



Hillsborough TPO

Transportation Planning Organization

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Meeting of the TPO Board

Wednesday, August 10, 2022 @10:00am

Hillsborough County Center, 601 E. Kennedy Blvd., 26th Floor

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

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

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- by leaving a voice message at (813) 756-0371
- by e-mail to tpo@plancom.org
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Advance comments will be provided in full to the board members and verbally summarized during the meeting by TPO staff.

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

Agenda

- I. Call to Order & [Pledge of Allegiance](#)
- II. Roll Call & Declaration of Quorum (Gail Reese, TPO Staff)
 - A. Vote of Consent for Remote Member Participation – *if applicable*
- III. [Approval of Minutes – June 8, 2022](#)

- IV. Public Comment on Agenda Items** – 30 minutes total, with up to 3 minutes per speaker. Staff will unmute you when the chair recognizes you. As needed, the chair may allow for additional time later in the agenda.
- V. Committee Reports and Advance Comments** (Bill Roberts, CAC Chair, Davida Franklin, TPO Staff and Beth Alden, TPO Director)
- VI. Consent Agenda**
- A. Committee Appointments
 - B. Storm Evacuation and Shelter-in-Place Study Report – *Reviewed by committees*
 - C. Amendment to Fellowship Agreement with USF Dept. of Urban & Regional Planning
 - D. General Planning Consultant Contract Extensions
- VII. Action Items**
- A. Public Participation Plan Amendments
(Davida Franklin, TPO Staff)
 - B. TPO Apportionment Plan (Elizabeth Watkins, TPO Staff)
- VIII. Status Reports**
- A. FDOT Electric Vehicle Plan (April Combs, FDOT)
 - B. FDOT District 7 Safety Program Update (Peter Hsu, FDOT)
 - C. Bylaws Amendment for Transportation Disadvantaged Coordinating Board (Joshua Barber, TPO Staff)
- IX. Executive Director's Report**
- CAC demographic representation review
 - Sunrunner BRT field trip?
- X. Old Business & New Business**
- XI. Adjournment**
- XII. Addendum**
- A. Announcements
 - TMA Leadership Group Meeting, September 23, 9:30am, Tampa Bay Regional Planning Council
 - B. Project Summaries, Fact Sheets & Other Status Reports
 - FDOT District 7 DRAFT Cost Feasible Plan for SIS 2033-2050
 - FL MPO Advisory Council Annual Report
 - C. Correspondence

- From Mayor Ross regarding consideration of LRTP amendment

D. Articles Related to TPO Work

- **\$562 million boost for Hillsborough transportation** | WFLA News Radio | 07.15.22
- **Money from All for Transportation will soon be spent on Hillsborough County roads** | WFTS ABC Action News | 07.14.22
- **Judge makes final All for Transportation ruling on 2018 Hillsborough surtax funds** | Tampa Bay Business Journal | 07.14.22
- **Leaders focus on road design as Tampa Bay continues to be one of the most dangerous areas for pedestrians** | FOX 13 News | 07.12.22
- **Bloomberg Associates, transportation expert Janette Sadik-Khan help Tampa craft mobility vision** | 83 Degrees Media | 07.12.22
- **Walkers, bikers call for infrastructure changes as Hillsborough County sees rise in deaths** | 10 Tampa Bay News | 07.11.22
- **Planning commission to vote on contract for Fowler Avenue redesign** | WFLA News Channel 8 | 07.11.22
- **Planning commission to vote on agreement with Kimley-Horn for Fowler Avenue vision plan** | Tampa Bay Business Journal | 07.06.22
- **Sustainable Living: Community Gardens** | 88.5 WMNF | 07.06.22
- **El 2021 fue uno de los años más mortíferos en las carreteras** | Tampa Bay Times - Centro | 07.05.22
- **2021 was one of the deadliest years to be on roads in Tampa Bay counties. Why?** | Tampa Bay Times | 07.01.22
- **Closing the Gap - Chloe Coney and her son Ernest have been working to elevate East Tampa for 30 years — and they're not done yet** | Tampa Bay Business Journal | 07.01.22
- **Tampa's historic streetcar is back big time. Wait till you see what's next.** | Tampa Bay Times | 06.29.22
- **Double hit-and-run: Pedestrian dies on roadway after being hit by 2 vehicles in Temple Terrace, deputies say** | FOX 13 News | 06.27.22
- **SCTPA unveils Tri-County Trails Map** | Tampa Bay Newspapers Weekly - Around Town: Pinellas news briefs | 06.22.22

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

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**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](#)

Floribraska Avenue, Chelsea Street and Lake Avenue Underpasses Under Construction



Floribraska Avenue, Looking West Existing Condition



Floribraska Avenue, Looking West Improvements Under Construction

Floribraska Avenue, Chelsea Street and Lake Avenue Underpass Improvements

- 15-foot-wide sidewalks
- 4-foot-high fencing on top of the 5-foot gravity walls
- 8-foot fencing abutting the MSE walls
- Shell pattern MSE walls
- Beam painted green
- Existing and new bridge piers and sloped pavement to be painted
- No wall art or stamped sidewalk panels planned by City of Tampa
- Landscape opportunities are not depicted
- Note, future conditions vary by underpass location compared to rendered example
- Rendering does not depict bridge widening with additional piers and sidewalk/slope area under bridge

Osborne Avenue Underpass Under Construction



Osborne Avenue, Looking West Existing Condition

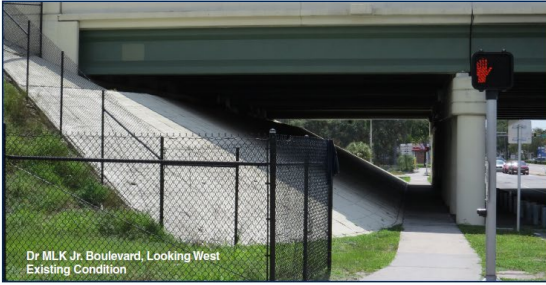


Osborne Avenue, Looking West Improvements Under Construction

Osborne Avenue Underpass Improvements

- 15-foot-wide sidewalks
- 4-foot-high fencing on top of the 5-foot gravity walls
- 8-foot fencing abutting the MSE walls
- Brick X pattern MSE walls
- Public art by City of Tampa on face of 5-foot gravity walls
- City of Tampa to stamp two concrete sidewalk panels
- Beam painted green
- Existing and new bridge piers and sloped pavement to be painted
- Landscape opportunities are not depicted
- Rendering does not depict bridge widening with additional piers and sidewalk/slope area under bridge

Dr. Martin Luther King, Jr. Boulevard Underpass Under Construction



Dr MLK Jr. Boulevard, Looking West
Existing Condition



Dr MLK Jr. Boulevard, Looking West
Improvements Under Construction

Dr. Martin Luther King Jr., Boulevard Underpass Improvements

- 28-foot-wide sidewalks
- Full height walls
- Grassed slope along both sides of I-275, no MSE walls
- Beam painted green
- Existing and new bridge piers to be painted
- Landscape opportunities are not depicted
- Rendering does not depict bridge widening with additional piers and sidewalk under bridge

Hillsborough Avenue Underpass Under Construction



Hillsborough Avenue,
Looking East
Existing Condition



Hillsborough Avenue,
Looking East
Improvements Under Construction

Hillsborough Avenue Underpass Improvements

- 30-foot-wide sidewalks
- Full height walls
- Brick X pattern MSE walls on west side of I-275 only
- Grassed slope on east side of I-275
- Public art by City of Tampa on face of full height walls
- City of Tampa to stamp two concrete sidewalk panels
- Beam painted green
- Existing and new bridge piers to be painted
- Landscape opportunities are not depicted
- Rendering does not depict bridge widening with additional piers and sidewalk under bridge

Floribraska Avenue, Chelsea Street and Lake Avenue Underpasses Additional Aesthetic Options



Floribraska Avenue, Looking West
5-Foot Fencing on Top of 8-Foot Gravity Walls

5-Foot Fencing on Top of 8-Foot Gravity Walls

- 15-foot-wide sidewalks
- 5-foot-high fencing on top of the 8-foot gravity walls
- Fencing above shell pattern MSE walls
- Beam painted green
- Existing and new bridge piers and sloped pavement to be painted
- Landscape opportunities are not depicted
- Rendering does not depict bridge widening with additional piers and sidewalk/slope area under bridge



Floribraska Avenue, Looking West
8-Foot Specialty Metal Screening on Top of 5-Foot Gravity Walls

8-Foot Specialty Metal Screening on Top of 5-Foot Gravity Walls

- 15-foot-wide sidewalks
- 8-foot-high specialty metal screening on top of the 5-foot gravity walls
- Metal screening along slope above shell pattern MSE walls
- Screen design to include community input
- Design to limit visibility behind the screen
- Beam painted green
- Existing and new bridge piers and sloped pavement to be painted
- Landscape opportunities are not depicted
- Rendering does not depict bridge widening with additional piers and sidewalk/slope area under bridge

Osborne Avenue Underpass Additional Aesthetic Options



Osborne Avenue, Looking West
5-Foot Fencing on Top of 8-Foot Gravity Walls

5-Foot Fencing on Top of 8-Foot Gravity Walls

- 15-foot-wide sidewalks
- 5-foot-high fencing on top of the 8-foot gravity walls
- Fenced along slope above brick X pattern MSE walls
- Public art by City of Tampa on face of gravity walls
- City of Tampa to stamp two concrete sidewalk panels
- Beam painted green
- Existing and new bridge piers and sloped pavement to be painted
- Landscape opportunities are not depicted
- Rendering does not depict bridge widening with additional piers and sidewalk/slope area under bridge



Osborne Avenue, Looking West
8-Foot Specialty Metal Screening on Top of 5-Foot Gravity Walls

8-Foot Specialty Metal Screening on Top of 5-Foot Gravity Walls

- 15-foot-wide sidewalks
- 8-foot-high specialty metal screening on top of the 5-foot gravity walls
- Metal screening above brick X pattern MSE walls
- Screen design to complement public art by City of Tampa on face of 5-foot gravity walls
- Design to limit visibility behind the screen
- City of Tampa to stamp two concrete sidewalk panels
- Beam painted green
- Existing and new bridge piers and sloped pavement to be painted
- Landscape opportunities are not depicted
- Rendering does not depict bridge widening with additional piers and sidewalk/slope area under bridge

Social Media

Facebook

5/11

In another individual's post stating it's highly unlikely the TPO Board will revert to only elected officials having a vote

Vela Christopher

Walter John Slupecki that is why I'm also concerned about the referendum verbiage.

A lot of future projects will be determined by tally seats and even nonelective seats on the Hillsborough TPO

This is why zero funding to the interstates needs to be guaranteed under any referendum.

Knowing how the Blue Ripple and lame duck appointees act, this referendum must not pass. It wont.

5/17

In response to a job posting for the TPO

Mike Lamarca

Interesting. Get paid to beat my head against the wall.

Greenways under transportation is an odd place to put recreational facilities.

5/21

In response to a post about Plan Hillsborough receiving the Gold Bicycle Friendly Business Award from the League of American Bicyclists

Pedal Power Promoters, LLC

Congratulations on your award from League of American Bicyclists! Thank you for celebrating #bikemonth with Walk Bike Tampa and Pedal Power Promoters, LLC!

6/3

In a post about increased outreach efforts by TPO staff

Forward Pinellas

Way to go

In a shared post about Brightline's new funding for the I-4 corridor

Tatiana Morales

I just wanna never drive on i4 ever again

Dayna Sparkle-Pony

Tatiana Morales ME TOO

Tatiana Morales

Dayna Sparkle-Pony and alligator alley

6/5

Regarding a post about the TPO's survey for the CAC

Frances Fernandez

(posted the thumbs up emoji)

Patrick Darden

Super cool

6/8

Posted on the Board meeting event page about the TIP public hearing

Rick Fernandez

To: Transportation Planning Organization Board

From: Rick Fernandez

Subject: Transportation Improvement Program (TIP), June 8, 2022

I incorporate by reference my written comments submitted via email on June 7.

My principal ask tonight is for you to strike the three DTI lane movements making up the DTI Quick Fix project in TIP Table 1:

- Westbound I-4 to Northbound I-275 (FPN 445056-1). This movement impacts VM Ybor, taking additional Right-of-Way and several homes.

- Westbound I-4 to Southbound I-275 (FPN 4455056-2). This movement impacts Tampa Heights retention walls south of Palm Ave. to south of 7th Ave.

- Southbound I-275 to Eastbound I-4 (FPN 445057-1). This movement impacts Tampa Heights retention walls between Floribraska Ave. and Palm Ave.

There are other important concerns related to dedicated transit lanes on Tampa Street and Florida Avenue, retention walls along the eastern boundary of Tampa Heights and at several underpasses in Tampa Heights and Seminole Heights.

We've been talking about these things for months and in some cases years. Personally, I am frustrated and disappointed by the lack of engagement by this Board with the Community. FDOT's failures in this regard are legend ... but I hoped for more from you ... especially the locally elected class.

In this moment I want to focus on what a vote advancing the TIP as presented by staff tonight would say about each of you as public servants. It would mean you approve:

- _ further expansion of a monument to Jim Crow era racism and an environmental polluter ...
- _ Displacement of individuals from their homes in VM Ybor in service to ROW acquisition and Interstate expansion
- _ 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 (1902 Lamar Ave and sloping underpass retention walls come to mind)
- _ The abandonment of dedicated transit lanes for BRT on Florida Ave. and Tampa Street.
- _ the abysmal failure that has permeated FDOT's and TPO's public outreach related to the DTI Quick Fix project since at least 2019.

A vote for this year's TIP, as presented, is a nod to the wrongheaded notion that we in Urban Tampa exist for the convenience of regional and even national interests ...

I live and vote locally ... those of you privileged to hold elected office have secured your votes locally ... there are responsibilities ... I hope you will begin to meet them ...

Strike the three DTI lane movements in Table 1, stop the intrusion of retention walls in Tampa Heights, support the dedicated transit lanes on Tampa Street and Florida Avenue and step into the discussion regarding vertical retention walls at the Floribraska, Lake, Osborne and Chelsea underpasses.

Rick Fernandez, 2906 N Elmore Ave., Tampa, FL 33602, TPO CAC Vice Chair, Tampa Heights Civic Association, Transportation Chair

Nicole Perry

To: TPO for Public Comment 6/8/22 Meeting

My name is Nicole Perry. I live at 602 E Frances Ave, right by the downtown interchange in Tampa Heights. Our beloved neighborhood, Tampa's first suburb, has already borne the effects of the highway during its creation and continues to weather the effects every day. We are exposed to air pollution, sound pollution, and decreased property values for those who live closest to it. Historic properties have been destroyed because of it. It has been shown time and again across the world that wider highways will NOT improve traffic in the long run due to induced demand. Tampa needs real solutions, real mass transit, and to stop destroying its history and hurting its residents, such as my family.

I oppose further I-275 retention wall intrusions along the eastern boundary of Tampa Heights. I ask you to strike the line items concerning further expansion of the highway through the DTI. This area has suffered enough at the hands of FDOT. Residents of Tampa and even surrounding neighborhoods have made it clear that WE WANT REAL TRANSIT not wider highways. FDOT keeps pushing the same old agenda over and over and quite honestly the fight against them is exhausting. I'm a busy, working momma of three little ones. They know that most residents don't have the energy to fight this, so they think that one more time of pushing it will win. We need YOU to help the residents of our beloved city and strike these motions that will only further HURT the residents with increased noise, pollution, safety concerns, and reduced property values. There are so many other important transit focused opportunities to focus on instead.

Christopher Martinez

Tampa Heights residents are working very hard to restore the neighborhood to its former pre-275 glory as much as possible. The number one impediment and threat to the historic nature of the neighborhood and its future growth and strengthening is the freeway. We should be moving to lessen the impact of 275 and move to smarter, more sustainable transportation options - walking, biking, clean and safe and truly useful public transport. Please consider the following items, thank you.

Take all possible action to stop the further intrusion of Interstate walls along the eastern border of Tampa Heights. This was recommended by the Citizens Advisory Committee in January 2022.

Strike the following lane movements from the DTI-Quick Fix Project (TIP Table 1)

-Westbound I-4 to Northbound I-275 (FPN 445056-1). This movement impacts VM Ybor and results in the taking of additional Right-of-Way and several homes

-Westbound I-4 to Southbound I-275 (FPN 445056-2). (Strike recommended by the TPO CAC in March 2022). This movement impacts retention walls south of Palm Ave. to south of 7th Ave.

-Southbound I-275 to Eastbound I-4 (FPN 445057-1). (Strike recommended by the TPO CAC in March 2022). This movement impacts retention walls between Floribraska Ave. and Palm Ave.

Advance the Heights Mobility Project with dedicated transit lanes on Florida Ave. and Tampa St.

Fund trails and sidewalks, including the Green ARTery.

Twitter

5/19

In response to a HART post about bus shelter installations

Tolar Manufacturing

Great job by the @GoHART maintenance team #transitworks #communitymatters

In response to an ABC Action News post about rising traffic fatalities

Mauricio Rosas

All the funding is needed to get Hillsborough mass transit infrastructure built, but if land-use policies continue to create sprawling suburbs, we will not reach #VisionZero

5/22

Regarding a post by Walk Bike Tampa about rising cycling and pedestrian fatalities

Jeff Redding

Hi Neighbors, I have a page about why so many #Pedestrians are being killed in #Florida.

<http://pedestriansmatter.org>

6/2

Regarding a post from the Tampa Bay Times about a new terminal at Tampa International Airport

TampaBayBeat

Either add some meaningful international flights or change your name to Tampa Regional Airport.

[\(Return to Minutes\)](#)

Email

From: neil.cosentino@icloud.com

To: Beth Alden

Subject: Re: Repurposing the Northbound I-275 Howard Frankland Bridge to include Green Mobility

Date: Thursday, May 12, 2022 10:06:07 PM

Beth

Some facts*

On May 12, 2022, at 4:12 PM, Beth Alden <aldenb@plancom.org> wrote:

There may be trepidation about taking over the maintenance responsibilities for a large bridge that FDOT has indicated is at the end of its functional life.

