VI (C)

Date: Monday, May 9, 2022 3:00:42 PM

Attachments: [image001.png](#)

TPO Board and Policy Committee Members:

Please see page 30 of the Public Participation Plan: Measures of Effectiveness Report (2020-2021) (Policy Agenda Item V (B) | Board Agenda Item VI (C)). In pertinent part, note the section captioned “Major Projects with substantial public input ... Transportation Improvement Plan”, which reads as follows:

The next to last sentence of this paragraph is inaccurate: “... they were advised that the project was too far along in development to remove from the TIP.” In fact, what the TPO Board was told by Attorney Cameron Clark is this: “I’m not definitively saying you can or can’t do this. There’s ambiguity there. I just want to be clear on that because, like I said, I think it’s less clear that [sic] you might think.” For context, the discussion centered around FS 339.175 (8)(d), sometimes referred to as the Point of No Return Statute, and its impact on a motion made by Commissioner Overman seeking to strike the DTI lane movement from Westbound I-4 to Northbound I-275. If one takes the time to review relevant portions of the meeting transcript and YouTube video, Mr. Clark makes abundantly clear the statutory language is not defined, ambiguity exists, there is no case law or legislative intent to guide interpretation. Faced in the moment with Commissioner Overman’s motion, Attorney Clark could not say yay or nay.

Commissioner Overman withdrew her motion thus making moot the question of statutory impact. The DTI Quick Fix project was unfunded at the time. Funding was not documented in the TIP until October 2021. This report should be amended to accurately reflect events during the June 9, 2021 TPO Board Meeting. The report should also be removed from the TPO Board’s consent agenda for May 11, 2022.

Respectfully Submitted,

Rick Fernandez, 2906 N Elmore Ave, Tampa, FL 33602

TPO CAC Vice Chair; Chair, Tampa Heights Transportation Committee

From: Rick Fernandez

To: Cheryl Wilkening; CohenH@hcflgov.net; KempP@HCFLGov.net; Kimberly Overman; "Mariella Smith";

MyersG@hcflgov.net; guido.maniscalco@tampagov.net; Joseph.Citro@tampagov.net; jessica.vaughn@hcps.net

Cc: "Brian Seel"; tim.keeports@gmail.com; "Mauricio Rosas"; lenayoung@thjca.org; Lynn.Hurtak@tampagov.net;

"Michelle Cookson - Professional Account"; "CM Vela"; tarynsabia@gmail.com

Subject: Public Comment directed to TPO Board _ May 11, 2022 Meeting _ Dedicated Bus Lanes on Florida Ave and Tampa Street

Date: Monday, May 9, 2022 3:59:00 PM

The TPO Board will soon be acting upon this year’s TIP. The relevant TIP line items include, but are not necessarily limited to, Table 1 – FPN #'s 440511-7, 440511-8

The community (Tampa Heights) now understands (in part due to FDOT’s community conversation staged April 26) the last hurdle to getting dedicated bus lanes on Florida Avenue and Tampa Street is a Lane Repurposing request to FDOT from HART. We formally request that HART make this commitment as we have been waiting decades for a more complete street/corridor. We cannot wait any longer and despite the project being split up due to drainage costs, we want to implement the bus lanes with the upcoming construction, not delay years into the future. We have been waiting long enough to undo the car-centric high-speed treatment on this corridor while simultaneously suffering from the harm done by the bisecting interstate. If additional service is needed to appease FDOT, we ask the City of Tampa to work with HART to increase service on the corridor as a show of their commitment to transit. We have

waited long enough. We got the grant that was promised to deliver a more complete street. We want the bus lanes delivered on this corridor with this project. No matter the outcome of the surtax vote in November, this is a premium transit corridor and should be treated as such, NOW.

Respectfully Submitted,

Rick Fernandez, 2906 N Elmore Ave, Tampa, FL 33602

Transportation Chair, Tampa Heights Civic Association, TPO CAC Vice Chair

From: Rick Fernandez

To: Cheryl Wilkening; CohenH@hcflgov.net; KempP@HCFLGov.net; Kimberly Overman; "Mariella Smith";

MyersG@hcflgov.net; guido.maniscalco@tampagov.net; Joseph.Citro@tampagov.net; jessica.vaughn@hcps.net

Cc: BrownAK@hillsboroughcounty.org; LawsonL@hillsboroughcounty.org; Rick Fernandez; "Brian Seel"; lenayoung@thjca.org; tarynsabia@gmail.com; tim.keeports@gmail.com; "Mauricio Rosas"; shane9218@gmail.com; Nicole Perry; honclive@gmail.com

Subject: Public Comment Directed to TPO Policy Committee and TPO Board for May 11, 2022 meetings _ Rick Fernandez

_ TIP Line Items Related to the DTI Quick FIX Project and Interstate Retention Walls in Tampa Heights

Date: Monday, May 9, 2022 5:51:51 PM

Attachments: [Motion To Strike TIP Amendments _ RAF 5 9 2022.docx](#)

TPO Policy Committee and TPO Board:

The TPO Policy Committee will review a preliminary draft of this year's TIP during its meeting May 11 (Agenda Item VI (A)). The full Board will review the TIP during public hearing June 8.

The DTI Quick Fix project has been the subject of heated debate for years. The three lane movements making up the DTI are now documented in Table 1 of the TIP under FPN #'s **445051-1** (Westbound I-4 to Northbound I-275, **445056-2 | f/k/a Amendment 8** (Westbound I-4 to Southbound I-275), **445057-1 | f/k/a Amendment 9**) (Southbound I-275 to Eastbound I-4). In March 2022, the TPO CAC approved a Motion to Strike Amendments 8 and 9 from the TIP. Both amendments were part of a 14 Amendment package approved by the TPO Board in October 2021. Amendments 8 and 9 enable lane movements impacting the expansion of Interstate retention walls along the eastern boundary of Tampa Heights. The Motion To Strike considered by the CAC in March is attached, incorporated by reference, and constitutes just one possible path to the stated goal of keeping FDOT's retention walls where they are. Tampa Heights has requested a reprieve from FDOT's wall intrusion plans. The prayers for relief began in December 2021, days after the undersigned first learned of this latest assault on our community. There is nothing left for us to do administratively. There are sufficient votes on the TPO Board to deliver the relief requested by Tampa Heights. What is not clear is why our requests have met with inaction from those responsible for the systemic failure leading to this moment.

The DTI Quick Fix has not been popular with Tampa, Urban Core, residents. When surveyed in 2018/19, we preferred the no build option. In 2020 the TPO CAC voted to strike all elements of the DTI Quick Fix project. In 2021, one member of the TPO Board suggested striking the lane movement from Westbound I-4 to Northbound I-275. This year the TPO CAC has twice taken action to hold the line against retention wall intrusion in Tampa Heights (Resolution in January 2022 and the abovementioned Motion to Strike in March). It is well past time for the elected members of this Board to do what many of you promised to do when running for office. Fight the further expansion of this oppressive Interstate.

Most Sincerely,

Rick Fernandez, 2906 N Elmore Ave, Tampa, FL 33602

Chair, Transportation Committee, THCA Vice Chair, TPO CAC

Motion to Strike Two TIP Amendments

RE: Downtown Interchange Safety & Operations Improvements

Supporting Memorandum

Event Timeline Relevant to Notice of Impacts Adverse to Tampa Heights Motion To Strike

The undersigned moves to strike the following Amendments from the Hillsborough County Transportation Planning Organization's (TPO) Transportation Improvement Program (TIP):

1. Amendment Number 8 of the 2021/22-2025/26 TIP. **Item number 445056 2. I-275 SB I-4 WB from north of Morgan ST to west of N 12th ST***. Amendment date 10/13/2021. (*Alternative description - I-4 WB to I-275 SB) (see TIP insert on p. 4 and slide p. 14)

2. Amendment Number 9 of the 2021/22-2025/26 TIP. **Item number 445057 1.**

I-275 SB off ramp to I-4 from north of Floribraska to west of 21st*. Amendment date 10/13/2021. (*Alternative description – I-275 SB to I-4 EB)(see TIP insert on p. 4 and slide p. 14) **Memorandum in Support of Motion to Strike**

On October 13, 2021, The Florida Department of Transportation (FDOT) requested a set of 14 amendments to the 2021/22-2025/26 Transportation Improvement Program (TIP). The 14 Amendments included two turn movements of the Downtown Tampa Interchange (DTI) that are the subject of this Motion to Strike: Amendment 8 - I-4 westbound to I-275 southbound, and; Amendment 9 - I-275 southbound to I-4 eastbound. This request was approved by the Hillsborough County Transportation Planning Organization (TPO) Governing Board on October 13, 2021. TIP Amendments 8 and 9, singularly and in combination, will have an adverse/negative impact on the Tampa Heights Historic District, individual historic properties, and the greater Tampa Heights Community including the Community's minority populations and those who live, work, recreate, and attend school in the said Community.

As currently described to the community by representatives of the FDOT, construction of these two turn movements will involve further I-275 Interstate retention wall intrusion along the eastern boundary of Tampa Heights. Intrusions will vary from 15 to 50 feet all along the Interstate's arc from south of Robles Street (along N. Elmore Ave) to south of 7th Ave (terminating at Jefferson Street). **(See p. 5 insert for image of impact corridor)**

Tampa Heights residents were informed on January 23, 2020, at a meeting of the Tampa Heights Civic Association (THCA), that the community would experience no right of way impacts secondary to these two projects, then referred to as parts of the "Locally Preferred Alternative" for the DTI. This information was communicated by senior FDOT District 7 representatives, Secretary David Gwynn, Kirk Bogen, Ed McKinney and Consultant Elaine Illes. This information was never updated and remained the gold standard of community knowledge on the issue until November 17, 2021. **(See FDOT PowerPoint slides displayed at THCA January 23, 2020, insert p. 5)** On November 17, 2021, the Transportation Committee Chair for the THCA learned of plans for retention wall intrusion while having a meeting with FDOT representatives concerning possible architectural and landscaping opportunities along the Interstate retention walls bordering Tampa Heights to the east. This revelation came 35 days after the TPO Board had approved TIP Amendments 8 & 9. The challenged TIP amendments were approved by the TPO Governing Board without either notice to or input from the Tampa Heights Community regarding the additional Interstate retention wall intrusion. Both TIP Amendments identified for removal were approved by the TPO Governing Board on October 13, 2021. Presently, the DTI projects relating to both Amendments are in the procurement phase. There is currently no contractor or design process in place. There is no project start date. On these facts, the undersigned asserts the TPO Governing Board maintains unilateral control over items to be removed from the TIP **(See p. 15 insert for text of Florida Statutes Title XXVI. Public Transportation § 339.175 (8)(d))**. The statute quoted here has not been

triggered and does not apply: “(d) Projects included in the transportation improvement program and that have advanced to the design stage of preliminary engineering may be removed from or rescheduled in a subsequent transportation improvement program only by the joint action of the M.P.O. and the department.” This CAC has previously voted to strike the Downtown Tampa Interchange Operational and Safety Improvements from the TIP. (See **CAC Committee report to the TPO Board June 30 2020, insert-p.6**). In 2021 the CAC voted to strike the TIP item calling for two additional general use lanes from Hillsborough Ave. to Bearss Ave. This recommendation was followed by the TPO Governing Board. These 14 TIP Amendments (including the same DTI Operational and Safety Improvements previously rejected by the CAC) were brought before the CAC on October 6, 2021. The CAC did not have an in-room quorum for that meeting. No action could be taken on these 14 Amendments but there was a robust discussion memorialized in the Meeting Minutes. This Motion to Strike offers the CAC a de novo opportunity to review and record action on two of these 14 Amendments. (The October 6, 2021 CAC discussion summary about these 14 Amendments is captured in the meeting Minutes. The Minutes are found in the CAC Agenda Package for the meeting held November 3, 2021 (p. 22/67). [CAC-November-Draft-Agenda-Packet.pdf \(planhillsborough.org\)](#))

During previous meetings of the CAC, most recently January 5 and February 2, 2022, we have addressed in detail the impacts Tampa Heights will suffer secondary to the lane movements described in TIP Amendments 8 & 9. We have also discussed the FDOT’s failure to disclose these planned wall intrusions to the Tampa Heights Community. The FDOT presentation on October 6, 2021, before the CAC, was yet another opportunity for that agency to disclose this inconvenient truth. The FDOT again failed. The October 6, 2021 CAC meeting is, therefore, one of the most recent examples of the FDOT’s breach of duty to inform the Citizens of Tampa and Hillsborough County through the conduit of the CAC. October 6 was also the last opportunity the undersigned had to learn of the planned retention wall intrusions before the TIP Amendments were presented to the TPO Governing Board on October 13, 2021. The FDOT’s messaging around the DTI project has been inconsistent, confusing and arguably deceptive. Evidence of this messaging extends beyond interactions with the Tampa Heights Community to the TPO Board Room and CAC Conference Room. (See pp. 5-14 inserts for messaging examples and the Event Timeline set out at pp. 15-17) Wherefore, the undersigned requests the TPO CAC adopt this motion and recommend enabling action to the TPO Governing Board striking TIP Amendments 8 and 9.

