



Hillsborough TPO

Transportation Planning Organization

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Meeting of the Technical Advisory Committee

Monday, August 1, 2022, 1:30 pm

County Center, 18th Floor – Plan Hillsborough Committee Room

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

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- To view presentations and participate your computer, tablet or smartphone:
<https://attendee.gotowebinar.com/register/7038593378815097357>
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- Dial in LISTEN-ONLY MODE: 1-415-655-0060 Access Code 456-088-597
- Presentations, full agenda packet, and supplemental materials [posted here](#), or phone us at 813-756-0371 for a printed copy.
- Please mute yourself after joining the conference to minimize background noise.
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Rules of engagement:

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

Agenda

- I. Call to Order & Introductions**
- II. Roll Call & Declaration of Quorum** (Gail Reese, TPO staff)
 - A. **Vote of Consent for Remote Member Participation** – *if applicable*
- III. Public Comment** - 3 minutes per speaker, please
- IV. Approval of Minutes** – June 6, 2022
- V. Action Items**
 - A. Freight Supply Chain Resilience Study (Jason Smeak, AECOM)
 - B. Public Participation Plan Amendments (Davida Franklin, TPO Staff)

VI. Status Reports

A. [56th/50th Street Corridor Planning Study](#)
(Signal Carmenate)

B. [HART FY2023 Budget](#)
(Loretta Kirk)

VII. Old Business & New Business

VIII. Adjournment

IX. Addendum

A. [TPO Meeting Summary and Committee Reports](#)

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

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**HILLSBOROUGH COUNTY
TRANSPORTATION PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE
HYBRID MEETING OF JUNE 6, 2022**

I. CALL TO ORDER, ROLL CALL AND CONSENT VOTE FOR REMOTE PARTICIPATION

Vice-Chair Williams called the meeting to order at 1:31 PM

Members Present In-Person: Mike Williams, Brian McCarthy, Melanie Calloway, Brian Pessaro, Gina Evans, Chris DeAnnuntis, Mark Hudson, Jay Collins, Melissa Lienhard, Nicole Sutton, Sarah Caper

Members Present Virtually: Robert Frey, Anna Quinones, Chedeline Apollon, Richard Ranck

Members Absent/ Excused: Jeff Sims, Michael English, Clay Hollis, Leland Dicus, Danni Jorgenson, Margaret Kubilins

Others Present: Gena Torres, Johnny Wong, Greg Colangelo, Pirya Nagaraj, Connor MacDonald, Lisa Silva, Davida Franklin, Amber Simmons, Vishaka Shiva Raman, Wade Reynolds, Gail Reese (TPO Staff); Kristine Williams, Taylor Dinehart (USF CUTR); Bobby Edwards (HART); Siaosi Fine (FDOT District 7)

An in-person quorum has been met.

Vice-Chair Sims called for a Vote of Consent for Remote Member Participation. (Timestamp 0:24:22)

Mark Hudson made the motion of consent for remote member participation, seconded by Jay Collins. Voice vote; the motion passed unanimously.

II. PUBLIC COMMENT (Timestamp 0:02:22) – None at this time

III. APPROVAL OF MINUTES (Timestamp 0:02:46)– May 2, 2022

Motion to approve May 2, 2022 minutes by Melanie Calloway, seconded by Jay Collins. Voice vote, motion passes unanimously.

IV. ACTION ITEMS

A. Transportation Improvement Program (TIP) Update, FYs 2022/23 – 26/27 (Johnny Wong, TPO Staff) (Timestamp 0:03:30)

- 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.
 - 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 25th, CAC June 1st, TAC June 6th, Public Hearing June 8th.

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:

Table 2, line item 71, under project status request says 2030, it was asked if this is when the project will be completed. Yes, it is in with the Westshore Interchange.

Jay Collins motions to approve the TIP Update for FY2022/23 – 26/27 and approve the TIP Priority List, seconded by Mark Hudson. Voice Vote, the motion passes unanimously.

V. STATUS REPORTS

A. **Hillsborough County Corridor Planning and Preservation Best Practices Study** (Richard Ranck, Hillsborough County and Kristine Williams, USF CUTR) (*Timestamp 0:40:45*)

- 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 there are a lot of people moving to this area and the county is almost at 2 million. The roadway contexts are changing with the influx. Hope it is possible for more four-lane undivided than eight or six-lane undivided roadways. The continued widening is not the safest place for system users.