** FACT - the "Functional Life" based on a maximum number of 40 ton vehicles per span dynamic loads... and has a FDOT 7 health rating today at 89% We will limit the load to solar panels, cars and people ... a four ton limit, i.e., 40 vs 4 . Extrapolated means the bridge is safe for a very long time and there will be enough funds from selling clean energy to pay salaries and maintenance .*

And Beth, we would like independent out of state FHWA bridge engineers to make the official evaluation of the potential life span of the bridge ...

Note their finding would needed to obtain bank or DOE loans to install the Solar Array.

It will be an expensive bridge to remove, (FACT - FDOT 7 plans to spend \$35,000,000 the bridge is valued at \$300,000,000 - so over \$335,00,000 is on the table) if it comes to that, as it did with the Gandy Friendship Trailbridge; and it may be even more expensive to maintain.

However, if you'd like to discuss your ideas with the board (or any of the committees, for that matter) during the public comment portions of their public meetings, you are always welcome.

From: neil.cosentino@icloud.com <neil.cosentino@icloud.com>

Sent: Thursday, May 12, 2022 3:25 PM

To: Beth Alden <aldenb@plancom.org>

Subject: Re: Repurposing the Northbound I-275 Howard Frankland Bridge to include Green Mobility
Thanks Beth

Thanks for sharing —Congratulations! you have come a GOOD long way since the Downtown Partnership...

A very simple action plan would be for both counties to lease the bridge from FDOT 7 for a \$1 year/50 years;

Then as the LEASORS to sublease it to a NFP power cooperative for \$1/year 50 years to build and operate the Bridge solar array, sell the clean Kilowatts, maintain the bridge and manage the Trail as a GREEN tourism venue and operate a MID METRO GREEN electric charging location.

Repurposing the bridge is “ A GOOD THING “ for Tampa Bay’s GREEN MOBILITY ...

What GREEN MOBILITY elements are identified as such and in your plans ?

Thanks

Neil

From: Connor MacDonald

To: Mauricio Rosas

Cc: Brown, Amanda; Johnny Wong; Beth Alden; marlowj@hillsboroughcounty.org; guido.maniscalco@tampagov.net; Lisa Edwards; myersg@hillsboroughcounty.org; westw@hillsboroughcounty.org;

Overman, Kimberly; Michelle Cookson; Rick Fernandez; lynn.hurtak@tampagov.net

Subject: RE: Follow up of Segment D & E - Re: Green Artery

Date: Monday, May 16, 2022 9:25:56 AM

Good Morning Mr. Rosas,

I sincerely apologize for the breakdown in coordination with our partners. We meet with jurisdictions and agencies several times each year to collaboratively review all tables and receive project updates. We have added additional rounds of review this year to catch things like this but will continue to seek ways of improving the process.

We agree that those segments add value to the countywide bike/trail network, so we have prioritized them through the TIP process. Now that they seek funding again, we will coordinate with our partners to identify grant sources to move them forward.

Regarding the Ola Ave project, according to the information provided to us by FDOT, yes- Ola Ave multimodal improvements are under design and scheduled for construction in FY23.

Thank you,

Connor MacDonald, Transportation Planning Organization, Planner I, *He/him/his*, 813.946.5334 (o) planhillsborough.org

From: Mauricio Rosas <mrosas1001@mac.com>

Sent: Saturday, May 14, 2022 2:33 PM

To: Connor MacDonald <macdonaldc@plancom.org>

Cc: Brown, Amanda <BrownAK@hillsboroughcounty.org>; Johnny Wong <wongj@plancom.org>; Beth Alden <aldenb@plancom.org>; marlowj@hillsboroughcounty.org; guido.maniscalco@tampagov.net; Lisa Edwards <lisa.edwards@tampagov.net>; myersg@hillsboroughcounty.org; westw@hillsboroughcounty.org; Overman, Kimberly <overmank@hillsboroughcounty.org>; Michelle Cookson <uppitygal@mac.com>; Rick Fernandez <rick@fernandezconsulting.net>; lynn.hurtak@tampagov.net

Subject: Follow up of Segment D & E - Re: Green Artery

Hello Mr. Connor,

Thank you for the follow-up. You see this as an error, and I see it as a setback, the question now is, how many more items are incorrectly labeled as funded but are not?

These two projects are shovel-ready. They're both projects that will mitigate the safety component of crossing Nebraska Ave and cycling along an 8ft wide sidewalk on Florida Ave. Segment E. It also aligns with the proposed dates of construction of the funded Ola Avenue bike blvd. So, the other concern is the Ola Ave Blvd is it really funded and is construction still on schedule for 2023?

How can we make these two projects jump back to the funded priority list?

Thank you,

Mauricio Rosas, mrosas1001@mac.com, 118 West Mohawk Avenue, 813.727.6680

From: Morris, Andrew

To: Beth Alden

Subject: RE: [e] MPOAC Freight and Rail Committee Passenger Rail Workshop April, 27, 2022

Date: Tuesday, May 17, 2022 11:18:09 AM

[Congressman Bill Young Testimony and Other Documents 1983.pdf](#)

Beth Alden,

Thank you for the update. I saw that the FRA released the Notice of Establishment of the Corridor Identification and Development Program. I included a link to it below. I will try to go to The TMA Leadership Group meeting in September since it will be in Pinellas County. It is exciting to see the FRA establish a program to help develop and expand intercity passenger rail service in the US. I did look up some background information related to how Pinellas County lost Amtrak passenger rail service in 1984. I am including a PDF copy of Representative Bill Young's testimony in support of keeping Amtrak passenger rail service in Pinellas County and various documents from local entities that were in support of keeping Amtrak passenger rail service in Pinellas County. It is unfortunate that instead of improving the infrastructure to reduce travel times and expanding the State-Supported Silver Palm to Clearwater and St. Petersburg, we lost Amtrak passenger rail service instead. The CSX Clearwater Subdivision might not be the most direct alignment between Tampa, Clearwater, and St. Petersburg, but a one seat ride from Clearwater and St. Petersburg to other cities in Florida would still be competitive. Especially compared to multiple transfers and sitting in traffic on the Howard Frankland Bridge, Gandy Bridge, or Courtney Campbell Causeway. Also implementing Regional Rail in the Tampa Bay Metro Area would be significantly easier if the infrastructure was already improved to support Amtrak service. I look forward to hearing more news soon.

Establishment of the Corridor Identification and Development Program

<https://www.federalregister.gov/documents/2022/05/13/2022-10250/establishment-of-the-corridor-identification-anddevelopment-program>

Best Regards, Andrew Morris, Planner/GIS Technician, 300 Municipal Drive, Madeira Beach, FL 33708
O: 727-391-9951 Ext. 296, Email: amorris@madeirabeachfl.gov

From: Beth Alden

To: Jose Menendez

Cc: Gena Torres; Wade Reynolds

Subject: RE: Hillsborough County on pace for record bicyclist fatalities

Date: Wednesday, May 18, 2022 1:42:00 PM

Jose, thank you for the update. We are continuing to provide an annual review of our crash trends to the TPO Board and Committees every February, and this year recommended a couple of policy actions – including formally requesting the BOCC set aside funds in the new referendum specifically for safety improvements, which the BOCC did do. Vision Zero projects continue to be at the top of the TPO's

priority list for the limited federal grant dollars that come to our area under the TPO's purview, and the majority of our funds are programmed for crash reduction. I am sorry to see the numbers going in the direction they are going. Please stay safe. All the best to you- Beth

From: Jose Menendez <linksmaster@netzero.net>

Sent: Tuesday, May 17, 2022 4:06 PM

To: Karen Kress <kkress@tampasdowntown.com>; Julie Bond <bond@cutr.usf.edu>; James Shirk <shirkje@gmail.com>; Beth Alden <aldenb@plancom.org>; Wade Reynolds <reynoldsw@plancom.org>; Gena Torres <torresg@plancom.org>; Ping Hsu <Ping.Hsu@dot.state.fl.us>; Craig Fox <Craig.Fox@dot.state.fl.us>; Stephen Benson <Stephen.Benson@tampagov.net>; danni.jorgenson@tampagov.net; Jackie Toledo <jackievtoledo@gmail.com>; Patricia Kemp <patriciakemp.law@gmail.com>; Christine Acosta <3301christineacosta@gmail.com>; J. Steele Olmstead <jsteele@jsteelelaw.com>; John Marsh <John.Marsh@tampagov.net>; Calvin Thornton <Calvin.Thornton@tampagov.net>; William Porth <William.Porth@tampagov.net>; Mike Flick <FlickM@hillsboroughcounty.org>; Bob Campbell <campbellr@hillsboroughcounty.org>; William Roll <williamroll@mac.com>; Demian Miller <dmiller@tindaleoliver.com>; Gary Tait <GTait@tindaleoliver.com>; George Edmiston <GEdmiston@tindaleoliver.com>; Jessica Brenner <jeccabrerr@gmail.com>

Subject: Hillsborough County on pace for record bicyclist fatalities

Hi everyone,

I hope all of you and your families have been staying safe and healthy.

Here's some grim news: According to the latest statistics from FLHSMV's Crash Dashboard, 8 bicyclists have been killed in Hillsborough County traffic crashes between 1/1/2022 and 5/6/2022.

<https://www.flhsmv.gov/traffic-crash-reports/crash-dashboard/>

If the county were to maintain that bloody pace for the rest of the year, about 23 bicyclists would end up getting killed on our roads, smashing the old record of 17 set just last year.

(Sometime after I emailed all of you on Jan. 31 with preliminary statistics for 2021, showing that 16 bicyclists and 68 pedestrians had been killed in Hillsborough County last year, FLHSMV updated the stats to 17 bicyclists and 69 pedestrians killed.)

For the same period this year, the Crash Dashboard shows 21 pedestrian fatalities for the county. At that pace, about 60 pedestrians would end up getting killed this year.

So Hillsborough County seems to be headed for yet another horribly deadly year for its vulnerable road users.

Jose Menendez, (813) 327-0709, P.S. For Pinellas County, the Crash Dashboard shows 3 bicyclists and 13 pedestrians killed between 1/1/2022 and 5/6/2022. The updated numbers for last year are 17 bicyclists and 61 pedestrians killed.

From: neil.cosentino@icloud.com

To: Tampa Downtown Partnership; Beth Alden

Subject: FEI Tampa is the " Aerial CrossRoad " for the NASA RAM Program. RE: Rpeort.pdf RE: 2021-04-20-RAM.pdf

Date: Friday, May 20, 2022 2:15:32 PM

Attachments: PastedGraphic-3.tiff
50e04916-4a03-442f-bbe9-a8951e9f1093.png

FEI

Florida is the optimum location-site to R&D and Test the NASA RAM Program and Tampa is the Aerial CrossRoads

FMI, Neil Cosentino USAF Retired, Camelot Florida <> FASTA Florida, PM <> Florida RAM, 813-784-4669

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: Jim Jennings

To: Cheryl Wilkening

Subject: TPO Public Hearing on 6/8/2022

Date: Tuesday, May 31, 2022 6:11:15 PM

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 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 the TPO Board has a lot on its plate. I appreciate the time and consideration.

Thank You

Jim Jennings Resident of Wimauma/Apollo Beach area.

From: Ansh Bhatt

To: planning@dot.state.fl.us

Subject: Inquiry Tampa Commuter Rail

Date: Thursday, June 2, 2022 12:40:44 PM

Hello,

My name is Ansh Bhatt and I live in the unincorporated community of Valrico, FL in the Tampa Area. With the reason surge of growth in the area, and the need of many to commute to Tampa from unincorporated Hillsborough County have caused extreme congestion on the arterials of I4 and SR 60 during rush hours. There are CSX tracks that run from Plant City to Tampa which could be used for this system, along with the segments that go to Apollo Beach, North of Temple Terrace, and St Pete. These four directionals could provide a cost effective backbone to a commuter rail system in the Tampa Area, although they would require the cooperation of CSX, The Hillsborough Airport Authority, TBARTA, HART, Hillsborough County, Plant City, Temple Terrace, St. Petersburg, FDOT, and The City of Tampa. Depending on need this system could run solely during rush hours to ease congestion on the arterials. Combined with increased multimodal transit I feel this could be a next step to increasing upward mobility and the strength of the Tampa Bay Area.

Additionally, the North Portion of the CSX Track which has a segment which passes MOSI near USF and goes toward Tampa Intl TPA could provide an cost effective park and ride hub, as there is existing parking infrastructure, retail space, and a pedestrian bridge which connects across Fowler to the USF campus. This could add vitality to the soon to be abandoned site.

This would greatly increase convenience, mobility, and economic impact of the over 50,000 students attending USF, and provide cross campus mobility from USF Tampa to St. Pete.

Combined with Light Rail, Pedestrian and Bike Support, Arterial/Conventional BRT, CFIs, Xpress Tampa Project, increased use of Roundabouts in low throughput intersections we could make Tampa and example of cost effective transportation and mobility when it comes to flexibility with existing infrastructure.

I understand the issues of complying with FRA and local interests, but this has to be pursued to ease the stress on the transport system.
Thank you, A concerned citizen

Cheryl Wilkening

To: Johnny Wong
Subject: RE: Notice of Objection to CAC vote re Amendments 8 and 9 (DTI Quick Fix) _ TIP FPN #'s 445056-2 and 445057-1

From: Clark, Cameron <ClarkC@HillsboroughCounty.ORG>
Sent: Friday, June 3, 2022 11:28 AM
To: Rick Fernandez <rick@fernandezconsulting.net>
Subject: RE: Notice of Objection to CAC vote re Amendments 8 and 9 (DTI Quick Fix) _ TIP FPN #'s 445056-2 and 445057-1

First, the substance of the two motions, which were clearly made on separate documents. This alone is determinative. A body can vote to amend its current budget to remove a previously approved item, while at the same time approving that same item for a future budget. There is no need for the CAC to rescind its vote to recommend removal of items from the current TIP in order to recommend that they be included in an upcoming TIP. The votes are not mutually exclusive; they can coexist.

Otherwise, Robert's Rules. As you well know, there is no statute governing this issue.

From: Rick Fernandez <rick@fernandezconsulting.net>
Sent: Friday, June 3, 2022 11:20 AM
To: Clark, Cameron <ClarkC@HillsboroughCounty.ORG>
Subject: RE: Notice of Objection to CAC vote re Amendments 8 and 9 (DTI Quick Fix) _ TIP FPN #'s 445056-2 and 445057-1

External email: Use caution when clicking on links, opening attachments or replying to this email.

What is the authority for that statement ... Rick

From: Clark, Cameron <ClarkC@HillsboroughCounty.ORG>
Sent: Friday, June 3, 2022 10:25 AM
To: Rick Fernandez <rick@fernandezconsulting.net>
Cc: 'Johnny Wong' <wongj@plancom.org>; Beth Alden <aldenb@plancom.org>
Subject: RE: Notice of Objection to CAC vote re Amendments 8 and 9 (DTI Quick Fix) _ TIP FPN #'s 445056-2 and 445057-1

The March vote was to amend the current TIP; the June vote was an annual recommendation on the new, unadopted TIP. They were votes on separate documents. The CAC did not need to rescind a vote on the current TIP in order to make a different recommendation on the new TIP. No vote to rescind was required.

From: Rick Fernandez <rick@fernandezconsulting.net>
Sent: Thursday, June 2, 2022 9:35 PM
To: 'Johnny Wong' <wongj@plancom.org>; Clark, Cameron <ClarkC@HillsboroughCounty.ORG>
Cc: Cohen, Harry <CohenH@hillsboroughcounty.org>; Kemp, Pat <KempP@hillsboroughcounty.org>; Overman, Kimberly <OvermanK@hillsboroughcounty.org>; Smith, Mariella <SmithMa@hillsboroughcounty.org>; Myers, Gwendolyn

<MyersG@hillsboroughcounty.org>; guido.maniscalco@tampagov.net; Lynn.Hurtak@tampagov.net;
Joseph.Citro@tampagov.net; jessica.vaughn@hcps.net; 'Brian Seel' <brianiseel@gmail.com>; lenayoung@thica.org;
tarynsabia@gmail.com; 'Beth Alden' <aldenb@plancom.org>; 'Cheryl Wilkening' <wilkeningc@plancom.org>; Rick
Fernandez <rick@fernandezconsulting.net>
Subject: RE: Notice of Objection to CAC vote re Amendments 8 and 9 (DTI Quick Fix) _ TIP FPN #'s 445056-2 and 445057-1
1
Importance: High

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Johnny/Cameron: A motion to reconsider is not the issue. The issue is whether or not a motion to rescind would have been appropriate to attack the CAC's March 2 action recommending removal of amendments 8 and 9 from the TIP ...

That said, Cameron, is there any authority on this point or are we operating in the realm of opinion? The instructions the CAC was given on Roberts rules seem pretty clear on this point:

"A motion to rescind is a motion by which a previous action can be canceled. It strikes out an entire motion that has been adopted at some previous time. It requires either a two thirds vote, a majority vote when notice of the motion is provided at the previous meeting or in the call of the meeting, or a vote of a majority of the entire committee ... "

In this case the CAC's vote to approve the TIP on June 1 by simple majority (inclusive of the Amendment 8 and 9 lane movements) canceled the CAC's March 2 vote recommending the removal of Amendments 8 and 9 (by a vote of 10-8). Two diametrically opposed votes recorded within weeks of each other with no procedural safeguards against quorum shopping (higher vote burden and/or notice).

