



# Hillsborough TPO Transportation Planning Organization

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## **Meeting of the Citizens Advisory Committee**

Wednesday, August 3, 2022, at 9:00 AM

County Center, 18<sup>th</sup> Floor – Plan Hillsborough Committee Room

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

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Presentations, full agenda packet, and supplemental materials are [posted here](#). Please phone us at 813-756-0371 for a printed copy.

- Please mute yourself after joining the conference to minimize background noise.
- Technical support during the meeting: Michael Rempfer 813-273-3774.

### Rules of engagement:

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

**I. Call to Order & Introductions** 9:00

**II. Roll Call and Declaration of Quorum** (Gail Reese, TPO staff)

**A. Vote of Consent for Remote Member Participation – if applicable**

**III. Chairman’s Request:** *Per the TPO Bylaws, all speakers are asked to address only the presiding Chair for recognition; confine their remarks to the question under debate; and avoid personalities or indecorous language or behavior.*

**IV. Public Comment** - 3 minutes per speaker, please 9:15  
*Public comments are welcome and may be given at this meeting virtually by logging onto the website above and clicking the “raise hand” button. Staff will unmute you when the chair recognizes you.*

**V. Minutes** 9:25

**A. Approval of Minutes** (June 1, 2022 and July 13, 2022)

- VI. Action Items**
  - A. Freight Supply Chain and Resilience Study (Jason Smeak, AECOM) 9:30
  - B. Public Participation Plan Amendments (Davida Franklin, TPO Staff) 9:50
- VII. Status Reports**
  - A. HART FY2023 Budget (Loretta Kirk, HART) 10:20
  - B. CAC Organizational Structure (Johnny Wong, TPO Staff) 11:00
- VIII. Unfinished Business & New Business** 11:40
  - A. Next CAC Meeting: September 7, 2022
  - B. Vote on Next Month's Agenda Topics
- IX. Members' Interests & Future Topic Requests** 11:45
- X. Adjournment**
- XI. Addendum**
  - A. FDOT District 7 - DRAFT Cost Feasible Plan for SIS 2033 – 2050
  - B. Attendance Roster

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

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**HILLSBOROUGH COUNTY  
TRANSPORTATION PLANNING ORGANIZATION  
CITIZENS ADVISORY COMMITTEE  
HYBRID MEETING OF JUNE 1, 2022**

**I. CALL TO ORDER**

Chair Roberts called the meeting to order at 9:03 AM.

**II. ROLL CALL AND DECLARATION OF QUORUM** (Gail Reese, TPO Staff)

Members Present In-Person: Bill Roberts, Ricardo Fernandez, David Bailey, Christina Bosworth, Steven Hollenkamp, Christine Acosta, Don Skelton, Jr., Joshua Frank (in at 9:31A)

Members Present Virtually: Aiah Yassin (out at 9:56A), Ed Mierzejewski (in at 9:30A), Rick Richmond

Members Absent/ Excused: Hoyt Prindle, Carolyn Brown, Meaza Morrison, Nicole Rice, Artie Fryer, Nicholas Glover, Jonathan Knudsen, Sharon Gaumond, Terrance Trott

Others Present In-Person and Virtually: Johnny Wong, Christopher English, Priya Nagaraj, Joshua Barber, Wade Reynolds, Vishaka Shiva Raman, Lisa Silva, Connor MacDonald, Davida Franklin, Gail Reese (TPO Staff); Sarah Caper, Richard Ranck (Hillsborough County); Siasosi Fine, Justin Hall (FDOT District 7); Kristine Williams (USF); Candace Savitz (Public)

*An in-person quorum has been met.*

- A. *(Timestamp 0:01:52)* **Chair Roberts called for a Vote of Consent for Remote Member Participation. Voice vote, the motion carries with a majority and two nay votes.**

B. **Committee introductions**

- III. CHAIRMAN'S Request:** *(Timestamp 0:07:21)* Per the TPO Bylaws, all speakers are asked to address only the presiding Chair for recognition; confine their remarks to the question under debate and avoid personalities or indecorous language or behavior.

**IV. PUBLIC COMMENT** *(Timestamp 0:07:30)*

Candace Savitz was online for public comment; had sound challenges. Comment read into the record. There was a second Public Comment emailed and read into the record. These comments are in the [Email section](#) following the minutes.

**Discussion:**

**Christine Acosta** noted that email public comment needs to be kept to the three-minute limit as with in-person/call-in public comment.

## **V. APPROVAL OF MINUTES** (*Timestamp 0:20:29*)

### **A. Approval of Minutes – May 4, 2022**

**Rick Fernandez moves to approve the May 4, 2022 minutes, seconded by Steven Hollenkamp. Voice vote, the motion passes unanimously.**

**Rick Fernandez** asked that speakers be identified with their comments in the minutes. This will make it easier to review for accuracy.

## **VI. ACTION ITEMS**

### **A. Transportation Improvement Program (TIP) Update, FYs 2022/23 – 26/27** (Johnny Wong, TPO Staff) (*Timestamp 0:22:43*)

- Review of the three tables in the TIP and their purpose.
- Went over how projects are submitted by the jurisdictions and agencies.
- Identified how projects are funded and pointed out new funding sources for this year that are included in Table 2
- Review of Table 1 – existing priorities funded for construction
  - Noted projects that have been completed and removed for this update.
- Review of Table 2 – the priority list. Identified the columns and what they mean. Added the column of “No Return” and if funding is received and allocated, it is at the point of no return would indicate a joint action from the TPO Board and FDOT.

The point of no return was questioned by committee members. Dr. Wong was asked to provide an example of this. Used the Westshore Interchange as an example. This is under statute Section 339.175 sub 8d. Further clarification was asked for. This project is already on the priority list. Any further funding would be construction funds. At that time, it would come as a TIP amendment. If approved, it would be awarded, and construction would start. Further elaboration was asked on how the request for seeking construction occurs. It was indicated that Cameron Clark would be best to address that. It was asked if any of the statuses have changed in this column have changed since the first reading in May.

- Went over the projects – bus replacement and service-related projects are not able to have refunds if the project is recommended for funding. PD&E still has more time. Once funding for preliminary design is allocated, it is past the point of no return.
- It was asked if a project says “NO”, will the committee see it again. Yes, if they are seeking funding from the TPO.
- Purpose of Table 2 – ranked order of projects for the most amount of impact with the least amount of money. Come up with funding sources to go after to complete the projects.
- Quick review of Table 3 – these are CIP projects and are allocated outside the TPO purview.

- Went over funding percentages of the projects.
- Coordination with partners and committees
- Regional Project review for TRIP and MUT
- Presentation Schedule – LRC & BPAC May 25<sup>th</sup> (passed both), CAC June 1<sup>st</sup>, TAC June 6<sup>th</sup>, Public Hearing June 8<sup>th</sup>.

**Presentation:** [TIP FY2022/23 - 26/27 Presentation](#)

**Draft:** [Measures of Effectiveness Report](#)

**Public Hearing Flyer (English):** [TIP Public Hearing Flyer - English Version](#)

**Public Hearing Flyer (Spanish):** [TIP Public Hearing Flyer - Spanish Version](#)

**FY2022/23 – 26/27 TIP Tables 1, 2, 3 Included:** [TIP FY22/23-26/27](#)

[Priority Request Letters submitted to the TPO by the Jurisdictions](#)

**Recommendation: Approve the TIP Update for FY2022/23 – 26/27 And Approve the TIP Priority List (Table 2).**

**Discussion:**

**Rick Fernandez** –Table 1, Howard Frankland Bridge with 4 new express lanes; it was asked if these lanes are going to be managed, variable toll lanes. There is no formal declaration to toll these lanes at this time from FDOT. N Tampa St & N Florida Ave from Columbus Dr to MLK Blvd and Tyler St. to Floribraska & Palm; it was asked about the dedicated transit lanes. Coordinating with FDOT and HART, due to construction cost increases, it is no longer part of the plan. FDOT believes HART should be leading the process; waiting for HART to come forward with a financial plan. The Raise Grant money was obtained because the transit lane was part of the plan but now that the money has been granted, the dedicated transit lane is pulled. It was asked if the Raise Grant application included the dedicated transit lane. Yes, it was in there. It has been noted that the improvements being made by FDOT will allow for the conversion of a through the lane to dedicated transit. Asked about Travel Behavior Surveys and what that is for. Every few years, FDOT and the TPOs engage in finding out travel behavior by system users to help support the efforts of the LRTIP. All of the regional TPO/MPOs contribute to this to have the predictive modeling of future behavior. The \$196,000 is the Hillsborough County portion of that. It was asked if there could be a procedural motion to move this funding from Table 1 into something else for Table 2. Yes, procedurally, that can be done. In Table 1, the Westshore Interchange, FPN #s 5311-6141, it was understood this was fully funded. However, there is \$1 billion in Table 2 waiting for funding. It was asked for clarification on what has been funded in Table 1. That TIP amendment was approved in 2021 and the funded improvements can be found on the project website. This is Phase 0 and the preliminary work to get the project started. For the set of projects for the Downtown Interchange; the CAC moved to strike the two TIP amendments 8 and 9. Those are projects 4450562 and 4450571. A recommendation has been made to the TPO Board. Project 4318212 on Table 1 is what Candace Savitz’s public comment was regarding. It is a significant issue. This project is in the process now. It was brought up at the TPO Board meeting in May.

**Christine Acosta** – noted that the public comment about the Cross Bay Ferry and the committee should do what it can, in advance of that project, to make sure it serves as many people as possible, to have the routes. It was noted that Federal Law prohibits specialty transportation funds

cannot be used for specific military projects. It was noted that there is no Park and Rides in South County. Requested further information on this area. There is trail development being done in this area. Would like to look into whether micro-mobility parking is available for transit so people can get to and from transit without using their cars. There is a challenge getting people to and from the vanpool rendezvous points. Would like to make sure that the vanpools are made available to people trying to get to transit stops and have good access to meeting points. There is a petition online with nearly 10,000 signatures for the Bayshore area to have trail expansion on the water. Is there a potential to include this in the seawall reconstruction? The signal replacements under Smart Cities, asked for more information on what that means. What type of signals and technology are these to support pedestrians? Provided examples of technology available. Also asked about the timing involved for reduced speed in the Urban Core. She expressed extreme disappointment that there is no dedicated bus lane on Tampa and Florida Avenues. If transit modes are stuck in the same traffic, people will not use them. Dedicated lanes are being moved forward in Pinellas County. Is upset that Hillsborough County is so far behind and she doesn't like the way the Raise Grant funds were applied for and then the lanes were pulled out. Remarked about the Funding Allocation by Project Type and Vision Zero; appreciates there is funding. Noted that Vision Zero is also known as the Safe System Approach. There is nothing on this graph that should not have the Safe Systems Approach integrated. If you want to see what a community values, look at the budget.

**Josh Frank** – Noted the Raise Grant funding for Florida and Tampa; believes this is a “bait and switch”. Pulled up the grant application, this project is called the Tampa Heights Mobility Project. Estimated at \$38 million total project cost and the grant was for \$18 million. Read the description of the project. The exclusive transit lane is not a small part of the project built on transit. This is unacceptable. Putting the burden on HART, which is already cash-strapped, is not right. In St. Pete and other places, they are getting it done. Johnny Wong expressed that TPO Staff, HART, and FDOT are working together on this. The TPO is working hard to make sure that the project is fulfilled as described. The TPO is using some of its money to make sure safety improvements get done.