- B. **Tampa Vision Zero Implementation through Maintenance** (Cal Hardie, City of Tampa) – Deferred

VI. OLD BUSINESS & NEW BUSINESS *(Timestamp 1:07:18)*

- A. **Next meeting is on August 1, 2022; the committee is in recess for July.**

VII. ADJOURNMENT

Meeting adjourned at 2:39 PM

A recording of this meeting may be viewed at:

https://www.youtube.com/channel/UCsojHyZb_mkYIU3o32Tbg4w/featured



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

Freight Supply Chain Resilience Study

Presenter:

Jason Smeak, AECOM

Summary:

The Hillsborough TPO initiated the Freight Supply Chain Resilience Study to better understand the supply chains of 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 as well as strengthen freight supply chain resilience.

The five commodities/services that are being assessed include:

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

The disaster scenarios (including scenario combinations) include:

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

** Climate change factors (e.g., sea level rise) will also be considered.*

This study methodology is framed around the U.S. Department of Homeland Security Supply Chain Resilience Guide (2019). Consultation of several additional federal, state, and local documents as well as hazard modeling, literature and case study review, and stakeholder and community engagement have formed the technical assessment approach 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 recommendations will 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.



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Recommended Action:

None. For information only.

Prepared By:

Allison Yeh, AICP, LEED, TPO Staff

Attachments:

[Presentation slides](#)



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

56th/50th Street Corridor Planning Study

Presenter

Sigal Carmenate, Kittelson & Associates, Inc.

Summary

FDOT District 7 is studying 56th/50th Street from the Selmon Expressway to Fletcher Avenue to evaluate multimodal solutions to create a corridor that allows for safe travel of all users.

Part of the study limits, from Sligh Avenue to Busch Boulevard, was identified in the Vision Zero Action Plan as one of the top 20 High Injury Corridors in Hillsborough County. The study will determine how best to meet the needs of current and future users and establish a long-term plan to guide the evolution of the corridor that appropriately balances land use and transportation planning and lead to the elimination of severe and fatal crashes.

The results of the 56th Street/50th Street Corridor Planning Study will include a range of short-, mid- and long-term solutions that will inform roadway design decisions. A preferred concept plan is scheduled to be completed in October 2022.

Recommended Action

None. For informational purposes only.

Prepared By

Wade Reynolds, TPO Staff

Attachments

[Presentation slides.](#)



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Hillsborough TPO
Transportation
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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 TRANSPORTATION PLANNING ORGANIZATION BOARD
HYBRID MEETING AND PUBLIC HEARING, JUNE 8, 2022
DRAFT MINUTES**

I. CALL TO ORDER, PLEDGE OF ALLEGIANCE_*(Timestamp 0:05:03)*

Commissioner Cohen, called the meeting to order at 6:00 PM and led the pledge of allegiance. The Public Hearing was held in person and virtual via WebEx.

II. ROLL CALL_ (Gail Reese, TPO Staff) *(Timestamp 0:00:00)*

The following members were present in person: Commissioner Harry Cohen, Commissioner Pat Kemp, Commissioner Kimberly Overman, Commissioner Gwen Myers, Commissioner Mariella Smith, Councilmember Guido Maniscalco, Councilmember Joseph Citro, Councilmember Lynn Hurtak, Mayor Andrew Ross, Commissioner Nate Kilton, Joe Lapano, Greg Slater, Charles Klug

The following members were present virtually: Adalee Le Grand

The following members were absent/excused: Cody Powell, Jessica Vaughn

A quorum was met in person.

A. Vote of Consent for Remote Member Participation.

Councilman Maniscalco so moved, seconded by Councilman Citro; Voice vote, motion passes unanimously.

III. APPROVAL OF MINUTES_*(Timestamp 0:07:10)* – May 11, 2022

Chair Cohen sought a motion to approve the May 11, 2022 minutes. Councilman Maniscalco so moved, seconded by Commissioner Kemp. Voice vote: motion carries unanimously.

IV. PUBLIC COMMENT ON ITEMS OTHER THAN THE TIP *(Timestamp 0:07:27)* (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.

- None at this time.