Thank you ... Rick

From: Johnny Wong <wongj@plancom.org>
Sent: Thursday, June 2, 2022 2:35 PM
To: Rick Fernandez <rick@fernandezconsulting.net>
Cc: Cameron Clark <clarkc@hillsboroughcounty.org>; Rick Fernandez <rick@fernandezconsulting.net>; CohenH@hcflgov.net; KempP@HCFLGov.net; Kimberly Overman <overmank@hcflgov.net>; 'Mariella Smith' <smithMa@hcflgov.net>; MyersG@hcflgov.net; guido.maniscalco@tampagov.net; Lynn.Hurtak@tampagov.net; Joseph.Citro@tampagov.net; jessica.vaughn@hcps.net; Rick Fernandez <rick@fernandezconsulting.net>; 'Brian Seel' <brianiseel@gmail.com>; lenayoung@thica.org; tarynsabia@gmail.com; Beth Alden <aldenb@plancom.org>; Cheryl Wilkening <wilkeningc@plancom.org>
Subject: RE: Notice of Objection to CAC vote re Amendments 8 and 9 (DTI Quick Fix) _ TIP FPN #'s 445056-2 and 445057-1
1

Hi again, Rick –

After consulting with Cameron, he has advised that the March motion to initiate TIP Amendments to strike the WB I-4 to SB I-275 (445056-2) & SB I-275 to EB I-4 (445057-1) movements should be treated as a separate vote from the June motion to recommend adoption of the annual TIP. The reason being that the March motion would have pertained to the current FY21/22-25/26 TIP and the June motion will pertain to the forthcoming FY22/23-26/27 TIP. He, therefore, believes that a motion for reconsideration was not required.

Please let me know if you have any questions,



Johnny KA Wong, PhD

Executive Planner

wongi@plancom.org • 813.699.7370

planhillsborough.org

All incoming and outgoing messages are subject to public records inspection
Her/Him

From: Rick Fernandez <rick@fernandezconsulting.net>

Sent: Thursday, June 2, 2022 12:37 PM

To: Johnny Wong <wongi@plancom.org>

Cc: Cameron Clark <clark@hillsboroughcounty.org>; Rick Fernandez <rick@fernandezconsulting.net>; CohenH@hcflgov.net; KempP@HCFLGov.net; Kimberly Overman <overmank@hcflgov.net>; 'Mariella Smith' <smithMa@hcflgov.net>; MyersG@hcflgov.net; guido.maniscalco@tampagov.net; Lynn.Hurtak@tampagov.net; Joseph.Citro@tampagov.net; jessica.vaughn@hcps.net; Rick Fernandez <rick@fernandezconsulting.net>; 'Brian Seel' <brianiseel@gmail.com>; lenayoung@thica.org; tarynsabia@gmail.com

Subject: Notice of Objection to CAC vote re Amendments 8 and 9 (DTI Quick Fix) _ TIP FPN #'s 445056-2 and 445057-1

Importance: High

Johnny/Cameron:

This is a notice of objection to the CAC vote taken at its June 1, 2022 meeting, approving the TIP as amended.

Two items in the TIP document presented for CAC action on June 1 were FPN #'s 445056-2 and 445057-1 (otherwise known as October 2021 Amendments 8 and 9). These line items reflect lane movements WB I-4 to SB I-275 and SB I-275 to EB I-4.

The CAC voted to recommend striking these two lane movements, Amendments 8 and 9 (by a vote of 10 to 8), during its meeting March 2, 2022.

Both of these FPN #'s (lane movements) were included in the TIP document presented to the CAC on June 1. Ultimately, the CAC voted to approve the TIP as amended, without acknowledging the prior action of the CAC regarding Amendments 8 and 9. The CAC, by its June 1 vote, rescinded the March 2 action of the CAC but did so without the procedural step of a Motion to Rescind and its more burdensome vote requirement.

I noted this objection on the record during the meeting but the Chair ignored the point of order and proceeded with a straight up majority vote recorded by the 10 voting CAC members available at the time.

I ask for a legal review of this vote with a view toward setting aside the June 1 action regarding Amendments 8 and 9 (FPN #'s 445056-2 and 445057-1) and honoring the CAC's action of March 2 as a matter of record.

Respectfully Submitted,

Rick Fernandez
CAC Vice Chair

From: [MAC MCWHIRTER](#)

To: [Cheryl Wilkening](#)

Subject: TIP

Date: Saturday, June 4, 2022 5:57:12 PM

Dear Commissioners,

Received the notice about the June 8th Public hearing, thank you very much. I would like to propose a traffic light improvement in Seffner.

The northbound Parsons Ave right turn lane at MLK Blvd is often used as a through lane.

There is one "Right Lane Must Turn Right" sign by the McDonald's entrance on Parsons Ave, but is missed quite often and the vehicles almost get run off into the Crosswalk Signal.

A simple fix of replacing the Red and Green lenses with Red and Green arrows pointing right might correct a wayward driver before entering the intersection.

Just a thought.

All the Best, Mr. MAC

From: [howard Harris](#)

To: [Cheryl Wilkening](#)

Subject: Climate change and traffic lights

Date: Sunday, June 5, 2022 1:48:57 PM

At about 5 pm on a Monday, it took me 5 minutes to travel on Columbus Drive from MLK pass Florida Ave. Stop and go traffic increase energy costs and puts more carbon into the environment. Pinnellas County for decades has not had this problem because that county synchronized traffic lights.
Howard Harris, 214 773 7987

From: [Cameron Hunt McNabb](#)

To: [Cheryl Wilkening](#)

Subject: TIP Public Hearing

Date: Monday, June 6, 2022 10:19:32 PM

Hello.

I'm writing as a fourth-generation Tampa native and neighborhood advocate. I echo my fellow citizens that road widening is a waste and should be left in the past, while safe, quality community-focused public and active transportation infrastructure is what we need and want for a sustainable, equitable future.

In particular, I implore TPO and FDOT to take action to stop further interstate intrusion in Tampa Heights, VM Ybor, Ybor City, Old Seminole Heights, and Seminole Heights. Currently, the FDOT has officially published plans to widen I-275 and I-4 up to FIFTY ADDITIONAL FEET into our historic neighborhoods. The TPO has the power to stop this. The TPO absolutely should remove all funding for highway expansion from the TIP.

Additionally, as a highly diverse city, I implore the TPO Board to vote in line with the letter and spirit of the 2020 Resolution Supporting Racial Justice, which acknowledges that: "Whereas, locally, neighborhood clearing was manifested in the construction of I-275 and I-4 which were used to divide African American communities and eliminate the Central Avenue Business District..." and that further highway expansion is a continuation of this discriminatory legacy.

Best,
Cameron

From: [Andy Mikulski](#)

To: [Cheryl Wilkening](#)

Subject: June 8th TIP Presentation Comments- Heights Mobility Project

Date: Monday, June 6, 2022 10:15:37 PM

My comments about the Heights Mobility Project:

-I'm glad to see something is being done to improve this corridor. The corridor is an embarrassment and reflects poorly on the community, FDOT, and the City of Tampa. In its current state, it's evident that the values, needs, and concerns of the adjacent residents have been ignored for a long time. The surrounding neighborhoods have come back to life in spite of this corridor. This is an opportunity to turn a liability into an asset.

-Please include future undergrounding of overhead utilities in the budget. While the roads are ripped up, please put some electrical conduit in the ground. While TECO may not be ready to underground this segment, it will make future undergrounding much cheaper and easier if the conduit is already in the ground, especially at intersection crossings. It should be a negligible cost to add the conduit.

-Please include shade trees whenever possible. Currently, the corridor has no shade and is an inhospitable walking environment. Ideally, there would be stretches of continuous canopy coverage.

-We need wider sidewalks and additional pedestrian crossings. I'm still concerned about the lack of planned cross connections along the corridor. The design speed needs to be decreased as well. It's a

terrifying experience to cross Tampa and Florida with two young kids. Honestly, these roads are one of the greatest threats to the safety of my kids, and unfortunately we have to cross the roads if we want to walk anywhere in the neighborhood.

Andy

From: Peter Crosby

To: Cheryl Wilkening

Subject: No more lanes

Date: Monday, June 6, 2022 10:48:04 PM

Folks, a few thoughts:

More mass transit, not more lanes. If you plant roads, you'll harvest traffic. We have enough already.

Preserve (what's left of) our historic neighborhoods. The past is important.

Build more housing downtown, where transit can be optimized. Hot parking lots are not a good use of Tampa real estate.

Plant more trees. It's going to get a lot hotter down here soon.

Stop overbuilding South of Gandy, people will die when (not if) hurricanes hit.

Thanks for listening, Peter Crosby, South Tampa

From Wayne Olson, 06/07/2022 7:19 AM



HYBRID PUBLIC HEARING

Wednesday | June 8, 2022 | 6:00 p.m.
Annual update of Transportation Improvement Program

At this Public Hearing, the TPO Board will consider adoption of the **Transportation Improvement Program (TIP)**, a list of transportation projects in Hillsborough County to be funded over five years (October 1, 2022 - September 30, 2027), and a list of priorities to be considered for any funding that becomes available. Project details and design will be determined by the agency implementing the project, typically in a future year. The complete TIP draft document is available at PlanHillsborough.org or by calling 813-756-0371 for a copy to be mailed to you (allow time for delivery).

Projects with new funding in this year's TIP update include:

- Maintain and replace buses, bus stops, vanpool fleet, and replace bus tracking system (\$10M)
- Repave roadways, improve drainage, and repair bridges
- Widen US 92 at McIntosh Rd – from 2 to 4 lanes (\$1.25M for design)
- Rail crossing safety – SR 60 @ Clarence Gordon and Kennedy Blvd @ Willow Ave
- Intersection improvements – Adamo Dr @ 26th St (\$600k); Park Rd intersections from Baker St to I-4 (\$5M); SR 60 intersections from Buckingham Pl to Lithia Pinecrest Rd (\$4M); Dale Mabry Hwy intersections from Gandy Blvd to Sevilla St (\$3.3M) and Mango Ave to Pearl Ave (\$1.2M)
- Tampa International Airport shuttle car and system replacement (\$18M)
- Heights Mobility Project – Tampa St and Florida Ave from Tyler St to Floribraska Ave: drainage, resurfacing, sidewalk, transit lane (\$46M)
- Add lanes and reconstruct interchange on I-75 @ Fowler Ave (\$54M)
- Add lane on I-4 from Fritzke Rd to Branch Forbes Rd (\$1.76M for design)
- Safety enhancements – George Rd from Dana Shores Dr to Town N Country Greenway (\$200k for planning); Fowler Ave from 56th St to I-75 (\$200k for planning); Busch Blvd from Dale Mabry Hwy to Nebraska Ave (\$22M)

New projects to consider making a priority for future funding:

- Safety enhancements – Hillsborough Ave @ Sawyer Rd and @ Town N Country Blvd; Lois Ave from Cleveland St to Boy Scout Rd; US 301 @ Palm River Rd; US 301 intersections at Harney, Stacy, McIntosh and Symmes Rds; Mango Rd from MLK Jr Blvd to US 92; Lynn Turner Rd from Ehrlich Rd to Gunn Hwy; 78th St from Causeway Blvd to Palm River Rd; 15th St from Fowler Ave to Fletcher Ave and Lake Ave to Palm Ave; Fletcher Ave from Armenia Ave to Nebraska Ave; CR 39 @ Lithia Pinecrest Rd; Habana Ave from MLK Jr Blvd to Hillsborough Ave; Azele St from Dale Mabry Hwy to Armenia Ave; Bird St from Florida Ave to Nebraska Ave; Manhattan Ave from Gandy Blvd to Euclid Ave; Sheldon Rd from Hillsborough Ave to Waters Ave; MacDill Ave from Bay to Bay Blvd to Kennedy Blvd; 30th St from Yukon St to Fowler Ave; Interbay Ave from West Shore Blvd to Bayshore Blvd

PLANNING HILLSBOROUGH
2022 JUN 8 AM 9:59

*109th Ave Progress, early Resurfacing
15th St I-40 22nd St.*

- **Signal Replacements** – Downtown Tampa; Cypress St @ Armenia and Howard Aves; Henderson Ave @ Lois Ave; Habana Ave @ Columbus Dr; Himes Ave @ Gandy Blvd; Manhattan Ave @ El Prado and Bay to Bay Blvds; Church Ave @ Bay to Bay Blvd
- **Greenway/trails walk/bike connections** – Green ARtery Segments D & E, 109th Ave from Nebraska Ave to 30th St; Ashley Dr from Tyler St to Laurel St; Dale Mabry Hwy @ Spruce St; Hanna Ave from Nebraska Ave to 40th St; 14th St from Columbus Dr to I-4; Main St from Armenia Ave to North Blvd; Waters Ave @ Florida Mining Blvd; Brush St from Whiting St to Kennedy Blvd; Armenia Ave @ Barclay Rd; Mango Rd @ Old Hillsborough Ave; fill Sidewalk Gaps on various State Roads
- **Brorain St Bridge Rehabilitation and Cass St Bridge Repair**
- **Cross Bay Ferry Service**

*Bouganvillea 22nd st W to Nebraska/Fla ave.
DOT Help developing!*

Please participate in this Public Hearing!

Participate in Person

Sign up to speak in person on June 8th from 4:30 pm until 5:30 pm in the first-floor lobby of County Center or visit tinyurl.com/TPO2022TIP. To transfer your minutes to another speaker, you must sign up and be present in the 2nd floor boardroom when your name or number is called. Spontaneous transfers will not be honored. The amount of time allotted to each speaker may be adjusted by the chair to accommodate as many speakers as possible.

Participate Virtually

No later than 5:30 pm on June 8th, sign up at tinyurl.com/TPO2022TIP or call 813-756-0371 for assistance. Provide the phone number you will call in from so that we can recognize your call in the queue. You will receive an auto-reply confirmation along with instructions. You will be called to speak in the order you signed up. If you intend to transfer your minutes to another speaker, you must note this when you sign up in advance, and you must be present on the phone when your spokesperson's name is called. Spontaneous transfers will not be honored, and speaking time may be adjusted to accommodate as many speakers as possible.

Leave a Comment

- Email comments in advance to: tpo@plancom.org
- Leave a voicemail message in advance at: (813)273-3774 x369
- Leave comments on Facebook in advance on the TPO's Facebook Event Page at: [Facebook.com/HillsboroughMPO](https://www.facebook.com/HillsboroughMPO)

Please note: Email, voicemail, and Facebook posts received BEFORE 9 am on June 8 will be distributed to the TPO Board prior to the public hearing. All comments received are public record.

Watch live: HTV, [Spectrum 637](http://Spectrum), [Frontier 22](http://Frontier), HillsboroughCounty.org, TinyURL.com/HCmeets

The TPO is responsible for prioritizing federal and state funds allocated to transportation projects in Tampa, Temple Terrace, Plant City, and Hillsborough County. A complete list of projects in the TIP is available at PlanHillsborough.org or by calling 813-756-0371 for a copy to be mailed to you (allow time for delivery). Persons needing interpreter services or accommodations for a disability in order to participate in this meeting, free of charge, are encouraged to contact Joshua Barber, (813) 576-2313 or barberj@plancom.org, **three business days in advance** of the meeting. Also, if you are only able to speak Spanish, please call the Spanish helpline at (813) 272-5940 ext. 1. *Si necesita servicios de traducción, el TPO ofrece por gratis. Para registrarse por estos servicios, por favor llame a Joshua Barber directamente al (813) 576-2313 con tres días antes, o barberj@plancom.org de correo electrónico. También, si sólo se puede hablar en español, por favor llame a la línea de ayuda en español al (813) 272-5940 ext. 1.* The TPO does not discriminate in any of its programs or services. Public participation is solicited without regard to race, color, national



From: Joshua Barber
To: Davida Franklin
Cc: Vishaka Shiva Raman; Johnny Wong; Connor MacDonald
Subject: TIP Comment
Date: Tuesday, June 7, 2022 9:00:24 AM
Attachments: [image001.png](#)

Hi all

I received the following comment from a citizen over the phone today:
 “2200 Block of E Fern – has not been paved in 30 years. Would like to see it taken care of. One block north of Hannah between 22nd and 24th.” - Inge Hildreph
 Joshua Barber | AICP, Planner II, *He/Him*. Office: 813.576.2313, planhillsborough.org

From: Elizabeth Corwin
To: Cheryl Wilkening
Subject: TIP
Date: Tuesday, June 7, 2022 12:52:43 PM
 Widening I-275 and/or I-4 in Tampa would be a crime.

Please do not widen these roads through Tampa Heights, VM Ybor, Ybor City, Old Seminole Heights, and Seminole Heights. These neighborhoods are historic. FDOT has already done a lot to damage them. Please don't add to this.

The original construction of these roads divided Black communities, eliminated the Central Avenue Business District, and chopped up other neighborhoods. These roads have contributed to air and noise pollution and to unhealthy populations.

The original construction and plans for expansion have left these neighborhoods in limbo, with declining property values and disincentives to maintain the housing stock. and that further highway expansion is a continuation of this discriminatory legacy.

It's time for this torture to end. Please decide once and for all to cancel the expansion of these highways.

Please also find some way to make up to the homeowners along these corridors for the decay over these decades.

Transportation funding should be spent on public transit, sidewalks, and bike paths.

Sincerely,
Elizabeth Corwin, Tampa

From: [Cynthia Peters](#)

To: [Cheryl Wilkening](#)

Subject: 6/8/2022 5:30 meeting - Stop Widening Highways

Date: Tuesday, June 7, 2022 2:06:18 PM

Hello,

I cannot attend tomorrow's meeting but please accept this as my comment:

Please remove all funding in the TIP for the DTI and fund bike lanes, sidewalk and bus infrastructure instead. We do not want further interstate intrusion. It is eating into historic homes as well as causing further division of communities. The 2020 Resolution Supporting Racial Justice says that the construction of I-275 and I-4 were used to divide African American communities and eliminate the Central Avenue business district. We must end the continuation of this discriminatory legacy.

Thank you,
Cynthia Peters, Hillsborough County Resident

Good Morning Johnny and Connor! Just circling back as I apologize it's taken so long to say thank you so much for your presentation to our committee on the 10th. They very interested and learned quite a bit I think at least for the majority of them. Thank you again for presenting and look forward to the results of your upcoming TPO meeting on June 8!