On the Westshore Interchange, it was asked for clarification if Phases 1, 2, and 3 have not sought funding at this time. TPO Staff is unaware of what is going on behind the scenes. Due to that, how is Phase 0 in design but the other phases cannot be removed from the plan; can the other phases be split off from each other? The YES in Phase 0, how are the other phases past the point of no return. It was noted that Cameron Clark believes that, on engineered projects, stripping out part is like removing the whole thing. If this is Phase 0 and not related to the interchange, Mr. Frank believes that the other phases can be removed from this project. Expressed that this is a fundamental problem with the TIP process. Need to find a way that is a check for these projects where the committee and the TPO can take action before projects get to the point of no return. When one project starts, others cannot be removed from the list due to bundling projects. Would like to see this reformed for the next TIP update. Also noted are the amendments that the committee passed; is concerned that the amendments will be heard at the same time as the TIP Hearing. Would like to have seen that separated to give time, based on whether or not the CAC adopts the TIP in today's vote. Asked that these projects be highlighted and noted as pending action. There are things on the TIP that the CAC has voted against in the past.

**Christine Bosworth** – The Cross Bay Ferry from public comment is not asking to be stricken but to have it expanded to include Apollo Beach and Downtown. Noted that there are a lot of people who work at MacDill that live in the Riverview and Ruskin area. The benefit would be reducing the traffic. There are also a lot of people who live in that area that work Downtown that could benefit as well if the service is expanded. Also noted the lack of park and ride facilities in South County; a number of years ago, HART cut South County routes. There is a nice park and ride lot that is fenced up and chained off as a result. There are not enough bus routes in South County, which is not in the TIP. She supports the Cross Bay Ferry but believes it needs to be expanded service from Apollo Beach to Downtown.

**Chair Roberts** – Asked about the overall plan for the South County Ferry. It is his understanding that the plan will expand, not sure when, to include service to the Channelside and Downtown. Asked if this is correct. Line 74 is for purchasing a ferry boat. Operations would be a subsequent phase. Alignments are not certain at this time. There is money in the FDOT Work Program for operations but the timing and service area are not known. Chair Roberts noted the large shrinkage that HART went through in the last few years and said that many would like to see those routes return.

**David Bailey** – Asked about the purchase of the boat and other alternatives.

Comments from chat were relayed to the committee including information from Justin Hall regarding funding for the Westshore Interchange.

**Justin Hall** – Noted that in the full TIP document with the five-year Work Program pages (Table 3), on pages 160 and 161, the additional funding is shown. *(These pages were printed and distributed to committee members present)* Advised that he would work with Dr. Wong to update the tables to make sure the FPID #'s are referenced for the entire project.

A clarification conversation took place on the Westshore Interchange; the phases, funding, and years allocated.

**Christine Acosta** – Asked about the Green Spine Phase 2B in the Vision Zero category on Table 1, third item, and which portion that is. Chair Roberts also asked about Phase 3C and where that is.

**Justin Hall** – Noted that 2B is to the west of the river, it is up for request because the City of Tampa prioritized specific sections to connect to other areas. The grant for West Riverwalk was won and that is part of 2B as well. *(Wade Reynolds of TPO Staff provided: <https://www.tampa.gov/document/brochure-26921> which shows the Green Spine segments)*

**Ed Mierzejewski** – Followed up with information about the Travel Behavior Surveys done every five years. These provide basic trip-making information that is then made into models that can be used to make future forecasts. It was noted that the surveys may reflect that more people are working from home and trips may be reduced. These are critical to long-range forecasts.

**Rick Fernandez** – In Table 2, Line Item 66, noise walls and multi-modal safety enhancements at cross streets north of Hillsborough Ave to Bearss. Previously known as Section 7 in TB Next. Commissioner Kemp moved to remove the lane additions in 2021. The noise walls are still in the TIP. It was asked if the two general lanes that were struck remain in the LRTP for future reference



and potential resurrection, but they were removed from the five-year TIP. Yes, they live in the LRTP; suspect that when the LRTP is updated, the change may be made at that time. Asked if the removal from the LRTP would be a separate action. Yes, it will come before the committee in 2024 with updates along the way. Asked about the project numbers, and what else they might be linked to. Also asked what the reconnecting language is for and noted there are separate FPNs. It was clarified that the funding was coming from the Reconnecting Communities Act.

**Josh Frank** – Asked if this is the same reconnecting project that was being tracked for the Boulevard Study? Yes.

**Rick Fernandez** – Asked about line 67 in Table 2 and would like to have language expressing whether or not the express lanes are going to be tolled. This line item goes into the City of Tampa. Asked if there has been any clarification as to what is intended for the express lanes. Noted that he expects the Howard Frankland express lanes to be tolled. Is questioning sections 4 and 5 that go into the City of Tampa.

**Justin Hall** – Does not believe the management strategy has been selected at this time. This is true for any managed lanes that have not been specified at this time. Have done studies on the three projects and tolling seems to be the best strategy at this point.

**Chair Roberts** – Noted that Secretary Gwynn was asked about this at a TPO Board meeting a couple of months ago. The TPO Board has expressed that they do not want toll lanes.

**Johnny Wong** – The TPO Board put a motion on the table for language indicating no toll lanes. After Secretary Gwynn explained that the strategy had not been determined, the motion was not brought forth. FDOT offered to bring the pros and cons to each strategy to the board.

**Justin Hall** – Part of what goes into the determination is tolling and revenue study. That is an FDOT decision and not a District 7 decision, to wait until a project is closer to opening to do that study. The reason is to make sure that the strategy chosen is the best one and that there isn't a new strategy that is better. There is a separate process, public meetings, and engagement process that goes into that.

**Rick Fernandez** – Is concerned about the trust issues. The committee is being asked to approve something blind when the managed lane strategy has not been determined. FDOT has had years to come up with a study. Believes this is a fault in the plan and the document.

**Johnny Wong** – Noted that the TPO Board has been very specific on this topic, and they are paying close attention to this.

**Justin Hall** – Noted Table 2, Section 7, the two FPIDs are still referencing lanes. Will get with Dr. Wong to have them removed to eliminate confusion. A new FPID would be created for the noise walls if they receive funding.

**Josh Frank** – Followed up noting the connection of major job clusters.

There was discussion on how the projects get funded and the cost estimates that come into play. Categories were brought up at LRC as well. This will likely come up at the next LRTP update because of the magnitude of change necessary. Safety benefits is at the top of the list.

**Justin Hall** – Noted his follow-up to the Green Spine questions in the chat. ([Located at the end of the minutes](#))

**Christine Acosta** – Section 2B of the Green Spine is along Cass St. from Willow Ave. to the Cass St. Bridge. Asked if the bridge was in the table. Yes, bridge repairs are in Table 2. Asked if THEA's projects were reflected in the Priority List. No, they did not make any requests this year.

**Ed Mierzejewski** – Is not aware of any requests. THEA has active projects underway. There was a recent change in their Executive Director as well.

**Christina Bosworth** – Noted the items that came off the TIP for being complete at the beginning of the report and asked if projects come off for other reasons. Yes; local funds might be used, projects could be paused,

**Motions:**

1. **Rick Fernandez moved that the three-lane movements in Table 1; project numbers 445056 2 and 445057 1, that the record of this CAC meeting incorporate the actions of the March 2, 2022 motion to strike and report out that we have recommended striking FPN #s 445056 2 (TIP Amendment 8) and 445057 1 (TIP Amendment 9). Seconded by Don Skelton? The roll call vote resulted in a 5 to 5 tie.**

It was noted that the result of the vote would result in a motion to rescind the motion of March 2, 2022. That would require a 2/3 vote. Asked if that is the intent, that someone make that motion.

2. **Josh Frank moved to remove two items on Table 1, under Economic Growth relating to the Tampa Heights Mobility Corridor FPN 440511 7 and 440511 8. Seconded by Rick Fernandez.**

**Discussion:** Christine Acosta asked if a modified motion would be acceptable to have FDOT build the transit-only lane before sending it to HART. Mr. Frank's concern is that there is no language that would change FDOT's sentiment on the project. Would rather the project be thrown out and have FDOT figure it out and reapply. Rick Fernandez noted that the CAC is aspirational, that the process is flawed, and that the message is saying this is wrong and this is a policy message. The intention of removing it is to not do these things but to have FDOT come back and submit the project that they want to do. David Bailey does not want to negate the project and asked that the motion be re-defined to ask for what they want. Josh Frank noted that the only way for a dedicated lane to be put in place is to do it all at once. The grant was written on the transit being moved forward. Until the promise is kept, the other things can wait. Christine Acosta asked to include in the motion that the strike is because they do not deliver the transit project that was promised. Chair Roberts clarified that the message trying to be conveyed is that the transit being left out is a gross error. If this passes, he will certainly give the explanation to the TPO Board during the committee report. Believes that this needs to be included.

**Christine Acosta offered a motion modification to include that this is a direct result of the loss of the transit facility which was, in large part, the basis of the grant application and award; seconded by Christina Bosworth.**

**Justin Hall** – Worked on the grant application. One caveat for the entire process that was communicated clearly is that the process requires lane repurposing. The process being followed is the same process that was followed in Pinellas County. There is no eligible agency that has come forward willing to sponsor the lane repurposing. The only difference in the work is striping and signage. This is a ten-foot by six-foot box culvert to handle the flooding where the transit lane would operate and improvements to meet ADA accessibility from the curb lane. In the grant application, there is a section noting that there has to be lane repurposing for transit and that FDOT needs someone to own it. It is stated again on the Fact Sheet. This was made clear to everybody that this was a requirement. If HART steps forward with the lane repurposing, FDOT will move forward with it. At this time, HART does not believe they have the service for a dedicated lane, and they are worried about the optics. The other parts of the scope are all needed to facilitate the transit. For the cost-benefit analysis used by the feds, the transit is part of that analysis, but the greatest benefits were the increase in safety to the management of the water and the crosswalks and the cost-benefit to the state of good repair. The drainage is what scored the highest on this application. Drainage in this area is not part of the City of Tampa's drainage plan. Transit did receive points but there was an \$80 million benefit for the drainage.

**Motion with the amendment was voted on with a roll call vote; the motion passed 8 – 2.**

**The main motion with the amendment was voted on with a roll call vote; the amended motion failed 6 – 4.**

Josh Frank noted that it would be good to have someone like Justin Hall comment during the discussion instead of after the motion. It may have an undue amount of sway. Christine Acosta noted that it would be good to have a representative from HART; there is one on the CAC, they are not present at this meeting.

- 3. Rick Fernandez moved that project #422904 2 under Major Investments, the Howard Frankland Bridge Express Lanes, be amended to include language specific to the mode of management to be pursued by FDOT. Seconded by David Bailey.**

**Discussion:** On the TIP, it does not show this as being sponsored by FDOT. Clarification was offered that this project is sponsored by FDOT but it is a regional project also sponsored by SCTPA.