1. Amendment Number 8 of the 2021/22-2025/26 TIP. **Item number 445056 2. I-275 SB I-4 WB from north of Morgan ST to west of N 12th Street***. Amendment date 10/13/2021. (*Alternative description - I-4 WB to I-275 SB)

2. Amendment Number 9 of the 2021/22-2025/26 TIP. **Item number 445057 1. I-275 SB off ramp to I-4 from north of Floribraska to west of 21st***. Amendment date 10/13/2021. (*Alternative description – I-275 SB to I-4 EB)

Respectfully Submitted,

Ricardo (Rick) Fernandez

TPO - Citizens Advisory Committee, Vice Chair

FDOT 5 Year TIP Hillsborough County, District 7									
HIGHWAYS									
Status: Amended Amendment Date: 10/13/2021 Amendment Number: 8									
Item Number: 445056 2 Description: I-275/SR 93 SB/I-4/SR 400 WB FROM N OF MORGAN ST TO W OF N 12TH ST LRTP: S-4									
Related Project: Extra Description: ADD AUX LANES, INTERCHANGE IMPROV., REALIGN PATH									
Project Length: 1.493									
Type of Work: INTERCHANGE - ADD LANES									
SIS									
Fund		<2022	2022	2023	2024	2025	2026	>2026	All Years
DESIGN BUILD - MANAGED BY FDOT									
Added	ARPA	\$0	\$56,622,140	\$0	\$0	\$0	\$0	\$0	\$56,622,140
Added	ARPA	\$0	\$1,201,232	\$0	\$0	\$0	\$0	\$0	\$1,201,232
Added	DIH	\$0	\$900,924	\$0	\$0	\$0	\$0	\$0	\$900,924
Totals:		\$0	\$58,724,296	\$0	\$0	\$0	\$0	\$0	\$58,724,296
ENVIRONMENTAL - MANAGED BY FDOT									
Added	DS	\$0	\$57,510	\$0	\$0	\$0	\$0	\$0	\$57,510
Totals:		\$0	\$57,510	\$0	\$0	\$0	\$0	\$0	\$57,510
PRELIMINARY ENGINEERING - MANAGED BY FDOT									
Added	DIH	\$0	\$1,107	\$0	\$0	\$0	\$0	\$0	\$1,107
Added	ACNP	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$1,000
Added	ARPA	\$0	\$690,492	\$0	\$0	\$0	\$0	\$0	\$690,492
Totals:		\$0	\$692,599	\$0	\$0	\$0	\$0	\$0	\$692,599
RAILROAD & UTILITIES - MANAGED BY FDOT									
Added	ARPA	\$0	\$995,000	\$0	\$0	\$0	\$0	\$0	\$995,000
Totals:		\$0	\$995,000	\$0	\$0	\$0	\$0	\$0	\$995,000
Item 445056 2 Totals:		\$0	\$60,469,405	\$0	\$0	\$0	\$0	\$0	\$60,469,405

FDOT 5 Year TIP Hillsborough County, District 7									
HIGHWAYS									
Status: Amended Amendment Date: 10/13/2021 Amendment Number: 9									
Item Number: 445057 1 Description: I-275/SR 93 SB OFF RAMP TO I-4 FR N OF FLORIBASKA TO W OF 21ST LRTP: S-4									
Related Project: Extra Description: WIDEN RAMP, ADD LANES, ADD NEW EXIT RAMP									
Project Length: 1.985									
Type of Work: INTERCHANGE - ADD LANES									
SIS									
Fund		<2022	2022	2023	2024	2025	2026	>2026	All Years
DESIGN BUILD - MANAGED BY FDOT									
Added	ARPA	\$0	\$1,141,868	\$0	\$0	\$0	\$0	\$0	\$1,141,868
Added	DIH	\$0	\$872,219	\$0	\$0	\$0	\$0	\$0	\$872,219
Added	ARPA	\$0	\$62,802,752	\$0	\$0	\$0	\$0	\$0	\$62,802,752
Totals:		\$0	\$64,816,839	\$0	\$0	\$0	\$0	\$0	\$64,816,839
ENVIRONMENTAL - MANAGED BY FDOT									
Added	DS	\$0	\$57,510	\$0	\$0	\$0	\$0	\$0	\$57,510
Totals:		\$0	\$57,510	\$0	\$0	\$0	\$0	\$0	\$57,510
PRELIMINARY ENGINEERING - MANAGED BY FDOT									
Added	DIH	\$0	\$15,000	\$0	\$0	\$0	\$0	\$0	\$15,000
Added	ARPA	\$0	\$666,744	\$0	\$0	\$0	\$0	\$0	\$666,744
Totals:		\$0	\$681,744	\$0	\$0	\$0	\$0	\$0	\$681,744
RAILROAD & UTILITIES - MANAGED BY FDOT									
Added	ARPA	\$0	\$1,291,700	\$0	\$0	\$0	\$0	\$0	\$1,291,700
Totals:		\$0	\$1,291,700	\$0	\$0	\$0	\$0	\$0	\$1,291,700
RIGHT OF WAY - MANAGED BY FDOT									
Added	DIH	\$0	\$15,521	\$0	\$0	\$0	\$0	\$0	\$15,521
Totals:		\$0	\$15,521	\$0	\$0	\$0	\$0	\$0	\$15,521
Item 445057 1 Totals:		\$0	\$66,863,314	\$0	\$0	\$0	\$0	\$0	\$66,863,314



Tampa Interstate Study

Supplemental Environmental Impact Statement

I-275 (SR 93) from the Howard Frankland Bridge to north of Dr. Martin Luther King Jr. Boulevard (SR 574) and I-4 (SR 400) from I-275 (SR 93) to east of 50th Street (US 41)

Work Program Item Segment #258337-2

Tampa Heights Civic Association
January 23, 2020



Recommended Locally Preferred Alternative (LPA)

- No right-of-way impacts are anticipated in Tampa Heights
 - No impacts to the Historic District
 - No impacts to Individual Historic Properties

Legend	
	FDOT Owned Property
	Property to be Acquired
	General Purpose Lanes
	General Purpose Lanes Bridge
	Removal of Existing Ramp



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CAC Committee Report to TPO Board June 30, 2020



Committee Reports

Meetings of the Citizens Advisory Committee (CAC) on June 10 and May 20

On June 10, the CAC reviewed the **Transportation Improvement Program** and took the following actions:

- ✓ On Table 2, the MPO's list of priorities for new funding, **Priority #3 – TBARTA vanpools**, we passed a motion recommending that TBARTA consider adding multimodal connections, such as trails, to this funding request
- ✓ Passed a motion asking that **Priorities #12 (Heights Mobility improvements), #35 (Modern Streetcar Extension requested by the City of Tampa) and #47 (Modern Streetcars requested by HART) be moved up** on the list of priorities
- ✓ Passed a motion supporting efforts to **advance the overwhelmed I-75/Gibsonton Dr interchange (Priority #34)** and as an interim measure suggest an evaluation of a traffic signal to enable eastbound vehicles to make a left turn to cross busy Gibsonton Dr to enter northbound I-75.

We also passed motions recommending to **strike** several items from the TIP, including:

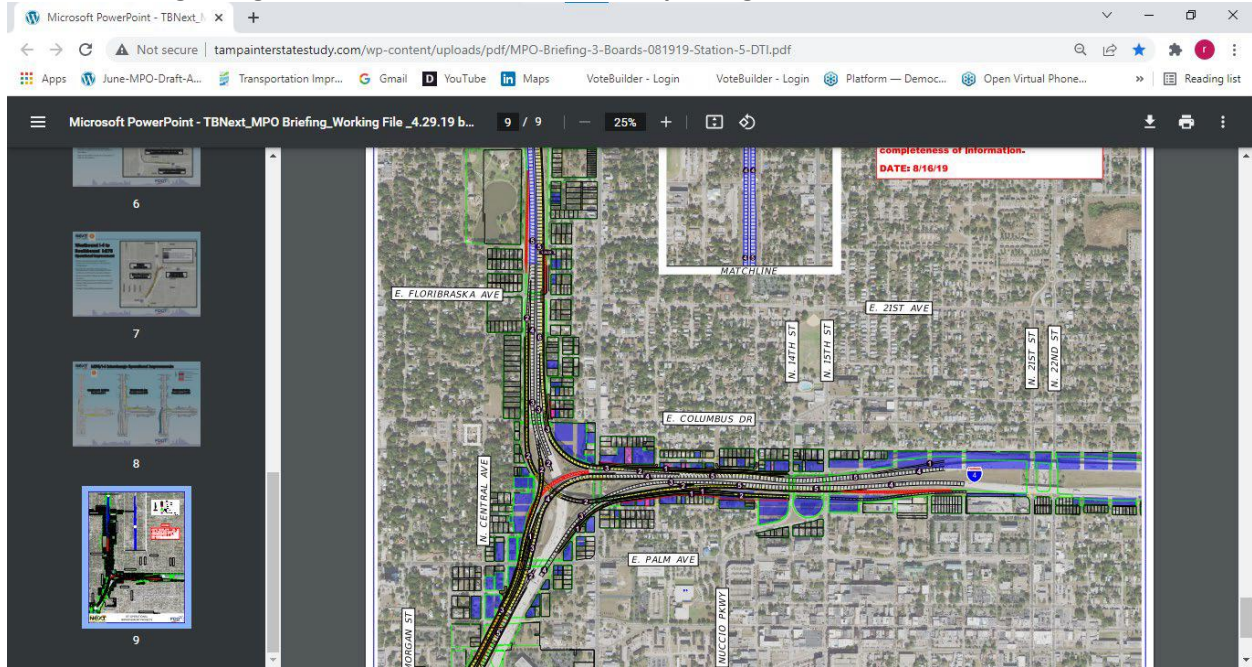
- ✓ **Priority #31 (additional lane on I-275 from North of MLK to N of Bearss Ave)**, by a vote of 10 – 4
- ✓ **Priority #32 (safety & operational improvements to the downtown interchange of I-4 & I-275)**, by a vote of 8 – 5
- ✓ **Project #434045-2 (adding express lanes on I-275 from south of Lois Ave to east of the Hillsborough River)**, by a vote of 7 – 4
- ✓ **Project #431746-2 (design to add express lanes on I-4 from the Selmon Connector to east of Branch Forbes Rd)**, by a vote of 8 – 4
- ✓ With those exceptions, we passed a motion **recommending the rest of the TIP** by a vote of 9 – 3

FDOT/MPO DTI Messaging in 2018/2019 Survey: “Option 1 – No Build _ Impacts 0 homes/businesses” _ “Option 2 – Safety/Traffic Quick Fix _ Impacts 0 homes/businesses”



FDOT Roll Plot dated August 16, 2019. Displayed at Special Briefing #3, August 19, 2019. No

annotation regarding retention wall relocation in Tampa Heights.

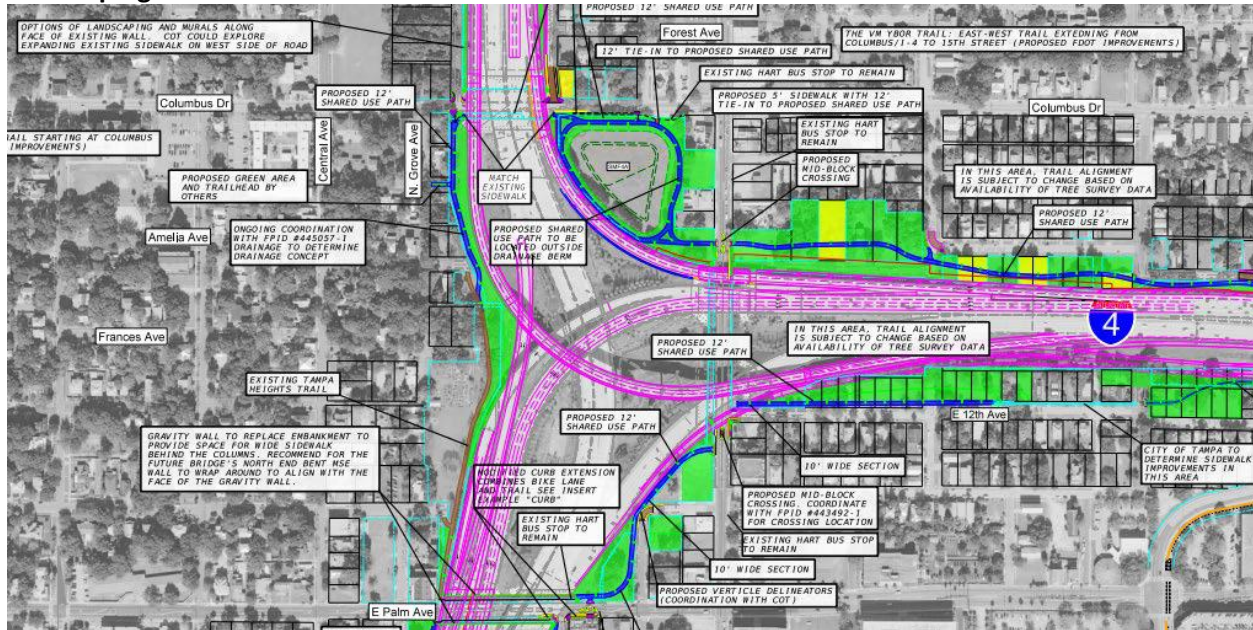


FDOT's DTI Messaging June 30 2020 – “ ... options are feasible without the acquisition of additional right of way.”

Hillsborough MPO List of Priority Projects
 FY2020/2021-2024/2025 Transportation Improvement Program
 Table 2: CANDIDATES FOR NEW FUNDING

2020 Priority	FPN	2045 LRTP Reference	Project Limits	Project Description	Project Sponsor	Project Status / Request	Suggested Funding Type	Prioritization Criteria
Potential new projects in blue								
Major Investments for Economic Growth								• 2045 job density per Centerline Mile • 2045 Traffic Volume/Capacity (V/C) ratio • 2045 Delay Reduction per Centerline Mile
31	431821.2	1006	I-275 from North of MLK to N of Bears Ave	Capacity, Operational & Safety Improvements	FDOT	Partial funding: \$40M in FY23 for MLK to Hillsborough Ave. Additional funding requested for CST of whole segment with one general purpose lane each direction, noise walls, hardened shoulder, walk/bike, and lighting at under passes.	SIS	2045 Priority, TMA Priority, 1.13 V/C peak period, jobs/mi = 28,461, delay reduction/mi = 179
32	443770.1	1005	I-275 to and from I-4 (Downtown Interchange Safety/Operational Improvements)	Operational & Safety Improvements	FDOT	• Addition of a second lane on the Southbound I-275 to I-4 "flyover" ramp that currently has only one lane. The approach to the ramp will also be widened to allow for two stacking lanes and reconstructed to correct the changes in profile around Columbus Drive (the roller-coaster effect). Reconfiguration of the I-4 eastbound exit to Ybor City will be evaluated in consultation with the City of Tampa. • Minor reconstruction and additional auxiliary lanes on the ramp from Westbound I-4 to Southbound I-275 & Downtown Tampa. This will correct an existing weave movement and "lane dive" dive issue that occurs on the I-4 mainline on the approach to the interchange. • Addition of a second lane on the ramp from Westbound I-4 to Northbound I-275. • Estimate: \$50-70M NOTE: FDOT is currently refining concept designs and at this point believe all three options are feasible without the acquisition of additional Right-of-Way. FDOT anticipate these improvements will generate safety benefits by reducing rear-end and sideswipe crashes. Additionally, new sound walls will be looked at in the areas of improvement and installed where feasible.	SIS	2045 Priority, TMA Priority, 1.13 V/C peak period, jobs/mi = 28,461, delay reduction/mi = 179
34	437650.2	Smart Cities	Gibsonton Dr at I-75	Interchange Improvements	FDOT/Hillsborough County	Funding need for ultimate interchange modification. PE \$4.5M unfunded, CST \$32.4M unfunded	SU, SIS	2045 Priority, TMA Priority freeway needing CM impr - 1.58 V/C peak period 2040 Priority art needing CM impr - 1.00 peak period V/C
35		61	Modern Streetcar Extension (Regional Transit Catalyst Project)	Transit Connection	Tampa	Study on going, modernization estimate \$70M, extension estimate \$103M. The Invision Tampa Streetcar extension project has been accepted into the Project Development phase of the Federal Transit Administration's Small Starts program.	FTA Small Starts, FDOT New Starts	Connection to regional transit hub for Downtown Tampa
36		Real Choices	Expansion of existing maintenance facility	Transit	HART	\$30 million requested for improvements to existing facility to enter project development	FTA, TIGER/BUILD	Listed based on HART's priority setting
37	438998.1	1045	US 92 from Maryland Ave to Polk County	Widen to 4LD	FDOT; Plant City	PD&E completed, \$3.7MPE needed, CST\$42M unfunded	State Funds, Other Arterials	Delay reduction/mi = 119; 2040 jobs/mi = 568, V/C 1.75
38	438997.1	1043	US 92 (Garden Ln/Eureka Springs to CR 579 (MANGO RD)	Widen 2 lanes to 4 lanes divided	FDOT	PD&E completed, \$4.2M PE needed, CST \$41M unfunded	State Funds, Other Arterials	Delay reduction/mi = 57; 2040 jobs/mi = 1760, V/C 1.75

FDOT DTI Messaging April/May 2021 Before TPO Board: No wall relocations noted. "Existing Wall" and right of way abutting N. Elmore Ave are called out as location for murals and landscaping.