Good Luck with your meeting and hope you both have a wonderful Memorial Holiday weekend!

Corine Linebrink

Urban Planner III, Ybor Community Redevelopment Area

City of Tampa /2015 East 7th Avenue, Tampa, Florida 33605, p: (813) 274-7960/ c: (813) 310-5003
e. Corine.Linebrink-Wain@tampagov.net

Visit us on the web at www.tampagov.net/CRAs & www.yborcityonline.com

Please note: This e-mail is public record.

From: [Tim Keeports](#)

To: [Cheryl Wilkening](#)

Cc: [A Getzoff](#); [Bill Hunter](#); [Charles Schaub](#); [Jack Simmons](#); [Jeffrey Silverstein](#); frank.joshua1@gmail.com; [Michael R Guinn](#); [Smith, Shirley](#); [Alyssa Simpson Feliho](#); [Doug Jesseph](#); [Doreen Jesseph](#); [Heather Culligan](#); [Maureen Obrien](#); [Theo C. Boylan](#); [Mauricio Rosas](#); [Rick Fernandez](#); [Brian Seel](#); [Bill Truett](#); jljnavy@verizon.net; [Ellie Baggett](#); [Sharlene Hartford](#); [Sharlene H.](#); [cgordonla](#); [Susan Morgan](#); [Tim Keeports](#)

Subject: Old Seminole Heights Neighborhood Association Input to the TPO Board Regarding the Transportation Improvement Program (TIP)

Date: Tuesday, June 7, 2022 3:36:53 PM

TPO Board,

As one of the urban core neighborhoods, we would again ask for the TPO to carefully consider the bolded concerns regarding the TIP review occurring on the evening of 6/8.

We live, play, and work directly in the middle of Tampa and continue to have our daily lives negatively impacted by I-275 and the endless efforts to improve this highway's "safety and throughput". We have long advocated for no further highway expansion -- which FDOT acknowledges yet chooses to ignore. And we know what induced demand actually is -- build it and they will come. This time is no different.

The current capacity improvement program will add sound walls and reconstruct overpasses. We are justifiably worried about this process as Tampa Heights (our neighbors immediately to the south) has experienced wall locations that shift, work done to a poor standard (uncontained cement dust from grinding), confusing and shifting timelines, and the removal of FDOT-acquired historic structures -- just because...

We would ask for significant discussion and focus to be placed on the following concerns:

A) FDOT needs to commit to fully finishing the highway "Capacity Improvements from north of I-4 to north US 92 -- post lane addition and post sound wall installation -- with robust and appropriate landscaping to further minimize noise and pollution; and enhance appearance. This was to have been done the last time the highway was expanded...and then the money ran out. We've asked and been told, "oh, that's a follow-on contract." Will the money run out again this time -- in 2026?

1) Reconstructing I-275 overpasses with fully vertical walls on Floribraska, Chelsea, and Osborne; similar to Hillsborough and MLK. There is no reason for the underway partial wall pullback and then slope, other than an informal FDOT arbitrary decision. The reason given is wider sidewalks provide "safety". This is a red herring as these wide sidewalks then connect to regular, poorly maintained, or no sidewalks extending out the Florida and Nebraska Ave arterial roads. Why is FDOT not improving these sidewalks as well? The answer given was "Those are out of scope."

2) Support funding for Green Artery Segment D and E. The Green Artery will provide a loop around Tampa for walking and biking. While not a perfect solution (as some segments share the road), it goes a long way toward supporting Vision Zero, reducing traffic with bike commuters, and providing the live, play, and work mentioned above.

3) Continue funding the Heights Mobility Study and support the arterial BRT (not on the highway) to encourage urban core transportation and reduce traffic.

4) Move the Highway BRT (often called the Fake BRT) to the Veteran's Expressway to avoid the potential further expansion of I-275).

5) Support, build and further expand the Green Spine!

6) Add a sidewalk to the Eastside of I-275 along Taliaferro Road. This future sidewalk, which should be funded by FDOT, would connect the Robles area of Tampa Heights to transportation options and expanded employment options.

7) Support Mayor Castor's priorities submitted to the Hillsborough County Planning Organization on February 18, 2022 -- except for the section addressing the DTI.

8) Stop further intrusion of Interstate retention walls along the eastern border of Tampa Heights.

- 9) Strike the following lane movements from the DTI-Quick Fix Project (TIP Table 1):
- Westbound I-4 to Northbound I-275 (FPN 445056-1). This movement impacts VM Ybor and takes Right-of-Way and several homes.
 - Westbound I-4 to Southbound I-275 (FPN 445056-2). This movement impacts retention walls south of Palm Ave. to south of 7th Ave.
 - Southbound I-275 to Eastbound I-4 (FPN 445057-1). This movement impacts retention walls between Floribraska Ave. and Palm Ave.

Thank you,
Tim Keeports, President
Old Seminole Heights Neighborhood Association

From: Rick Fernandez

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

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

Cc: "Brian Seel"; lenayoung@thjca.org; "Tim Keeports"; "Mauricio Rosas"; Rick Fernandez

Subject: Rick Fernandez _ Input to the TPO Board Regarding the Transportation Improvement Program (TIP) _ June 8, 2022 Public Hearing

Date: Tuesday, June 7, 2022 5:07:58 PM

Members of the TPO Board:

I enthusiastically embrace the comments of my colleague, Tim Keeports, President of the Old Seminole Heights Neighborhood Association. Please see his trailing message.

As a resident of Tampa Heights, living in the shadow of the DTI, I place particular emphasis on the following requests:

Strike the following lane movements from the DTI-Quick Fix Project (TIP Table 1):

- Westbound I-4 to Northbound I-275 (FPN 445056-1). This movement impacts VM Ybor and takes Right-of-Way and several homes.
- Westbound I-4 to Southbound I-275 (FPN 445056-2). This movement impacts Tampa Heights retention walls south of Palm Ave. to south of 7th Ave.
- Southbound I-275 to Eastbound I-4 (FPN 445057-1). This movement impacts Tampa Heights retention walls between Floribraska Ave. and Palm Ave.

Stop further intrusion of Interstate retention walls along the eastern border of Tampa Heights
Continue funding the Heights Mobility Study and support the arterial BRT (not on the highway) to encourage urban core transportation and reduce traffic. Advance the original plan to include a dedicated transit lane on Tampa Street and Florida Avenue. The dedicated transit lane does not appear in the current TIP document (Table 1).

Reconstruct I-275 overpasses with fully vertical walls on Floribraska, Lake, Chelsea, and Osborne; similar to Hillsborough and MLK.

Rick Fernandez
2906 N Elmore Ave
Tampa, FL 33602

Chair, Transportation Committee, Tampa Heights Civic Association
TPO, CAC, Vice Chair (Hispanic Representative – At Large)



3109 W. Dr. M.L. King Jr. Blvd., Suite 140
Tampa, FL 33607
P: 813-289-5488 / F: 813-513-2615
www.westshorealliance.org

June 8, 2022

The Honorable Harry Cohen
Chair, Hillsborough County Transportation Planning Organization
Hillsborough County Center
601 E Kennedy Blvd.
Tampa, FL 33601

RE: Westshore projects in Transportation Improvement Program

Dear Chairman Cohen,

The Westshore Alliance appreciates the Hillsborough County Transportation Planning Organization's support of TIP projects in the Westshore District. These projects are linked to your prior support of the Westshore Interchange because they benefit from the interchange construction and restoration of the Westshore street grid. The future of Westshore as a redeveloped walkable district with transit oriented development is dependent upon your continued support of these projects.

The later years of the Westshore Interchange include reconnecting Reo, Occident, and Trask Streets. But the TIP projects listed should move forward ahead of the interchange to reduce construction congestion and promote safety improvements. This will benefit residents and commuters, as well as promoting growth in Westshore.

- **Complete Streets & Safety Projects: West Shore Blvd, Lois Ave, Spruce St, Boy Scout/Manhattan signal**
 - West Shore Blvd has been the number one priority for the Westshore Alliance for 40 years. The currently scheduled County improvements north of Cypress Street are only part of the vision for the corridor. West Shore should have the pedestrian and public realm features of Ashley Drive, not crumbling medians and sidewalks.
 - Lois and Spruce are streets that connect neighborhoods to commercial corridors but are not built for either. Residents regularly complain about unsafe crossings to access the playground, recreation center, and schools west of Lois. Spruce is crumbling into the 8-foot deep ditch that carries stormwater into the bay. The City's plan would cap the ditch with a trail and rebuild the corridor

The mission of the Westshore Alliance is to promote, shape future growth and foster economic prosperity of the Westshore District.



3109 W. Dr. M.L. King Jr. Blvd., Suite 140
Tampa, FL 33607
P: 813-289-5488 / F: 813-513-2615
www.westshorealliance.org

- FDOT is studying the intersection of Boy Scout Blvd and Manhattan Ave for a traffic signal after crashes in 2021 that resulted in multiple deaths and serious injuries. But the project first got on the list in 2020 because City and TPO staff saw the project in the Westshore Alliance Transportation Action Plan. It is a credit to your staff for being proactive and planning for safety, not just mobility.

- **Gray Street: The missing pedestrian connection from river to bay**

- Gray Street connects West Shore Blvd to Howard/Armenia. It is the missing link between the Riverwalk and Cass Street Cycle Track to the Courtney Campbell and Howard Frankland Trails. The City is working on a cost effective plan to improve major intersections to allow for bicycles to follow this corridor. We can move forward now with paint, signage, landscaping, and traffic signals to connect the river and bay in a safe pedestrian corridor.

Westshore is redeveloping. The new local and regional access created by the Westshore Interchange will support and increase the redevelopment potential. But the interchange alone is not enough. We need more pedestrian facilities for the 65-percent of Westshore residents who work in Westshore, frequent bus service to connect neighborhoods and jobs, and premium transit for connections to Tampa International Airport and Brightline. The TIP will provide for those opportunities.

We look forward to working with you to make sure these projects get done.

Sincerely,

A handwritten signature in black ink that reads "Michael Maurino".

Michael Maurino
Executive Director

CC:

Members, Hillsborough Transportation Planning Organization Board
Transportation Planning Organization Executive Director Beth Alden

*The mission of the Westshore Alliance is to promote, shape future growth
and foster economic prosperity of the Westshore District.*

From: [Chrissy Gesmundo](#)

To: [Cheryl Wilkening](#)

Subject: Public comments

Date: Tuesday, June 7, 2022 9:09:15 PM

Hi.

I support priority future funding in particular for Greenways/trails/ walk and bike connections as well as all of the safety enhancements listed as considerations.

Thank you.

Christina Gesmundo

From: lenayoung@thjca.org

To: Cheryl Wilkening; CohenH@hcflgov.net; Kimberly Overman; KempP@HCFLGov.net; "Mariella Smith"; MyersG@hcflgov.net; guido.maniscalco@tampagov.net; Lynn.Hurtak@tampagov.net; Joseph.Citro@tampagov.net; jessica.vaughn@hcps.net; Rick Fernandez

Cc: "Brian Seel"; "Tim Keeports"; "Mauricio Rosas"

Subject: Re: Rick Fernandez _ Input to the TPO Board Regarding the Transportation Improvement Program (TIP) _ June

8, 2022 Public Hearing

Date: Wednesday, June 8, 2022 7:23:12 AM

Good Afternoon TPO Board Members. Thank you for another opportunity to provide our input relating to the TIP that you are considering at June 8, 2022 Public Hearing. I could write to you separately but because my fellow residents and community leaders Rick Fernandez and Tim Keeports, so succinctly stated the specific areas that are of equal concern to me, please accept these positions below, from their already submitted comments as fully supported by me also. Much of these highlight the devastating impact of FDOT's projects in Tampa Heights and others are solutions that will improve our neighborhood. Thank you.

Lena Young Green

From: Magalys Oro

To: Cheryl Wilkening

Subject: June 8 Meeting Comment

Date: Wednesday, June 8, 2022 8:24:47 AM

Hello,

I would like to leave a public comment for today's meeting:

Tampa has been rapidly changing and developing but many problems are arising. The addition of highway lanes are causing massive disruptions environmentally and socially and quite honestly are not the best solution. The City of Tampa should focus on making itself more walkable and have incentives for people to use the bus. With the cost of gas rising and the climate crisis we are currently in, we need more than ever to switch to a different way of transporting ourselves. Many people are moving to Tampa and now what would be a 5-10 minute drive is now 25+ minutes of sitting in traffic. Buses are very crowded around 4-5pm, which means we should have more buses that come more often. Public transportation options that are actually appealing (meaning we don't take 2 hours to reach our destination), is exactly what we need now. It would reduce traffic and help our climate and create some jobs. I hope you all consider this as it is something that me and my community have been wishing for and discussing for quite some time. Thank you!

From: Nicole Perry

To: Cheryl Wilkening

Subject: TIP Meeting Public Comment

Date: Wednesday, June 8, 2022 8:25:46 AM

Hello

My name is Nicole Perry. I live at 602 E Frances Ave, right by the downtown interchange in Tampa Heights. Our beloved neighborhood, Tampa's first suburb, has already borne the effects of the highway during its creation and continues to weather the effects every day. We are exposed to air pollution, sound pollution, and decreased property values for those who live closest to it. Historic properties have been destroyed because of it. It has been shown time and again across the world that wider highways will NOT improve traffic in the long run due to induced demand. Tampa needs real solutions, real mass transit, and to stop destroying its history and hurting its residents, such as my family.

I oppose further I-275 retention wall intrusions along the eastern boundary of Tampa Heights. I ask you to strike the line items concerning further expansion of the highway through the DTI. This area has suffered enough at the hands of FDOT. Residents of Tampa and even surrounding neighborhoods have made it clear that WE WANT REAL TRANSIT not wider highways. FDOT keeps pushing the same old agenda over and over and quite honestly the fight against them is exhausting. I'm a busy, working momma of three little ones. They know that most residents don't have the energy to fight this, so they think that one more time of pushing it will win. We need YOU to help the residents of our beloved city and strike these motions that will only further HURT the residents with increased noise, pollution, safety concerns, and reduced property values. There are so many other important transit focused opportunities to focus on instead.

Thank you for your time.

Nicole Perry, 602 E Frances Ave, 678-468-5748

From: [Matthew Perry](#)

To: [Cheryl Wilkening](#)

Date: Wednesday, June 8, 2022 8:42:31 AM

My name is Matt Perry. I live at 602 E Frances Ave, right by the downtown interchange in Tampa Heights. Our beloved neighborhood, Tampa's first suburb, has already borne the effects of the highway during its creation and continues to weather the effects every day. We are exposed to air pollution, sound pollution, and decreased property values for those who live closest to it. Historic properties have been destroyed because of it. It has been shown time and again across the world that wider highways will NOT improve

traffic in the long run due to induced demand. Tampa needs real solutions, real mass transit, and to stop destroying its history and hurting its residents, such as my family.

I oppose further I-275 retention wall intrusions along the eastern boundary of Tampa Heights. I ask you to

strike the line items concerning further expansion of the highway through the DTI. This area has suffered enough at the hands of FDOT. Residents of Tampa and even surrounding neighborhoods have made it clear

that WE WANT REAL TRANSIT not wider highways. FDOT keeps pushing the same old agenda over and over and quite honestly the fight against them is exhausting. I'm a busy, working father of three. They know

that most residents don't have the energy to fight this, so they think that one more time of pushing it will

win. We need YOU to help the residents of our beloved city and strike these motions that will only further

HURT the residents with increased noise, pollution, safety concerns, and reduced property values. There are

so many other important transit focused opportunities to focus on instead.

Thank you for your time.

Matt Perry

404-368-2713

From: [Ute Duquemin](#)

To: [Cheryl Wilkening](#)

Subject: Hwy Expansion

Date: Wednesday, June 8, 2022 8:54:49 AM

I totally oppose Hwy Expansion along 275 / Downtown/ Tampa HeightsDTI. That planning committee should be ashamed of themselves and I don't know how they can sleep at night, knowing full well the negative effect it will have on beautiful historic neighborhoods around!!! You can read my comments at meeting. Sincerely, Ute S Duquemin, Sent from my iPhone

From: tbscdillon@aol.com
To: NSB@groups.io; Cheryl Wilkening
Cc: "Liz Hays"; "Robert Turner, Sr"; "Donna Marino"
Subject: RE: [NSB] MacDill

Date: Wednesday, June 8, 2022 9:50:00 AM

Agree! With the dip in the road and that little narrowing or jog in the road at that same spot it is a recipe for trouble. I've always felt it unsafe to walk that portion of the sidewalk also.

Cheryl Dillon, Sunset

From: NSB@groups.io <NSB@groups.io> **On Behalf Of** stephen hays

Sent: Wednesday, June 8, 2022 9:25 AM

To: tpo@plancom.org

Cc: Liz Hays <liamclare@aol.com>; Robert Turner, Sr <rturner23@tampabay.rr.com>; Donna Marino <donnamarinoturner@gmail.com>; 'NSB@groups.io' <NSB@groups.io>

Subject: [NSB] MacDill

The corner of MacDill and Neptune has been the scene of multiple accidents and losses. Each of these could have resulted in deaths and all of them represent the magnitude of liability that should make remediation more than a mere notion for the future.

Additionally, on MacDill between the light at Palma Ceia and the light at Morrison you have a drag strip in effect with too many vehicles approaching 60 mph.

That the City of Tampa has known about these issues and merely puts remediation as an idea for the future bespeaks a massive pending liability for both the City and prospective victims of these accidents.

Any prudent planning should address potential death and proven safety issues before greenways. Sadly, it appears the City chooses to live dangerously.

...sent by phone

Stephen H. Hays, 2636 W. Prospect Rd, Tampa, FL 33629, 813-892-0966

From: stephen hays
To: Cheryl Wilkening
Cc: Liz Hays; Robert Turner, Sr; Donna Marino; "NSB@groups.io"
Subject: MacDill

Date: Wednesday, June 8, 2022 9:24:52 AM

The corner of MacDill and Neptune has been the scene of multiple accidents and losses. Each of these could have resulted in deaths and all of them represent the magnitude of liability that should make remediation more than a mere notion for the future.