**Roll call vote, the motion passes 8 – 2.**

4. **Rick Fernandez moved that line item under Major Projects Table 2, number 67, to be amended to include language specific to the mode of management to be pursued by FDOT. Seconded by David Bailey. Roll call vote, the motion passes 8 – 2.**
  
5. **Josh Frank moved to add additional text to projects on Table 1 440511 7 and 440511 8, after the words North Tampa Street and North Florida Avenue from Columbus Drive to MLK Boulevard and also after North Tampa Street and North Florida Avenue from Tyler Street to Floribrasca and Palm Avenue “(no longer to include transit lanes)”;**

**Discussion:** Christine Acosta asked for clarification on the lane repurposing requirement, it is a process, and an eligible agency needs to request it. Mr. Hall noted that HART does not want it for a few different reasons. It was asked if FDOT was an eligible agency and would just do this as it is striping and signage. Justin Hall noted that HART would be the agency to request the lane repurposing be done. FDOT cannot take a lane from their facility for transit that they do not operate. HART is currently doing a study looking at all of their routes and demand. It is too early to commit until the analysis is complete. Construction starts in 2023 and will take two and a half years. If HART comes forward during that process, FDOT could restripe. The restriping is in plans if it is needed. No, FDOT cannot submit for it, HART will be operating the lane. It is easy to do. Josh Frank asked how this was included in the grant application without HART’s blessing. It was included with an initial application for lane repurposing. At that time HART and the City of Tampa were on board with the initial application for lane repurposing, they were co-applicants. HART wanted to do further analysis before doing the final application. **Josh Frank withdrew the amendment.** Chair Roberts asked for clarification that FDOT would not be the owner/operator in any transit lane. That is correct. Josh Frank would like to know that FDOT is in full support to provide HART having that lane in the future if they request it. It was clarified that FDOT was the only applicant on the grant. HART and the City of Tampa submitted an initial application for the dedicated transit lane to FDOT. FDOT did an initial analysis of the traffic for these streets. They determined that it would have a slight reduction in efficiency of Florida and Tampa but told HART that if they seek and submit lane repurposing with the transit they prescribe, a higher frequency, FDOT will approve and supply it.

6. **Steven Hollenkamp moves to accept the TIP amended by the CAC and recommend it to the TPO Board; Don Skelton, Jr. seconded.**

Rick Fernandez had an objection to the motion as stated due to Amendments 8 and 9. That would be in contradiction to the action taken on these items.

**Roll call vote to approve the report and recommendations as amended to the TPO Board passes 8 – 2.**

**Christine Acosta** asked that Chair Roberts include in his recap to the TPO Board to convey that the CAC has previously made motions to the two lane movements. Chair Roberts noted that it is appropriate for that to be included in his report to the TPO Board. He noted there is a written report provided to the TPO Board as well.

**Josh Frank** noted that the CAC supported the TPO Policy Committee’s recommendation for the TPO Board Reapportionment plan. Chair Roberts would like to have this brought back to the committee. He will bring it up at the Public Hearing if appropriate.

**Rick Fernandez** encouraged members to show up to the Public Hearing for Public Comment.

**Josh Frank** asked for the attendance report and Board information on who and who has not been showing and possible further action and/or removal from the committee.

#### **VII. STATUS REPORTS** *(Timestamp 3:18:21)*

- A. **FDOT Urban Corridor Improvements** (FDOT Representative) – deferred
- B. **Hillsborough County Corridor Planning and Preservation Best Practices Study** - deferred

#### **VIII. UNFINISHED BUSINESS & NEW BUSINESS** *(Timestamp 3:18:52)*

- A. **Next CAC Meeting July 13, 2022** *(Optional attendance)* – It will be Status Updates that have been deferred. If there is a quorum, Chair Roberts would like to take action on limiting email comments to the 3 minutes required for in-person comments.
- B. **Rick Fernandez** – Asked if a protocol has begun to develop among other committees and the TPO Board as to whether the hybrid meetings are going to continue. Believes it affects the work being done.

#### **IX. MEMBERS’ INTERESTS & FUTURE TOPIC REQUESTS** *(Timestamp 0:06:19)*

- A. **Christine Acosta** – Noted that there is a world-renown speaker in town next week; encouraged everyone to attend

#### **X. ADJOURNMENT** *(Timestamp 3:25:23)*

Meeting adjourned at 12:28 PM

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

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

**From Chat:**

**Justin Hall (to Organizer(s) Only):**

10:47 AM: 447107-2 Has Construction funding in FY 24

447107-3 has construction funding in FY 26

That is \$680M of the construction for Westshore Interchange

**Justin Hall (to Me - Private):**

10:48 AM: If you would like me to but it is in the TIP pages 160 and 161. I just think it is important that they understand that it is in the TIP document.

**Me (to All - Entire Audience):**

11:04 AM: For those online... the pages handed out are on the website...

<https://planhillsborough.org/wp-content/uploads/2021/08/TIP-FY-22-23-5-25-22-3-1.pdf>

**Me (to All - Entire Audience):**

11:04 AM: PDF pages 160 & 161 // Table 3 pages 99 & 100

**Justin Hall (to Organizers and Panelists Only):**

11:07 AM: Segment 2b Cass Street from Willow Avenue to Cass Street Bridge

**Justin Hall (to Organizers and Panelists Only):**

11:07 AM: <https://www.tampa.gov/document/brochure-26921>

**Public Comment Email**

Candace Savitz  
3812 N Arlington Ave, Tampa Heights 33603  
813-696-8836  
CAC MEETING - 6/1/2022

My name is Candace Lane Savitz. I am a homeowner in Tampa Heights for 17 years now.

I am again calling about the 275 Expansion project. This project is toxic and is hurting the residents of Tampa Heights and Seminole Heights.

I collected over 50 top soil samples in May, marking each one on a map and securing them. I am following chain of custody procedures.

Previously I worked at the Harbor Islands construction site in Hollywood Florida, where we built the infrastructure - utility backbone, all roads, a bridge into the project, also a marina. On a regular basis, soil samples were taken at this project. I know what I am doing.

I took a large sample of wet dust off a barricade at the Lake / 275 underpass, and took it to an established environmental lab for analysis. The results show levels of nitrates, sulfates, poisonous silica and LEAD. This is what the people in these neighborhood are breathing as a result of this project.

And it only makes sense that these are the results. The edge of these 50 year old overpasses were pulverized using jackhammers and the toxic concrete dust flew into the air from 20 feet above. There was NO DUST MITIGATION, no water trucks, no dust barriers. I saw it personally. And since then, I have taken soil samples and photographs of all the underpasses where toxic concrete dust was created.

In particular, I'd like to point out that the residents of Robles Park village rely on window units for air conditioning. This toxic dust most likely has blown into the outside vent and filter of these units causing health hazards for this impoverished community. Does anyone care? Well, I DO.

I am reminded of the serious consequences that occurred at the Gopher Resources lead plant here in Tampa. Toxic dust harmed many people. There is now a class action lawsuit as a result.

On a personal note, I am also very sick as a result of living nearby and driving under the overpass at Lake Ave. This is a path that I always take when returning from Winn Dixie at MLK. Just last week, I was diagnosed with serious ear infections in both ears, plus nasal congestion and laryngitis. I also will be taking a blood test to see what toxins are in my bloodstream. If this dust can make me sick from driving by 2 or 3 times per week, think about the people who LIVE nearby, who walk their dogs, let their children play outside.

Tampa is a beautiful city with historic neighborhoods and great job opportunities. Why are we doing this to our community?

PLEASE, I implore anyone on this committee to care more about the people and less about the cars. This project is AWFUL AND IT IS HURTING US.

I am submitting this written transcript to committee via email. Thank You.

From: randileeab@gmail.com

Sent: Tuesday, May 31, 2022 5:52 PM

To: Johnny Wong

Subject: Public Comment, CAC 6/1/2022

South Hillsborough County has a population of 240,000+ residents.

The South County ferry project (Table 2, Line 74) makes no sense. I have no problem with the procurement of an actual ferry boat which is the \$5 million on this line item; my challenge is with the overall project and planned service area. It is going to be serving a very small portion of the citizens in the area while, potentially, impacting other transit riders currently using the existing HART system that

runs to East and South County. Real transit alternatives do not exclude the majority of residents in an area in favor of serving a few.

The ferry from the Mosaic terminal in the Apollo Beach area to MacDill AFB is a commuter ferry for military personnel and civilians working at MacDill only. The schedule of the ferry will be every 15 minutes during peak service hours Monday – Friday, starting at 5:30A to 8:30A in the morning and from 3:00P to 6:00P in the afternoon/evening. The estimated travel time is 15 minutes between terminals. Between peak times, it will run hourly and may be able to take people from South County to Downtown Tampa. However, the daytime service is intended for MacDill. It is proposed to run an intercity service on weeknights and weekends with more runs during high-demand events. There is no mention of where non-MacDill travel will originate from in South County and it may run to the Downtown Tampa area where the Cross-Bay Ferry from St. Pete serves. For the MacDill commuters, HART is going to adjust the current service to shift to the Mosaic commuter terminal instead of going to MacDill. This project is estimated to cost \$54 million dollars with operating costs on top of that. At this time, the Federal Government pays the cost of HART passes for military personnel and subsidizes civilians going to MacDill. It is likely that the same will happen for the commuter ridership of the ferry. That means GSA pricing will be in effect.

Commissioner Kemp has noted that there are many other routes that can be done... when and for who? She has said that this was identified as the most viable route over a decade ago. How has South County changed in the last 10 years? This ferry route is based on 11-year-old information with updated data from MacDill employees only. It is beneficial to one group of the population in South County for a commute alternative. And for those trying to use it that are not covered under the MacDill pricing/subsidy in non-peak hours, it may be available, but it is going to be pricy based on the round-trip rates for the Cross-Bay ferry from St. Pete. \$54 million of taxpayer money is going to bring a solution based on the threat of a military base being closed in the mass base shut-downs 10 – 15 years ago and for a small number of people who reside in the area. How does this pass the litmus test of equity? How is this a real transit solution of any kind? During peak times the service will be for MacDill only leaving the other residents to drive or try and figure out a way to get places via HART after they modify their routes to serve the MacDill commuters. Which HART routes are going to be impacted?

Currently, there is one bus route that serves South County, it's HART Route 31. This route runs every 30 minutes from the South County Amazon Warehouse to the Brandon Town Center via US Highway 41, Gibsonton, US 301, and Providence Road. It runs on weekdays only from 5:30A to 8:30P. There is no weekend service. In South County, there is no park and ride facilities and most of the stops are a sign along the road with a grown-over sidewalk and no cover; not to mention the dangerous crossing of US 41. There is HART Route 24LX from FishHawk to South Tampa. It is a limited express service that runs on weekdays only. In the morning, it goes from FishHawk, along Boyette, and the last pick-up is at US 301. From there, it goes to I-75, to the Selmon, to Kennedy where it drops off at Kennedy and Pierce then goes on to the Hospital/Clinic, Zemke, and the Hillsborough Loop. In the afternoon, it does the reverse with the last Downtown stop being Jackson and Pierce. The morning route picks up every 35 minutes from 5:10A to 6:20A (three pick-ups). In the afternoon, it runs from 3:15P to 4:00P. People in South County will still need to drive to get to a bus stop on this line. The average drive is 2 - 6 miles. If someone wants to try and use Route 31 and 24LX during the week, they have one inbound option on the 31-line. This is a difficult line due to the lack of parking and the rider would need to be on the 5:30A bus in hopes of picking up the 24LX route at US 301 for a 6:01A or 6:36A pick-up. The walk time between stops at Boyette and US 301 is about five minutes. If there is no delay, a rider could



potentially make the 6:01A as Route 31 drops off at approximately 5:55A. If the rider misses that run, they would have to get on the 6:36A or they will not be able to get Downtown.