FDOT DTI messaging Before TPO Board May 12 2021: TIP Amendment Requested _ \$2.5M for ROW acquisition in VM Ybor.

TIP Amendment Transportation Improvement Program Fiscal Years 2020/21 – 2024/25

Amendment for I-4 WB to I-275 NB from W of 14th to Floribruska Ave
Downtown Interchange Operational Improvements
May-June 2021 MPO Board



planhillsborough.org


Downtown Tampa Interchange (I-4 / I-275) Operational Improvements

- Amendment for Right-of-way phase to purchase 7 parcels in the downtown area
- Project FPN 445056 1 for I-4/SR 400 WB to I-275/ SR 93 NB segment
- Section 6 of Downtown Interchange (DTI) Operational Improvements
- Total funding allocated \$2,549,700 for Right-of-way phase
- Preferred alternative based on 2019 MetroQuest survey, for a “quick fix” solution that was adopted in the 2045 Long Range Transportation Plan (LRTP)



planhillsborough.org

FDOT DTI messaging Before TPO Board June 9, 2021 _ TIP Public Hearing: “FDOT is currently refining concept designs and at this point believe all three options are feasible without the acquisition of additional Right-of-Way” [note: this is less than four weeks after ROW acquisition in VM Ybor was addressed before the TPO Board on May 12, 2021]

 Major Investments for Economic Growth				Goals by 2045 * Targeted Investments for Good Transportation Infrastructure * Promote Economic Growth by Connecting People to Key Economic Spaces			• 2045 Employment Density (Major/Minor/No Job Cluster) • 2045 Traffic Volume/Capacity (V/C) ratio • 2045 Delay Reduction per Centerline Mile, check MOE 2024 EC w 2045 SE data	
55		S2&S3	HART CSX Study	Transit	HART	\$3.5M requested; HART has budgeted \$150k to complete an initial assessment that will guide feasibility of this priority study; Top priority of MPO Board	SI, FTA	Connection to all Major Job Clusters; N/A; N/A
56	431821 2	S-6	I-275 from North of MLK to N of Bears Ave	Capacity, Operational & Safety Improvements	FDOT	Partial funding: \$40M in FY23 for MLK to Hillsborough Ave. Additional funding requested for CST of whole segment with one general purpose lane each direction, noise walls, hardened shoulder, walk/bike, and lighting at under passes.	SIS	Connection to Major Job Clusters; 1.14 VCR; N/A
57	443770 1	S-4	I-275 to and from I-4 (Downtown Interchange Safety/Operational Improvements)	Operational & Safety Improvements	FDOT	• Addition of a second lane on the Southbound I-275 to I-4 “flyover” ramp that currently has only one lane. The approach to the ramp will also be widened to allow for two stacking lanes and reconstructed to correct the changes in profile around Columbus Drive (the roller-coaster effect). Reconfiguration of the I-4 eastbound exit to Ybor City will be evaluated in consultation with the City of Tampa. • Minor reconstruction and additional auxiliary lanes on the ramp from Westbound I-4 to Southbound I-275 and Downtown Tampa. This will correct an existing weave movement and “lane dive” drive issue that occurs on the I-4 mainline on the approach to the interchange. • Addition of a second lane on the ramp from Westbound I-4 to Northbound I-275. • Estimate: \$50-70M NOTE: FDOT is currently refining concept designs and at this point believe all three options are feasible without the acquisition of additional Right-of-Way. FDOT anticipate these improvements will generate safety benefits by reducing rear-end and sideswipe crashes. Additionally, new sound walls will be looked at in the areas of improvement and installed where feasible.	SIS	Connection to Major Job Clusters; 0.90 VCR; N/A
58	437608-2-98-01	Rapid Transit Projects Pg. 52	City of Tampa Downtown Streetcar Extension and Modernization	Transit Connection	HART (Chief Recipient) City of Tampa (Project Sponsor)	The Invision Tampa Streetcar extension project has been accepted into the Project Development phase of the Federal Transit Administration’s Small Starts program. Total Estimate of \$234M with \$100M from FTA, \$67M State New Starts, \$67M local funding	FTA Small Starts, FDOT New Starts	Connection to Major Job Clusters; N/A; N/A

FDOT DTI messaging Before TPO Board October 13, 2021



Board & Committee Agenda Item

Agenda Item

Transportation Improvement Program (TIP) Amendments for Westshore Interchange Reconstruction Preliminary Phase, Downtown Interchange Safety & Operations Improvements, and Traffic Congestion Management Technology

Presenters


Connor MacDonald, TPO Staff, and FDOT Representative

Summary

The Florida Department of Transportation (FDOT) requested this set of 14 amendments to the 2021/22-2025/26 [Transportation Improvement Program](#) to document the addition of state and/or federal funds for regionally significant safety and congestion improvements. The 14 amendments comprise 3 major projects identified in the TPO's TIP Priority List and Long Range Transportation Plan, including the Westshore Interchange, Downtown Interchange, and various Integrated Corridor Management projects.


This TIP Amendment includes funding for a TPO priority listed in the Major Investments for Economic Growth category. The project comprises three turn movements of the Downtown Interchange: the westbound I-4 ramp to I-275 northbound, the westbound lanes of I-4 to I-275 southbound, and the I-275 southbound to I-4 eastbound ramp. The "quick fix" safety and operational improvements are anticipated to significantly improve safety along this Top 20 Vision Zero Corridor by reducing lane weaving and speeding, reducing congestion in vehicles lining up for exits, and making it easier to get to exits. The presentation will address questions about the incorporation of noise walls, landscaping and walk/bike treatments through this segment.

FDOT DTI messaging Before TPO Board October 13, 2021 (continued): Lane movements 1 and 3 are the subjects of this Motion to Strike.



I-275/I-4 Interchange

Safety and Operational Improvements




Safety and operational improvements to the I-275/I-4 interchange

- 1. Southbound I-275 to Eastbound I-4 (FPID 445057-1)**

 - Widen existing 1 lane flyover ramp to EB I-4 to 2 lanes
 - Modify exit ramps to Ybor City/East Tampa from 21st/22nd Streets to 14th/15th Streets
 - Widen EB I-4 existing frontage road to 2 lanes
- 2. Westbound I-4 to Northbound I-275 (FPID 445056-1)**

 - Widen existing 1 lane ramp from I-4 to NB I-275 to 2 lanes
 - Additional merge lanes on NB I-275 from the interchange to the Dr. MLK Jr., Blvd exit
- 3. Westbound I-4 to Southbound I-275 (FPID 445056-2)**

 - Widen 2-lane ramp from I-4 to SB I-275 to 3 lanes
 - Widen shoulders on SB I-275 from Palm Ave. to Jefferson St.
 - Downtown exit ramp shifted to the west



3

Florida Statutes Title XXVI. Public Transportation § 339.175

(d) Projects included in the transportation improvement program and **that have advanced to the design stage of preliminary engineering** may be removed from or rescheduled in a subsequent transportation improvement program only by the joint action of the M.P.O. and the department. Except when recommended in writing by the

district secretary for good cause, any project removed from or rescheduled in a subsequent transportation improvement program shall not be rescheduled by the M.P.O. in that subsequent program earlier than the 5th year of such program.

Event Timeline Relevant to Notice of Impacts Adverse to Tampa Heights

- 1. 2018/2019** It's Time Hillsborough Survey describes the No Build and Quick Fix DTI alternatives as both having 0 impact on homes and businesses. (p. 7)
- 2. August 2019** – MPO Special Briefing #3 introduces the DTI Quick Fix with roll plot lacking wall relocation annotation. (p. 8)
- 3. January 23, 2020** – Tampa Heights Civic Association Annual Meeting. FDOT representatives present the Locally Preferred Alternative (DTI Quick Fix) as having no ROW Impacts on Tampa Heights. Resident asks (on video) if the Interstate footprint will be expanded. FDOT representatives do not answer the question. Rather, they suggest the Tampa Heights Greenway acts as a buffer between Interstate and Community and Greenway will stay “as is”. (p. 5)
- 4. February 19, 2020** – FDOT creates a DTI roll plot with annotation describing noise wall relocations along the eastern boundary of Tampa Heights. Neither roll plot nor message was shared with Tampa Heights at any time before November 17, 2021. This is 27 days after FDOT presented their “no ROW impact” message to the THCA in January 23, 2020.
- 5. February 27, 2020** – FDOT hosts one of two SEIS Public Hearings at the Port of Tampa. The February 19, 2020 roll plot with noise wall relocation annotation is alleged to have been on display at this hearing. Not reported as seen by any resident of Tampa Heights. Such a sighting would have been purely accidental in that setting. Roll plot is now filed in the virtual scrapbook created to house material from the February 2020 SEIS Public Hearing. Item 46/108.
- 6. June 10, 2020** – TPO CAC passes motion to strike Priority #32 DTI Operational and Safety Improvements (DTI-OSI) from the TIP. Vote is 8-5. This includes all three lane movements now being pursued by FDOT in 2022: SB I-275 to EB I-4, WB I-4 to SB I-275, WB I-4 to NB I-275. (p. 6) The submittal letter from TPO/MPO Director to FDOT District 7 Secretary (**July 14, 2020**) incorrectly reports that CAC approved these lane movements.
16
- 7. June 30, 2020 TIP Public Hearing** – TPO Board approves the TIP with 3 dissenting votes (Miller, Maniscalco, Kemp). Priority #32 (DTI-OSI) is set out in TIP Table 2 with the following information: FDOT believes “all three options are feasible without the acquisition of additional Right-of-Way”. “All three options” refers to three lane movements now being pursued by FDOT: SB I-275 to EB I-4, WB I-4 to SB I-275, WB I-4 to NB I-275. (p. 9)
- 8. May 12, 2021** – TPO Board Approves TIP Amendment 21. Purchase of seven parcels for the DTI Operational Improvements. Adding \$2.5M towards Right-of-Way acquisition phase in VM Ybor. Lane movement from WB I-4 to NB I-275. This action was taken with little notice to the public. FDOT DTI roll plot used during this meeting shows no wall relocation annotation in Tampa Heights. On the contrary, the only reference to interstate noise walls in Tampa Heights speaks to an “existing wall” being used for artwork. The section of wall referenced is on N. Elmore Ave., approximately 100 yards from the undersigned’s front door. (pp. 10-11)
- 9. June 9, 2021 TIP Public Hearing** – Priority #57 (DTI-OSI) is set out in TIP Table 2 with the following information: FDOT believes “all three options are feasible without the acquisition of additional Right-of-Way”. FDOT/TPO fail to publish the ROW acquisition approved May 12, 2021. (p. 10)
- 10. October 6, 2021** – FDOT representative Mary Lou Godfrey makes a presentation to CAC regarding 14 requested TIP Amendments including funding documentation for the three DTIOSI “Quick Fix” turn movements. Total funding to be documented - \$257M in state and/or Federal funds. Two of these turn movements impact the Interstate retention walls along the

eastern boundary of Tampa Heights. Ms. Godfrey fails to disclose the wall intrusion plans. CAC did not secure an in-room quorum for this meeting. No action was taken on the 14 TIP amendments.

11. October 13, 2021 – TPO Board approves 14 requested TIP Amendments including funding documentation for the three DTI-OSI “Quick Fix” turn movements. Two of these turn movements impact the Interstate retention walls along the eastern boundary of Tampa Heights. These projects are now in procurement. (pp. 13-14)

12. November 17, 2021 – Tampa Heights Civic Association, Transportation Committee Chair, Rick Fernandez (the undersigned) meets with FDOT representatives Mary Lou Godfrey and Alice Price to discuss architectural treatments and landscaping for the Interstate retention walls and right of way buffers along the eastern boundary of Tampa Heights. During this meeting, Ms. Godfrey casually mentions that “after the walls are moved” there will be landscaping and other opportunities for beautification. This is how Tampa’s oldest suburb, a Nationally and Locally Designated Historic District, was given notice of another round of destruction at the hands of the Florida Department of Transportation.

13. January 11, 2022 – TPO Board meeting. FDOT representatives publish a PowerPoint slide depicting an FDOT produced DTI roll plot created February 19, 2020. That roll plot contains an annotation regarding noise wall relocation along the eastern boundary of Tampa Heights. Juxtaposed against the roll plot on the PowerPoint slide is a listing of locations and dates where that roll plot was allegedly made available for public view. Five of the seven dates listed, predate the creation of the roll plot. It literally did not exist at the times proposed. This one slide contains at least eight (8) misrepresentations of fact regarding notice of adverse impact to the community.

The screenshot shows a PowerPoint slide titled "TPO Board Meeting" with the subtitle "MPO Board Meeting Presentation By FDOT" and "DATE: January 11, 2022". The slide is divided into two main sections: "Roll Plot Creation Date" and "Noise Barriers Locations".

Roll Plot Creation Date: February 19, 2020

- Could not have been used in August 2019 at the special briefing.
- Not used at the Tampa Heights Civic Association Meeting January 23, 2020.
- It could not have been used at the Tampa Heights CRA meeting on February 18, 2020.
- It could not have been used in general displays during the entire period February 4 – March 23 at:
 - FDOT D7 Headquarters
 - Robert Saunders Library
 - West Tampa Library
 - HCC Dale Mabry
- It could not have been on internet display from February 4, 2020 to the present.