V. COMMITTEE REPORTS & ADVANCE COMMENTS ON ITEMS OTHER THAN THE TIP (Bill Roberts, CAC Chair; Davida Franklin, TPO Staff) *(Timestamp 0:00:00)*

A. CAC – Bill Roberts, CAC Chair (June 1, 2022 meeting)

- In-person quorum voted to allow virtual members to participate.
- Considerable discussion about items in the TIP. Have discussed the TIP on three occasions, 2 regular meetings and a workshop

- Heard 2 public comment emails. One about the toxic dust from construction on I-275 north of I-4 and one about the South County Ferry.
- Passed three motions at the meeting.
- Recommended that FDOT items 440511-7 and 440511-8 be removed from the TIP as a result of the removal of the BRT lanes on Florida and Tampa Streets. Those being deferred and transferred to HART. FDOT's Justin Hall joined virtually. He explained that the road improvements included that those TIP provisions are needed to make the BRT lanes on those two streets.
- Requested specific explanations about the intent to impose tolls on the express lanes to be built on the Howard Franklin Bridge on the segment between Downtown and Westshore.
- Discussed the funds for the Westshore Interchange. It was not clear that the funding described in the TIP was budgeted through the five-year Work Program. Justin Hall explained how the Work Program works and that the funds are there.
- There was a discussion about the Downtown Interchange. Line items 66 and 67. It was pointed out that two general-purpose lanes north of the interchange were previously removed at the request of the TPO Board.
- A vote was taken on the TIP. The CAC Vice-Chair noted that the action of approving the TIP amounts to rescinding a prior action taken by the CAC regarding those two general-purpose lanes north of the junction. Subsequently, the TPO Legal Council affirmed the appropriateness of the CAC's action in recommending the TIP to you.

B. TAC – June 6, 2022 (Davida Franklin, TPO Staff)

- Approved
 - TIP update and priority list approval – questioned timetable for the Dale Mabry Overpass (#71 on the table 2 – list of candidates for new funding, received clarification that the overpass is included in the State Road 60 interchange project with construction in 2030.

C. LRC – May 25, 2022 (Davida Franklin, TPO Staff)

- Approved
 - TIP update and priority list.
 - Passed a motion to consider the integration of transportation demand management strategies and commuter assistance into the process of allocating funds for the next TIP update.
 - Reflected on a previous motion to require that all projects should start with a Vision Zero lens and then apply other criteria.

D. BPAC – May 25, 2022 (Davida Franklin, TPO Staff)

- Approved
 - TIP update and priority list.
 - Confirmed that priorities come from jurisdictional applications and will complete projects already underway.

E. 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. CONSENT AGENDA (Timestamp 0:15:06)

A. Committee Appointments

- TDCB – Kristen Thomas representing Veterans' Affairs, with Meghan Krieger as the alternate.
- LRC – Waldo Carbo, Jr. representing Westshore Alliance

B. Proposed edit of TPO Bylaws, Sections 4.2 and 7.6 – included in the [June 8, 2022 Agenda Packet](#)

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

PUBLIC HEARING: (Timestamp 0:15:23)

A. Transportation Improvement Program (TIP) Annual Update (Timestamp 0:15:45) Effective October 1, 2022 – September 30, 2027

Staff Presentation (Johnny Wong, TPO Staff)

- 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.
- Quick review of Table 3 – these are CIP projects and are allocated outside the TPO purview.
 - Went over funding percentages of the projects.
- Next Steps
 - Coordination with and reviewed by partners and committees
 - Regional Project review for TRIP and MUT being presented to the Sun Coast XXX on Friday, June 10, 2022.
 - Will make sure the TIP is all in compliance with rules and regulations with FDOT.

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).

Public Comment on the TIP – *Time allotted to each speaker may be adjusted by the chairman to accommodate as many as possible. (Timestamp 0:35:00)*