So, instead of spending \$54 million dollars on a ferry that serves a small number of riders, how about investing that money in a real solution that would serve the people of South County? How about a limited HART express bus from South County and real park and ride facilities? Better yet, let's get that regional commuter rail going or open up the South County Ferry to general commuters and travelers into Downtown. Instead of more express lanes on I-75 for through traffic, how about a commuter rail in that same space? It is long past time to get the Tampa Bay region off the road and into real transit. On the boards at the Open House in Ruskin on March 7th, there was a sticky note for bus service from Sun City Center and one for commuter rail. With the new Wimauma plans going into place, wouldn't it be nice to have transit options there? You have heard the saying, "Build it and they will come...". Fuel prices are going up. The price of fuel-efficient (hybrid, EV) vehicles is going up and production is behind demand. The goal is to reduce congestion, and the area around MacDill in South Tampa has a lot of congestion, as does I-75, US 41, and US 301. The only way to do that is to have real options when not driving... i.e., transit. Start now. Instead of \$54 million going into a ferry to a restricted place for a specific audience and a PD&E study for express lanes on I-75 for through traffic or widening US 301 from SR 674 to the Manatee line, use that money for real solutions. If you are going to insist on moving ahead on the ferry, at least make it available to other commuters with a real transit center with a parking deck and HART service and make sure it is affordable to an average person or build it into Flamingo Fares.

I appreciate that this committee has a lot on its plate. I appreciate the time and consideration.

Sincerely, Randi Lee, Resident of Wimauma/Apollo Beach area.

**HILLSBOROUGH COUNTY  
TRANSPORTATION PLANNING ORGANIZATION  
CITIZENS ADVISORY COMMITTEE  
HYBRID MEETING OF JULY 13, 2022**

**I. CALL TO ORDER**

Chair Roberts called the meeting to order at 9:04 AM.

**II. ROLL CALL AND DECLARATION OF QUORUM** (Gail Reese, TPO Staff)

Members Present In-Person: Bill Roberts, Christina Bosworth, Aiah Yassin, Nicholas Glover

Members Present Virtually: Rick Fernandez, Carolyn Brown, Hoyt Prindle, Christine Acosta, Artie Fryer, Don Skelton, Ed Mierzejewski, Terrance Trott

Members Absent/ Excused: David Bailey, Meaza Morrison, Steven Hollenkamp, Nicole Rice, Jonathan Knudsen, Sharon Gaumond, Rick Richmond, Joshua Frank

Others Present In-Person and Virtually: Johnny Wong, Priya Nagaraj, Ben Gordon, Davida Franklin, Amber Simmons, Wade Reynolds, Vishaka Shiva Raman, Michael Rempfer, Gena Torres, Beth Alden, Elizabeth Watkins, Gail Reese (TPO Staff); Richard Ranck (Hillsborough County); Kristine Williams (USF CUTR); Christopher DeAnnuntis (HART); Leah Lilly (DRMP, Inc.)

*In-person quorum was not met.*

A. *(Timestamp 0:00:25)* **Committee introductions**

**III. CHAIRMAN'S Request:** Per the TPO Bylaws, all speakers are asked to address only the presiding Chair for recognition; confine their remarks to the question under debate and avoid personalities or indecorous language or behavior.

**IV. PUBLIC COMMENT** *(Timestamp 0:04:57)* – None

**V. APPROVAL OF MINUTES** *(Timestamp 0:05:38)* – deferred to August

**VI. STATUS REPORTS**

A. **Hillsborough County Corridor Planning and Preservation Best Practices Study** (Richard Ranck, Hillsborough County and Kristine Williams, USF CUTR) *(Timestamp 0:07:12)*

- Review of plan objectives – assess current practices, review best practices, and synthesize findings.

- Key Findings: legal context, contemporary plans, redundancy and connectivity, resiliency plans.
- Went over Best Practice Examples
  - Area Type and Context – Fort Worth, TX; Indianapolis-Marion County; El Paso
  - Network Spacing and Connectivity – Salt Lake City, Indian River, Bastrop
  - High-Tech Corridors – Smart Roads Classification Systems, FDOT EV Master Plan
  - Resilient Corridors – Resilient Tampa Bay, Network Redundancy
- Summary of Recommendations
  - Clear and integrated vision of the future thoroughfare system
  - Classify thoroughfares
  - Adapt thoroughfare plan
  - Anticipate and integrate
  - Increase redundancy
  - Establish a dedicated funding source
- Next Steps
  - Update the Comprehensive Plan Mobility Element
  - Context-Based Classification
  - Summary of the process
  - Study Schedule – started April 2022, concluding April 2023

**Presentation:** [Corridor Planning & Preservation Best Practices](#)

**Study:** [Hillsborough Corridor Planning & Preservation Best Practices \(flippingbook.com\)](https://flippingbook.com)

**Discussion:**

It was noted that seeing other areas that share geography is good. It was asked about Ft Worth identifying the type of bicycle facility types. There is a separate bicycle type consideration and that is part of the street type designation. Also, drill down to what types of facilities will fit. More information was asked about the Hillsborough County Travel Demand Estimation being done. The tools are auto-centric and based on land uses and projections of land use. It is done every five years with the LRTP update. It is based on the projected growth of population and economic centers. People tend to live closer to where they work. There is a concern and consideration for AV and EV. Does look at transit and current models lack in other modes of transportation. It is used as a first cut and then looks at opportunities for facilities for other modes of transportation. A lot of facilities have been lost due to development and more auto-centric elements. Drone-type methods of transportation are also being looked at to get goods and services around.

**B. Tampa Vision Zero Implementation through Maintenance (Cal Hardie, City of Tampa) (Timestamp 0:39:39)**

- The last time the gas tax was raised was in 1993 and is not pegged to inflation. Fuel tax should be about 34.4 cents to have the same purchasing power. Vehicles are more efficient today and fewer gallons are being purchased per vehicle.
- Vehicles have increased on the road, maintenance is increasing in costs
- 54% of the gas tax is spent on resurfacing, the total need is \$40 million and the current budget is \$5.4 million. Roads are deteriorating more quickly.
- 44 people killed, 289 severely injured each year

- Using the safe system approach and utilizing Complete Streets opportunities when resurfacing is done. Provided examples of how this is being implemented. Continuing to look for funding for the Brorein Street Bridge, a \$13 million project; planning to widen the sidewalks on both sides and add a traffic rail between the vehicles and pedestrians.

**Presentation:** [Vision Zero Implementation Through Maintenance, City of Tampa](#)

**Websites:**

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

**Discussion:**

An update was asked for the Floribraska Complete Street Project and “porkchop” at the 275/Floribraska exit. It is still in the interchange plan with FDOT. It was asked if there are any plans for the New Tampa area. Tampa Palms Boulevard presentation is on the website; looking at adding crosswalks and speed cushions. The Platt and Cleveland bike facilities were shown with the on-street car parking, the bike lane, and the curb/sidewalk configuration. It was asked when that type of design would be moving forward. There are a few projects coming in the Downtown core on Tampa, Florida, Brorein, and Whiting. Platt Street will be incorporated into the West River Build grant project with a complete redo. It was noted that bike lanes in door swing zones are a challenge because motorists do not look for the bikes. A restaurant in Ybor City had an RRFB crosswalk installed between their parking area and the restaurant. Is there availability for business owners to be able to contribute to those types of partnerships? That was a public/private partnership where the business provided some of the funding. Looking into it more to see how it can be done. It was asked how paint colors are chosen for markings in conflict zones. The white fades into the road over time and brighter colors may be better. This is regulated by the FHWA and is uniform throughout the country. There is a bit of leeway with adding black paint under the white. Any chance that there is to highlight the markings would be encouraged. How can the committee help in bringing in more funding to Vision Zero if it is a priority for the City of Tampa and the County? Ad valorem and gas tax can be raised although gas tax is dwindling. A sales tax can be put on the ballot with a referendum. It was asked if a larger allocation of available funds is a possibility. To use federal funds administered by FDOT must show need and is an application process. It can take about six years to get that project funded. The new funds coming through the government have been opened up to the cities. This year, there are new programs available to agencies and local access to those funds. They are competitive grants. The Brorein Street Bridge is a project that is designed and is one that they are submitting. Appreciation was expressed that the pedestrian crossings being designed. Some are in highly congested areas and the crossing is not visible; an example is a moved crossing by the Straz on Fortune Street. There is a plan to tighten up that intersection in the future. Mr. Hardy will check on that one and provide additional information. When developers come in, they seem to close sidewalks for extended periods of time; it was asked what can be done about that or if there is a policy on it. Pedestrian detours are to be put in place but some are not being reviewed unless there is right-of-way permitting being done. Mr. Hardy asked for more specific information and will follow up.

C. **Citizens Advisory Committee Organizational Survey** (Johnny Wong, TPO Staff) (*Timestamp 1:25:50*)

- The CAC is a valuable instrument for providing information and performing a great service. Proposing minor adjustments to perform better.
- Challenges being addressed.
  - Nondiscrimination & Equity Plan recommendations – accessibility to meetings, meet people where they are, improve representation
  - Representation – Hillsborough County 45% White, 18% African American, 29% Hispanic, 4% Asian, 4% Other, 51% Female, 15% over the age of 65, Average income \$61,000
- CAC has composition has changed over time – State Law requires and has recommendations; CAC has grown to meet the needs.
  - 23 seats, 3 vacant, 7 in-person quorum
- Circulated a survey to the CAC and to the county – review of findings
- Proposals for addressing challenges
  - Increase the size of the CAC to provide more opportunities for diverse perspectives (2 to 3 times current seats)
  - Designate seats by geographic area, demographic characteristics, transportation system used, etc.
  - Allow any member of the public to nominate themselves to participate in the CAC
  - Amend the application form to ask for a letter of recommendation from a local civic group
  - Establish term limits
  - Hold meetings in the evening – open to the time
  - Continue hybrid format – following the lead of partner agencies
- No deadline to implement any changes; consider staff proposals for a month and discuss further; brainstorm committee ideas and present them in August.