Noise Barriers Locations

- MPO Special Briefing #3 - **August 19, 2019**
 - For Board and Committees as well as Citizens
- **Public Documents Displayed from February 4, 2020 to March 23, 2020**
 - FDOT District 7 Headquarters
 - Robert Saunders Senior Public Library
 - West Tampa Branch Library
 - HCC Dale Mabry Campus Library
- **Public Hearing - February 25 and 27, 2020**
 - HCC Dale Mabry Campus
 - Port of Tampa - Cruise Terminal 6
- **Presentations to TPO Board and Committees as well as Community Associations and CRAs**
 - Tampa Heights Civic Association - **January 23, 2020**
 - Tampa Heights CRA - **February 18, 2020**
- Project Materials have been online since February 4, 2020 and are still available online

The slide also includes two maps: one showing the noise barrier locations and another showing the roll plot. A yellow callout box highlights the discrepancies in the "Roll Plot Creation Date" section.

From: Gail Reese
To: Cheryl Wilkening
Subject: TPO Board Apportionment Plan

Date: Monday, May 9, 2022 8:07:06 PM

Hello TPO Board...

Please consider either staying with the status quo of the TPO Board or staying with the current makeup and adding two additional elected official seats if you wish to have more elected officials (one from Hillsborough County and one from the City of Tampa).

Having the TPO Board made up of strictly elected officials, the public representation would be dealt a huge disservice. The agencies represented on the TPO Board bring a wealth of transportation expertise to the Board. They bring great insight into local and regional challenges and impacts. They are working in transportation on a daily basis and do not have to wear multiple hats when it comes to what they represent on the TPO Board. These agency members have to answer to the employees of their agencies for the decisions they make. Commissioner Kemp often states how underfunded HART is yet she is advocating taking the voting voice of the agency executive away. It has been brought up that no other MPO/TPO in the state has as much agency representation as Hillsborough County. Hillsborough County is different than other areas around the state. Why is it necessary to be like everyone else when we aren't like everyone else?

Please, do what's right for the citizens of this county and keep the agencies' voting voice on the TPO Board.

Thank you -- Gail Reese, Wimauma, FL.

From: lenayoung@thjca.org

To: [Cheryl Wilkening](mailto:Cheryl.Wilkening@hillsboroughcounty.org); CohenH@hcflgov.net; KempP@HCFLGov.net; [Kimberly Overman](#); "Mariella Smith";

MyersG@hcflgov.net; guido.maniscalco@tampagov.net; Joseph.Citro@tampagov.net; jessica.vaughn@hcps.net

Cc: BrownAK@hillsboroughcounty.org; LawsonL@hillsboroughcounty.org; [Rick Fernandez](#)

Subject: Re: Public Comment Directed to TPO Policy Committee and TPO Board for May 11, 2022 meetings _ Rick

Fernandez _ TIP Line Items Related to the DTI Quick FIX Project and Interstate Retention Walls in Tampa Heights

Date: Tuesday, May 10, 2022 8:25:04 AM

Good Morning. I am requesting that you vote in support of no wall movements and support no more wall intrusions into Tampa Heights. Tampa Heights continues to be burdened with on-going expansions into our neighborhood. The impact is evergrowing consumption of our neighborhood, environmental impacts to our air, water and soil and health conditions of residents. Please support us.

Lena Young Green

Candace Savitz, 3812 N Arlington Ave, Tampa Heights 33603

TPO MEETING - 5/11/2022

My name is Candace Lane Savitz. I am a homeowner in Tampa Heights for 17 years now. I believe the 275 FDOT project is poisoning us. Allow me to explain.

I go to Winn Dixie on MLK in Tampa Hts, several times per week. And I always take the back road when I return home. I use Taliaferro to Lake Ave to Florida Ave to return home. I drive right by the construction site.

In March of 2022 I was returning home. I had my car windows down and immediately upon entering Taliaferro from the Winn Dixie parking lot, I was hit with a gust of toxic dust. I choked and immediately could taste a petrol chemical taste in my mouth. My throat was full of phlegm and tasted like gas for

the next several days. Today, a couple months later, I still cannot clear my throat completely. My primary care is sending me to an ENT doctor.

I saw men with jackhammers blasting the old concrete from the 275 overpass to expose the rebar on the east side of the interstate. Now, I have documented that there is exposed rebar at Floribraska, Lake, Chelsea, MLK, Osborne and Hillsborough overpasses. It would be reasonable to assume that jack hammering was used on all these.

The pulverizing of this old highway created toxic dust. There was no dust mitigation in place that I could see or document. No water trucks spraying to keep the dust down, no dust mesh to capture the dust from 20 feet in the air, on top of the overpasses.

I spoke with another Tampa Heights resident who owns a home on Lake Ave, Jessica Pierce. She also has breathing problems and is worried that she is being harmed by toxic dust. She has spoken up about this, recently at a Tampa Heights Civic Assoc meeting where Mayor Castor was our guest speaker.

Concrete dust is the poison. It contains crystalline silica. breathing this dust can produce lung damage, called silicosis. Silicosis can lead to total disability and may also cause death. This information is easy to look up. It is real.

As it stands now, only the east side of the 275 project has the exposed rebar. FDOT hasn't started pulverizing the west side yet. Since there is obviously a danger to the public with this project due to the lack of supervision and dust mitigation, I strongly support stopping this project to determine how much toxic dust has been put upon my neighbors in the communities of Tampa Heights and Seminole Heights.

Let's protect our residents from this poisonous project. Perhaps this project needs oversight at the federal level.

Thank you. And I have a transcript of my statement to insure accuracy.

Letter from Chair Gary Harrod



Peter O. Knight Airport
Plant City Airport
Tampa Executive Airport

Hillsborough County
Aviation Authority
P.O. Box 22287
Tampa, Florida 33622
phone/ 813-870-8700
fax/ 813-875-6670
TampaAirport.com

Commissioner Harry Cohen
Chair, Hillsborough Transportation Planning Organization
601 E. Kennedy Blvd.
Tampa, FL 33602

May 10, 2022

Dear Chair Cohen,

I hope this letter finds you well. I am writing to you today on behalf of the Aviation Authority to strongly object to the proposed draft of the Transportation Planning Organization (TPO) apportionment plan. Removing local governments responsible for the county and region's transportation from the body designated specifically for transportation planning will only increase our region's transportation problems and dilute the public's voice.

Continuing to have us as voting members ensures the public has a role in all of the transportation discussions in our county and that these conversations are held in the sunshine, as they should be. The only taxpayer dollars we receive are for capital projects and by removing us from the TPO, the public is not guaranteed a fully transparent conversation on the projects included in the Transportation Improvement Plan adopted every year by the TPO.

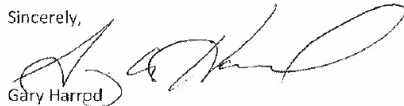
In addition, we have a responsibility to our guests and employees to ensure their transportation experience to and from our property is safe and reliable. In Hillsborough County, those conversations take place at the TPO.

Staff points out that in some other areas throughout the state, the transportation agencies are not voting members of the TPO as a reason for this recommendation. While true, it is not the entire picture; for example, in Broward and Miami-Dade, the airports, seaports and transit agencies are county departments and therefore represented by the County Commission.

Here in Hillsborough County, all of these same entities are independent special districts held to the same standards as any other local government. The Aviation Authority is created in statute by the Florida Legislature and have representation from the City of Tampa, the County Commission, and the state of Florida through the Governor's appointments.

As our county and region continues to grow, it is imperative those agencies responsible for transportation have full representation at the TPO.--

Sincerely,



Gary Harrod
Chair, Hillsborough County Aviation Authority

Joseph W. Lopano, Chief Executive Officer | Gary W. Harrod, Chairman | Robert I. Watkins, Vice Chairman
Mayor Jane Castor, Secretary | Brig. General Chip Diehl, Treasurer | Commissioner Stacy White, Assistant Secretary/Assistant Treasurer

TPO Executive Director Evaluation Summary



Hillsborough TPO
Transportation
Planning Organization

Executive Director's Performance

Evaluation period: May 2021 to April 2022

Evaluator's Name

INSTRUCTIONS

This evaluation form presents eight categories of rating criteria. For each category, use the scale below to indicate your rating of the TPO's Executive Director's performance.

This evaluation form contains the option of entering comments related to each of the categories. These comments may include responses to specific questions and any observations you believe appropriate and pertinent to the rating period. Separately, space is provided for an optional narrative evaluation, the opportunity to provide additional feedback.

1 = Unacceptable Performance

The incumbent does not meet the performance expectations and/or demonstrates an unacceptably poor level of competency in the evaluation area. Significant improvement in the short-term is required. *This rating describes the employee whose performance consistently is below expectations. The employee may actually be doing things that negatively affect others' performance or put the Hillsborough TPO at risk.*

2 = Needs Improvement:

The incumbent demonstrates only a moderate level of proficiency in the required competency. Additional training or commitment is required. *This rating describes the employee who meets only the minimum position requirements and whose performance needs improvement through development, experience and/or application.*

3 = Meets Expectations:

The incumbent generally meets performance expectations while demonstrating proficiency in the required competency. *This rating describes the employee whose overall performance is good but still has room for growth.*

4 = Exceeds Expectations:

The incumbent exceeds performance expectations while demonstrating a high level of proficiency in the required competency. *This rating describes the employee who has surpassed expected results in a substantial manner on the objective.*

5 = Outstanding Performance:

The incumbent far exceeded expected results on the objective such that the organizational goals were achieved that otherwise would not have been. *This rating is used as recognition for extraordinary accomplishments that have significant impact on the organization, meet or exceed expectations in spite of unusually challenging circumstances, or created results that pave the way for others and/or are used as a model.*

When completed, please sign and date the form and forward it to me by **Friday, April 29, 2022** at clarkc@HillsboroughCounty.org. The results will be summarized for discussion at the May 11, 2022 regular Board meeting.

SECTION 1: FUNCTIONAL COMPETENCIES

1. Professional Skills and Status

- 4.4 ___ Maintains knowledge of current developments affecting the practice of transportation and related issues
- 4.4 ___ Demonstrates a capacity for innovation and creativity
- 4.4 ___ Anticipates and analyzes problems to develop effective approaches for solving them
- 4.5 ___ Willing to try new ideas proposed by the Board and/or staff
- 4.4 ___ Sets a professional example by handling affairs of the public office in a fair and impartial manner

Comments related to this category. (Optional)

Mayor Ross: Ms. Alden is very knowledgeable in the complexities of transportation planning. She provides detailed and helpful information when asked and exhibits a helpful and positive demeanor.

Councilman Maniscalco: Always professional, informed and prepared.

2. Relations with Board Members

- 4.4 ___ Carries out directives of the Board as a whole as opposed to those of any one member or group
- 4.4 ___ Sets meeting agendas that reflect the guidance of the governing body and avoids unnecessary involvement in administrative actions
- 4.4 ___ Disseminates complete and accurate information equally to all Board members in a timely manner
- 4.5 ___ Assists by facilitating decision making without usurping authority
- 4.5 ___ Responds well to requests, advice, and constructive criticism

Comments related to this category. (Optional)

Mayor Ross: Ms. Alden is very professional, approachable, and easy to interact with.

Commissioner Myers: Beth provides stellar leadership in working with board members, preparing board members for meetings and listening to their concerns and/or issues for enhancing the organization.

3. Policy Execution

- 4.4 ___ Implements governing body actions in accordance with the intent of the Board
- 4.4 ___ Supports the actions of the Board after a decision has been reached, both inside and outside the organization
- 4.5 ___ Reviews policy and procedures periodically to suggest improvements to their effectiveness
- 4.4 ___ Offers workable alternatives to the Board for changes in law or policy when an existing policy or ordinance is no longer practical

Comments related to this category. (Optional)

Commissioner Overman: Ms. Alden does an excellent job of listening to policy conversations and then bring back to the Board language that supports the conversation for approval.

Mayor Ross: TPO meetings often extend to the point that little or no time is left for Ms. Alden to make any meaningful presentation to the board. It would be easier to rate this dimension if Ms. Alden had more time to interact with the board as a whole. It is evident that she has conversations with some board members outside the meetings, but the other board members do not receive the same reports. It should be noted that during the TIP update meeting in June an administrative error placed a project in the wrong place on the projects list. This project, which is vitally important to Temple Terrace, was nearly postponed due to this error. Ms. Alden brought the matter to my attention, and the list was amended prior to approval, but this small error could have had tremendous adverse consequences. I should also mention that during this rating period I asked Ms. Alden for assistance in moving another project up on the priority list. Ms. Alden was very responsive to my request, and arranged for an inter-agency meeting to discuss the project further. As a result of her efforts, portions of the project are now moving forward ahead of schedule.

4. Communication

4.4 ___ Provides regular information and reports to the Board concerning matters of importance

4.5 ___ Responds in a timely manner to requests from the Board for special reports

4.4 ___ Reports produced by the TPO Executive Director are accurate, comprehensive, concise and written for their intended audience

4.4 ___ Takes the initiative to provide information, advice, and recommendation to the Board on matters that are non-routine and not administrative in nature

4.7 ___ Exhibits verbal skills which are open, responsive, and courteous

Comments related to this category. (Optional)

Commissioner Overman: While Ms. Alden accurately exhibits open, responsive and courteous verbal skills however, the message of the issue at hand is not always clear.

Mayor Ross: Perhaps the meetings should have a hard stop that allows 15-20 minutes (as needed) for Ms. Alden to provide a report to the board.

5. Citizen Relations

- 4.5 ___ Responsive to requests from citizens
- 4.5 ___ Demonstrates a dedication to service to the community and its citizens
- 4.5 ___ Meets with and listens to members of the community to discuss their concerns with transportation issues
- 4.5 ___ Gives an appropriate effort to maintain citizen satisfaction with the Hillsborough TPO

Comments related to this category. (Optional)

Mayor Ross: Ms. Alden and her staff excel in this dimension.

Commissioner Smith: Staff does a great job communicating citizen input to the board at each meeting.

Commissioner Cohen: We can always improve our relationship with citizen stakeholders and be transparent aspirationally there is always room for improvement.

6. Supervision and Leadership

- 4.4 ___ Recruits and retains competent personnel for staff positions
- 4.2 ___ Applies an appropriate level of supervision to improve areas of substandard performance
- 4.3 ___ Encourages teamwork, innovation, and effective problem-solving among the staff
- 4.4 ___ Promotes training and development opportunities for employees at all levels of the organization
- 4.2 ___ Effectively establishes appropriate courses of action and accomplishes goals set by the Board

Comments related to this category. (Optional)

Mayor Ross: It is difficult (and subjective) for me to rate this dimension. I do not have information about Ms. Alden's internal leadership style. The above ratings are based on the competence and performance of her subordinates, which is exemplary.