Rick Fernandez – Is out of Tampa Heights and is the CAC Vice-Chair. Incorporates, by reference, written comments. The principal ask is to have the TPO strike the three DTI Lane Movements making up the Quick Fix project in Table 1: FPN #s 20561, 20562, and 0571. There are other pressing concerns including dedicated transit lanes on Florida and Tampa Streets, the retention walls along the eastern boundary of Tampa Heights, and several underpasses in Tampa Heights and Seminole Heights. Expressed disappointment by the Boards engagement with the public, especially the locally elected members. Noted that the acceptance of the TIP tonight would indicate approval of Jim Crow era racism and environmental pollution; suggests approval of people being displaced from their homes in VM Ybor, intrusion of interstate retention walls in Tampa Heights, disruption of residents' quiet enjoyment and threats to their health and safety all along the urban interstate corridor, devaluation and damage to private property, FDOT's disregard for historic preservation and community standards, abandonment of dedicated transit lanes for BRT on Florida and Tampa, and the failure of FDOT's and the TPO Board's public outreach related to the Quick Fix project. It was asked that the TPO Board strike the lane movements in Table 1, stop the intrusion of the retention walls in Tampa Heights, support the dedicated transit lanes on Tampa and Florida Streets, and step into the discussion of vertical retention walls at Floribraska, Lake, Osborn, and Chelsea underpasses.

James Dunbar – Resident and works along Tampa Street. Excited to see some of the changes to make it safer. Has worked there for ten years and has seen many, many fatalities along those corridors. They are three-lane highways in each direction. Noted that he drove to County Center on the Crosstown and realized that the roads in front of his house and work are wider than the Crosstown. The speeds driven on the three-lane roads are vey high. Noted Tampa and Florida going from Tyler to Floribraska changes will make great impact going through the southern part of The Heights creating more safety for walkability, the designated bus lanes, and the sidewalks. What doesn't make sense is north of Floribraska to MLK. There is a ½ mile from Floribraska to MLK, where he lives, which will continue to be three lanes in each direction. Sees the reduction above and below this stretch but not in this ½ mile.

Mauricio Rosas – *(Chair Cohen went through the list of individuals who signed up donating their time to Mr. Rosas).* Thanked the TPO Board and HTV for allowing the playing of a video. Thanked Secretary Gwynn for opening up FDOT and working with the public. Went over changes that have taken place in the urban corridor and the history of racial injustices. Gave an example of what New York City has done with its infrastructure. Referenced that if the current path is followed, there will be no mass transit in the region. Noted that East Tampa is a food desert; place-making is critical. Asked that FDOT be proud of what they are doing with beautification and aesthetics with the DTI project and underpasses. Stated that trees are necessary along the roads to make them beautiful and walkable in the sun and pedestrian-friendly. Said that the only way to get to Vision Zero is by reducing the number of vehicles on the road. Video shown with interviews of two residents of East Tampa and I-275 roadway.

Michael Maurino – Executive Director of the Westshore Alliance. Sent in a letter but would like to highlight a few things. The presented TIP, there are two projects in Vision Zero that are in

Westshore; a signal at Boy Scout and Hatton. That came from the community and was identified in 2018. Lois Ave. is a Complete Streets project. There are two others for Westshore. Those types of projects move Vision Zero forward but also increase community and economic development. The Gray Street Bicycle project; with the projects of the Westshore Interchange, there is the real possibility for a pedestrian-friendly neighborhood where one does not exist. There is a gap in the system, that is Gray Street. Elements are there, it would get the East-West connection before 2030 when the interchange is done.

Candace Lane Savitz – Homeowner in Tampa Heights. Speaking up about the FDOT I-275 project; it is toxic and hurting the residents. In Tampa Heights, Seminole Heights, and Ybor Heights. Asked that her environmental reports receive attention and be looked into further. Stated that the dust from the project is in violation of the Clean Air Act and subsequent amendments. The Robles Park Community has federal protections.

Shane Ragiell – Resident of Tampa Heights. Fifth-year speaking to the TPO Board during the TIP Hearing. Is asking that the promises to make transit a priority are upheld. The county is transforming rapidly and it needs transformation. Noted that the county looks nothing like it did five years ago and asked why the TIP has the same priorities. Enough roads cannot be built to keep up with the population growth, need to have mass transit so that cars are optional. Stop leaving things in the TIP until FDOT can better define them. FDOT is focused on cars; they can come back and amend the TIP when they have better definitions. Objects to projects that increase capacity, impact historic neighborhoods and sacrifice the urban core. Increased capacity is for the increasing population of neighboring counties and leads to urban sprawl.