Additionally, on MacDill between the light at Palma Ceia and the light at Morrison you have a drag strip in effect with too many vehicles approaching 60 mph.

That the City of Tampa has known about these issues and merely puts remediation as an idea for the future bespeaks a massive pending liability for both the City and prospective victims of these accidents.

Any prudent planning should address potential death and proven safety issues before greenways. Sadly, it appears the City chooses to live dangerously.

...sent by phone

Stephen H. Hays, 2636 W. Prospect Rd, Tampa, FL 33629, 813-892-0966

From: [Christopher Martinez](#)

To: [Cheryl Wilkening](#)

Subject: Tampa Heights Transportation Needs

Date: Wednesday, June 8, 2022 9:58:04 AM

Tampa Heights residents are working very hard to restore the neighborhood to its former pre-275 glory as much as possible. The number one impediment and threat to the historic nature of the neighborhood and its future growth and strengthening is the freeway. We should be moving to lessen the impact of 275 and move to smarter, more sustainable transportation options - walking, biking, clean and safe and truly useful public transport. Please consider the following items, thank you.

Take all possible action to stop the further intrusion of Interstate walls along the eastern border of Tampa Heights. This was recommended by the Citizens Advisory Committee in January 2022.

Strike the following lane movements from the DTI-Quick Fix Project (TIP Table 1) -Westbound I-4 to Northbound I-275 (FPN 445056-1). This movement impacts VM Ybor and results in the taking of additional Right-of-Way and several homes -Westbound I-4 to Southbound I-275 (FPN 445056-2). (Strike recommended by the TPO CAC in March 2022). This movement impacts retention walls south of Palm Ave. to south of 7th Ave. -Southbound I-275 to Eastbound I-4 (FPN 445057-1). (Strike recommended by the TPO CAC in March 2022). This movement impacts retention walls between Floribaska Ave. and Palm Ave. Advance the Heights Mobility Project with dedicated transit lanes on Florida Ave. and Tampa St. Fund trails and sidewalks, including the Green ARTery.

From: [Cindy Davis](#)

To: [Cheryl Wilkening](#)

Subject: Hybrid Public Hearing June 8th

Date: Wednesday, June 8, 2022 11:09:55 AM

Hello!

We received the notice for the public hearing that is occurring today.

We wanted to give you some information that would help determine what kind of plan should occur for the safety enhancements for the George Rd area.

We own Paws Paradise Fur Life located at 4408 George Rd. Since we have been here we have assisted in multiple MVA's, including a UPS truck that landed on its side and slid across the road, and just recently witnessed a pedestrian get hit by a car right in front of our office.

The intersection at George Rd and Memorial is extremely dangerous and something needs to be done.

The sidewalk in front of our building has become a parking space for cars that don't feel like parking in the 7-11 parking lot and we are afraid another pedestrian will be hit again. Something needs to be done to make the street overall safer for everyone.

We would be happy to talk with you about what has happened over the past 2 years to give you a better picture.

Thank you and I look forward to attending the hearing tonight.

Cindy Davis-Grout & Chessica Mace, Owners/Operators, Paws Paradise FL, LLC., 813-533-2733

www.pawsparadisefl.com / pawsparadisefl@gmail.com

From: turnzilla@gmail.com

To: Cheryl Wilkening

Subject: Support the Transportation Improvement Program

Date: Wednesday, June 8, 2022 12:51:48 PM

Dear County Transportation Board,

I strongly urge you to support and fund the Transportation Improvement Program. We need this to enhance the walkable and livable nature of our neighborhoods here in Tampa, and ensure everyone gets access to the growth and opportunities that will come with our growing city. In particular, I strongly support:

Advance the Heights Mobility Project with dedicated transit lanes on Florida Ave. and Tampa St.

Fund trails and sidewalks, including the Green ARTery.

Thank you for your service,

Brian Turnbull, 410 W Frances Ave

From: Katrina Duquemin

To: Cheryl Wilkening

Subject: Re: Don't want expansion!

Date: Wednesday, June 8, 2022 12:56:05 PM

To whom it concerns!

STOP widening the highway! IT DOESN'T WORK AND YOU ARE WASTING RESOURCES!

Thank you,

Katrina Duquemin

From: Kali Rabaut

To: Cheryl Wilkening

Subject: TIP comment

Date: Wednesday, June 8, 2022 1:45:59 PM

Dear TPO Board,

Thank you for all your hard work to improve our county. There are two projects I care about very much for the Tampa Heights neighborhood:

1. Advance the Heights Mobility Project with dedicated transit lanes on Florida Ave. and Tampa St.
2. Fund trails and sidewalks, especially the Green ARTery.

Thank you,

Kali Rabaut, Tampa Heights resident

From: Lauren Adriaansen

To: Cheryl Wilkening

Subject: Comment for TIP meeting on 6/8

Date: Wednesday, June 8, 2022 3:06:08 PM

Hello,

I have an unexpected issue that makes me unable to attend tonight's TIP Public Hearing, so I

am emailing instead.

I urge the TPO to reject any plans to widen I-275 or I-4 further.

Per [your own Racial Justice resolution](#), "we support ending racial discrimination in transportation planning, which includes ensuring more robust access to all modes of transportation with a more intentional focus on the needs of African American and other historically disenfranchised communities in Hillsborough County". Widening the scar that is I-275 does nothing to alleviate the damages of the past and will only continue to worsen them, paving over homes and increasing pollution, traffic accidents, and general congestion in historically Black & Latin neighborhoods.

Our priorities must be human-scale design & public transportation solutions, making sure citizens can get to places in Tampa, not just across it. FDOT had failed to keep the people of Florida and especially of Tampa in mind with their current plans & the TIP should be a course correction for our county.

Thank you and God bless

Lauren Adriaansen, Zip: 33603

From: nayayoung@thjca.org

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

MyersG@hcflgov.net; guido.maniscalco@tampagov.net; Lynn.Hurtak@tampagov.net;

Joseph.Citro@tampagov.net; jessica.vaughn@hcps.net; Rick Fernandez

Subject: TPO Transportation Improvement Program (TIP) Public Hearing 6/8/22

Date: Wednesday, June 8, 2022 3:18:21 PM

I am requesting that the TPO:

1. Take all possible action to stop the further intrusion of Interstate walls along the eastern border of Tampa Heights. This was recommended by the Citizens Advisory Committee in January 2022.
2. Strike the following lane movements from the DTI-Quick Fix Project (TIP Table 1) Westbound I-4 to Northbound I-275 (FPN 445056-1). This movement impacts VM Ybor and results in the taking of additional Right-of-Way and several homes Westbound I-4 to Southbound I-275 (FPN 445056-2). (Strike recommended by the TPO CAC in March 2022). This movement impacts retention walls south of Palm Ave. to south of 7th Ave. Southbound I-275 to Eastbound I-4 (FPN 445057-1). (Strike recommended by the TPO CAC in March 2022). This movement impacts retention walls between Floribaska Ave. and Palm Ave.
3. Advance the Heights Mobility Project with dedicated transit lanes on Florida Ave. and Tampa St.
4. Fund trails and sidewalks, including the Green ARtery.

Naya Young, Tampa Heights Resident

Naya Young, Executive Director, Tampa Heights Junior Civic Association, 813-419-3688, www.thjca.org

From: Jessica Charles

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

MyersG@hcflgov.net; guido.maniscalco@tampagov.net; Lynn.Hurtak@tampagov.net;

Joseph.Citro@tampagov.net; jessica.vaughn@hcps.net; Rick Fernandez

Subject: TPO Transportation Improvement Program (TIP) Public Hearing 6/8/22

Date: Wednesday, June 8, 2022 3:28:18 PM

I am requesting that the TPO:

1. Take all possible action to stop the further intrusion of Interstate walls along the eastern border of Tampa Heights. This was recommended by the Citizens Advisory Committee in January 2022.

2. Strike the following lane movements from the DTI-Quick Fix Project (TIP Table 1) Westbound I-4 to Northbound I-275 (FPN 445056-1). This movement impacts VM Ybor and results in the taking of additional Right-of-Way and several homes Westbound I-4 to Southbound I-275 (FPN 445056-2). (Strike recommended by the TPO CAC in March 2022). This movement impacts retention walls south of Palm Ave. to south of 7th Ave. Southbound I-275 to Eastbound I-4 (FPN 445057-1). (Strike recommended by the TPO CAC in March 2022). This movement impacts retention walls between Floribrasca Ave. and Palm Ave.
 3. Advance the Heights Mobility Project with dedicated transit lanes on Florida Ave. and Tampa St.
 4. Fund trails and sidewalks, including the Green ARtery.
- Jessica Charles, a friend of Tampa Heights residents

From: Kitty Wallace

To: Cheryl Wilkening; CohenH@hcflgov.net; KempP@HCFLGov.net; MyersG@hcflgov.net; guido.maniscalco@tampagov.net; Lynn.Hurtak@tampagov.net; joseph.citro@tampagov.net; jessica.vaughn@hcps.net; Rick Fernandez; overmank@hcflgov.net; smithma@hcflgov.net

Cc: lenayoung211@yahoo.com

Subject: Fwd: TPO Transportation Improvement Program (TIP) Public Hearing 6/8/22

Date: Wednesday, June 8, 2022 3:52:11 PM

Message:

I am requesting that the TPO:

1. Take all possible action to stop the further intrusion of Interstate walls along the eastern border of Tampa Heights. This was recommended by the Citizens Advisory Committee in January 2022.
2. Strike the following lane movements from the DTI-Quick Fix Project (TIP Table 1) Westbound I-4 to Northbound I-275 (FPN 445056-1). This movement impacts VM Ybor and results in the taking of additional Right-of-Way and several homes Westbound I-4 to Southbound I-275 (FPN 445056-2). (Strike recommended by the TPO CAC in March 2022). This movement impacts retention walls south of Palm Ave. to south of 7th Ave. Southbound I-275 to Eastbound I-4 (FPN 445057-1). (Strike recommended by the TPO CAC in March 2022). This movement impacts retention walls between Floribrasca Ave. and Palm Ave.
3. Advance the Heights Mobility Project with dedicated transit lanes on Florida Ave. and Tampa St.
4. Fund trails and sidewalks, including the Green ARtery.

Kitty Wallace, Tampa Heights Community Garden Coordinator

From: Zulema Ramos

To: Cheryl Wilkening

Subject: Public Transit in Hillsborough County

Date: Wednesday, June 8, 2022 3:56:57 PM

Dear Hillsborough TPO Board members and staff, thank you for facilitating today's meeting.

The state of transit is dire for many riders in this city. It can mean the difference between making it to a hospital, and dying on the street. While volunteering with many different organizations I have witnessed a dead man lying in a bush because he couldn't afford the debt that comes with calling 911, and there wasn't a bus available to get to help.

As a college student at the university of Tampa, I remember the days when I was stuck alone in the city because a class or work schedule made me late for the last bus, headed for my old home in Lutz. Many jobs require work long past midnight.

Human trafficking victims would also have a much better chance of getting away from their captors. Transportation is a right, that when honored, can help the lives and futures of the people you are supposed to work for.

In addition, gas prices are higher than they have ever been in my lifetime while the pay at many establishments is staying the same. Families are having to choose what costs to cut. This effects their ability to pay for the also increasing costs of child care, food, housing, and other human rights. "For every ten million dollars of transit investment made, business sales increase by thirty million dollars."(1)

If public transit were free, we would see less accidents and deaths, "which include the loss of 30,000 people and the maiming of many more every year in road crashes."(1)

If you all changed the way we traveled in this county there would be less air pollution, and less criminalized acts of survival (2). "Currently in America, public transit use results in a reduction of 450,000,000 gallons of gas being burned..." "A study done by the city of Copenhagen linked a healthier lifestyle with a lower mortality rate, a happier disposition, and more productivity at work."(1) If public transit were solar powered imagine how much better our kids would be able to breathe.

Taxes wouldn't even have to increase. We could easily use the bloated police and sherriff's budget to transport hardworking folks all over this county, and state (2). We need transportation not tazers. As Hillsborough TPO Board members and staff, ask the Mayor of Tampa, the Tampa City Council, and the Hillsborough County Commission, to defund the police and refund the community. Have a wonderful rest of the week.

1. <https://www.smartcitiesdive.com/ex/sustainablecitiescollective/top-10-benefits-publictransportation/1063096/>

2. [https://www.brennancenter.org/our-work/analysis-opinion/community-organizations-haveimportant-role-lowering-crime-rates](https://www.brennancenter.org/our-work/analysis-opinion/community-organizations-have-important-role-lowering-crime-rates)

Sincerely,

Zulema Ramos 33614

B.A. Philosophy & History



Hillsborough TPO

Transportation Planning Organization

Committee Reports

Meeting of the Livable Roadways Committee (LRC) on June 22

The LRC approved the following action items:

- ✓ Public Participation Plan Amendments 2022
- ✓ Comments on ETDM Project #14503 Suncoast Parkway Widening - The LRC moved to transmit the following comments:
 - Rec 1: Include any “widening” be replaced with “capacity increase” and include prioritizing alternatives such as rail and rapid transit.
 - Rec 5: Include additional, long-term environmental impacts due to the “capacity increase” be evaluated.
 - Rec 7: Add language to include all airborne contaminants, following all health and safety protocols.
 - Add language that the additional capacity must be compatible with the Hillsborough County LRTP and community needs.

The LRC heard status reports on:

- HART Budget for FY23
- Hillsborough County Corridor Preservation Best Practices Report
- Tampa Vision Zero Implementation Through Maintenance

Meetings of the Bicycle Pedestrian Advisory Committee (BPAC) on June 22 and July 27

The BPAC approved the following action item:

- ✓ Public Participation Plan Amendments 2022

The BPAC heard the following status reports:

- Hillsborough County Corridor Preservation Best Practices Report
- Tampa Vision Zero Implementation Through Maintenance

The BPAC met with the Tri-County BPAC and discussed the Upper Tampa Bay Trail Gap at a workshop on July 27, 2022. Members asked about the timing of the current study; public outreach is expected in fall 2022. Members also discussed the future of the nonmotorized count program and the proposed US Bike Route 15 through Pasco and Hillsborough Counties.

Meeting of the Transportation Disadvantaged Coordinating Board (TDCB) of June 24

The TDCB approved the following action items:

- ✓ Public Participation Plan Amendments 2022
- ✓ TDCB Grievance Procedures
- ✓ TDCB Annual Bylaws Review – The TDCB requested an amendment to change the quorum requirements from five (5) persons to a majority of the sitting board.

The TDCB heard status reports on:

- Sunshine Line Update
- TBARTA Regional Rapid Transit Development Concept of Operations
- HART Transit Development Plan

Meetings of the Citizens Advisory Committee (CAC) of July 13 and August 3

The CAC voted to forego its July recess and hold an optional meeting to clear the backlog of status reports deferred from previous meetings. The committee heard status reports on July 13:

- County Corridor Preservation Best Practices Report – The CAC appreciated learning from peer metros to better assess effectiveness.
- Tampa Vision Zero Implementation Through Maintenance – Members were excited to learn more about the City's public-private partnerships as a means of reducing the cost burden of much needed improvements, and requested more information about how the CAC can help deliver safety funds.
- CAC Organizational Survey. The committee was presented with several proposals to address the representational deficiencies of membership, namely geographic and demographic, for consideration and future discussion. Some ways to address the deficiencies include expanding membership from 21 seats to potentially 60 or more; creating more seats reserved for underrepresented geographic areas and demographic groups; and moving the committee start time to the evening to be more accessible.

The CAC approved the following action item on August 3:

- ✓ Public Participation Plan (PPP) Amendments - The CAC recommended that the TPO update the list of print media outlets in the PPP; requested to add information about when projects cannot be unilaterally rescheduled or removed from the Transportation Improvement Plan (TIP), per the Florida State Statutes; commended the TPO for improving its public engagement strategies; and suggested additional strategies which the TPO staff agreed to utilize, such as increased outreach to persons with disabilities and community groups, rebranding the TIP and providing more public education about it, and redesigning roadside signs to make them simpler to read.

The CAC also heard a presentation on the Freight Supply Chain Resilience Study, and did not approve the report after suggesting the report should consider the Vision Zero mission. Several committee members cautioned that the TPO should not create a Freight Advisory Committee, as this could duplicate efforts occurring at both the regional and state level.

The CAC heard status reports on August 3:

- HART FY2023 Budget - Concern was expressed that the American Rescue Plan (ARP) funding constitutes a large share of HART's funding and committee members wonder what may happen when that funding expires. The committee requested that HART staff return at a later date and provide information about why some line items in the agency's budget have increased and how the agency would invest surtax funds if the Transportation Sales Surtax Referendum is approved by voters.
- CAC Organizational Structure - The committee was encouraged to provide feedback on proposals presented during the July meeting. While there was no action, there was general agreement that evening start times are preferable, and that the hybrid meeting format should remain as long as there are safeguards in place to prevent members from abusing that privilege. Regarding geographical and demographic representation, there was general agreement that more diversity is a goal that we should pursue. Several members expressed concern about expanding membership to 60 seats, with some remarking that membership should be capped at 30. Members requested that, at the next meeting, staff present five specific proposals covering start time, format, the number of seats, number reserved for geographies and demographics, and term limits.