7. Fiscal Management

- 4.4 ___ Prepares a balanced budget to provide services at a level directed by the Board
- 4.5 ___ Makes the best possible use of available funds, conscious of the need to operate the Hillsborough TPO efficiently and effectively
- 4.5 ___ Prepares a budget and budgetary recommendations in an intelligent and accessible format
- 4.5 ___ Ensures actions and decisions reflect an appropriate level of responsibility for financial planning and accountability
- 4.4 ___ Appropriately monitors, manages, and reports fiscal activities of the organization

Comments related to this category. (Optional)

Mayor Ross: Ms. Alden does a very good job in preparing and managing her budget.

8. Intergovernmental / Community Relations

- 4.4 ___ Works to maintain positive relationships with other governmental units (County, State, and Federal agencies)
- 4.5 ___ Collaborates with other organizations, both public and private to achieve common goals and objectives
- 4.7 ___ Maintains an image of the Hillsborough TPO to the community that represents service and professionalism
- 4.5 ___ Participates in community activities
- 4.7 ___ Avoids unnecessary conflict

Comments related to this category. (Optional)

Mayor Ross: Ms. Alden performs very well in this dimension. It seems, however, that the board spends a disproportionate amount of time discussing the concerns of a few neighborhoods in Tampa and not enough time addressing the needs throughout the rest of the county.

Councilman Maniscalco: Our executive director has always shown professionalism, responsiveness, kindness, and a vast knowledge of issues. We sincerely appreciate all her work and dedication.



Hillsborough TPO

Transportation Planning Organization

Committee Reports

Meeting of the Bicycle Pedestrian Advisory Committee (BPAC) on May 25

The BPAC approved the following action item:

- Transportation Improvement Program (TIP) Update, FY 2022/23 – 26/27
 - Members asked how the process has changed, and how priorities are determined. It was confirmed that priorities come from jurisdictional applications and to complete projects already underway. The TIP was approved unanimously.
- The BPAC also discussed their July Workshop and Tri-County meetings, agreeing that it would make sense to combine the two.

Livable Roadways Committee (LRC) on May 25

The LRC approved the following action item:

- Transportation Improvement Program (TIP) Update, including the priority list, for FY 2022/23 – 26/27
- **LRC moved that during next TIP Update, that part of the process should consider the integration of transportation demand management strategies and commuter assistance.**
 - The committee also reminded staff of their past motion: **If we are serious about Vision Zero, all projects should start with that lens and then have other criteria applied.**
 - LRC also asked for details on HC SRTS projects listed in TIP, which schools and what improvements.

The LRC members provided comments for a preliminary review of ETDM Project #14486 - US 301 from Moccasin Wallow Road to SR 674.

- **LRC moved that any future US 301 roadway plans should include complete crosswalks that hit all four legs of the intersection; and provide additional safety needs including pedestrian refuges; separated, protected bike facilities on both sides; wide sidewalk facilities on both sides; lighting and investment in the tree canopy; connections to any existing trails, bike facilities, and pedestrian facilities; narrow turn radii to protect bikes/pedestrians; lower speed limits and implementation of speed management; and implementation of travel demand management and commuter assistance.**

The LRC heard a status report on:

- City of Tampa MOVES and Vision Zero Action Plan

Meeting of the Citizens Advisory Committee (CAC) of June 1

The CAC approved the following action item:

- Transportation Improvement Program (TIP) Update, FY 2022/23 – 26/27

The committee had a lengthy conversation about TIP priorities. Members expressed concern about the funding allocated to safety projects compared to all other expenditures. Other members expressed concern about the ability of FDOT, HART and the City of Tampa to deliver transit service in a dedicated lane along N Tampa St and N Florida Ave. Several members stated their disappointment in learning that FDOT had received a grant to improve the corridors but that a dedicated transit lane will not be delivered until a “lane repurposing request” has been approved. FDOT staff was asked to state, on record, that they will support HART’s request to repurpose the outside lane along N Tampa St and N Florida Ave for dedicated transit usage.

A concern was raised about the way in which projects may be bundled together under one project identification number, stating that disaggregating projects in the TIP might allow for more scrutiny as to the benefits of specific segments of a large project like the Westshore Interchange Reconstruction.

The committee made a motion, which was approved by a vote of 8-2, to **amend the description of TIP Table 1 Item: Howard Frankland Bridge Replacement w/ 4 new Express Lanes to refer to “managed toll lanes” rather than “express lanes”**.

The committee also made a motion, which was approved by a vote of 8-2, to **amend the description of TIP Table 2 Item 67: Westshore Interchange to refer to “managed toll lanes” rather than “express lanes.”** The committee felt that a more detailed description of the management strategy would better inform their decision-making process.

The CAC deferred a status report on Hillsborough County Corridor Planning and Preservation Best Practices Study to a later date.

Meeting of the Technical Advisory Committee (TAC) of June 6

A verbal summary will be provided at the Board meeting.



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item

Committee Appointments

Presenter

None – Consent Agenda

Summary

The purpose of the Transportation Disadvantaged Coordinating Board (TDCB) is to assist the TPO in identifying local service needs and providing information, advice, and direction to the Community Transportation Coordinator (CTC) on the coordination of services to be provided to the transportation disadvantaged pursuant to Section 427.0157, Florida Statutes.

The following have been nominated to serve on the TDCB:

- Kristen Thomas representing Veterans' Affairs, with Meghan Krieger as alternate

The *Livable Roadways Committee (LRC)* shall be composed of representatives of local government departments, transportation agencies and other organizations. They may be elected officials, appointed officials, organization members, designated representatives or staff, but may not be staff to the TPO.

The following have been nominated to serve on the LRC:

- Waldo Carbo, Jr., representing Westshore Alliance

Recommended Action

That the TPO confirm the above nominations

Prepared By

Cheryl Wilkening, TPO Staff

Attachments

None



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Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

Bylaws Amendment: Code of Conduct

Presenter:

Beth Alden, TPO Director

Summary:

Recently, Board members have discussed whether the TPO should establish standards of conduct in its bylaws. In April, the Board reviewed the standards of conduct of the Hillsborough County City-County Planning Commission, and directed staff and counsel to bring back language similar to the portions that are relevant to the TPO. In May, the attached, proposed language was discussed with the Board, and members requested no changes.

Recommended Action:

Approve the proposed amendment

Prepared By:

Beth Alden, TPO Director

Attachments:

Proposed edit of TPO Bylaws, Sections 4.2 and 7.6



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**BY-LAWS OF
THE HILLSBOROUGH COUNTY
TRANSPORTATION PLANNING ORGANIZATION
AND ITS COMMITTEES**
Amended September 14, 2021 June 8, 2022

1.0 PURPOSE: These *By-laws* are adopted by the Hillsborough County Metropolitan Planning Organization to govern the performance of the MPO's duties as well as those of MPO committees and to inform the public of the nature of the MPO's internal organization, operations and other related matters.

1.1 DOING BUSINESS AS: Consistent with the Fictitious Name Act (s.865.09, F.S.), and as registered with the Florida Department of State, the MPO will conduct business as the "Hillsborough Transportation Planning Organization," hereinafter called the "TPO".

2.0 DEFINITIONS:

2.1 EMERGENCY: Any occurrence or threat thereof, whether accidental or natural, caused by man, in war or in peace, which necessitates immediate action because it results or may result in substantial injury or harm to the population or the TPO or substantial damage to or loss of property or public funds.

2.2 GOOD CAUSE: A substantial reason which is put forward in good faith.

2.3 INTERESTED PERSON: Any person who has or may have or who represents any group or entity which has or may have some concern, participation or relation to any matter which will or may be considered by the TPO.

2.4 MEMBER(S): The TPO consists of sixteen (16) official members, with FDOT designated as a non-voting advisor. Each member government or authority may also appoint an alternate member, who may vote at any TPO meeting in place of a regular member. TPO committee membership is as provided in these By-laws.

2.5 PUBLIC HEARING: A meeting of the TPO convened for the purpose of receiving public testimony regarding a specific subject and for the purpose of taking action on amendment to or adoption of a plan or program. A public hearing may be convened with less than a quorum present; however, no official action other than adjournment or continuation of the public hearing to another time may be taken unless a quorum is present.

2.6 REGULAR MEETING: The regular scheduled meeting of the TPO at which all official business may be transacted.

- 2.7 SPECIAL MEETING:** A meeting of the TPO held at a time other than the regularly scheduled meeting time. All official business may be transacted at a special meeting.
- 2.8 WORKSHOP:** A conference where members are present and are meeting to discuss a specific subject. A workshop may be convened with less than a quorum present; however, no official action other than adjournment or continuation of the workshop to another time may be taken.
- 3.0 MPO OFFICERS:** There shall be a Chair and a Vice-Chair. All officers shall be voting members of the TPO.
- 3.1 TENURE:** All officers shall hold office for one (1) year or until a successor is elected. However, any officer may be removed by a majority of the total members. No officer may serve for more than two years consecutively.
- 3.2 SELECTION:** At the regular meeting in December, the members shall nominate one or more candidates to fill each office. Immediately following the close of nominations, the TPO shall vote to fill each office, with the vote for each office being taken in the order in which candidates for that office were nominated, until one is elected. New officers shall take office immediately upon the conclusion of the election of officers.
- 3.3 VACANCY IN OFFICE:** A vacant office shall be filled by the TPO at its first regular meeting following the vacancy. The officer so elected shall serve the remainder of their predecessor's term in office.
- 3.4 DUTIES:** The officers shall have the following duties:
- 3.4.1 CHAIR:** The Chair shall:
- (a) Preside at all regular and special meetings, workshops and public hearings.
 - (b) Represent the TPO on the West Central Florida MPO Chairs Coordinating Committee (CCC), doing business as Suncoast Transportation Planning Alliance (SCTPA), and the Florida MPO Advisory Council (MPOAC).
 - (c) Establish such ad hoc committees as the Chair may deem necessary and appoint their members and chairs.
 - (d) Call special meetings and workshops and public hearings.
 - (e) Sign all contracts, resolutions, and other official documents of the TPO, unless otherwise specified by the *By-laws* or *Policies*.
 - (f) Express the position of the TPO as determined by vote or consensus of the TPO.
 - (g) See that all actions of the TPO are taken in accordance with the *By-laws*, *Policies* and applicable laws.
 - (h) Perform such duties as are usually exercised by the Chair of a commission or board, and perform such other duties as may from time to time be assigned by the TPO.

3.4.2 Vice-Chair: The Vice-Chair shall, during the absence of the Chair or the Chair's inability to act, have and exercise all of the duties and powers of the Chair, and shall perform such other duties as may from time to time be assigned to the Chair by the TPO.

4.0 COMMITTEES:

4.1 AD HOC COMMITTEES:

4.1.1 Chair and Expiration: An ad hoc committee shall consist of a committee chair, who shall be a member of the TPO. All ad hoc committees shall have an expiration time identified by the Chair at the time of creation or shall dissolve at the expiration of the Chair's term.

4.1.2 Purpose: The purpose of establishing ad hoc committees is to facilitate the accomplishment of a specific task identified by the Chair.

4.2 STANDING COMMITTEES:

4.2.1 Appointment of Committee Members: Members and alternate members of all committees shall be appointed by action of the TPO. Members representing an organization on a committee, as specified in the committee membership list, shall be nominated in writing by their organization. Members representing the citizens of Hillsborough County, and not representing any particular entity as specified in the committee membership list, shall be recommended for membership by action of the committee on which they would like to serve. Using the same procedure, alternate members may be designated to act on behalf of regular members with all the privileges accorded thereto. The TPO shall not appoint committee applicants who are affiliated with private TPO consultants or contractors. If such an affiliation occurs, an existing committee member shall be deemed to have resigned.

4.2.2 Termination of Committee Membership: Any member of any committee may resign at any time by notice in writing to the Chair. Unless otherwise specified in such notice, such resignation shall take effect upon receipt thereof by the Chair. Each member of each committee is expected to demonstrate his/her interest in the committee's activities through attendance of the scheduled meetings, except for reasons of an unavoidable nature. In each instance of an unavoidable absence, the absent member should ensure that his/her alternate will attend. The TPO may review, and consider rescinding, the appointment of any member of any committee who fails to attend three (3) consecutive meetings. In each case, the TPO will warn the member in writing, and if applicable the member's nominating organization, thirty days in advance of an action to rescind membership. The TPO Chair may immediately terminate the membership of any committee member

for violations of standards of conduct, defined as conduct inconsistent with ~~Florida Senate Administrative Policies and Procedures~~Section 7.0 of these By-laws. At a minimum, committee member attendance will be reviewed annually. In the case of members representing an organization on a committee as specified in the committee membership list, the individual's membership may also be rescinded by the nominating organization, by letter to the Chair.

- 4.2.3 Officers of Standing Committees:** The committee shall hold an organizational meeting each year for the purpose of electing a committee chair (unless designated by the TPO), 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. Except as otherwise provided in these By-laws, officers shall serve a term of one year starting with the next meeting. The powers and duties of the committee chair shall be to preside at all meetings; to express the position of the committee as determined by vote or consensus of the committee; and to ensure that all actions of the committee are taken in accordance with the bylaws and applicable law. The committee vice chair shall have these same powers and responsibilities in the absence of the committee chair. The officer-at-large shall, during the absence of both the committee chair and the committee vice-chair or their inability to act, have these same duties and responsibilities, and in addition shall perform other duties as may from time to time be assigned by the committee chair.
- 4.2.4 Conduct of Committee Meetings:** Sections 5 through 9, excluding Section 8.1, of these TPO By-laws shall be used for the conduct of all TPO committee meetings.
- 4.2.5 Standing Committee Sub-Committees:** An TPO standing committee or the MPO may establish such sub-committees to a standing committee as deemed necessary to investigate and report on specific subject areas within the scope of the standing committee. Such sub-committees shall be of limited duration and shall dissolve at such time as designated at the time of establishment or upon completion of the task(s) specified at the time of establishment. These TPO By-laws shall be used for the conduct of such sub-committees meetings in the same manner as the TPO committees.
- 4.2.6 TPO Technical Advisory Committee (TAC):** Established pursuant to Section 339.175, Florida Statutes, the TAC shall be responsible for considering safe access to schools in the review of transportation project priorities, long-range transportation plans and transportation improvement programs and shall advise the TPO on such matters. In addition, the TAC shall be responsible for assisting in the development of transportation planning work programs; coordinating transportation planning and programming; review of all transportation

studies, reports, plans and/or programs, and making recommendations to the TPO that are pertinent to the subject documents based upon the technical sufficiency, accuracy, and completeness of and the needs as determined by the studies, plans and/or programs. The TAC shall coordinate its actions with the School Board of Hillsborough County and other local programs and organizations within Hillsborough County that participate in school safety activities and shall also coordinate its actions with the appropriate representatives of the Florida Department of Transportation.