Will Greaves – Lifetime Tampa resident, business owner, and is on the Boards of multiple local non-profit organizations. Is engaged and passionate about this city. No one has asked for the widening of I-275, believes it is a mandate from Tallahassee. Residents of the city and county have been asking for real transit options. That can be seen in the votes for the AFT in 2018 and the push to return it to the ballot in 2022; it can also be seen in the ridership of the ferry and streetcar. We do not need a decades-long project that further divides our communities and be inadequate when complete. Let's put the money where it can do the best good and in projects that the local citizens want.

Sharon Graham Barrett – Resident and healthcare worker in Tampa. Widening highways perpetual racism and it is ineffective in solving our transportation and traffic concerns. Invest in focused, public transportation infrastructure. Walking and bicycle paths have health benefits by way of decreased rates of asthma, cancer, heart disease, obesity, and diabetes. Is asking for no further intrusion of the interstate into Tampa Heights, VM Ybor, Ybor City, Seminole Heights, and Old Seminole Heights and to remove all highway expansion from the annual transportation budget. Replace it with sidewalks, bike lanes, bus lanes, and mass transit. In 2020, this Board wrote a resolution supporting racial justice. It acknowledged that the construction of I-275 and I-4 was used to divide African American communities and eliminate the Central Avenue Business District. Asked that the TPO Board vote in line with the resolution.

Cindy Davis – Is the co-owner of Paws Paradise for Life on George Road. Is primarily concerned about the George Road and Memorial Boulevard intersection, they see about one to two accidents a month if not more that result in bodily injuries, property damage, and have seen a

pedestrian being hit while trying to cross the road. People park on the sidewalks instead of in the 7Eleven parking lot causing problems with pedestrians walking along the sidewalk. Something has to be done about this intersection. The accidents are traumatizing to watch. It is a small area and feels that small areas get pushed to the back burner, feels this needs to get pushed to the front burner.

Dayna Lazarus – Has learned a lot about the TIP process since first standing in front of the Board in 2016. The TPO Board does not have the ability to put projects into the TIP, that is up to implementing agencies. Noted that it must be frustrating when the community begs for transit, protected bike lanes, wider sidewalks, safety infrastructure, etc. The Board has expressed the desire to want to make a difference. The power is in being able to take things out of the TIP and in prioritizing what is there. Asked that the Board remove projects that widen highways and slash through communities. The staff has done their best to put together a TIP based on the requests and funding sources available. It is time for the Board to remove items and prioritize items the community really wants. You are the only ones who can tell FDOT no. There are funding sources in the pipeline and the future pipeline.

Zulema Ramos – Has lived in Tampa for fifteen years and runs a local non-profit. The state of public transit and gentrification is dire to people living in the city. Immediate free 24-hour access and real safety measure can mean the difference between making it to a hospital and dying on the street. Saw a man dead in a bush because he couldn't afford to call 911 and there wasn't a bus or a tram available. Remembers when she was a disabled college student and was stuck in the city because her work schedule made her late for the last bus. Jobs require time past midnight. Human trafficking victims would have a better chance of escape. Transportation is a right and honors the people the Board is supposed to be working for. Public transit should be free and expanded without TBX, there would be fewer accidents and deaths. Change the way we travel and where structures are built to reduce the number of crashes, amount of pollution, and criminal acts of survival. Transit reduces the amount of gasoline burned. If it was solar-powered, imagine how much better our kids could breathe. For every \$10 million of transit investment, business sales increase by \$30 million. Solutions are there. Taxes would not have to increase if the bloated police and sheriff's budgets were used for transportation.

Kat – Gas is the highest it has ever been. Is a teacher and either subs or is full-time depending on the time of year. The average pay for subs is between \$8 and \$12. Does not understand how we can expect teachers to be able to afford to live and drive to get to work. Other cities around the country that are poorer have free public transport. Tampa is a much richer city. Does not understand why buses aren't treated as a public service here. Was trying to bike on Dale Mabry to Downtown. There were no sidewalks and a lot of car exhaust in the air that had an effect on his health. None of the residents want more highways. They want more transit. *(speaker went off the topic of the TIP, Chair Cohen requested that comments be kept to items in the TIP).*