**Presentation:** [CAC Organizational Structure](#)

**Discussion:**

It was asked if this presentation could be made available to the committee members. It will be sent out after this meeting. The idea of meetings being in the evening is good, perhaps 6 PM. The staff welcomes emailed comments on the proposed ideas and will circulate them. It was asked if the TPO members would be comfortable with the proposed changes and how they appoint members. Changes would require the CAC to vote on the changes and recommend them to the TPO Board. The Board then needs to hear it twice; the first time for review and discussion, the second time for action. It was noted that it is important for the committee to evolve. It was asked if there is a graph that compares and contrasts the CAC membership versus the county make-up. It was also asked if the other counties and expanding the number of seats, how is that managed by the others. In the past, FWHA asked for records to be kept on membership for demographics. Members found the questions to be rather intrusive. Much of the information is based on historical information. It was noted that financial challenges might prohibit people from serving and that a stipend may be appropriate for individuals who would qualify. It was noted that the projected size would resemble a town hall meeting once a month; it was questioned how the committee would benefit by getting bigger. It was noted that a large percentage of current

members may be lost based on the new proposals; this would eliminate a significant amount of experience and knowledge. It would be a disservice to the community to have new members spend a few meetings getting up to speed. It was asked who the consultants were that were mentioned. They were from the Nondiscrimination plan project; there were two consultants: Charles Brown with Equitable Cities and Danielle Jackson with a local engagement firm. It was asked who managed the survey including the questions. TPO Staff managed it based on recommendations from the Nondiscrimination plan. It was asked that a copy of the survey sent to the general public be provided to the committee. It was asked how many respondents there were from the general public. Approximately 50 people responded. Staff will provide further information on how the engagement was done. The current application form can be provided. There is no new application form. It was noted that a new survey might be in order to reach more people in the county and receive feedback. Staff is looking to the CAC for feedback on possible changes. It was brought up that increasing representation from geographic areas is a good idea and that moving the meeting around the county may increase the ability to participate.

## **VII. UNFINISHED BUSINESS & NEW BUSINESS** *(Timestamp 2:06:00)*

- A. **TPO Apportionment Plan Update** – presented to the TPO Board in May. Sent it back to staff to look at it again to maintain agency representation and update elected official representation based on county population and Sunshine issues. Also looking to keep an odd number of voting members. It was suggested that the TPO Board have non-voting members from the committees participate in the discussions.
- B. **Next CAC Meeting is on August 13, 2022**

## **VIII. MEMBERS' INTERESTS & FUTURE TOPIC REQUESTS** *(Timestamp 2:11:30)*

- A. **Rick Fernandez** – Reconnecting Communities Grant, has heard that the TPO Staff has taken the opportunity for a grant application for a Boulevard Tampa feasibility study. Asked for an update on this. Beth Alden noted that this is an identified study if funding was available. TPO Staff is looking at preparing the grant application over the coming months. It was asked if there is a timeline associated. Ms. Alden indicated that staff is working on a couple of applications at this time and it may be spring before any applications are approved. Mr. Fernandez noted that there has been an inquiry about community involvement on the Boulevard application and are able to provide input into the application. Part of the guidance from the federal government asks for public input. Ed Mierzejewski requested that the users of the facility located in the area that may be affected by the Boulevard be considered in the public input as well.
- B. **Rick Fernandez** – Asked about an update on the dedicated transit lanes and the BRT project. Would like a follow-up from HART. Elizabeth Watkins noted that she believes the application has been completed but is unsure if it was submitted to FDOT.
- C. **Christine Acosta** is also very interested in the dedicated bus lanes and the signal timing. Recently attended a meeting on prioritization for land use to support future bus emphasis corridors. There was nothing specific that routes would be available and appealing to the

density. Ms. Alden noted that the infrastructure is being looked at in the Comprehensive Plan. There would be a multi-modal level of standards on those corridors. The bus emphasis corridors are being delayed at HART's request so that they can gather more information to support them.

- D. **Chair Roberts** – Noted the transportation tax referendum and encouraged the committee members to note the current transportation shortcomings when communicating with the public to consider this referendum on the November ballot.

**IX. ADJOURNMENT** (*Timestamp 2:25:07*)

Meeting adjourned at 11:29 AM

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

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

**From Chat:**

**Rick Fernandez (to Organizers and Panelists Only):**

10:01 AM: Question for Cal: Update on the Floribraska Complete Street Project and "porkchop" at the 275/Floribraska exit ... thank you ... Rick

**Edward Mierzejewski (to Organizer(s) Only):**

10:08 AM: Question for Cal...any plans for New Tampa?

**Terrance Trott (to Organizers and Panelists Only):**

10:09 AM: 2 questions for Cal: 1. I appreciate the efforts to do more with less but what can we do to bring in more funding; We say VZ is a priority so how do we get the dollars to back that notion? 2. How do we choose paint colors for marking?

**Edward Mierzejewski (to Organizer(s) Only):**

10:49 AM: I suggest we allow CAC members to respond to these proposals by email. If we start discussion, it will be endless.

**Rick Fernandez (to Organizers and Panelists Only):**

10:51 AM: I have questions comments ...

**Terrance Trott (to Organizers and Panelists Only):**

10:56 AM: Question please: will the CAC have a chance to review the new application and can you send us a blank copy of the current one?

**Christine Acosta (to Organizer(s) Only):**

11:02 AM: Re Hybrid, does TPO intend to upgrade tech so that virtual attendees can hear and see in-person members? I.e. indivi. cameras and microphones.

**Christine Acosta (to Organizer(s) Only):**

11:06 AM: Side note: Charles Brown has launched a podcast called Arrested Mobility for those who would like to become more familiar with him/his work.

**Edward Mierzejewski (to Organizer(s) Only):**

11:08 AM: One more comment...agree with need for more geographic representation. No one from East Tampa, New Tampa underrepresented, as are southeast, northwest, etc.

**Christine Acosta (to Organizer(s) Only):**

11:11 AM: While we don't have seats assigned for geography we may well have representation: ie Christine Bosworth reps for Comm Smith but also South County

**Edward Mierzejewski (to Organizer(s) Only):**

11:15 AM: I have a reflection on the materials that were presented in the past.

**Don Skelton (to Organizers and Panelists Only):**

11:15 AM: Having an odd number of voting members doesn't help if they all don't show up.

**Amber Simmons (to Organizers and Panelists Only):**

11:19 AM: Reconnecting communities due Oct 13th

**Edward Mierzejewski (to Organizer(s) Only):**

11:21 AM: A comment related to the Boulevard study

**Edward Mierzejewski (to Organizer(s) Only):**

11:26 AM: I would like to make another suggestion related to the Blvd Study.



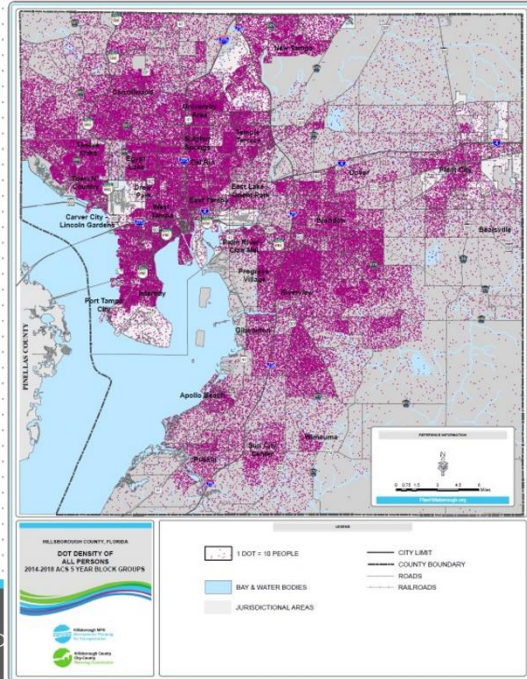
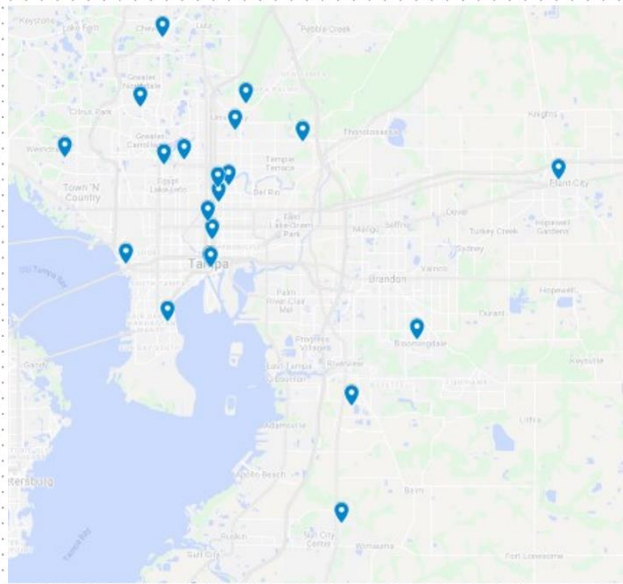
## Follow-up Communication to Members:

2021 ND Plan CAC Responses:		At least	% of all member:
Women	7		30%
Men	11		42%
Age 65+	4		17%
Age 36-64	9		29%
Age 18-25	3		13%
Disabled	1		4%
White	11		48%
Black or African American	4		17%
Asian or Asian American	0		
Hispanic or Latino	1		4%
Other	1		4%
Over \$150k AHI	3		13%
\$100k-149k	5		22%
\$75k-99k	3		13%
\$50k-74k	2		9%
\$30k-49k	1		4%
\$15k-29k	1		4%
Under \$15k	0		

Demographic	U.S.	U.S. %	Florida	Florida %	Hillsborough County	Hillsborough County %
<b>Total Population</b>	322,913,030		20,598,139		1,367,433	
<b>White Alone (incl. Hispanic/Latino)</b>	234,914,818	<b>72.7%</b>	15,529,098	<b>75.4%</b>	970,497	<b>65.9%</b>
<b>Hispanic or Latino (of any race)</b>	57,517,935	<b>17.8%</b>	5,184,720	<b>25.2%</b>	386,478	<b>26.3%</b>
<b>African American or Black Alone</b>	40,916,113	<b>12.7%</b>	3,316,376	<b>16.1%</b>	229,200	<b>15.6%</b>
<b>Asian Alone</b>	17,574,550	<b>5.4%</b>	559,168	<b>2.7%</b>	55,157	<b>3.7%</b>
<b>American Indian or Alaskan Native Alone</b>	2,699,073	<b>0.8%</b>	58,118	<b>0.3%</b>	4,336	<b>0.3%</b>
<b>Native Hawaiian or Pacific Islander Alone</b>	582,718	<b>0.2%</b>	12,887	<b>0.1%</b>	904	<b>0.1%</b>
<b>Two or More Races</b>	10,435,797	<b>3.2%</b>	542,340	<b>2.6%</b>	50,754	<b>3.4%</b>
<b>Limited English Proficient</b>	5,370,862	<b>1.7%</b>	541,169	<b>2.6%</b>	39,263	<b>2.7%</b>
<b>Disabled</b>	40,071,666	<b>12.6%</b>	2,720,957	<b>13.4%</b>	157,660	<b>11.5%</b>
<b>Individuals Below Poverty</b>	39,490,096	<b>12.2%</b>	2,664,772	<b>12.9%</b>	196,849	<b>13.4%</b>
<b>Youth (Age 10-14)</b>	20,817,419	<b>6.4%</b>	1,176,979	<b>5.7%</b>	87,895	<b>6.0%</b>
<b>65 years +</b>	49,238,581	<b>15.2%</b>	4,064,376	<b>19.7%</b>	189,676	<b>12.9%</b>
<b>25 years + No High School Diploma</b>	26,948,057	<b>8.3%</b>	1,769,489	<b>8.6%</b>	108,569	<b>7.4%</b>
<b>Zero-Vehicle Households</b>	6,713,379	<b>2.1%</b>	272,982	<b>1.3%</b>	16,679	<b>1.1%</b>
<b>Female Head of Household, no Husband Present</b>	15,058,180	<b>4.7%</b>	987,092	<b>4.8%</b>	72,237	<b>4.9%</b>



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Date	Outlet	Reach	Clicks	Likes	Shares
4/15	<b>Newsletter</b>	9,928 emails delivered 3,991/40.2% opened	149		
5/9	<b>Facebook</b>	2,823	174	61	8
5/9	<b>Twitter</b>	355	14	3	3
6/2	<b>Facebook group</b> (Transit Now Tampa Bay)	722 members		1	
6/2	<b>Email</b> (Tampa Homeowners Association of Neighborhoods)	108 members (neighborhood groups)			
<b>Estimated total reach: 13,936</b>					

DRAFT



# Hillsborough TPO Transportation Planning Organization

## Board & Committee Agenda Item

### Agenda Item:

Freight Supply Chain Resilience Study

### Presenter:

Jason Smeak, AECOM

### Summary:

The Hillsborough Transportation Planning Organization (TPO) initiated the Freight Supply Chain Resilience Study to better understand the supply chains of five critical commodities/services applicable to Hillsborough County, to determine potential impacts/weaknesses/disruptions to these supply chains as a result of a disaster or concurrent disasters, and to identify actions that can avoid and mitigate impacts to these supply chains as well as strengthen freight supply chain resilience.