TAC Membership: The TAC shall be composed of technically qualified representatives for the purpose of planning, programming and engineering of the transportation system within the Hillsborough County Transportation Planning Organization area boundary.

The membership shall be composed of: three (3) members from Hillsborough County, two (2) members from City of Tampa, two (2) members from the Hillsborough County City-County Planning Commission, one (1) member from the Tampa Hillsborough Expressway Authority, one (1) member from the Hillsborough Area Regional Transit Authority, one (1) member from Environmental Protection Commission, one (1) member from the Tampa Port Authority, one (1) member from City of Temple Terrace, one (1) member from the Tampa Bay Regional Planning Council, one (1) member from the Florida Department of Environmental Protection, one (1) member from City of Plant City, one (1) member from the Hillsborough County Aviation Authority, one (1) member from the Tampa Bay Area Regional Transportation Authority, one (1) member from the Tampa Historic Streetcar, Inc., one (1) member from the Department of Health-Hillsborough and one (1) member from the Florida Trucking Association.

Terms of Membership: Members shall serve terms of indefinite length at the pleasure of their respective nominating organizations and the TPO.

4.2.7 TPO Citizens Advisory Committee (CAC): The CAC shall be responsible for providing information and overall community values and needs into the transportation planning program of the TPO; evaluating and proposing solutions from a citizen's perspective concerning alternative transportation proposals and critical issues; providing knowledge gained through the CAC into local citizen group discussions and meetings; and establishing comprehension and promoting credibility for the TPO Program.

CAC Membership: The CAC shall be composed of appointed citizens (transportation agency staff are not eligible) who together shall represent a broad spectrum of social and economic backgrounds and who have an interest in the development of an efficient, safe and cost-

effective transportation system. Minorities, the elderly and persons with disabilities must be adequately represented on the CAC.

All members must be residents of Hillsborough County. Membership will be as follows: one (1) member nominated by each member of the Board of County Commissioners serving on the TPO, one (1) member nominated by each member from the City of Tampa serving on the TPO, one (1) member from the City of Temple Terrace nominated by the Mayor of the City of Temple Terrace, one (1) member from the City of Plant City nominated by the Mayor of the City of Plant City, one (1) member nominated by each respective Chairperson of the Hillsborough County Aviation, Tampa-Hillsborough Expressway, Tampa Port and Hillsborough Area Regional Transit Authorities, one (1) member representing the transportation disadvantaged nominated by the Chairman of the Transportation Disadvantaged Coordinating Board, one (1) member nominated by the Chairperson of the Hillsborough County City-County Planning Commission and one (1) member nominated by the School Board member serving on the MPO. In addition, there shall be six (6) at-large members nominated by local organizations representing the following constituencies or through application directly to the CAC as provided in Section 4.2.1. These shall comprise one (1) person of Hispanic ethnicity, one (1) person of African-American descent, one (1) person under the age of 30, one (1) woman, one (1) person to represent neighborhoods, and one (1) person to represent the business community.

Terms of appointment shall be for a two-year period with an opportunity for reappointment thereafter, unless the official who appointed the member leaves office or the TPO board during the term of the member's appointment. In that case, the member shall be deemed to have resigned from the CAC and the new official shall have the right to appoint a new member or reappoint the same member. A member of the committee whose term has expired shall continue to serve until they are reappointed or replaced. The terms of appointment notwithstanding, CAC members shall serve at the pleasure of the TPO.

4.2.8 TPO Policy Committee: The TPO Policy Committee shall be responsible for the review and in-depth discussion of items and issues proposed to come before the TPO and for development of recommendations to the TPO, as appropriate, regarding such items and issues in order to facilitate the accomplishment of the TPO's responsibilities to manage a continuing, cooperative and comprehensive transportation planning process and the development of transportation plans and programs.

Membership: The Policy Committee shall be composed of at least five (5) members of the TPO who shall serve on a voluntary basis. Volunteers for membership will be solicited at the TPO meeting at

which the Chair is elected and at any TPO meeting thereafter if the total membership of the Policy Committee falls below five (5). Those TPO members requesting to be made Policy Committee members in response to such solicitation or upon the initiative of an individual TPO member shall be so appointed by action of the TPO and shall serve terms that last until the next TPO meeting at which the Chair is elected.

4.2.9 Transportation Disadvantaged Coordinating Board (TDCB): The primary purpose of the TDCB is to assist the TPO in identifying local service needs and providing information, advice, and direction to the Community Transportation Coordinator (CTC) on the coordination of services to be provided to the transportation disadvantaged pursuant to Section 427.0157, Florida Statutes.

The following agencies or groups shall be represented on the TDCB as voting members:

- an elected official serving on the Hillsborough County TPO who has been appointed by the TPO to serve as TDCB Chairperson;
- a local representative of the Florida Department of Transportation;
- a local representative of the Florida Department of Children & Families;
- a local representative of the Public Education Community, which could include, but is not limited to, a representative of Hillsborough County Public Schools, School Board Transportation Office or Head Start Program;
- a local representative of the Florida Division of Vocational Rehabilitation or the Division of Blind Services, representing the Department of Education;
- a person recommended by the local Veterans Service Office representing the veterans in the county;
- a person who is recognized by the Florida Association for Community Action (President) as representing the economically disadvantaged in the county;
- a person over sixty years of age representing the elderly citizens in the county;
- a person with a disability representing the disabled citizens in the county;
- two citizen advocates in the county, one of whom must be a user of the transportation services of the coordinated transportation disadvantaged system as their primary means of transportation;
- a local representative for children at risk;
- the chairperson or designee of the local mass transit system's board except when they are also the CTC;
- a local representative of the Florida Department of Elder Affairs;
- a local representative of the local for-profit transportation industry;

- a local representative of the Florida Agency for Health Care Administration;
- a local representative of the Regional Workforce Development Board;
- a representative of the local medical community, which may include, but is not limited to, kidney dialysis centers, long term care facilities, assisted living facilities, hospitals, local health department or other home and community based services, and;
- A local representative of the Agency for Persons with Disabilities

TDCB Terms of Appointment. Except for the TDCB Chairperson, the members of the TDCB shall be appointed for three (3) year terms which shall be staggered equally among the membership. The TDCB Chairperson shall serve until elected term of office has expired or is otherwise replaced by the TPO.

TDCB Duties. The TDCB shall perform the following duties which include those specified in Chapter 41-2, Florida Administrative Code and Section 427.0157, Florida Statutes.

- a. Maintain official meeting minutes, including an attendance roster, reflecting official actions and provide a copy of same to the Commission for the Transportation Disadvantaged and the TPO Chairperson;
- b. Review and approve the CTC's memorandum of agreement and the transportation disadvantaged service plan;
- c. On a continuing basis, evaluate services provided under the transportation disadvantaged service plan. Not less than annually provide the TPO with an evaluation of the CTC's performance relative to the standards adopted by the Commission for the Transportation Disadvantaged and the TPO. Recommendations relative to performance and the renewal of the CTC's memorandum of agreement with the Commission for the Transportation Disadvantaged shall be included in the report;
- d. In cooperation with the CTC, review and provide recommendations to the Commission for the Transportation Disadvantaged and the TPO on all applications for local, state, or federal funds relating to transportation of the transportation disadvantaged in the county to ensure that any expenditures within the county are provided in the most cost effective and efficient manner;
- e. Review coordination strategies for service provision to the transportation disadvantaged in the county to seek innovative ways to improve cost effectiveness, efficiency, safety, working hours, and types of service in an effort to increase ridership to a broader population. Such strategies should also encourage multi-county and regional transportation service agreements between area CTCs and

- consolidation of adjacent counties when it is appropriate and cost effective to do so;
- f. Appoint a Grievance Subcommittee to process, investigate, resolve complaints, and make recommendations to the TDCB for improvement of service from agencies, users, or potential users, of the systems in the county. This Subcommittee shall meet as often as necessary to resolve complaints in a timely manner;
 - g. In coordination with the CTC, jointly develop applications for funds that may become available;
 - h. Prepare quarterly reports outlining the accomplishments and activities or other areas of interest to the Commission for the Transportation Disadvantaged and the TPO;
 - i. Consolidate the annual budget of local and federal government transportation disadvantaged funds estimates and forward them to the Commission for the Transportation Disadvantaged. A copy of the consolidated report shall also be used by the TDCB for planning purposes;
 - j. Develop and maintain a vehicle inventory and utilization plan of those vehicles purchased with transportation disadvantaged funds for inclusion in the transportation disadvantaged service plan for the Commission for the Transportation Disadvantaged;
 - k. Assist the TPO in preparing a Transportation Disadvantaged Element in their Transportation Improvement Program (TIP);
 - l. Assist the CTC in establishing eligibility guidelines and priorities with regard to the recipients of nonsponsored transportation disadvantaged services that are purchased with Transportation Disadvantaged Trust Fund moneys;
 - m. Work cooperatively with regional workforce boards established in Chapter 445, Florida Statutes, to provide assistance in the development of innovative transportation services for participants in the welfare transition program.

4.2.10 TPO Intelligent Transportation Systems (ITS) Committee: The ITS Committee is responsible for assisting in the development of Intelligent Transportation System (ITS) planning work programs, as well as reviewing ITS related studies, reports, plans, projects (including consistency with regional architecture and other standards and/or programs) and making recommendations to the TPO and/or other agencies. ITS Committee recommendations to the TPO shall be based upon the technical sufficiency, accuracy, and completeness of studies, plans and/or programs. The ITS Committee shall coordinate its actions with the appropriate representatives of the Florida Department of Transportation.

ITS Committee Membership: The ITS Committee shall be composed of members technically qualified in the planning, programming, engineering and/or implementation of intelligent

transportation systems or projects within the Hillsborough County Metropolitan Planning Organization area boundary or in the case of the member nominated by the Environmental Protection Committee, technically qualified in the area of air quality impacts of transportation. The membership shall be composed of: one (1) member each from Hillsborough County, the City of Tampa, the Environmental Protection Commission, Tampa-Hillsborough Expressway Authority, Hillsborough Area Regional Transit Authority, the USF Center for Urban Transportation Research, the City of Plant City and the City of Temple Terrace as well as a non-voting advisor from the FDOT. Members and Alternate Members shall serve terms of indefinite length at the pleasure of their respective governmental bodies or agencies and the TPO.

4.2.11 TPO Bicycle/Pedestrian Advisory Committee (BPAC): The BPAC shall be responsible for making recommendations to the TPO, Hillsborough County, City of Tampa, City of Plant City, City of Temple Terrace, the Hillsborough County Environmental Protection Commission, the Florida Department of Transportation, the Southwest Florida Water Management District, and others, on matters concerning the planning, implementation and maintenance of a comprehensive bikeway and pedestrian system. In addition, the BPAC shall be responsible for studying and making recommendations concerning the safety, security, and regulations pertaining to bicyclists and pedestrians. The BPAC shall coordinate its actions with the appropriate representatives of the Florida Department of Transportation.

BPAC Membership: The BPAC shall be composed of up to twenty-five members. One member shall represent each of the following entities, except as noted: City of Tampa (three seats), City of Temple Terrace, City of Plant City, Hillsborough County (three seats), University of South Florida USF, the Environmental Protection Commission of Hillsborough County, the Hillsborough County City-County Planning Commission, HART, and the Florida Health Department. The remaining members shall be citizen representatives.

All members of this Committee shall serve for a two-year term, ending on June 30th of its respective year. Without restriction, each member can be appointed to serve an unlimited number of two-year terms.

4.2.12 TPO Livable Roadways Committee (LRC): The LRC shall be responsible for integrating Livable Roadways principles into the design and use of public rights-of-way and the major road network throughout Hillsborough County. The LRC seeks to accomplish this responsibility by: making recommendations to create a transportation system that balances design and aesthetics with issues of roadway safety and function; ensuring that public policy

and decisions result in a transportation system that supports all modes of transportation, with a special emphasis on pedestrian and bicycle infrastructure and transit infrastructure and service; providing information and assistance to the TPO, local governments and transportation agencies relating to the mission of the Committee; and enhancing coordination among TPO member agencies and public participation in the transportation planning process. The LRC shall coordinate its actions with the appropriate representatives of the Florida Department of Transportation.

LRC Membership: The LRC shall be composed of representatives of local government departments, transportation agencies and other organizations. They may be elected officials, appointed officials, organization members, designated representatives or staff, but may not be staff to the TPO. Members will represent the following: City of Plant City; City of Tampa Parks and Recreation Department, Public Works, Transportation Division, or Urban Development Department (up to two members); City of Temple Terrace; Hillsborough County Planning and Infrastructure (up to two members); Hillsborough Area Regional Transit; Hillsborough County TPO Board Member (appointed by the TPO to serve as chair of the committee); Hillsborough County City-County Planning Commission; Tampa Hillsborough Expressway Authority and five members from professional organizations whose mission is consistent with the principles of Livable Roadways (such as American Planning Association; American Society of Landscape Architects; Urban Land Institute; Institute of Transportation Engineers; Congress for New Urbanism and American Institute of Architects); University of South Florida; New North Transportation Alliance; Tampa Downtown Partnership; Westshore Alliance; Person with disabilities; Neighborhood representative; Transit user representative; Citizen advocate for livable communities and/or multimodal transportation; and School District and/or School Parent representative.

5 MEETINGS:

5.1 SCHEDULE OF MPO MEETINGS:

5.1.1 Regular Meetings: Regular meetings shall take place on the first Tuesday of each month, unless otherwise decided by the TPO and shall be held in the Chamber of the Hillsborough County Board of County Commissioners or at another suitable location designated by the Chair.

5.1.2 Special Meetings and Workshops: Special meetings and workshops shall be held at the call of the Chair or majority of officers. Special meetings and workshops shall convene at a time designated by the Chair and shall be held in the Chambers of the Hillsborough County Board of County Commissioners or at another suitable location designated by the Chair.

5.1.3 Public Hearings: Public hearings of the TPO shall be held at a time designated by the Chair. A public hearing can be continued until a date and time certain, with due allowance of time for public notice of the continuation of the public hearing. Public hearings shall be held in the Chambers of the Hillsborough County Board of County Commissioners or at another suitable location designated by the Chair.

5.2 SCHEDULE OF STANDING COMMITTEE MEETINGS: Each standing committee shall meet monthly, with the exception of the Intelligent Transportation Systems Committee and the Transportation Disadvantaged Coordinating Board which shall meet every two months, at a regular date and time designated by the Chair.