Meeting of the Intelligent Transportation Systems Committee (ITS) of July 14

The ITS Committee heard status reports on:

- Freight Supply Chain Resilience Study – Members appreciated the study and commented on fuel impacts during Hurricane Irma and disruption to communication systems.
- FDOT District 7 Smart Corridors Plan – Members discussed speed management on the interstates and the challenges for enforcement. There are opportunities for speed control and a possibility of a pilot project for variable speed limit signs on I-75. Temple Terrace and Plant City expressed interest in knowing more about the bike and pedestrian counts.
- One.Network Traffic Management Platform – One.Network is a traffic management platform for coordinating roadway interruptions due to incidents, events and work zone activities. One platform is used for data input, centralization and data sharing between the different jurisdictions. Members of the public can create customized maps and routes, and sign up to be notified of any future planned events.
- I-4 Florida's Regional Advanced Mobility Elements (FRAME) Project and FDOT Connected and Automated Vehicles (CAV) Program – FRAME deployment is underway and includes work zone traffic management, wrong way driving warning, traffic incident management, speed harmonization, freight management aspect and predictive analytics feature that predicts crash risk based on real-time data. The system can provide information to roadside units (RSUs) which can broadcast information to nearby vehicles, notifying of any incidents.

Technical Advisory Committee (TAC) on August 1

The TAC approved the following action item:

- ✓ Public Participation Amendments were approved unanimously. There was discussion on ways to demonstrate compliance with the improved procedures for informing the public

on TIP amendments, including pictures of sign postings and sharing public comment received on project webpages.

- ✓ The committee heard the presentation on Freight Supply Chain Resilience Study. There was appreciation for the methodology and comprehensiveness of the study but the committee wanted an opportunity to review the recommendations with the inclusion of additional input from the Health Department. A motion was made to accept the draft recommendations with an understanding that a second review and approval action will be taken at a future meeting.

The TAC heard status reports on:

- Tampa International Airport Master Plan Process
- The 56th/50th Street Corridor Planning Study was well received. The focus on speed reduction through design was commended. Members were interested in future updates on design, funding, and construction.
- The HART FY2023 Budget item was delayed until the following month due to technical difficulties in the Plan Hillsborough Room



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item

Committee Appointments

Presenter

None – Consent Agenda

Summary

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

The following have been nominated to serve on the LRC:

- Omar Alvarado, by HART
- Glorimar Belangia, by Hillsborough County Schools
- Gus Ignas, as an at-large member representing Transit Users

Recommended Action

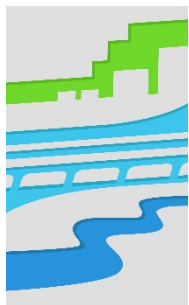
That the TPO confirm the above nominations

Prepared By

Cheryl Wilkening, TPO Staff

Attachments

None



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planhillsborough.org
planner@plancom.org
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601 E Kennedy Blvd
18th floor
Tampa, FL, 33602



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

Storm Evacuation and Shelter-in-Place Study Report

Presenter:

Allison Yeh, TPO Staff and Karen Kiselewski, Cambridge Systematics

Summary:

A critical component of transportation agencies' policy and program decision-making is system resilience to disruption. The [TPO's Storm Evacuation Forecast & Shelter-in-Place Scenarios Study](#) supplements the ongoing work of Emergency Management in the County and Cities by providing a high-level analysis of Hillsborough's evacuation practices today. The study evaluated best practices in evacuation regionally and nationally, assessed potential evacuation enhancement options in Hillsborough County, and developed a set of recommendations and next steps for the TPO and other agencies to consider supporting emergency evacuations in Hillsborough County.

The overall goal of this study was to assess and identify potential strategies that improve evacuation without undertaking expensive road widening projects. The objectives are to enhance the transportation experience to meet evacuation needs safely, efficiently, and effectively for all affected people.

The project team will provide an overview of the study and recommendations. Issues were identified in part based on stakeholder and public input, such as congestion during evacuations, transportation evacuation operations, and event-related communications. Further, congested "hotspots" from past hurricane evacuations and potential operational strategies were reviewed, and the analysis included traffic modeling to evaluate various evacuation strategies. Traffic operations strategies that were evaluated include traffic signal coordination, circuitous routes, phased evacuations, emergency shoulder use, and reversible lanes. Communication strategies include dynamic message signs, targeted messaging, and collaboration and coordination. The presentation will conclude with recommendations for the TPO and other agencies to consider for improving storm evacuation and sheltering.



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Tampa, FL, 33602

Recommended Action:

Accept the report

Prepared By:

Allison Yeh, AICP, LEED GA

Attachments:

[Final Report](#)
[Study Fact Sheet](#)
[Presentation](#)



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

Amendment to the Fellowship Agreement with USF Department of Urban and Regional Planning

Presenter:

Consent

Summary:

The Hillsborough TPO annually sponsors one graduate student fellowship at the University of South Florida's (USF's) Department of Urban and Regional Planning (DURP). The TPO is proud to have been partaking in this opportunity for the past several years, benefiting from the assistance of a half-time intern while expanding on-the-job educational opportunities to a graduate student.

Staff has identified that the TPO's GIS mapping and analysis activities could be supported cost-effectively by having an additional fellow/intern focusing on GIS. As a result, the original agreement needs to be amended to allow for funding of this second intern with the TPO. It is an additional \$13,250.00 for the 2022-2023 academic year. USF uses these funds to provide a stipend to the student and matches the contribution with a tuition waiver for full time study. The funding for this additional fellow was included in the Unified Planning Work Program adopted by the Board in May.

Recommended Action:

Authorize the Executive Director to sign the amendment to the agreement with USF for the placement of a second fellow.

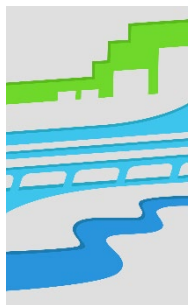
Prepared By:

Meghan D. Betourney, SPHR

Attachments:

Existing signed agreement with USF for placement of student intern for 2021-2023

Proposed amendment to the agreement with USF for 2022-2023



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Tampa, FL, 33602



Academic Affairs MOU/MOA/ Contract Signature Form

Title: USF and Hillsborough County Metropolitan Planning Organization Agreement for Placement of Student Interns

College/Unit: Arts and Sciences Partner(s): Hillsborough County Metropolitan Planning Organization

Primary Contact: Evangeline Linkous Date: _____

Email: Elinkous@usf.edu Phone: 813-974-3347

Type of Agreement (to be completed by primary contact)	
<input checked="" type="checkbox"/> New	<input type="checkbox"/> Renewal (Date of original: _____)
<input type="checkbox"/> International	<input type="checkbox"/> Domestic
<input type="checkbox"/> Curricular <input type="checkbox"/> For Credit <input type="checkbox"/> Not for Credit	<input type="checkbox"/> Student Exchange <input type="checkbox"/> Research Collaboration <input type="checkbox"/> Faculty Exchange <input type="checkbox"/> Other (Specify: _____)
Financial account type: (if applicable)	
<input type="checkbox"/> E & G	<input checked="" type="checkbox"/> Existing Auxiliary (Prior number: <u>01075</u>)
<input type="checkbox"/> Cost Recovery / Market Rate	<input type="checkbox"/> New Auxiliary

Obtain Signatures as applicable:	Printed Name:	Signature:	Date Signed:
1) College Dean/ Other	Eric Eisenberg		7/22/2021
2) UGS Dean/GRS Dean	Dwayne Smith		8/3/2021
3) Office of Institutional Effectiveness	Michael Wrona		7/30/2021
4) Innovative Education			
5) RMA / Finance Official	Kevin Toso		7/28/2021
6) Controller's Office	Jennifer Condon		7/30/2021
7) Research & Innovation			
8) a) USF World			
b) Restricted Party Screening Review			
9) Regional Chancellor			
10) Other <u>Chair, School of Public Affairs</u>	Robin Ersing		7/23/2021
11) Other _____			
12) General Counsel	<u>Brittany Dix</u>	<u>see stamp</u>	<u>8/4/21</u>
13) Vice Provost Strategic Planning, Performance & Accountability	Terry Chisolm		8/4/2021

**UNIVERSITY OF SOUTH FLORIDA
AND
HILLSBOROUGH COUNTY METROPOLITAN PLANNING ORGANIZATION**

**AGREEMENT
For Placement of Student Interns**

This Agreement is entered into on the date of last signature below and effective as of August 23, 2021, between The University of South Florida Board of Trustees, contracting agent of the University of South Florida and its College of Arts and Sciences, ("USF") and the Hillsborough County Metropolitan Planning Organization ("MPO").

WHEREAS, USF wishes to provide clinical/internship/training/research experiences for its students; and

WHEREAS, the MPO desires to assist USF in providing those experiences to USF graduate students in Urban and Regional Planning by making available educational and practical application opportunities at its facilities.

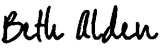
NOW THEREFORE, in consideration of their promises and the mutual benefits to be derived, the parties agree as follows:

1. The MPO agrees to provide internship opportunities for USF students when the agency has a need for intern services. The MPO currently has the need/desire for one student intern. The Work Plan for the student intern is attached as Exhibit 1.
2. USF and the MPO will share responsibility for the supervision of students and coordination of the internship experience.
3. USF students and staff must comply with the established policies and practices of the MPO with regard to performance of services and use of equipment and facilities, if applicable.
4. USF provides its faculty and staff with comprehensive general liability insurance in accordance with the terms and limitations of section 768.28, and chapter 284, part II, Florida Statutes. USF and the MPO agree that students are responsible for their own health and professional liability insurance, as necessary. The MPO will advise students if such insurance is required, will advise students if such insurance is required, and the student will purchase the necessary insurance independent of the University.
5. The MPO may require USF to withdraw any student whose conduct or work performance is not in accordance with the MPO's policies and standards. USF may withdraw any student whose progress, conduct, or performance does not meet USF's standards.
6. The MPO agrees to conduct periodic evaluations of each student and share these evaluations with the USF internship director to ensure that students have sufficient feedback to improve their performance if necessary. If a student's internship is terminated, MPO and University may replace the student with a different student intern,

or may decide to end the Agreement for the current academic year. If at the end of the first academic year, MPO and University may replace the student with a different student intern of the student's internship is terminated.


7. The funding arrangement for student tuition and stipend costs is set forth in the attached Exhibit 2.
8. The MPO and USF may change or add to this Agreement by written amendment executed by authorized representatives of the parties. Amendments will be attached to this Agreement.
9. This Agreement will continue in effect through May 4, 2023, unless it is earlier terminated. Either party may terminate this Agreement at any time with 30 days' prior written notice. In the event of termination, the MPO will pay USF pro-rata through the date of termination. USF waives any scheduled future payments from the MPO. Students may continue further training experiences through USF or another agency.
10. With respect to any work or services provided under this Agreement, each party is liable for its own negligent acts or omissions, to the extent of its waiver of sovereign immunity under section 768.28, Florida Statutes.
11. This Agreement includes the two attached exhibits.

IN WITNESS WHEREOF, USF and the Agency have caused this Agreement to be executed by their authorized representatives.

DocuSigned by:

6C119FD111E9454...

Elizabeth Alden, AICP
Executive Director
Hillsborough County Metropolitan Planning Organization

6/10/2021

Date
DocuSigned by:

048EB45DF929482...

Practicum/Internship Coordinator

6/11/2021

Date

Approved as to form:

DocuSigned by:
By: Cameron Clark
0FCDFB9F5CB448...
MPO Legal

THE UNIVERSITY OF SOUTH FLORIDA BOARD OF TRUSTEES, A PUBLIC BODY CORPORATE

DocuSigned by:
By: Ralph Wilcox
959DB669077C491...

Name: Ralph C. Wilcox

Its: Provost & Executive Vice President

APPROVED AS TO FORM AND LEGAL SUFFICIENCY

Brittany Dix
Brittany Dix
ATTORNEY - USF

MPO Internship Work Plan

Goal To fulfill USF Master of Urban Planning Internship requirement by providing an opportunity for students to learn about the transportation and land use planning process through work on projects and plans in Hillsborough County, and the Tampa Bay Region. This hands-on experience allows students to evaluate and test their knowledge and interest of urban planning on issues currently in progress in their community.

Schedule Fall Semester 2021-Spring Semester 2022
Fall Semester 2022-Spring Semester 2023 (Will follow USF Academic Calendar)

Specific start and end dates and work hours will be agreed upon on with the MPO Supervisor

Compensation Administered by the University of South Florida.
Funded by Hillsborough County MPO

Work Tasks:

General responsibilities:

Review Long Range Transportation Plan(LRTP), Transportation Improvement Plan (TIP) and the Unified Planning Work Program (UPWP) to provide context for work.

Attend select MPO & Committee meetings and other related meetings (as directed by supervisor) to gain experience and general knowledge of the planning process in Hillsborough County.

Attend select Planning Commission, public engagement, zoning review and plan amendment meetings and public hearing for process experience.

Support other MPO work plan activities on an as-needed basis, including the plan amendment and rezoning review process, public meetings, and other engagement activities under the direction of staff.

Specific team projects:

[All projects will be done under the supervision of MPO staff]

- Work with USF College of Public Health Professor Amy Stuart, Environmental Protection Commission staff, and grassroots partners, to begin a program of deploying low-cost air quality sensors around the community.
- Assist in updating the Health Atlas as data becomes available.

	<ul style="list-style-type: none">• Assist with the follow-up from the Nondiscrimination Plan and its community outreach both in the field or electronically and includes writing and presenting.• MPO Key Stakeholders Database – Maintain and update database of key community groups. Tasks may include expanding and editing the database and adding geospatial data to enhance this public outreach tool.• Assist with the Future Leaders in Planning (FLiP) program (November to April) - event coordination activities, assist in developing the program and producing recruitment materials.• Research and assist staff in various support roles, such as public engagement, events coordination for ongoing studies related to land use, and transportation planning.
Final Presentation	<p>PowerPoint presentation to the Plan Hillsborough staff at the agency General Staff meeting summarizing was learned during the internship.</p> <p>The presentation will include the following:</p> <ul style="list-style-type: none">• brief summary of the function and mission, GOPs, and guiding principles of the MPO,• brief summary of the specific projects worked and their contribution, and• statement of what was learned about the planning process and the community from this experience.

Addendum to USF & Hillsborough County Metropolitan Planning Organization - Affiliation Agreement

Hillsborough County Metropolitan Planning Organization
Funding and Payment Schedule
2021- 2022 Academic Year

The MPO will provide funds to cover one student stipend plus USF overhead of 6% for one Master of Urban and Regional Planning student over the USF academic year for the period from August 23, 2021 to May 6, 2022. The total cost to the MPO will be \$13,248.67, payable at intervals noted below. This is based on the student working 20 hours per week at an hourly rate of \$16.89 per hour, within the current salary range of the grad student CBA.

Calculation is as follows: \$16.89/hour x 20 hours per week x 37 weeks plus 6% overhead

The USF College of Arts and Sciences will provide the student with a tuition waiver and health insurance for full-time study during the Fall 2021 and Spring 2022 semesters. Tuition waivers cover approximately 80% of the cost of attendance.

Payment schedule will be as follows:

September 2021	\$1,472.07
October 2021	\$1,472.07
November 2021	\$1,472.07
December 2021	\$1,472.07
January 2022	\$1,472.07
February 2022	\$1,472.07
March 2022	\$1,472.07
April 2022	\$1,472.07
May 2022	\$1,472.11
Total	\$13,248.67

USF School of Public Affairs contact:
Dr. Evangeline Linkous
University of South Florida
School of Public Affairs/MURP
4202 E Fowler Ave, SOC107
Tampa, FL 33620
elinkous@usf.edu

Administrative matters:
Rick Barnett
Budget Analyst
College of Arts and Sciences, Dean's Office
University of South Florida
4202 E. Fowler Ave. – CPR107
Tampa, FL 33620
Rbarnet2@usf.edu 813-974-3384



Academic Affairs MOU/MOA/ Contract Signature Form

Title: Hillsborough County MPO - Amendment

College/Unit: Arts and Sciences

Partner(s): Hillsborough County Metropolitan Planning Organization

Primary Contact: Evangeline Linkous

Date: 7/15/2022

Email: Elinkous@usf.edu

Phone: 813-974-3347

Type of Agreement (to be completed by primary contact)

- | | |
|---|---|
| <input type="checkbox"/> New | <input checked="" type="checkbox"/> Renewal (Date of original: <u>6/11/2021</u>) |
| <input type="checkbox"/> International | <input type="checkbox"/> Domestic |
| <input type="checkbox"/> Curricular | <input type="checkbox"/> Student Exchange |
| <input type="checkbox"/> For Credit <input type="checkbox"/> Not for Credit | <input type="checkbox"/> Faculty Exchange |
| | <input type="checkbox"/> Research Collaboration |
| | <input type="checkbox"/> Other (Specify: _____) |

Financial account type: (if applicable)

- | | |
|--|--|
| <input type="checkbox"/> E & G | <input checked="" type="checkbox"/> Existing Auxiliary (Prior number: <u>01075</u>) |
| <input type="checkbox"/> Cost Recovery / Market Rate | <input type="checkbox"/> New Auxiliary |

Obtain Signatures as applicable:	Printed Name:	Signature:	Date Signed:
1) College Dean/ Other	Magali Michael	<small>DocuSigned by:</small> <i>Magali Michael</i> <small>621FE3C4E420447...</small>	7/15/2022
2) UGS Dean/GRS Dean			
3) Office of Institutional Effectiveness			
4) Innovative Education			
5) RMA / Finance Official	Kevin Toso	<small>DocuSigned by:</small> <i>Kevin Toso</i> <small>2E9B91D60F944C1...</small>	7/15/2022
6) Controller's Office	Jennifer Condon	<small>DocuSigned by:</small> <i>Jennifer Condon</i> <small>23276C582042477...</small>	7/15/2022
7) Research & Innovation			
8) a) USF World			
b) Restricted Party Screening Review			
9) Regional Chancellor			
10) Information Governance			
11) Other <u>Director, School of Public Affairs</u>	Robin Ersing	<small>DocuSigned by:</small> <i>Robin Ersing</i> <small>1E03E147DF68440...</small>	7/15/2022
12) General Counsel	Brittany Dix	See Stamp	
13) Vice Provost Strategic Planning, Performance & Accountability	Terry Chisolm	<small>DocuSigned by:</small> <i>Terry Chisolm</i> <small>786161B131914A7...</small>	7/18/2022

**FIRST AMENDMENT TO
Agreement for Placement of Student Interns**

THIS FIRST AMENDMENT TO THE Agreement for Placement of Student Interns (the “Amendment”) is made and entered into on the date of last signature (the “**Effective Date**”) by and between **UNIVERSITY OF SOUTH FLORIDA BOARD OF TRUSTEES, a public body corporate** (“USF”), and **Hillsborough County Metropolitan Planning Organization (MPO)** who agree as follows:

WHEREAS, the parties have entered into that certain Affiliation Agreement dated effective August 23, 2021 (“Agreement”); and

WHEREAS, the parties are mutually desirous of amending the Agreement.