The five commodities/services that were assessed included:

*Food/Groceries, Water & Wastewater Utilities, Housing Material, Urgent Healthcare Services & Medicine, and Fuel Distribution Systems*

The disaster scenarios (including scenario combinations) included:

*Cyber Attack, Transportation Incident, Flooding/Wind Event, Cyber Attack concurrent with Transportation Incident, and Cyber Attack concurrent with Flooding/Wind Event*

*\* Climate change factors (e.g., sea level rise) were also considered.*

The study methodology was framed around the U.S. Department of Homeland Security Supply Chain Resilience Guide (2019). Several additional federal, state, and local documents as well as hazard modeling, literature and case study review, and stakeholder and community engagement formed the basis for the technical approach used to identify critical supply chain nodes/connections and impacts/effects within the parameters of the disaster scenarios and levels of resilience. Recognizing the critical importance of supply chain resilience as a vehicle for community habitability and interoperable lifeline resilience, the study recommendations establish a process for continued engagement with key supply chain partners and key stakeholders that will help define current resiliency and optimal, holistic future outcomes for sustainable and equitable systems planning.

### Recommended Action:

Approve Freight Supply Chain Resilience Study Recommendations

### Prepared By:

Allison Yeh, TPO Staff

### Attachments:

[Freight Supply Chain Resilience Study | Plan Hillsborough](#)





# Hillsborough TPO Transportation Planning Organization

## Board & Committee Agenda Item

### Agenda Item

Public Participation Plan Amendments (2022)

### Presenter

Davida Franklin, TPO staff

### Summary

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

At least once every two years, the TPO reviews its public participation and produces a Measure of Effectives (MOE) Report. The MOE was presented to committees last month and recommendations were made to improve the PPP:

- Increase digital and social media tools to increase engagement
- Institutionalize proactive outreach for TIP amendments
- Provide clarity about the TPO's roles and responsibilities in the planning process
- Use focus groups more often and consider target demographics
- Build culture awareness

Those changes will be highlighted in today's presentation and help set the stage for engaging the public in the update of the Long Range Transportation Plan (LRTP) to the year 2050.

### Recommended Action

Approve the Public Participation Plan Amendments

### Prepared By

Davida Franklin, TPO staff

### Attachments

[Presentation slides](#)

[2020 Public Participation Plan](#)



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

**Board & Committee Agenda Item**

**Agenda Item:**

HART FY 2023 Budget

**Presenter:**

Loretta Kirk, HART Chief Financial Officer

**Summary:**

HART staff will present an overview on the Fiscal Year 2023 Proposed Budget components. Staff will explain the Fiscal Year 2023 Proposed Operating Budget, Proposed Capital Budget, and Five-Year Capital Plan.

**Recommended Action:**

None. For information only.

**Prepared By:**

Elizabeth Watkins, AICP, TPO Staff

**Attachments:**

None.



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# Hillsborough TPO Transportation Planning Organization

## Board & Committee Agenda Item

### **Agenda Item:**

Citizens Advisory Committee Organizational Survey

### **Presenter:**

Johnny Wong, TPO Staff

### **Summary:**

The 2021 Plan Hillsborough Nondiscrimination and Equity (ND&E) Plan made several major recommendations regarding issues of community access, accessibility, and representation and diversity of TPO committees.

Earlier in the year, staff distributed a survey to both the CAC and public, soliciting feedback on these topics and more. A summary of results captured from the CAC was presented in April. At the July meeting, staff presented results captured from the public survey and proposed some ways to address representational and participatory limitations.

Staff will revisit the proposed solutions and open up the floor for the committee to discuss both these ideas as well as their own.

### **Recommended Action:**

None. For information only.

### **Prepared By:**

Johnny Wong, PhD, TPO Staff

### **Attachments:**

[Presentation Slides.](#)



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**Beth Alden**

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**Subject:** FDOT District 7 - DRAFT Cost Feasible Plan for SIS 2033-2050

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**From:** Monk, Suzanne <Suzanne.Monk@dot.state.fl.us>

**Sent:** Wednesday, July 27, 2022 10:29 AM

**To:** Beth Alden <aldenb@plancom.org>

**Subject:** D7 - DRAFT - SIS CFP information

Good morning, Beth.

As discussed yesterday, the Department needs the SIS Long Range Cost Feasible Plan (CFP) and attached presentation inserted into the TPO Board's Agenda [Packet] for August.

**Any comments/questions received on the presentation or plan, should be forwarded to Lori Marable [[lori.marable@dot.state.fl.us](mailto:lori.marable@dot.state.fl.us)] by September 16, 2022.**

Please let me know if you need anything else.

Thanks,

*Suzanne Monk, FCCM*

Government Liaison  
Florida Department of Transportation, District 7  
11201 N. McKinley Drive, Tampa, Florida 33612  
813-975-6721



FDOT D7 Cost Feasible Plan (CFP) with 2020 costs

ID	FPN	FACILITY	FROM	TO	Design			ENV	Right of Way / Construction			IMPRV TYPE	DISTRICT PRIORITY (2022)	NOTES	COUNTY
					PDE	PE	TOTAL		ROW	CON	TOTAL				
3695	434045-2	I-275	N of Lois Avenue	N of Howard Avenue		9,000,000		1,750,000		142,900,000		MGLANE	1	Hillsborough TPO Priority #67	Hillsborough
3715	434045-3	I-275	N of Howard Avenue	N of Hillsborough River		10,000,000		300,000		157,000,000		MGLANE	2	Hillsborough TPO Priority #67	Hillsborough
3735	449109-1	I-275	N of 38th Avenue	N of 4th St N						247,000,000		A2-6	3	Forward Pinellas Priority #12	Pinellas
3736	449109-2	I-275	N of I-375	N of 38th Avenue N						110,000,000		A2-6	4	Forward Pinellas Priority #13	Pinellas
3755	424501-7	I-275	54th Avenue South	I-375						57,580,000	57,580,000	A1-3	5	Forward Pinellas L RTP	Pinellas
1497	430338-1	I-4 (EB)	E of Orient Rd	W of I-75					10,302,700	124,117,521	134,420,221	M-INCH	6	Hillsborough TPO L RTP	Hillsborough
3271	431746-4	I-4	E of Branch Forbes Road	Polk Parkway		2,995,110	2,995,110			298,096,261	298,096,261	MGLANE	7	Hillsborough TPO L RTP	Hillsborough
3508	431746-3	I-4	Selmon Connector	Branch Forbes Road		6,840,612	6,840,612		30,213,600	919,003,751	949,217,351	MGLANE	8	Hillsborough TPO L RTP	Hillsborough
3281	437650-2	I-75	at Gibsonton Drive							50,375,697	50,375,697	M-INCH	9	Hillsborough TPO Priority #79	Hillsborough
3775	447107-5	SR 60 EB	N of Spruce ST/TIA Interchange	N of Memorial Highway		515,072	515,072			46,179,264	46,179,264	A2-8	10	Hillsborough TPO Priority #67	Hillsborough
3507	431821-3	I-275	N of Hillsborough Ave	S of Bearss Ave		2,266,385	2,266,385			223,531,797	223,531,797	HWYCAP	11	Hillsborough TPO Priority #66	Hillsborough
3270	431821-4	I-275 at Bearss Ave	S of Bearss Ave	N of Bearss Ave		909,835	909,835		1,648,200	77,682,248	79,330,448	M-INCH	12	Hillsborough TPO Priority #66	Hillsborough
3289	435750-2	SR 60	Dover Road	SR 39					14,563,100	98,400,670	112,963,770	A2-6	13		Hillsborough
3290	255819-1	SR 60	SR 39	Polk County Line		800,000	800,000		2,550,000	7,202,691	9,752,691	A2-6	14		Hillsborough
3267	443775-1	I-275 at Busch Blvd	Florida Ave	Nebraska Ave		126,000	126,000			4,332,312	4,332,312	M-INCH	15	Hillsborough TPO L RTP	Hillsborough
3268	443776-1	I-275 at Fowler Ave	SB I-275 Off Ramp	Nebraska Ave		136,320	136,320			6,372,242	6,372,242	M-INCH	16	Hillsborough TPO L RTP	Hillsborough
3269	443777-1	I-275 at Fletcher Ave	SB I-275 Off Ramp	NB On Ramp		126,000	126,000			2,395,368	2,395,368	M-INCH	17	Hillsborough TPO L RTP	Hillsborough
1728	430056-2	US 41	S of Pendola Point/Madison Ave	South of Causeway Blvd				4,900,900		20,867,635	25,768,535	A2-6	18	Hillsborough TPO Priority #84	Hillsborough
1632	419235-6	I-75	S of US 301	N of Bruce B Downs Blvd		13,662,688	13,662,688	66,911,400		2,101,343,092	2,168,254,492	MGLANE	19	Hillsborough TPO L RTP	Hillsborough
1634	433793-1	I-75	N of Bruce B Downs Blvd	N of I-75/I-275 Apex		26,748,000	26,748,000	35,325,500		164,072,000	199,397,500	MGLANE	20	Hillsborough TPO L RTP	Hillsborough
3278	419235-5	I-75	Manatee CO/L Rd	South of US 301		5,438,808	5,438,808	24,283,400		796,229,224	820,512,624	MGLANE	21	Hillsborough TPO L RTP	Hillsborough
3654	256931-4	US 92/SR 600/SR687/SR694/GANDY BLVD	4th St	W of Gandy Bridge				33,334,500		257,949,720	291,284,220	A2-6	22	Forward Pinellas Priority #18	Pinellas
3300	441250-2	US 92 (Gandy Bridge)	West end of Gandy Bridge	East end of Gandy Bridge		5,309,802	5,309,802			414,953,156	414,953,156	A2-6	23	Forward Pinellas Priority #18 (Pinellas Portion)	Hillsborough
3655	441250-3	US 92 (Gandy Bridge)	East end of Gandy Bridge	West Shore Blvd		1,908,384	1,908,384			9,421,603	9,421,603	A2-6	24	Hillsborough TPO L RTP	Hillsborough
3795	444434-1	I-4 at County Line Road	S of South Frontage Road	I-4 WB ramps						2,971,231	2,971,231	M-INCH	25	Operational Improvement	Hillsborough/ Polk
3298	TBD	US 19	Pinellas/Pasco County Line	Pasco/Hernando County Line	1,000,000		1,000,000					STUDY	26		Pasco
3293	256998-1	SR 686 / Roosevelt Boulevard	I-275/SR 93	W of 9th St N/MLK St N						100,323,234	100,323,234	M-INCH	27	Forward Pinellas Priority #20	Pinellas
1517	433798-1	US 19	S of Lake St	Pinellas Trail (Tarpon Interchange)		8,860,000	8,860,000			87,955,250	87,955,250	N-INCH	28	Forward Pinellas L RTP	Pinellas
1514	433799-1	US 19	CR 95	N of Nebraska Ave						152,082,330	152,082,330	M-INCH	29	Forward Pinellas Priority #19	Pinellas
3286	TBD	I-75	North of Bruce B. Downs	North of SR 52	2,000,000		2,000,000					PDE	30		Hillsborough
3661	433796-1	US 19	South of Timberlane Rd	South of Lake Street (Klosterman Interchange)						113,733,138	113,733,138	SERVE	31	Forward Pinellas Priority #26	Pinellas
3662	447157-1	I-4 at McIntosh	S of US 92	N of Dickey Rd					16,305,464	16,305,464	32,610,928	M-INCH	32	Hillsborough TPO L RTP	Hillsborough
3663	447159-1	I-4 at Branch Forbes Rd	S of US 92	Harvey Tew Rd					14,159,452	14,159,452	28,318,904	M-INCH	33	Hillsborough TPO L RTP	Hillsborough
3287	TBD	I-75	North of SR 52	Hernando/Sumter County Line	750,000		750,000					PDE	34		Hernando
1635	433794-1	I-75	SR 56	CR 54		12,019,000	12,019,000	52,807,457		60,094,886	112,902,343	MGLANE	35	Pasco MPO L RTP	Pasco
1501	258736-3	I-75	N of CR 54	N of SR 52		23,754,000	23,754,000	10,437,000		118,769,000	129,206,000	MGLANE	36	Pasco MPO L RTP	Pasco
1502	411014-3	I-75	N of SR 52	Pasco/Hernando C/L		4,848,000	4,848,000	15,002,000		317,822,916	332,824,916	MGLANE	37	Pasco MPO L RTP	Pasco
1505	411011-5	I-75	Pasco/Hernando C/L	S of SR 50		3,939,000	3,939,000					MGLANE	38		Hernando
1506	411012-3	I-75	S of SR 50	Hernando/Sumter C/L		4,207,000	4,207,000					MGLANE	39		Hernando
1508	411012-1	I-75	Hernando/Sumter C/L	CR 476-B		2,319,000	2,319,000					MGLANE	40		Hernando
1512	430051-1	SR 50	Brooksville ByPass	Lockhart Road		6,300,000	6,300,000	8,100,000		69,200,000	77,300,000	A2-6	41		Hernando
1511	433800-1	SR 50 (Cortez Blvd)	Suncoast Pkwy	Cobb Road		4,600,000	4,600,000	19,500,000		13,868,000	33,368,000	A2-6	42		Hernando
3288	445197-1	SR 54	at Collier Parkway			15,000,000	15,000,000	30,000,000		100,000,000	130,000,000	N-INCH	43	Priority #13 in Pasco MPO L RTP	Pasco