5.3 SCHEDULE OF AD HOC COMMITTEE MEETINGS: Each ad hoc committee shall meet at the call of the committee chair. Ad hoc committee meetings shall not be scheduled during the times reserved for TPO meetings. Ad hoc committee meetings shall be held at a suitable location designated by the committee chair.

5.4 NOTICE OF MPO AND COMMITTEE MEETINGS: The Executive Director of the TPO shall be responsible for providing written public notice of all TPO meetings, public hearings and committee meetings. Except in case of emergencies, written notice of any meeting shall be given at least five (5) days prior to the meeting. In case of emergency, notice of such meeting shall be given to each member as far in advance of the meeting as possible and by the most direct means of communications. In addition, notice of such emergency meeting shall be given to the media, utilizing the most practicable method. Written notice of any meeting shall state the date, time and place of the meeting, a brief description of the agenda for the meeting, and shall be provided in accordance with the requirements of Florida law and the TPO's Public Participation Plan.

5.5 AGENDA OF MPO AND COMMITTEE MEETINGS: The agenda for all TPO regular and special meetings, workshops and public hearings shall be established by the Chair with the assistance of the Executive Director. Members or the Executive Director may request that an item be placed on the agenda by communicating such request to the Executive Director at least ten (10) days prior to the meeting date. The Chair shall consider with the Executive Director on a month to month basis whether there shall be a consent agenda.

The agenda for each committee meeting shall be established by the committee chair and shall be prepared by the Executive Director or designated TPO support staff. Members of a committee or the Executive Director may request that an item be placed on a committee agenda by communicating such request to the TPO support staff assigned to the committee, or the Executive Director at least ten (10) days prior to the committee meeting date.

The agenda shall list the items in the order they are to be considered. For good cause stated in the record, items on the agenda may be considered out of order with the approval of the TPO Chair or the committee chair.

The agenda for any TPO or committee meeting shall be delivered to each member at least five (5) days prior to the meeting date and shall be mailed or delivered to interested persons at that time, except in case of an emergency meeting, where the agenda will be provided to members, and interested parties as far in advance of such meetings as practicable.

5.6 RULES OF ORDER: Except where they are inconsistent with the *By-laws*, *Roberts Rule of Order* shall be used for the conduct of all TPO and committee meetings.

5.7 QUORUM: A simple majority of the total non-vacant membership of the TPO or TPO committee shall constitute a quorum for the transaction of business at all regular and special meetings and public hearings, except seven (7) members shall constitute a quorum for the CAC, five (5) members shall constitute a quorum for the TDCB and nine (9) members shall constitute a quorum for the LRC and BPAC. Public hearings may be conducted with less than a quorum, but no action, other than as noted at the end of this section, shall be taken unless a quorum is present. When a quorum is present, a majority of those present may take action on matters properly presented at the meeting. Workshops may be conducted with less than a quorum, but no official action may be taken. A majority of the members present, whether or not a quorum exists, may adjourn any meeting or continue any public hearing to another time.

5.8 CONDUCT OF MEETINGS:

5.8.1 Chair Participation: The presiding TPO Chair, or committee chair, shall not be deprived of any rights and privileges by reason of being presiding Chair, but may move or second a motion only after the gavel has been passed to the Vice-Chair or another member.

5.8.2 Form of Address: Each member shall address only the presiding Chair for recognition; shall confine his/her remarks to the question under debate; and shall avoid personalities or indecorous language or behavior.

5.8.3 Public Participation: Any member of the public may address the TPO or TPO committee at a regular or special meeting, public hearing, or public participation type workshop, after signing in with the TPO Staff for a specific item. When recognized by the Chair, a member of the public shall state their name, address, the person on whose behalf they are appearing and the subject of their testimony. Each member of the public shall limit his or her presentation to three (3) minutes unless otherwise authorized by the Chair.

- 5.8.4** Limitation of Testimony: The Chair may rule testimony out of order if it is redundant, irrelevant, indecorous or untimely.
- 5.8.5** Motions: The Chair shall restate motions before a vote is taken and shall state the maker of the motion and the name of the supporter.
- 5.8.6** Voting: Voting shall be done by voice, as a group, but a member shall have his/her vote recorded in the minutes of the meeting if so desired. A roll call vote shall be taken if any member so requests. Any member may give a brief explanation of his/her vote. A tie vote shall result in failure of a motion.
- 5.8.7** Reconsideration: A motion to reconsider an item on which vote has been taken may be made only by a member who voted with the prevailing side. The motion to reconsider must be made on the day the vote to be reconsidered was taken, or at the next succeeding meeting of the same type of meeting at which the vote to be reconsidered was taken (i.e., at the next succeeding regular meeting if the vote to be reconsidered was taken at a regular meeting). To be in order, the motion to reconsider must be made under the consideration of old business. Adoption of a motion to reconsider requires the approval of at least a simple majority of the votes cast. If a motion to reconsider is adopted, the members shall consider the need for additional notice to interested persons before a vote subject to the motion for reconsideration was taken at a special meeting or a public hearing for which no subsequently scheduled meeting will provide an opportunity for reconsideration of the item, then the motion to reconsider may be made at the next regular meeting in the manner provided.

5.9 ORDER OF BUSINESS AT MEETINGS: The order of business shall be determined by the Chair; however, the following is provided as a guide:

5.9.1 Regular TPO Meetings:

- (a) Call to Order and Pledge of Allegiance
- (b) Approval of minutes of prior meetings, workshops and public hearings.
- (c) Public input on Agenda Items, TPO Committee Reports
- (d) Presentation of the Chair's Report
- (e) Presentation of the Executive Director's Report
- (f) Consideration of Action Items
- (g) Consideration of Status Reports
- (h) Public input regarding general concerns
- (i) Consideration of items under old business
- (j) Consideration of items under new business
- (k) Adjournment

5.9.2 Special Meetings or Workshops

- (a) Call to Order

- (b) Consideration of individual agenda items
- (c) Adjournment

5.9.3 Public Hearings

- (a) Call to Order
- (b) Consideration of individual agenda items
 - 1. Presentation by staff
 - 2. Public comment
 - 3. Board deliberation
- (c) Adjournment

5.9.4 Order of Consideration of Action Items: The order of consideration of any individual agenda item shall be as follows unless otherwise authorized by the Chair:

- (a) Chair introduces the agenda item.
- (b) Staff presents the agenda item.
- (c) Other invited speaker(s) make presentations.
- (d) TPO or committee members ask questions.
- (e) Motion is made, seconded and debated.
- (f) Vote is taken.

The Chair may expand all time limitations established by this section.

5.9 OPEN MEETINGS: All TPO regular and special meetings, workshops and public hearings, TPO committee meetings, and all meetings of the committees are open to the public as provided by Florida's Government-in-the-Sunshine Law, Section 286.011, Florida Statutes.

6.0 ATTENDANCE: Members are expected to attend all regular and special meetings, public hearings and workshops of the TPO and its committees.

6.1 EXCUSAL FROM MEETINGS: Each member who knows that his/her attendance at a regular or special meeting, public hearing or workshop will not be possible, shall notify the Executive Director, or committee support staff, of the anticipated absence and the reason thereof. The Executive Director, or committee support staff, shall communicate this information to the Chair who may excuse the absent member for good cause.

7.0 CODE OF ETHICS:

7.1 COMPLIANCE WITH LAWS: Members shall comply with the applicable provisions of the Code of Ethics for Public Officers and Employees, Part III, Chapter 112, Florida Statutes.

7.2 REQUESTS FOR INFORMATION: Members may request information readily available to the general public directly from the appropriate staff person. Requests for information not readily available to the general public, or information which would involve the expenditure of staff time in preparation

or compilation, shall be made to the Executive Director, who may consult with the Chair for guidance.

7.3 LOBBYING ACTIVITIES: Members shall use their discretion in conducting private discussions with interested persons regarding TPO business, as long as all interested persons are treated equally. Any written material received by a member in connection with a private discussion with an interested person shall be given to the Executive Director for distribution to other members and as appropriate, to staff.

7.4 GOVERNMENT IN THE SUNSHINE: Members shall refrain from participating in any private communications regarding TPO business involving two or more members. For purposes of this section, a private discussion is one that is not conducted in accordance with the requirements of Florida's Government-in-the-Sunshine Law, Section 286.011, Florida Statutes.

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 for distribution to other members and as appropriate, to staff.

7.5 STATEMENTS BY MEMBERS: Members will from time to time be asked to give their opinions regarding matters which have been or will be considered by the TPO or one of its committees. No member shall be prohibited from stating his/her individual opinion on any matter; however, in doing so, each member shall take care to make clear that the opinion expressed is his/her own, and does not constitute the official position of the TPO or one of its committees.

7.6 CODE OF CONDUCT: Recognizing that persons holding a position of public trust are under constant observation, and that maintaining integrity and dignity are essential for high levels of public confidence in institutions of government, members are expected to adhere to the following:

- a. Prepare for and regularly attend all meetings of the member's group;
- b. Extend courtesy and consideration toward colleagues, citizens, and staff, during all discussions and deliberations;
- c. Avoid appearance of impropriety;
- d. Allow citizens, colleagues, and staff sufficient opportunity to present their views, within the prescribed rules of conduct of meetings;
- e. Refrain from abusive comments or intimidating language directed at colleagues, citizens, or staff, including gestures, body language or distracting activity that conveys a message of disrespect and/or lack of interest;
- f. Not engage in harassing behavior or unwelcome conduct of a sexual nature toward colleagues, citizens, or staff;
- g. Discharge their duties without prejudice toward any person or group;
- h. Not lend their influence towards the advancement of personal financial interests or the financial interests of family, friends, or business associates.

8.0 ADMINISTRATION: The administration of TPO activities shall be accomplished through official actions of the TPO in accordance with the following guidelines:

8.1 POLICIES: The TPO shall adopt, by a vote of a majority of the total membership, *Policies* to guide the administration of the TPO. The *Policies* shall be published in conjunction with the *By-laws*. The *Policies* may be amended from time to time by a vote of a majority of the total voting membership of the TPO.

8.2 STATUTES: The TPO shall abide by legislation authorizing and specifying its duties and functions and all other requirements of Florida law.

8.3 STAFF: The staff of the TPO shall consist of the Executive Director and such additional employees as provided by the Hillsborough County City-County Planning Commission. The staff shall be directed by the Executive Director of the TPO.

9.0 RULES OF CONSTRUCTION: The following rules apply to the text of this document.

9.1 The particular controls the general.

9.2 The word “shall” is mandatory and not discretionary. The word “may” is permissive.

9.3 Words used in the present tense include the future; words used in the singular number shall include the plural and the plural the singular unless the context indicates the contrary.

9.4 Words not defined shall have the meaning commonly ascribed to them.

10.0 AMENDMENT: The *By-laws* may be amended by two-thirds majority vote of the total voting membership of the TPO. Any amendment shall be proposed at a regular meeting and voted upon the next regular meeting.



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item

Transportation Improvement Program (TIP) Update, FYs 2022/23 – 26/27

Presenter

Johnny Wong, TPO Staff

Summary

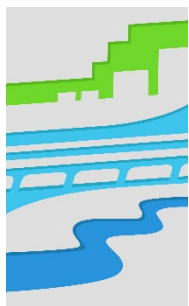
Staff has prepared the annual update of the Transportation Improvement Program document for the fiscal year period of 2022/23 – 2026/27. The TIP document includes three important lists, organized into tables, which are integral parts of the plan:

1. Existing Priorities Funded for Construction: these are priorities that are under construction or have funding to begin construction within the next five years. This list also includes partially funded projects, which are included to show community support while they await completion.
2. Candidates for New Funding: these are priorities that need federal and state funding because they have been shown to address urgent transportation needs in the community. This list organizes projects into the appropriate investment program and ranks them in order based on the estimated impact they will have on the community's goals and performance measures.
3. All Other Projects Funded in the Next 5 Years: this list is quite large and includes projects programmed by the FDOT based on our previous year's priority list. For public information purposes, it also catalogs all projects in our partners' local Capital Improvement Programs, even though the TPO does not control what projects appear in the CIPs. The table indicates the status of each project, what performance category it is in, and the costs associated with each phase.

Staff will present the updated TIP document, including the three lists mentioned above, and describe any changes and additions made during this annual update.

A one-page summary highlighting changes in this year's TIP update is attached. This summary, in English and Spanish, was directly mailed to people living with 500 feet of projects noted on the summary sheet that have the possibility of including right-of-way acquisition – about twelve thousand addresses. For many projects, it is still unknown whether right-of-way acquisition will actually be needed, but the mailing list was inclusive. In addition, public hearing notice signs with QR codes were posted in the right-of-way near these projects, close to major intersections. The one-page summary as a whole was published as an advertisement in the Times, the Sentinel Bulletin, and La Gaceta, and promoted in the TPO's social media channels.

Following the hearing, the TPO must submit the adopted TIP to FDOT by August 1st. Federal funds expenditure may be authorized using this TIP starting October 1, 2022.



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601 E Kennedy Blvd
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Recommended Action

Approve the FY22/23 – 26/27 Transportation Improvement Program

Prepared By

Johnny Wong, PhD, TPO Staff

Attachments

[TIP Public Hearing Flyer English version](#)

[TIP Public Hearing Flyer Spanish version](#)

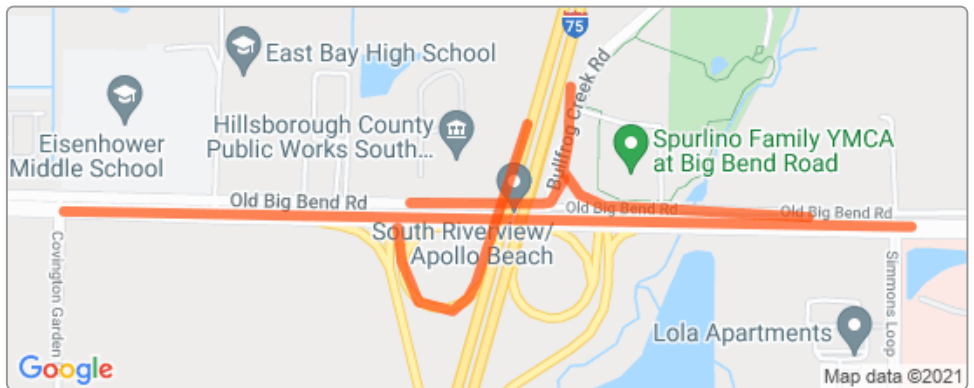
[FY2022/23 - 26/27 TIP; Tables 1,2,3 Included](#)

[Presentation Slides](#)

[Priority Request Letters Submitted to the MPO by Local Partners](#)

I-75 Interchange Improvements at CR 672 (Big Bend Road) Exit 246 424513-3-52-01

Project Details	
Work Type	Interchange Improvements
Phase	Construction
Limits	I-75 Interchange at CR 672 (Big Bend Rd) Exit 246
Project Start	December 6, 2021
City	Apollo Beach Riverview
County	Hillsborough
Road	Big Bend Road I-75
Construction Cost	\$81.7 million
Estimated Completion	Summer 2025
Contractor	Skanska USA Civil Southeast, Inc.