Lena Young Green – Noted that we are here, again, for another year. Asked that the TPO Board be sensitive to those in the Urban Core, particularly to those in Tampa Heights. Thought there were changes when working with TBX. This year, there are walls changing. Tampa Heights has been overburdened by the interstate. Have talked about this many times. Tampa Heights has been the most impacted in the urban core. The environmental injustice map released a few weeks shows

how disadvantaged this area of the city is. This map shows that Tampa Heights has had a legacy of pollution, health burdens, particulate matter exposure, traffic proximity, and traffic volumes. The community speaks up at every opportunity to tell the Board how they are impacted by the highway and high-traffic areas. Are asking for the removal of the three lane movements. Also asking to move forward with the Heights Mobility project with the dedicated transit lanes on Florida and Tampa Streets. Thanked the Board for including the Green ARtery. She personally worked with 22 communities on that project. Asked that concrete walls not be built at Robles Park at the interstate and to use trees and plants as the noise walls instead to improve the quality of air in that area.

David Coleman – Noted that he was told there would be positive things done for safety. Noted that gun violence is a terrible thing needlessly taking lives and something needs to be done. Said he felt the same about traffic deaths. In Hillsborough last year, there were 255 deaths and 7300 hits and runs. At a recent event with the City of Tampa Mayor, the speed limit on I-275 from Busch Boulevard to the Howard Franklin was stated incorrectly by the mayor's traffic person. There are few signs and no enforcement on this stretch. Noted that in two days, three people were killed on North Florida Avenue. One was by a police officer going 66 mph in an unlit, residential area. Began attending FDOT meetings. Did not receive adequate responses as to why there was nothing being done to reduce the deaths in the county. Signs won't help as redesigns are necessary. Lowered limits won't help because there is not enough enforcement. Spent hundreds of thousands of dollars with a Miami company on landscaping the apex in front of Avalon with a flashing crosswalk because of the direction from Tallahassee. It was unneeded and not asked for. Believes that other citizens would be willing to add a few more minutes to their travel times, lowering and obeying speed limits on secondary roads with the 35 Arrive Alive Campaigns is warranted. Using black spot signs where people have been killed would make a difference. Increased penalties for leaving the scene of an accident involving a pedestrian are needed. The speed limit on I-275 in the city limits is 55 mph and is the best-kept secret in Tampa.

Kevin O'Hare – Lives in Westshore and works in Ybor City. Asked that the three additional lane movements from the DTI Quick Fix project be stricken from Table 1; support additional funding for the Green ARtery Trail sections D and E; and continue funding the Heights Mobility Study and the arterial bus rapid transit project not on the highway to encourage urban core transportation and reduce traffic. Noted that in 2018, the citizens of Hillsborough County voted for no further interstate expansion. Noted that the speakers tonight are all asking for the same thing. Asked for a diverse set of options to move around Hillsborough County.

Summary of Public Comments on the TIP Submitted in Advance (Davida Franklin, TPO Staff)
(Timestamp 1:41:46) – included at the end of the minutes in the [Email](#) and [Social Media](#) sections.

Board Discussion and Action (Timestamp 1:48:10)

Councilman Maniscalco – Noted that this is his 8th TIP hearing. Has never been a supporter of widening the interstate. Has seen the destruction from the past and what will happen in the future by accommodating vehicles and not the communities. Said there are many beneficial projects in the TIP update. The Westshore Interchange includes new express lanes, but he does not agree with those or widening the highway. The Downtown Interchange, he does not support those TIP projects.

There are items that are already funded and do not believe they can be removed. Asked if that is possible.

Cameron Clark – Removal from the TIP has to do with the stage of development of a project. Things can be removed only by joint action of the MPO and the FDOT. The statute does not define the “design stage or preliminary engineering phase”. The TPO Staff does not track the stages of the projects. There is no legal guidance from a legal standpoint. It’s not that something has been in the TIP in the past, it’s what stage of development the project is at.

There was a discussion about Table 2 and the column labeled as “Point of no return” and clarification.

It was clarified that that this column is included to let the Board members know what stage a project is at. That information is provided by the agencies requesting the project. Anything that has been reported as being in the design, design/construction, or construction phase is designated with a “Yes” in that column. Transit projects do not follow the same stages as construction projects, an example is bus replacement. Once that money is allocated, it can’t be taken back as buses will be purchased and can’t be returned.