These projects are highlighted in the presentation

	FY 2033 to FY 2035 (3 years)	
	FY 2036 to FY 2040 (5 years)	
	FY 2040 to FY 2045 (5 years)	
	FY 2045 to FY 2050 (5 years)	New Band

NOTES

- (1) All values in thousands of Present Day Dollars (2017).
- (2) All phase costs shown as supplied by each District.
- (3) CON includes both Construction (CON52) and Construction Support (CEI).
- (4) ROW includes both Right-of-Way Acquisition/Mitigation (ROW43/45) and Right-of-Way Support.
- (5) "P3 Funds" - Used to fund Public-Private Partnership projects over a specified number of years.
- (6) Revenue forecast provides separate values for PDE and PE than for ROW and CON.
- (7) Other Funds - assumed to be toll revenue or partner funded.

IMPROVEMENT TYPES

- A1-3: Add 1 Lane to Build 3
- A2-4: Add 2 Lanes to Build 4
- A2-6: Add 2 Lanes to Build 6
- A2-8: Add 2 Lanes to Build 8
- A4-12: Add 4 Lanes to Build 12
- A1-AUX: Add 1 Auxilliary Lane
- A4-SUL: Add 4 Special Use Lanes

- ACCESS: Access
- BRIDGE: Bridge
- FRTCAP: Freight Capacity
- GRASEP: Grade Separation
- HWYCAP: Highway Capacity
- PTERM: Passenger Terminal
- ITS: Intelligent Transp. Sys
- MGLANE: Managed Lanes

- M-INCH: Modify Interchange
- N-INCH: New Interchange
- NR: New Road
- PDE: Project Dev. Env.
- SERVE: Add Svc/Front/CD System
- STUDY: Study
- UP: Ultimate Plan




# Long-Range Cost Feasible Plan (CFP) FY 2033 - 2050

## Strategic Intermodal System (SIS)

District Seven  
August 2022



Welcome to the District Seven Strategic Intermodal System 2050 Long Range Cost Feasible Plan presentation.



# SIS Long Range CFP Development Process



We will start with discussing the SIS Long Range Cost Feasible Development Process

## Purpose of the Long Range Cost Feasible Plan

- Ensure consistency with the goals of the Florida Transportation Plan (FTP) and the objectives of the SIS Policy Plan
- Evaluate the SIS needs considering projected future revenues
- Develop a phased plan for SIS improvements
- Meet statutory requirement of Chapter 339.64(4)(d), F.S.



The CFP fulfills the following key purposes:

- It ensures consistency with the goals of the Florida Transportation Plan (FTP) and the objectives of the SIS Policy Plan,
- It evaluates statewide and local needs considering projected future revenues to determine the most strategic use of SIS funds,
- It contributes to the SIS's overall long-range planning efforts in the form of a phased plan for SIS improvements, and
- It meets the statutory requirements set forth in Chapter 339.64(4)(d), F.S..

## 2050 SIS Cost Feasible Plan

### The 2050 Cost Feasible Plan will reflect:

- Projects deferred during the previous Work Program Development Cycles
- Remaining project phases from the SIS 2045 Cost Feasible Plan
- Projects advanced from the *SIS 2045 Multi-Modal Unfunded Needs Plan*
- New projects identified as priorities

When the 2050 CFP is complete it will contain:

- Projects deferred during previous Work Program Development Cycles,
- Projects remaining from the SIS 2045 CFP,
- Projects advanced from the *SIS 2045 Multi-Modal Unfunded Needs Plan*, and
- New projects identified as priorities

# SIS Funding Eligibility Guidance



STRATEGIC INTERMODAL SYSTEM

## Funding Eligibility Guidance Document

2019



Is the project:

- of statewide importance?
- contributing to the expansion of major SIS roadway trade and tourism corridors?
- contributing to the completion of a SIS corridor?
- contributing to the overall connectivity of the SIS?

The Funding Eligibility Guidance is a part of the SIS planning process and receives its direction from the FTP and SIS Policy Plan. This guidance document contains criteria that is used to identify eligible SIS projects.

This document, which also serves as a guide for the overall SIS long range planning process, provides direction to the CFP from a planning perspective in the form of its project selection criteria. The SIS Central Office Staff will be using these criteria when identifying projects for the Statewide CFP.

Key criteria to be considered when submitting projects for the CFP are:

- Is the project of statewide importance,
  - Does the project contribute to the expansion of major roadway trade and tourism corridors,
  - Does the project contribute to the completion of a corridor,
  - Does the project contribute to the overall connectivity of the SIS?
- *For more information, please see the Funding Eligibility Guidance Document on the FDOT SIS Website*

<https://www.fdot.gov/planning/systems/documents/brochures/default.shtm>

# SIS Cost Feasible Plan Funding Window



The SIS Funding Strategy includes three inter-related sequential documents that identify potential SIS capacity improvement projects in various stages of development. These documents are the first and second five-year plans, and the CFP.

- All projects identified within the SIS Funding Strategy are considered financially feasible for implementation within the next 25-year period.
- The CFP years 11 – 25 or FY 2033 to 2050, along with the Multi-Modal Unfunded Needs Plan, represent the SIS's two long-range planning documents.

## 2050 CFP Funding Bands and Costs

### 4 Funding Bands:

Band A – FY 2033 – 2035 (3 years)

Band B – FY 2036 – 2040 (5 years)

Band C – FY 2041 – 2045 (5 years)

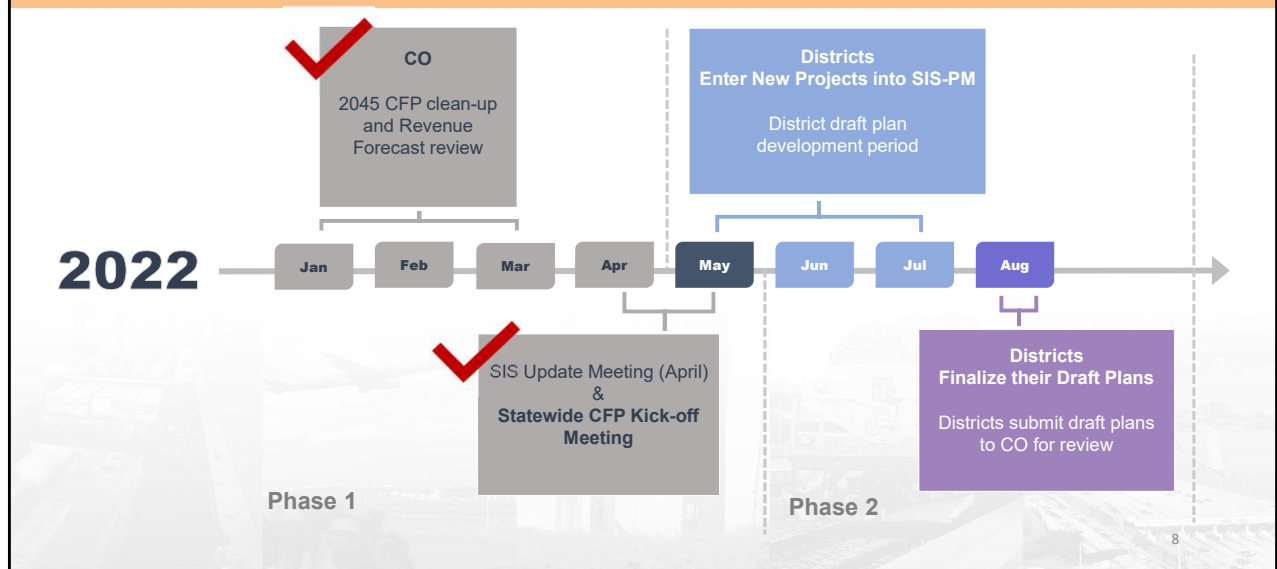
*Band D – FY 2046 – 2050 (new)*

Project Costs will be in Present Day Costs (PDC)

- Conversion to Year of Expenditure (YOE) will be done by Central Office upon final approval

- The 2050 CFP will have 4 funding bands.
- The first year in Band A (FY 2033) reflects the 11<sup>th</sup> year following the 1<sup>st</sup> Five-Year Plan and 2<sup>nd</sup> Five-Year Plan SIS Work Program. During this update cycle we are adding Band D to coincide with the new planning horizon (2050).
- The plan will be developed in Present Day Costs (PDC) and converted into Year of Expenditure (YOE) once approved.