About

Due to the rapid growth in the South County area, the Florida Department of Transportation has partnered with Hillsborough County to develop long-term solutions to help alleviate traffic congestion by reconstructing the I-75 interchange at CR 672 (Big Bend Road) Exit 246.

Improvements on this design-build project include:

- adding a new northbound I-75 entrance ramp from westbound Big Bend Road
- adding a new southbound I-75 exit ramp to westbound Big Bend Road
- increasing the storage area at the base of the northbound I-75 exit ramp by adding a left-turn lane onto westbound Big Bend Road
- extending the southbound I-75 exit ramp lane approaching Big Bend Road and adding dual right-turn lanes to westbound Big Bend Road
- adding a triple right-turn lane controlled by a signal from the southbound I-75 exit ramp to eastbound Big Bend Road
- adding signalized dual left-turn movements from westbound Big Bend Road to southbound I-75 and eastbound Big Bend Road to northbound I-75
- widening Big Bend Road between Covington Garden Drive and Simmons Loop from a 4-lane divided road to 6 lanes featuring enhanced pedestrian, bicycle, and bus facilities
- rebuilding the Old Big Bend Road and Big Bend Road bridges

Construction activities are estimated to finish in summer 2025.

Contact Information	
Construction Manager	Melissa Chin 813-975-3573 Melissa.Chin@dot.state.fl.us
Media Contact	Kris Carson 813-975-6060 Kristen.Carson@dot.state.fl.us



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

May 13, 2022

Dear Elected Officials and Staff:

The Florida Department of Transportation (FDOT), District Seven, invites you to attend and participate in a Construction Open House for the I-75 / Big Bend Interchange Improvements Project in Hillsborough County, Florida on **June 7, 2022**.

Improvements include reconfiguring the interchange and widening Big Bend Road. (See attached fact sheet – or scan the QR code for more details). The open house will be held in two formats as described below. The material presented at both will be the same.

Virtual Tour:

Live chat with project staff between 11:00 a.m. to 6:00 p.m. You may participate virtually by visiting the project website and clicking the Open House link:

<https://www.fdotampabay.com/project/420/424513-3-52-01>. The virtual tour will remain online after the meeting date.

In-person:

Hours: 4:30 p.m. to 7:00 p.m.

South Bay Church

13498 US-301 S Riverview, FL 33578

There will be no formal presentation; therefore, we encourage you to drop in at your convenience to view project information and talk with project staff.

For more information on this construction project, please contact Melissa Chin, P.E. FDOT Construction Project Manager, at 813-975-3573, or email: RoadWork@dot.state.fl.us

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 Dr., Tampa, FL 33612.

For more information about this project, please visit the following project webpage:
<https://www.fdot.com/project/420/424513-3-52-01>

Scan the QR code below to view the project website:



Sincerely,

Gregory Deese, P.E.
Resident Engineer – District 7 CCEI Construction
Florida Department of Transportation

Beth Alden

Subject: Fact Sheet: SR 60 Median Modification & announcement of June 14 hearing
Attachments: 441661-1 SR 60 Fact Sheet_.pdf

From: Carson, Kristen <Kristen.Carson@dot.state.fl.us>
Sent: Monday, May 16, 2022 2:45 PM
Subject: Virtual Public Hearing/Meeting (VPHM) for Proposed Median Modification

Subject: Virtual Public Hearing/Meeting (VPHM) for Proposed Median Modification
SR 60 from Clarence Gordon Jr. Road to the Polk County Line (S. County Line Road)
Hillsborough County, Florida
Financial Project Number (FPN): 441661-1-52-01

Good afternoon. The Florida Department of Transportation (FDOT), District Seven, invites you to attend and participate in a Virtual Public Hearing/Meeting (VPHM) for a proposed median modification on State Road (SR) 60 from Clarence Gordon Jr. Road to the Polk County Line (S. County Line Road) in Plant City, Florida, Financial Project Number (FPN): 441661-1-52-01. This VPHM will be held on **June 14, 2022, at 5:30 p.m.**

To allow for maximum participation, the public meeting will be held in two formats including virtually over the internet and at an in-person drive-thru location. Information presented will be identical at all options.

The meeting will start at **5:30 p.m.** and include a presentation. After the presentation has concluded, there will be an opportunity to ask questions and provide comments that will be included in the official public meeting record.

Virtual/Online: Presentation will begin at 5:30 p.m.

The presentation will be played at 5:30 p.m. After comments are received, the presentation will be replayed. Please follow this link to register and access the virtual meeting: <https://bit.ly/3Ey6f7h>

In-person drive-thru location:

Hours: Drive-thru will open at 5:30 p.m. and remain open until 6:30 p.m.
Trapnell Elementary School
1605 W. Trapnell Road
Plant City, FL 33566 (Parking Area)

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

This (VPHM) is conducted to afford affected property and business owners, interested persons and organizations the opportunity to provide comments to FDOT regarding the proposed improvements on SR 60 from Clarence Gordon Jr. Road to the Polk County Line in Hillsborough County.

The only median affected in this project is at Horton Road. Motorists will need to turn right when exiting Horton Road to SR 60 and make a U-turn to travel in the opposite direction.

This VPHM is held pursuant to Chapters 120, 335.18 and 335.199, Florida Statutes. FDOT will receive verbal/written comments at the public meeting drive-thru location and online from registered webinar participants. Additionally, written or emailed comments may also be submitted following the meeting to Charlie.Xie@dot.state.fl.us or mailed to Charlie Xie, Design Project Manager, Florida Department of Transportation, 11201 N. McKinley Dr., MS 7-600, Tampa, Florida 33612 or by phone at (813) 975-6287. Comments received or postmarked by June 24, 2022, will be included in the official meeting record.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons requiring special accommodations under the Americans with Disabilities Act to participate in this open house or persons who require translation services (free of charge) are asked to advise the agency at least seven (7) days prior to the open house by contacting: 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, (800) 955-8771 (TDD) or (800) 955-8770 (Voice).

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

For more information about this project, please visit the project webpage at:
<https://www.fdotampabay.com/project/805/441661-1-52-01>

Kris Carson

Florida Department of Transportation
District Seven Communications Manager
11201 N. McKinley Drive
Tampa, FL 33612-6456
(813) 975-6202, 1-800-226-7220
Kristen.Carson@dot.state.fl.us
<http://www.dot.state.fl.us/>
<http://www.fdotampabay.com/>



SR 60 Median Modification and Repaving from Clarence Gordon Jr. Rd to Polk County Line

441661-1-52-01

Project Details	
Work Type	Median Improvements and Repaving
Phase	Design
Limits	from Clarence Gordon Jr. Road to the Polk County Line
Length	3.4 miles
City	Hopewell Plant City
County	Hillsborough
Road	SR 60
Design Cost	\$1.5 million



About

This project is proposing a median modification to State Road 60 at Horton Road in Plant City.

The project will also repave SR 60 between Clarence Gordon Jr. Road and the Polk County line.

In addition to repaving the road, sidewalks will be added.

Design activities are currently underway. Construction is anticipated to begin in late 2023.

Contact Information	
Design Manager	Charlie Xie 813-975-6287 Charlie.Xie@dot.state.fl.us
Media Contact	Kris Carson 813-975-6060 Kristen.Carson@dot.state.fl.us



Hillsborough TPO

Transportation Planning Organization

Commissioner Harry Cohen
Hillsborough County
MPO Chair

Commissioner Pat Kemp
Hillsborough County
MPO Vice Chair

Paul Anderson
Port Tampa Bay

Councilman Joseph Citro
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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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Tampa, FL, 33602

May 12, 2022

David Darm, Executive Director
Florida Commission for the Transportation Disadvantaged (CTD)
605 Suwannee Street, MS-49
Tallahassee, FL 32399

RE: PSTA Application for Innovation and Service Grant

Dear Mr. Darm:

The Hillsborough Transportation Planning Organization would like to express its strong support for the Pinellas Suncoast Transit Authority's (PSTA's) application for the CTD's Innovation and Service Grant to provide inter-county trips for the transportation disadvantaged (TD) throughout Pasco, Pinellas, and Hillsborough Counties.

Inter-county transportation service in the Tampa Bay region, especially for the transportation disadvantaged, is a well-documented need supported by a variety of local and regional plans and entities. Most recently, the Tampa Bay Area Regional Transit Authority identified the need in its 2030 Transit Development Plan.

The Local Coordinating Boards of the Hillsborough, Pinellas, and Pasco MPOs/TPOs created a tri-county subcommittee nearly 10 years ago, which has continuously reaffirmed the need for regional trips across county lines to serve individuals who are transportation disadvantaged. Indeed, many avenues for providing these types of trips have been explored, such as through the former FTA Section 5316 grant program and more recently the Section 5310 program, but with little success.

These needs were well documented in the MPOs'/TPOs' jointly prepared Tri-County Area Regional Mobility Needs Study of 2014 which identified service gaps in regional paratransit services across county lines for older adults and individuals with disabilities to access specialized services in other counties; the need for additional transportation services to support quality of life and social activities; and services connecting to major hospitals and activity hubs. These needs have also been reaffirmed annually in the adopted Transportation Disadvantaged Service Plans in Hillsborough, Pinellas, and Pasco Counties.

PSTA has coordinated with Hillsborough County's Sunshine Line and with Pasco County to submit a grant application that would provide the type of inter-county TD trips long identified as needed. The Hillsborough TPO strongly supports this application and recommends approval. Thank you for your consideration.

Sincerely,

Beth Alden
Executive Director



Hillsborough TPO

Transportation Planning Organization

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May 17, 2022

Ms. Alison Stettner, Director
FDOT Office of Policy Planning
605 Suwannee St
Tallahassee, FL 32399

RE: FDOT Office of Policy Planning memo of May 4, 2022 on MPO Contractual Issues

Dear Alison,

Thank you for the opportunity to respond and address compliance issues in FHWA-assisted MPO contracts as identified by FHWA and FDOT. The Hillsborough TPO staff has reviewed the areas preliminarily identified as non-compliant and would like to provide additional information and propose an amendment to our existing General Planning Consultant (GPC) contracts as a remedy.

FDOT has asked that we not extend our current GPC contracts past the July annual renewal date. Not extending the contracts through the agreed five-year term is unnecessary, is a significant hardship, and will affect the production of the required 2050 Long Range Transportation Plan (LRTP) which has an inflexible deadline. Our GPC procurement process is timed with our LRTP cycle, with procurement occurring immediately following LRTP adoption, and the new consultants remaining on-board through the process of estimating growth, analyzing multimodal needs, forecasting revenues, seeking public input, and developing a cost-feasible plan with federally required performance measures. The Hillsborough TPO already has the 2050 LRTP underway, with work on socioeconomic data estimates and forecasts, and development of the updated regional travel demand model in coordination with FDOT District 7. The Unified Planning Work Program (UPWP) we have just adopted for FY 23 and FY 24 lays out a long list of consultant-supported studies that are building blocks for the 2050 LRTP, and it is essential that we begin work on these studies immediately after the start of the fiscal year on July 1 – not delayed 6-8 months by a new procurement process. Please see [Slide 8 from our UPWP presentation to the board](#) for reference.

In addition to impacting the LRTP production workflow, redoing the GPC procurement will divert significant staff resources. Our last GPC procurement process, completed less than two years ago, required more than 545 staff hours, the equivalent of a staff member working half-time for half a year. This is not an insignificant amount of time for a small planning agency, and may mean that some deliverables now adopted in the UPWP cannot be produced. We respectfully ask that you consider the following clarification points and remedies.

1. In FDOT's review template, FDOT staff identified our GPC procurement process as non-compliant because of one word on the evaluation worksheet for the second

phase of review, the oral presentations. The word “location” appears on the worksheet in the following context.

Up to 30 total points were awarded for *Project/Team Management*, considering:

- *Process and steps to ensure meeting client expectations from beginning to end of work order;*
- *Ability to handle turnover of key staff, conflicts of interest between MPO and public/private sector clients;*
- *Location/availability of key staff, responsiveness to time-sensitive requests; and*
- *Effectiveness of team and relationship between prime consultant and subconsultants.*

Clearly, location was one way, but not the only way, to demonstrate an ability to be responsive and available. And demonstrably, the firm’s location did not affect the outcomes:

- 16 firms were interviewed: 11 in Tampa Bay and 5 outside (69% in, 31% outside);
- 10 total firms were selected: 7 in Tampa Bay and 3 outside (70% in, 30% outside);
- 6 firms were not selected: 4 in Tampa Bay and 2 outside (67% in, 33% outside);
- Of the 5 non-local firms who competed, a majority, 3, were selected to be GPCs.
- Of the 3 firms that had the lowest score in the *Project/Team Management* category, all 3 were located in Tampa Bay.

It would be a significant waste of resources to redo this consultant procurement just to remove one word from one evaluation worksheet-- potentially having no discernible effect on the outcome, while significantly impacting the LRTP production workflow.

2. Regarding the remainder of the FDOT staff review comments, the TPO agrees and proposes to amend its GPC contracts. The TPO will amend the contracts to include race neutral language and provide a link to FDOT’s [DBE Goal \(fdot.gov\)](https://www.flhwy.com/dbegol). We would like to propose a link to the current goal rather than stating the current goal in the contract, so that the GPC contracts remain compliant when the goal is updated in 2023 as a part of the triennial update. In addition, there was a comment to include the FDOT Disadvantaged Business Enterprise (DBE) specifications in the contract. We propose adding a link to [DBE Certification \(fdot.gov\)](https://www.flhwy.com/dbecert) to clearly define the most current DBE specifications. This will ensure that the contract remains compliant should there be any updates.

We respectfully ask for your consideration of amending the existing GPC contracts so we may stay on schedule with our LRTP and UPWP. We anticipate having the contracts amended no later than June 30, ahead of the 2023 fiscal year. Please contact me, GPC procurement manager Meghan Betourney, betourneym@plancom.org, 813-565-9386, or Assistant Director Allison Yeh, yeha@plancom.org, 813-582-7351, if you have any questions. Thanks again, and we look forward to working with you to bring the contracts into compliance.

Sincerely,

Beth Alden, AICP
Executive Director

Cc: Brian Hunter, FDOT District 7 Liaison Administrator