NOW, THEREFORE, in consideration of the mutual promises and covenants contained herein and for other good and valuable consideration, the receipt and sufficiency of which being hereby acknowledge, it is agreed as follows:

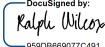
1. The above recitals are accurate and are hereby incorporated herein. Terms used herein but not otherwise defined shall have the meanings ascribed to them in the Agreement.
2. Section 1 of the Agreement shall be replaced in its entirety as follows:

The MPO agrees to provide internship opportunities for USF students when the MPO has a need for intern services. In advance of the internship experience, the parties will agree on the number of students to participate under this Agreement.
3. The Addendum to the Agreement shall be deleted in its entirety and such addendum shall be replaced with Exhibit “2” attached hereto.
4. Except as modified hereby, all other terms and conditions contained in the Agreement are hereby confirmed, renewed and shall remain in full force and effect during the Term thereof.
5. The parties agree that this Amendment shall be effective as the effective date herein.

[Signature page to follow]

IN WITNESS WHEREOF, the Parties hereto have duly executed this Amendment.

**UNIVERSITY OF SOUTH FLORIDA
BOARD OF TRUSTEES, a public body
corporate**

By:  _____

By: _____

Name: Ralph C. Wilcox

Name: _____

Its: Provost & Executive Vice President

Its: _____

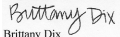
APPROVED AS TO FORM
AND LEGAL SUFFICIENCY

Brittany Dix
ATTORNEY - USF

EXHIBIT 2

MPO

Funding and Payment Schedule

2021-2022 & 2022-2023 Academic Year

The Hillsborough County Metropolitan Planning Organization (MPO) will provide funds to cover a student stipend plus USF overhead of 6% for **one** Masters of Urban and Regional Planning student over the USF academic year for the period from **August 23, 2021- May 4, 2022** and **two Masters or Urban and Regional Planning students from August 23, 2022 - May 5, 2023**. The total cost to the MPO will be \$13,250 each academic year, per student, which totals \$13,250 for the first year and \$26,500 for the second academic year, payable at intervals noted below.

The USF College of Arts and Sciences will provide each student with a tuition waiver for full time study during the Fall 2021 & 2022 and Spring 2022 & 2023 semesters. Tuition waivers cover approximately 80% of the cost of attendance.

Payment schedule will be as follow

September 24, 2021	\$3,312.50
November 26, 2021	\$3,312.50
February 11, 2022	\$3,312.50
May 13, 2022	\$3,312.50
September 23, 2022	\$6,625.00
November 25, 2022	\$6,625.00
February 10, 2023	\$6,625.00
May 12, 2023	\$6,625.00

MPO contact:

Meghan D. Betourney, SPHR

Phone: 813-565-9386

betourneym@plancom.org

USF contacts:

Programmatic matters:

Evangeline Linkous, Ph.D.

Program Director, MURP

USF School of Public Affairs

Phone: 813-974-7982

elinkous@usf.edu

Administrative matters:

Rick Barnett

Budget Analyst – College of Arts & Sciences Dean's

Office Phone: 813-974-3384

Rbarnet2@usf.edu



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

General Planning Consultant Contract Extensions

Presenter:

Consent

Summary:

Every five years, the TPO procures a pool of consultants that have expertise with a wide variety of transportation planning topics, to assist the TPO by preparing reports, analyses, and related work identified in the Unified Planning Work Program, on an as-needed basis through the issuance of work orders.

The current General Planning Consultant contracts were approved by the TPO Board in July and August of 2020, and are effective for two years with three optional one-year renewals.

This year, as the annual one-year renewal is considered, a need for changes to the contract language has been identified by the Florida Department of Transportation (FDOT). At the direction of the Federal Highway Administration, FDOT has reviewed all MPO consultant contracts around the state to ensure that very specific terms have been included in the contracts.

At FDOT's direction, staff proposes to update the language of the 2022-2023 GPC contracts to specifically identify FDOT's 10.65% Disadvantaged Business Enterprise (DBE) goal as aspirational and race-neutral, as well as the contractor's obligation to enter DBE commitments and payments in the State of Florida's Equal Opportunity Contracting system. These language changes can be found on page 9 of the attachment. Staff has also updated the SECTION XVIII - DURATION OF AGREEMENT to end the contracts as of June 30, 2023, at FDOT's direction, and will conduct a new procurement over the next year.

Recommended Action:

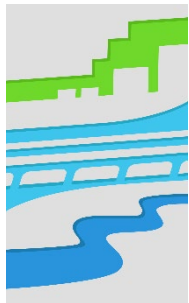
Authorize the Chair to sign the extensions of the GPC contracts with the updated language

Prepared By:

Meghan D. Betourney, SPHR

Attachments:

GPC Contract Extension 2022-2023



Plan Hillsborough
planhillsborough.org
planner@plancom.org
813 - 272 - 5940
601 E Kennedy Blvd
18th floor
Tampa, FL, 33602

**HILLSBOROUGH COUNTY
METROPOLITAN PLANNING
ORGANIZATION**

**PROFESSIONAL SERVICES
AGREEMENT**

**General Transportation Planning
Consultant Services**

~~{Date}~~ 2020 August 2022

**Hillsborough County Metropolitan Planning Organization
PROFESSIONAL SERVICES AGREEMENT**

THIS AGREEMENT is entered into this ___ day of _____, 2022~~0~~, by and between the Hillsborough County Metropolitan Planning Organization, hereinafter referred to as the "MPO", and CONSULTANT NAME, hereinafter referred to as "CONSULTANT".

WITNESSETH:

For and in consideration of the mutual agreements hereinafter contained, the MPO hereby retains CONSULTANT, and CONSULTANT hereby covenants to provide the professional services described herein in connection with the Hillsborough County Metropolitan Planning Organization's General Transportation Planning Consultant Services.

SECTION I - MPO OBLIGATIONS

The MPO agrees that it shall furnish to CONSULTANT any data and other work products readily available in the MPO files pertaining to the services to be performed under this Agreement.

The Executive Director of the Metropolitan Planning Organization, hereinafter referred to as the "DIRECTOR", shall issue written authorization to proceed, hereinafter referred to as "Notice to Proceed", to CONSULTANT for the individual task assignment to be performed hereunder which Notice to Proceed shall specify a completion time for the work. In case of emergency, the DIRECTOR reserves the right to issue an oral Notice to Proceed to CONSULTANT with the understanding that a written Notice to Proceed shall follow immediately thereafter.

DIRECTOR shall not be obligated to assign any minimum amount of individual task assignments to CONSULTANT during the life of this Agreement and CONSULTANT agrees that it will not make any claim for damages or loss of profits due to the amount of individual task assignments assigned pursuant to this Agreement.

The MPO will furnish, without charge, the following information to the CONSULTANT for the performance of Services:

- A. All criteria and full information as to the MPO's requirements for CONSULTANT's performance pursuant to this Agreement including objectives, constraints, budgetary limitations, and time frames.
- B. Drawings, specifications, schedules, reports, socio-economic, traffic, and planning data and other information prepared by and/or for the MPO by others which are available to the MPO and which the MPO considers pertinent to the CONSULTANT's responsibilities, pursuant to this Agreement and CONSULTANT shall have the right to rely upon the accuracy and completeness of any such materials and/or information.

SECTION II - PROFESSIONAL SERVICES

Upon delivery of a Notice to Proceed for individual task assignments from the DIRECTOR, CONSULTANT agrees to perform professional services described in Exhibit "A" hereto, hereinafter referred to as "Services". Individual task assignments made to CONSULTANT shall be in writing on forms acceptable to the DIRECTOR which shall be included as part of the Notice to Proceed required by Section I of this Agreement, and may include data and other work product and progress requirements to be met at designated stages of completion.

In connection with Services to be rendered pursuant to this Agreement, CONSULTANT further agrees to:

- A. Comply with any federal, state and local laws or ordinances applicable to the work.
- B. Cooperate fully with the DIRECTOR in the scheduling and coordination of all phases of the work.
- C. Report the status of the work to the DIRECTOR upon request and hold all pertinent data and other work products open for inspection by the DIRECTOR or his authorized agent at any time.
- D. Submit for review, data and other work products representative of the work's progress at the designated stages of completion, if stipulated in the Notice to Proceed. Submit for DIRECTOR's approval the final work products upon incorporation of any modifications requested by the Director during any previous review.
- E. Confer with the DIRECTOR at any time during the term of this Agreement concerning the further development and utilization of data and other work products generated by CONSULTANT pursuant to this Agreement as to interpretation and corrections of errors and omissions. CONSULTANT shall not be compensated for the correction of CONSULTANT'S errors and/or omissions.

The CONSULTANT shall ensure that all work products, contractual services documents and support forms have been prepared on PC compatible hardware, and software approved by the Director.

The CONSULTANT shall have proven familiarity with Geographic Information Systems (GIS) applications for transportation planning tasks. All GIS products shall be compatible with the Hillsborough County City-County Planning Commission's, hereinafter referred to as the "Planning Commission", GIS hardware and software. All GIS deliverables shall include:

- A Map Package (.mpk) for each map produced utilizing ESRI products and all data layers necessary to recreate the completed map; and
- A brief summary of methodology for each map produced, including the original name and source of data, and any data queries or selection parameters used to create or depict pertinent topic data layers within the map.

All final graphics and documents delivered to the MPO shall be in a photo ready reproducible format. In addition, all documents shall be supplied to the MPO in their original, editable,

electronic format. This includes maps, tables, graphics, photos, and other supporting information used to produce the required deliverables.

SECTION III - TIME FOR COMPLETION

The individual task assignment to be rendered by CONSULTANT under Section II of this Agreement shall commence upon delivery of a written Notice to Proceed from the DIRECTOR subsequent to the execution of this Agreement, and shall be completed within the time specified in the Notice to Proceed. CONSULTANT shall not be responsible for failure to perform or for delays in the services arising out of factors beyond the reasonable control or without the fault or negligence of CONSULTANT.

Nothing in this Agreement shall preclude the DIRECTOR from granting a reasonable extension of the time specified in the Notice to Proceed where appropriate to ensure full and proper completion of an individual task assignment. CONSULTANT and the MPO hereby agree that any decision by the DIRECTOR to grant or not grant an extension of time for completion of an individual task assignment shall not be a cause for claim by CONSULTANT. Any extension of time granted by the DIRECTOR shall be in writing and shall be incorporated as an addendum to the previously issued Notice to Proceed.

SECTION IV - PERSONNEL

- A. CONSULTANT shall designate a qualified individual acceptable to the DIRECTOR to serve as CONSULTANT's project manager for each individual task assignment. This individual shall be fully responsible for the day-to-day activities required for performance of the individual task assignment pursuant to a Notice to Proceed and shall serve as the primary contact for the DIRECTOR or designated MPO Project Manager.
- B. The DIRECTOR shall designate a qualified member of the MPO staff to serve as the MPO's project manager for each individual task assignment. This individual shall be fully responsible for the day-to-day activities required for performance of the individual task assignment pursuant to a Notice to Proceed and shall be the primary contact for CONSULTANT.
- C. CONSULTANT shall immediately notify the DIRECTOR in the event that CONSULTANT is no longer able to perform Services under this Agreement with any of the personnel listed in CONSULTANT's written technical proposal, and identify such personnel and his or her qualifications.
- D. CONSULTANT shall notify the DIRECTOR of any proposed replacement of personnel, listed in CONSULTANT's written technical proposal, to perform Services under this Agreement at least thirty (30) days prior to such replacement advising of the personnel to be replaced and the proposed replacement personnel.
- E. If requested by the MPO or the DIRECTOR, CONSULTANT shall submit to the DIRECTOR within five (5) days of such request the qualifications of personnel proposed as replacements to personnel to perform Services under this Agreement.

- F. The MPO and the DIRECTOR reserve the right to reject any proposed replacement personnel to perform Services under this Agreement. In such an event, CONSULTANT shall propose alternate replacement personnel and shall submit to the DIRECTOR the qualifications of such personnel at least thirty (30) days prior to the proposed replacement.
- G. In the event that CONSULTANT is no longer able to perform Services under this Agreement with any of the personnel listed in CONSULTANT's written technical proposal, deemed by the DIRECTOR to be necessary for the performance of an individual task assignment or the Services, and is unable to provide replacement personnel acceptable to the MPO or the DIRECTOR, this shall be a cause for cancellation of a Notice to Proceed or termination of this Agreement.
- H. The MPO and the DIRECTOR reserve the right to direct CONSULTANT to remove any of its personnel from the performance of any of the Services under this Agreement. If such removal is for cause, the costs of such removal shall be borne by CONSULTANT. However, if such removal is not for cause, the cost of such removal shall be borne by the MPO.
- I. CONSULTANT agrees not to contact any members of the MPO Board regarding MPO matters without first contacting the DIRECTOR.

SECTION V - COMPENSATION

The MPO agrees to pay, and CONSULTANT agrees to accept, for individual task assignment for Services rendered pursuant to this Agreement, including all or a portion of the Services described in Exhibit "A" hereto, as assigned by the DIRECTOR, and all incidental work thereto, the Lump Sum Fee negotiated by the DIRECTOR and CONSULTANT for any individual task assignments to CONSULTANT pursuant to a Notice to Proceed. Such Lump Sum Fee shall be based on the method of compensation outlined in Exhibit "B" hereto. The hourly rates for each job classification and factors for overhead, fringe benefits, and operating margin approved by the MPO Board for CONSULTANT are shown in Exhibit "C" hereto. The Lump Sum Fee shall constitute full compensation for all CONSULTANT costs associated with performance of the Services hereunder, including but not limited to, labor, overhead, computer time, and fringe benefits costs; out-of-pocket expenses such as communications, postage, printing, reproduction, etc.; and travel expenses such as airfare, car rental, lodging, meals, etc. and shall also include CONSULTANT's profit margin in connection with the Services to be rendered pursuant to this Agreement.

SECTION VI - RETAINAGE

There will be retainage on this Agreement amounting to ten percent (10%) of all submitted invoices. This amount will be released by the Director upon satisfactory completion and delivery of all Services and deliverable products for each individual task assignment as provided in Section XXIV of this Agreement.

SECTION VII - CHANGES TO SERVICES IDENTIFIED BY A NOTICE TO PROCEED

In the event of a need to change the scope of the Services identified by a Notice to Proceed, the scope, time for completion and compensation for such work shall be described in a written negotiated change order which shall be incorporated as an addendum to the previously issued Notice to Proceed. Such written change order shall be effective and CONSULTANT shall modify its work under a Notice to Proceed to conform with the written change order upon delivery of such written change order to CONSULTANT. In the event that the DIRECTOR determines that there is a need to change the Services identified by a Notice to Proceed and a written change order cannot be negotiated to the satisfaction of the DIRECTOR and CONSULTANT, the DIRECTOR may cancel the previously issued Notice to Proceed.

SECTION VIII - RIGHT OF DECISIONS

All Services shall be performed by CONSULTANT to the reasonable satisfaction of the DIRECTOR, who shall decide all questions, difficulties, and disputes of whatever nature, including reuse of documents pursuant to Section X of this Agreement, which may arise under or by reason of this Agreement, the prosecution and fulfillment of the Services hereunder, and the character, quality, and amount of value therein. The DIRECTOR's decisions upon all claims, questions and disputes shall be final, conclusive and binding upon the parties hereto unless such determination is clearly arbitrary or unreasonable. Adjustments of compensation and time for completion of an individual task assignments pursuant to a Notice to Proceed, due to any major changes in the Services, which might become necessary or be deemed desirable as the work progresses, shall be as provided in Section VII of this Agreement. In the event CONSULTANT does not concur with the decisions of the DIRECTOR, CONSULTANT may present any such objections in writing to the MPO in a manner consistent with Section IV of this Agreement. The DIRECTOR and CONSULTANT shall abide by the decisions of the MPO. This paragraph does not constitute a waiver of either party's right to proceed in a court of competent jurisdiction.

SECTION IX - OWNERSHIP OF DOCUMENTS

Upon payment in accordance with the terms of this Agreement, all data and other work products developed by CONSULTANT pursuant to this Agreement shall become the property of the MPO without restrictions or limitations upon their use and shall be made available by CONSULTANT at any time upon request by the MPO; provided, however, that notwithstanding anything to the contrary in this Agreement, any preexisting proprietary rights including any application files owned by or licensed to CONSULTANT or source files owned by third party vendors to CONSULTANT shall remain the sole and exclusive property of CONSULTANT and/or such third party vendors. Reuse of such data by the MPO for any purpose other than that for which prepared shall be at the MPO's sole risk. When all Services or any individual task assignment contemplated under this Agreement and identified in a Notice to Proceed are complete, all of the above data shall be delivered to the DIRECTOR within the time for completion specified in the Notice to Proceed.

SECTION X - REUSE OF DOCUMENTS

CONSULTANT may not reuse data or products developed under this Agreement without the written permission of the DIRECTOR; provided, however, CONSULTANT may reuse, without the

permission of the DIRECTOR, data or products included within the work product which were previously developed by CONSULTANT and which are of general applicability in its industry or proprietary to CONSULTANT.

SECTION XI - COURT APPEARANCES AND CONFERENCES

Nothing in this Agreement shall obligate CONSULTANT to prepare for or appear in litigation on behalf of the MPO except in consideration of additional compensation. The amount of such compensation shall be mutually agreed upon and described in a Supplemental Agreement subject to approval by the MPO Board. Except as otherwise provided by law, only upon said approval of a Supplemental Agreement and subsequent delivery of written authorization from the DIRECTOR shall CONSULTANT be obliged to make Court appearances on behalf of the MPO.