Board members stated that there are a lot of amazing projects on this TIP such as the Vision Zero projects. It was asked if the three lane movement in Table 1 are able to be removed or if there is any influence the Board can have on design. It was also noted that the community would like connections and not more segmentation. Secretary Gwynn defined the “design” stage and when a project reaches it. There is some flexibility, but the contract will be awarded soon. There are new underpass designs and will be bringing them back to the community,

The Board asked about the dedicated transit lanes in The Heights Mobility project. FDOT is waiting for HART to submit their final application based on their study and what type of premium service will be offered for those lanes. Once that is done and approved, FDOT will approve it and incorporate it. FDOT is using the RAISE Grant funds to get the roadway ready for the dedicated transit lane. FDOT is not a transit provider, that is why they are waiting on HART.

The Vision Zero project involving Fowler Avenue was asked about. It has pieces on Tables 2 and 3. It looks like the part from 56th Street to I-75 is going to linger and slip further down. It was stated that there is a recommendation to allocate \$5 million in 2027 for design and will be in the 2027 FDOT Work Program.

There was discussion about the additional lanes on I-275 north of the DTI to Bearrs and how to get the process started to remove them from the LRTP. They are no longer in the TIP and want to explore options for the future.

Commissioner Kemp moved to begin the process to remove the additional two lanes of I-275 North from the LRTP so that they are no longer there, seconded by Councilmember Hurtak.

Discussion:

It was noted that this could have dramatic future consequences and that this is a multi-step process. It was also pointed out that the current TPO is dealing with things that were done decades ago. It

was asked if this changes is being asked for the current LRTP or the LRTP update coming in the next two years,

Commissioner Kemp modified her motion to have this set for the August 2022 agenda. Does not want future TPOs to get stuck with this. Would like to get the process started now to avoid the problems that the DTI is causing now. Seconded by Commissioner Myers.

It was noted that there is a public notification process for changing the current LRTP and that staff will need to bring back information regarding traffic impacts. Asked for clarification on what the TPO Board would like to have brought back in August.

Commissioner Kemp – Would like the process to start for the 2050 LRTP to address these two lanes.

Roll Call vote – passes 14 to 0

The HART Heavy Maintenance Facility was asked about. It is in the Major Investment section of Table 2 at #94. The City of Tampa and Hillsborough County have put money to match funding. This facility is critical and unsafe. It is low on the priority list due to the criteria used to rank projects. Will be working with HART to find funding. It was also noted that HART has indicated that #95 needs to be at the same and the cost goes to \$125 million. HART is waiting until the FDOT Work Program is updated in December as well. One year of vehicle replacement funds has been moved to the heavy maintenance facility; it still requires four additional years of funding. It would be beneficial to move it higher on the list particularly if HART has identified that this project is more important than the passenger rail study. HART confirmed that this facility is their number one priority.

Commissioner Smith moved to move #94 and #95 to the top of the Major Improvement Projects, seconded by Mayor Ross and Councilmember Citro.

Discussion:

Commissioner Kemp – Noted that HART desperately needs this; it is the number one need to move people in the region.

Roll call vote, motion passes 14 – 0.

Councilmember Hurtak moved to move item #65 further down the priority list after #75, CSX has expressed that they have no interest in this at this time. There is no second.

Discussion:

There was discussion about the fact that the CSX conversation has been on the list for several years, HART has it scheduled to be moved forward in 2027. Does not believe moving the maintenance facility up will change the prioritization of the CSX study. Reviewed what was heard at TBARTA. On a regional level, it will be looked at how passenger rail could evolve over time in the entire region. Item #65 is the only anchor keeping this on the TIP. This was moved from #95 last year.

There was discussion regarding the project in Table 2, item 67, referencing new express lanes. There was a discussion at the TPO level that for any project that addresses express lanes the TPO Board would have communication on what managed express lanes will be. Either they are tolled or not. This project references managed express lanes. Would like clarification on this. Does not want this

to mean that they are approving toll lanes. Secretary Gwynn stated that the Westshore Interchange project is 8 to 10 years from opening up. As it gets closer to opening, FDOT will hold public hearings and the strategies for the express lanes. There will be opportunities for the public and the TPO Board to have input on this. It was asked for clarification on the standing that this project is at the point of no return and whether or not lane management would be able to be addressed in the future. It has been agreed on in the past that when the Board is voting on any item that includes managed lanes, they would have the information on the management strategy before the vote. Secretary Gwynn stated that a contractor will be selected in the next few months, will take 8 to 10 years since traffic has to keep flowing, and will cost \$1.2 billion. It will be built in multiple phases. They do not know what management options will be available closer to the time the lanes open up. It can be built for tolls and then not be tolled. There is precedent for that in Florida. Tolling or not tolling is a policy decision and not related to the RFP.