# Where are we in the process?



Where are we in the process?

- Phase 1 CFP development process contained tasks solely executed by DOT Central Office.
- Phase 2 (is where we are now) consists of District and MPO/TPO's coordination and collaboration. Districts will be responsible for developing their districtwide draft CFP plans. MPO/TPO's will review the draft CFP Plan and provide comments. At the completion of this phase in August, districts will submit their draft CFPs to Central Office for review and incorporation into the Draft Statewide CFP.



# Where are we going?



## Where are we going?

- Phase 3: central office will develop the statewide draft CFP, which is rooted in the districts draft CFP plans, and seeks senior management input.
- Phase 4: District, with input from MPO/TPOs, will review and revise the statewide CFP draft plan. Districts will submit their revision to central office at the end of this phase.
- During Phase 5 Central Office will be making final revisions, seeking approval of the draft statewide CFP from senior management, and publication of the final CFP in spring of 2023.
- This schedule is subject to change and none of these dates are set in stone. If there is a change central office staff will notify all districts of that change.
- Communication and coordination between Central Office, districts, and MPO/TPOs, should be free flowing across all phases.

**Note: Keep in mind that the dates and targets reflected in this schedule are subject to change, especially in later phases towards the end of the CFP update process. We want to ensure that ample time is built into to the schedule for coordination which includes draft plan review and partner outreach.**

## Sample of Long-Range SIS Projects (FY 2033 – 2050)

### **I-275 from N of Lois Avenue to N of Howard Avenue**

- PE, CST – FY 2033 - 2035

### **I-275 from N of Howard Avenue to N of Hillsborough River**

- PE, CST – FY 2033 - 2035

### **I-275 N of 38<sup>th</sup> Avenue to N of 4<sup>th</sup> Street N**

- ROW, CST – FY 2033 - 2035

### **I-275 from N of I-375 to N of 38<sup>th</sup> Avenue N**

- CST – FY 2033 - 2035

**I-275 from N of Lois Avenue to N of Howard Avenue – PE and Construction – FY 2033 – 2035**

**I-275 from N of Howard Avenue to N of Hillsborough River – PE and Construction – FY 2033 – 2035**

**I-275 N of 38<sup>th</sup> Avenue to N of 4<sup>th</sup> Street N - Right of Way and Construction – FY 2033 – 2035**

**I-275 from N of I-375 to N of 38<sup>th</sup> Avenue N - Construction – FY 2033 – 2035**

## Sample of Long-Range SIS Projects (FY 2033 – 2050)

### **I-275 from 54<sup>th</sup> Avenue S to I-375**

- CST – FY 2033 - 2035

### **I-4 (EB) from E of Orient Road to W of I-75**

- ROW, CST – FY 2033 - 2035

### **I-4 from E of Branch Forbes Road to Polk Parkway**

- PE – FY 2033 - 2035 / CST – FY 2036 - 2040

### **I-4 from Selmon Connector to Branch Forbes Road**

- PE, ROW, CST – FY 2033 - 2035

**I-275 from 54<sup>th</sup> Avenue S to I-375** - Construction – FY 2033 - 2035

**I-4 (EB) from E of Orient Road to W of I-75** - Right of Way and Construction – FY 2033 - 2035

**I-4 from E of Branch Forbes Road to Polk Parkway** - PE – FY 2033 - 2035 / Construction – FY 2036 - 2040

**I-4 from Selmon Connector to Branch Forbes Road** - PE, Right of Way, and Construction – FY 2033 - 2035

## Sample of Long-Range SIS Projects (FY 2033 – 2050)

### **US 41 from S of Pendola Point/Madison Avenue to South of Causeway Blvd**

- ROW, CST – FY 2033 - 2035

### **I-75 from SR 56 to CR 54**

- PE – FY 2033-2035, CST – FY 2040 - 2045

### **SR 50 (Cortez Blvd) from Suncoast Parkway to Cobb Road**

- PE – FY 2033 - 2035, CST – FY 2040 - 2045

### **SR 54 at Collier Parkway**

- PE, ROW – FY 2033 - 2035 / CST – FY 2036 - 2040

**US 41 from S of Pendola Point/Madison Avenue to South of Causeway Blvd – Right of Way and Construction – FY 2033-2035**

**I-75 from SR 56 to CR 54 – PE – FY 2033-2035 and Construction – FY 2040 - 2045**

**SR 50 (Cortez Blvd) from Suncoast Parkway to Cobb Road – PE – FY 2033 – 2035, Construction - CST – FY 2040 - 2045**

**SR 54 at Collier Parkway – PE and Right of Way – FY 2033 - 2035 / Construction – FY 2036 - 2040**

## Stakeholder Input

- Review existing 2045 SIS Long Range Cost Feasible Plan to ensure projects reflect current and future stakeholder priorities
- Review Draft 2050 SIS Long Range Cost Feasible Plan prepared by District 7
- Review current LRTP to determine what new projects should be added to the 2050 CFP
- Coordinate with adjacent MPO/TPOs and/or counties
- Comments should be sent to Lori and are due by August 31, 2022

Stakeholders can do a few things to help with the development of the statewide CFP such as:

- Review existing 2045 CFP to ensure that the projects listed accurately reflect current and future stakeholder priorities.
- Review the Draft 2050 CFP prepared by District 7 staff
- Review existing LRTPs to see if new projects should be added to the 2050 CFP
- Coordinate with adjacent MPO/TPOs and/or counties
- Comments should be sent to Lori and are due by August 31, 2022 – This date is subject to change.

# Questions and Comments

**Lori Marable**

*District Seven SIS Coordinator*

813-975-6450

[Lori.marable@dot.state.fl.us](mailto:Lori.marable@dot.state.fl.us)



If you have any questions or comments please contact the District Seven SIS Coordinator, Lori Marable.

Thank you.

**HILLSBOROUGH MPO  
CITIZENS ADVISORY COMMITTEE  
2022 ATTENDANCE REPORT**

CAC Member	Representing	Appointed By	Appointed	Term Expires	1/5/22	2/2/22	3/2/22	4/6/22	5/4/22	6/1/22	7/13/22	8/3/22	9/7/22	10/5/22	11/2/22	TBD
Trott, Terrance	African-American Origin	Member-at-Large	3/3/2020	3/3/2022	Yes	Yes	Yes	Yes	Yes	No	Yes					
Roberts, Bill	Aviation Authority	HCAA Board	6/30/2020	6/30/2022	Yes	Yes	Yes	Yes	Yes	Yes	Yes					
Gaumont, Sharon	Business Community	Member-at-Large	4/14/2021	4/14/2023	Yes	Yes	Yes	Yes	Yes	No	No					
Hollenkamp, Steven	City of Plant City	City Commission	4/14/2021	4/14/2023	Yes	Yes	Yes	Yes	Yes	Yes	No					
VACANT	City of Tampa	Councilwoman Hurtak	VAC	VAC	Yes	Yes	VAC	VAC	VAC	VAC	VAC					
Rice, Nicole	City of Tampa	Councilman Maniscalco	2/12/2020	2/11/2022	No	No	Yes	No	Yes	No	No					
Acosta, Christine	City of Tampa	Councilman Citro	2/12/2020	2/11/2022	Yes	Yes	Yes	Yes	Yes	Yes	Yes					
Aiah Yassin	City of Temple Terrace	City Council	5/12/2021	5/12/2023	No	Yes	No	No	No	Yes	Yes					
Ed Mierzejewski	Expressway Authority	Joe Waggoner	2/12/2022	2/12/2024	Yes	Yes	Yes	Yes	Yes	Yes	Yes					
Glover, Nicholas	HART	HART Chair	4/14/2021	4/14/2023	Yes	Yes	Yes	Yes	Yes	No	Yes					
Prindle, Hoyt	Hillsborough County	Commissioner Kemp	10/1/2019	9/30/2021	Yes	Yes	Yes	Yes	Yes	No	Yes					
Bailey, David	Hillsborough County	Commissioner Overman	1/13/2021	1/13/2023	Yes	Yes	No	No	No	Yes	No					
Bosworth, Christina	Hillsborough County	Commissioner Smith	9/14/2021	9/14/2023	Yes	No	Yes	Yes	No	Yes	Yes					
Brown, Carolyn	Hillsborough County	Commissioner Myers	1/13/2021	1/13/2023	VAC	VAC	Yes	Yes	Yes	No	Yes					
Morrison, Meaza	Hillsborough County	Commissioner Cohen	6/9/2021	6/9/2023	Yes	Yes	Yes	Yes	Yes	No	No					
Fernandez, Ricardo	Hispanic Origin	Member-at-Large	4/14/2021	4/14/2023	Yes	Yes	Yes	Yes	Yes	Yes	Yes					
VACANT	Neighborhoods	Member-at-Large	VAC	VAC	VAC	VAC	VAC	VAC	VAC	VAC	VAC					
Knudsen, Jonathan	Persons <30	Member-at-Large	4/14/2021	4/14/2023	Yes	Yes	No	No	No	No	No					
Skelton Jr., Don	Port Tampa Bay	Port Authority CEO	7/28/2020	7/28/2022	Yes	Yes	Yes	Yes	Yes	Yes	Yes					
Fryer, Artie	Transp. Disadvantaged	TDCB Chair	4/2/2019	4/1/2021	Yes	No	Yes	No	No	No	Yes					
VACANT	Women	Member-at-Large	VAC	VAC	VAC	VAC	VAC	VAC	VAC	VAC	VAC					
Richmond, Rick	Planning Commission	Planning Commission	6/30/2020	6/30/2022	Yes	Yes	No	Yes	No	Yes	No					
Frank, Josh	School Board	Cindy Stuart	8/11/2021	8/11/2023	Yes	Yes	Yes	Yes	Yes	Yes	No					
<b>Members Present</b>					18	17	16	15	14	11	12	0	0	0	0	0
<b>CAC Membership Less Declared Vacancies</b>					20	20	21	21	21	22	23	22	22	22	22	22
<b>Needed for Quorum</b>					7	7	7	7	7	7	7	7	7	7	7	7
<b>Quorum Achieved</b>					YES	YES	YES	YES	YES	YES	YES	NO	NO	NO	NO	NO

<b>Legend:</b>	YES = Attended
	NO = Did Not Attend
	VAC = Vacant
	DVAC = Seat Declared Vacant
	NO = Three (3) or More Consecutive Absences
	Attended Virtually
	= Term Expired; Member may continue until reappointed or replaced.

The MPO may review & consider rescinding the appointment of any member who fails to attend three (3) consecutive meetings.