Councilmember Hurtak – Noted that she cannot support the TIP with this on it.

Charles Klug moved to approve the TIP, seconded by Joe Lopano.

Commissioner Cohen – Thanked everybody for a good discussion. There is a lot of good stuff in the TIP. Every year we hear the public pleading with us for transit and additional safety measures. There has been enormous frustration with our inability to deliver on major transit solutions for this community. It is no accident that the five County Commissioners sitting on this Board placed something on the ballot this November to try and give our community some options on how to move forward. Safety and the idea of reducing the number of cars on the road by giving other options are at the centerpiece of the directions we are trying to move. We are doing the best we can with the money we have. There is a lot of money left on the federal and state table because we don't have the money to match. And if we had the money to match, we would be in an entirely different circumstance.

Roll call vote, motion passes 12 – 2. (“No” votes from Councilmembers Maniscalco and Hurtak)

VII. OLD & NEW BUSINESS (Timestamp 3:10:46)

- A. Councilmember Citro – Wishes Ronald Weaver a Happy Birthday, is usually in the audience at TPO meetings.
- B. Commissioner Cohen – Some members of the Board are going to the meeting of the Suncoast Transportation Planning Alliance and the TMA Leadership Group on June 10th.
- C. Next meeting is on August 10, 2022.

VIII. ADJOURNMENT – The meeting adjourned at 9:07 PM

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

Summary of Committee Reports and Public Comments – June 2022

Pertaining to the action items:

- Transportation Improvement Program (TIP) update and priority list
 - Approved by the Citizens Advisory Committee, Technical Advisory Committee, Bicycle Pedestrian Advisory Committee, and Livable Roadways Committee
 - The Citizens Advisory Committee
 - Passed two motions, expressed that a more detailed description of the management strategy would better inform their decision-making process, voting 8-2 for each
 - One motion amends 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 other motion amends the description of TIP Table 2 Item 67: Westshore Interchange to refer to “managed toll lanes” rather than “express lanes”
 - The Technical Advisory Committee
 - Questioned the timetable for the Dale Mabry Overpass (#71 on the table 2 - list of candidates for new funding), received clarification that the overpass is included in the State Road 60 interchange project with construction in 2030.
 - Bicycle Pedestrian Advisory Committee
 - Confirmed that priorities come from jurisdictional applications and will complete projects already underway
 - The Livable Roadways Committee
 - Passed a motion to consider the integration of transportation demand management strategies and commuter assistance into the process of allocating funds for the next TIP update
 - Reflected on a previous motion to require that all projects should start with a Vision Zero lens and then apply other criteria

Summary of Public Comments – June 2022*

*Comments received through Facebook, Twitter, and email

- Shared concerns about the increasing rate of bicycle and pedestrian deaths in the County
 - Jose Menendez
 - Jeff Redding
- Candace Savitz - concerned about toxicity of construction dust at I-275 widening project
- Neil Consentino
 - Supports NASA Regional Air Mobility project in Tampa
 - Supports repurposing the soon-to-be demolished segment of the Howard Frankland bridge as a solar array/pedestrian green way
- Ansh Bhatt – lives in Valrico, suggests commuter rail along CSX tracks can help ease worsening traffic congestion
- Peter Crosby
 - Build more mass transit



- Plant more trees
- Preserve historic neighborhoods
- Stop overbuilding south of Gandy Blvd.
- Andrew Morris – requests support for passenger rail to Pinellas County
- Mauricio Rosas – opposes land-use policies that create sprawling suburbs, because they are a detriment to Vision Zero
- Chris Vela – opposes nonelective seats and state legislators determining future projects
- Hillsborough County Commissioner Gwen Myers thanked the TPO for attending her town hall meeting
- Corine Linebrink – thanked TPO staff Johnny Wong and Conner MacDonald for presenting to the Ybor Community Redevelopment Area committee
- Pedal Power Promoters congratulated the TPO for Plan Hillsborough’s award from League of American Bicyclists

Please note: Attachments referenced by the public commenters are included in the email Cheryl Wilkening sent to board members on the morning of June 8.

This concludes my report.