SECTION XII - NOTICES

Any notices, reports or other written communication from CONSULTANT shall be considered delivered when posted by certified mail or delivered in person to the DIRECTOR. Any notices, reports or other communications from the MPO to CONSULTANT shall be considered delivered when posted by certified mail to CONSULTANT at the last address left on file with the MPO or delivered in person to said CONSULTANT or CONSULTANT's authorized representative.

SECTION XIII – CANCELLATION OR SUSPENSION OF A NOTICE TO PROCEED

The DIRECTOR shall have the authority to cancel or suspend a Notice to Proceed at the sole discretion of the DIRECTOR. In the event the DIRECTOR cancels or suspends a Notice to Proceed, CONSULTANT shall be compensated for all Services rendered consistent with the terms of this Agreement and the Notice to Proceed up to the time delivery of written notification of such cancellation or suspension except in the case of a cancellation or suspension of a Notice to Proceed based on a notification of noncompliance which is not cured or declaration of default as provided in Section XIX of this Agreement. This compensation shall be determined on the basis of the percentage of the total Services, which have been performed at the time of delivery to CONSULTANT of such notice. In the event partial payment has been made for professional Services not performed, CONSULTANT shall return such sums to the MPO within ten (10) days after delivery of written notice that such sums are due.

SECTION XIV - AUDIT AND INSPECTION OF RECORDS; PUBLIC RECORDS

A. Maintenance of Records

CONSULTANT shall maintain appropriate records with respect to wages and salaries and other reimbursable costs hereunder during the course of the Services and for three (3) years after final payment under this Agreement. Such records supported by payrolls, invoices, and other documents pertaining in whole or in part to the Services shall be clearly identified, readily accessible and, to the extent feasible, kept separate and apart from all other documents related to the Services. The system of accounting shall be in accordance with generally accepted accounting principles and practices, consistently applied. These records are maintained for information only.

B. Accessibility of Records; Public Records

CONSULTANT shall permit the authorized representatives of the MPO and the MPO's funding agencies to inspect all data and records relating to its performance under this Agreement. These rights of inspection shall extend for a period of three (3) years following final payment under this Agreement.

IF THE CONSULTANT HAS QUESTIONS REGARDING THE APPLICATION OF CHAPTER 119, FLORIDA STATUTES, TO THE CONSULTANT'S DUTY TO PROVIDE PUBLIC RECORDS RELATING TO THIS CONTRACT, CONTACT THE CUSTODIAN OF PUBLIC RECORDS AT (813) 273-3774 ext.371; WilkeningC@plancom.org; 601 E. Kennedy Blvd., 18th Floor, Tampa FL 33602).

While providing services to the MPO under this Agreement, CONSULTANT will comply with Florida's public records law, Chapter 119, Florida Statutes, and further agrees to: 1. Keep and maintain public records required by the MPO to perform the service; and 2. Upon request from the MPO's custodian of public records, provide the MPO with a copy of the requested records or allow the records to be inspected or copied within a reasonable time at a cost that does not exceed the cost provided in Chapter 119, Florida Statutes, or as otherwise provided by law; and

- C. Ensure that public records that are exempt or confidential and exempt from public records disclosure requirements are not disclosed except as authorized by law for the duration of the contract term and following completion of the contract if the CONSULTANT does not transfer the records to the MPO; and
- D. Upon completion of the contract, transfer, at no cost, to the MPO all public records in possession of the CONSULTANT or keep and maintain public records required by the MPO to perform the service. If the CONSULTANT transfers all public records to the MPO upon completion of the contract, the CONSULTANT shall destroy any duplicate public records that are exempt or confidential and exempt from public records disclosure requirements. If the CONSULTANT keeps and maintains public records upon completion of the contract, the CONSULTANT shall meet all applicable requirements for retaining public records. All records stored electronically must be provided to the MPO, upon request from the MPO's custodian of public records, in a format that is compatible with the information technology systems of the MPO.

SECTION XV - SUBCONTRACTING

CONSULTANT shall not subcontract, assign, or transfer any work under this Agreement without the prior written consent of the DIRECTOR. Work shall be performed by personnel listed in CONSULTANT's written technical proposals or replacement personnel as provided in this Agreement. When applicable and upon receipt of such consent in writing, CONSULTANT shall cause the names of the firms responsible for the major portions of each separate specialty of the work to be inserted in the pertinent documents or data.

CONSULTANT will require in any subcontracts pertaining to the Services described herein that the subconsultant will permit the MPO all the rights and privileges of this Agreement, including, but not limited to, the MPO's right to secure materials or services from the subconsultant which might be a part of the subconsultant's work product.

It is the policy of the Hillsborough County MPO that disadvantaged businesses, as defined in 49 Code of Federal Regulations, Part 26, shall have an opportunity to participate in the performance of MPO contracts in a nondiscriminatory environment. Pursuant to 49 CFR 26.21(a)(1) the Hillsborough County MPO has adopted the Florida Department of Transportation Disadvantaged Business Enterprise (DBE) Program for use on US DOT-assisted contracts. FDOT triennially establishes a statewide race neutral aspirational goal ~~of 10.65% that a percentage of that a percentage of~~ US DOT-assisted projects be awarded to DBEs. The current DBE goal is 10.65%. It is the contractor's obligation to enter DBE commitments and payments into the EOC system.

A copy of the Hillsborough County MPO's DBE Policy Statement and the FDOT's DBE Policy Program can be viewed in the Planning Commission library or online at www.hillsboroughmpo.org. CONSULTANT shall not discriminate on the basis of race, color, national origin, or sex in the performance of this Agreement. CONSULTANT shall carry out applicable requirements of 49 CFR part 26 in the award and administration of DOT-assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as the recipient deems appropriate, which may include, but is not limited to: withholding of payments to CONSULTANT under this Agreement; Assessing sanctions; Assessing liquidated damages; and/or cancellation, termination or suspension of the Agreement in whole or in part; and/or suspension or debarment of CONSULTANT from eligibility to contract with the MPO in the future or to receive bid packages or request for proposal packages. The Florida Department of Transportation maintains a directory identifying all firms eligible to participate as DBEs as well as supportive services to assist with identification and use of DBEs. For more information, contact the FDOT Equal Opportunity Office at <http://www.fdot.gov/equalopportunity/dbesbepograms.shtm>.

SECTION XVI - REPRESENTATIONS

CONSULTANT represents that no companies or persons, other than bona fide employees working solely for CONSULTANT have been retained or employed to solicit or secure this Agreement or have been paid or guaranteed payment of any fees, commissions, percentage fees, gifts or any other considerations contingent upon or resulting from the award or making of this Agreement. CONSULTANT also represents and agrees that no Planning Commission or MPO personnel, whether a full-time or part-time employee, has or shall be retained or employed in any capacity, as long as they are in the Planning Commission's or MPO's employment and for two (2) years thereafter, by CONSULTANT to accomplish the work contemplated under the terms of this Agreement. For breach or violation of this section, the MPO shall have the right to terminate this Agreement without liability.

SECTION XVII - TERMINATION OF AGREEMENT

It is expressly understood and agreed that in addition to other provisions of this Agreement providing for termination by the MPO, the MPO may terminate this Agreement, in total or in part, without cause or penalty, by thirty (30) days' prior notification in writing to CONSULTANT, by certified mail, return receipt requested. In the event of a termination of this Agreement pursuant to this Section or Section IV of this Agreement, the MPO's sole obligation to CONSULTANT shall be payment in accordance with Section V of this Agreement, for those units or sections of the work previously authorized by a Notice to Proceed. Such payment shall be determined on the basis of the hours or the percentage of the total work performed by CONSULTANT up to the time of termination. In the event partial payment has been made for professional Services not performed, CONSULTANT shall return such sums to the MPO within ten (10) days after delivery of written notice by certified mail, return receipt requested, that said sums are due. Upon termination, the MPO may, without penalty or other obligations to CONSULTANT, elect to employ other persons to perform the same or similar Services.

SECTION XVIII - DURATION OF AGREEMENT

This Agreement shall remain in full force and effect until June 30, 2023. ~~for a period of two years after its date of execution or until completion of all Services, whichever occurs last, unless terminated by mutual consent of the parties hereto or as otherwise provided, in this Agreement. The MPO reserves the right to renew this Agreement in one year extensions for up to three additional years, with mutual written agreement of the parties as provided in Section XXV of this Agreement. The DIRECTOR is hereby authorized to execute said extensions on behalf of the MPO, provided that, with the exception of the expiration date, the terms of this Agreement are unchanged by any such extensions.~~

~~If CONSULTANT ceases to exist as a corporation, the MPO has the right to re-negotiate or terminate this Agreement.~~

SECTION XIX - DEFAULT

In the event CONSULTANT fails to comply with the provisions of this Agreement, the DIRECTOR may declare CONSULTANT in default if CONSULTANT fails to cure such noncompliance within thirty (30) days of delivery of written notification, by certified mail, return receipt requested. In such an event, CONSULTANT shall only be compensated for those Services specified in Exhibit "A" that are identified in a Notice to Proceed, which has been fully completed as of the date of default. In the event partial payment has been made for such professional Services identified in a Notice to Proceed that have not been fully completed, CONSULTANT shall return such sums to the MPO within ten (10) days after delivery of written notice, by certified mail, return receipt requested, that said sums are due. In the event of litigation to enforce this requirement, the prevailing party shall be entitled to reasonable attorney's fees and court costs.

A declaration of default under this Agreement shall constitute a basis for termination of this Agreement by the MPO.

Failure by the MPO at any time to enforce any of the provisions of this Agreement or to take any course of action allowed by this Agreement shall not be construed as a waiver of any right the

MPO may have pursuant to this Agreement. Such a failure to enforce or take any course of action allowed by this Agreement shall not affect the validity of this Agreement or any rights the MPO may have pursuant to this Agreement.

SECTION XX - INDEMNIFICATION AND INSURANCE

CONSULTANT shall indemnify and hold harmless the MPO, and its officers and employees from liabilities, damages, losses, and costs, including, but not limited to, reasonable attorneys' fees, to the extent caused by the negligence, recklessness, or intentionally wrongful conduct of CONSULTANT and other persons employed or utilized by CONSULTANT in the performance of the contract.

CONSULTANT shall maintain the following insurance during the term of this Agreement:

- A. Automobile Liability Insurance covering all owned, non-owned and hired vehicles used in connection with the work in an amount not less than \$500,000 combined single limit per occurrence for bodily injury and property damage.
- B. Professional Liability Insurance in the amount of \$1,000,000 providing for all sums, which CONSULTANT shall become legally obligated to pay as damages for claims arising out of the Services, performed by CONSULTANT or any person employed by CONSULTANT in connection with this Agreement.
- C. General Liability Insurance, on a commercial basis, in an amount not less than \$1,000,000 combined single limit per occurrence for bodily injury and property damage. The policy must be endorsed to show the MPO as additional insured.
- D. Worker's Compensation Insurance in compliance with Florida's statutory requirements, as presently written or hereafter amended.

All insurance policies must be issued by companies with A.M. Best ratings of A- or better, Class III and authorized to do business under the laws of the State of Florida.

CONSULTANT shall furnish certificates of insurance to the MPO as Exhibit "G" to this Agreement, which certificates shall clearly indicate that CONSULTANT has obtained insurance in the type, amount, and classification as required for strict compliance with this Agreement and that no material change or cancellation of this insurance shall be effective without thirty days (30) prior written notice to the MPO.

The certificate must contain an additional clause as follows: The MPO and its members, officers and employees, the Planning Commission and its members, officers and employees have been named as additional insured as respects general and auto liability coverage.

Compliance with the foregoing requirements shall not relieve CONSULTANT of the liabilities and obligations under this Section or under any other portion of this Agreement, and the MPO shall have the right to inspect the original insurance policies in the event that submitted certificates of insurance are inadequate to ascertain compliance with required coverages.

SECTION XXI - CERTIFICATION OF WAGE RATES

In accordance with Florida Statute 287.055, CONSULTANT hereby certifies that wage rates and other factual unit costs, as submitted in support of the compensation provided in Section V and Exhibits "B" & "C", are accurate, complete and current as of the date of this Agreement.

SECTION XXII - PUBLICITY, NEWS RELEASES AND CONFIDENTIAL INFORMATION

CONSULTANT will not, during or after performance of this Agreement, disseminate any information outside its organization regarding the Services without prior written approval from the DIRECTOR. CONSULTANT shall not divulge any confidential information communicated to it or used by it in connection with this Agreement, except as required by law.

SECTION XXIII - CONFLICT OF INTEREST

CONSULTANT covenants that it presently has no interest and shall not acquire any interest, direct or indirect, which would conflict in any manner with the performance of Services. CONSULTANT further covenants that in the performance of this Agreement, no person having any such interest shall knowingly be employed by CONSULTANT.

During the term of this Agreement, CONSULTANT shall not act as an agent for others in any proceeding, application or matter before the MPO Board.

No member, officer or employee, of the Planning Commission or the MPO during his tenure or for two years thereafter, shall have any interest, direct or indirect in this Agreement or the proceeds thereof.

CONSULTANT agrees that it and its employees shall be bound by applicable local, state and federal laws regarding this subject of Conflict of Interest.

SECTION XXIV – FINAL ACCEPTANCE

When CONSULTANT completes an individual task assignment pursuant to a Notice to Proceed, CONSULTANT shall so advise the DIRECTOR in writing and request the release of retainage pursuant to Section VI of this Agreement. Within thirty (30) days of delivery of such notice, the Director shall release retainage or give CONSULTANT notice in writing of any individual task assignment, which, in the DIRECTOR's sole judgment, have yet to be completed. Upon completion of such Services, CONSULTANT shall notify the DIRECTOR, and within the above specified time period the DIRECTOR shall release retainage, which shall constitute final acceptance of the specified individual task assignment. Final acceptance shall not constitute a waiver or abandonment of any rights or remedies available to the MPO under any other section of this Agreement.

SECTION XXV - ENTIRETY OF AGREEMENT

This Agreement embodies the entire agreement and understanding between the parties hereto, and there are no other agreements and understandings, oral or written with reference to the subject matter herein that are not incorporated herein and superseded hereby.

No alteration, change, or modification of the terms of this Agreement shall be valid unless made in writing, signed by both the MPO and CONSULTANT.

This Agreement, regardless of where executed, shall be governed by and constructed according to the laws of the State of Florida, and venue shall be in Hillsborough County, Florida.

SECTION XXVI - EXHIBITS

The following Exhibits are attached hereto and incorporated herein as integral parts of this Agreement, and CONSULTANT agrees to comply with all terms contained therein:

- "A" Scope of Services
- "B" Method of Compensation
- "C" Approved Hourly Rates per Classification and Additive Percentages
- "D" Hillsborough County EEO Requirements
- "E" Federal Transit Administration Civil Rights Assurances
- "F" CONSULTANT Certifications and Affidavits
- "G" CONSULTANT Certificates of Insurance

IN WITNESS WHEREIN the parties hereto have executed this Agreement this _____ day of _____, _____.

ATTEST:

Hillsborough County
Metropolitan Planning Organization

By:

MPO Chairman

Reviewed as to Form and
Legal Sufficiency

By:

MPO Attorney

ATTEST:

CONSULTANT

By: _____

(title)

By: _____

(witness)



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:

TPO Apportionment Plan

Presenter:

Elizabeth Watkins, TPO Staff

Summary:

At the May 2022 TPO Board meeting, the Board directed staff to propose a membership apportionment scenario that retains the current members, while addressing population representation, reducing the potential for Government in the Sunshine violations, and ideally increasing the proportion of elected officials.

The new scenario proposes that the seats on the board remain unchanged, but that the transportation authorities should be represented by a member of the authority's board. This change will allow TPO Board members to consult with transportation authority staff freely about matters that may come to the TPO Board for consideration. Topics that may come to the TPO Board for consideration include the funding of any transportation project that appears in the Transportation Improvement Program.

An additional option for the Board's consideration would be to specify that transportation authority board members serving on the TPO Board should be elected officials. This step would increase the proportion of elected vs. non-elected officials serving on the board, which currently is low in comparison to other Florida MPOs. This step would likely result in all seven BOCC members serving on the TPO Board, which is consistent with proportional representation of population directed by Florida Statutes. The remaining two seats would be filled by two elected officials from Tampa, or one from Tampa and one from Temple Terrace (representing HART).

The TPO Apportionment Plan is typically effective for ten years, though it may be amended at any time with the approval of the Governor and all local governments.

Recommended Action:

Approve the TPO Apportionment Plan

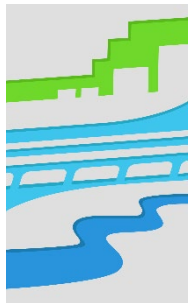
Prepared By:

Elizabeth Watkins, TPO Staff

Attachments:

[Presentation slides](#)

Draft TPO Apportionment Plan



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Hillsborough County MPO

d/b/a Hillsborough TPO

Membership Apportionment Plan

DRAFT

Hillsborough Transportation Planning Organization

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Tampa, FL 33601

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DRAFT – August 2022

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Authorizing Resolution

RESOLUTION 2022-1
HILLSBOROUGH COUNTY
METROPOLITAN PLANNING ORGANIZATION

MEMBERSHIP APPORTIONMENT PLAN

WHEREAS, the Hillsborough County Metropolitan Planning Organization is the agency designated to conduct a continuing, coordinated, and comprehensive transportation planning process in Hillsborough County; and

WHEREAS, Section 134 of Title 23 of the United States Code requires the designation of MPOs in urbanized areas, as defined by the United States Bureau of the Census; and

WHEREAS, the Hillsborough County Metropolitan Planning Organization met on August 10, 2022 to review its voting composition and agreed on the changes presented herein; and

WHEREAS, Section 339.175(4)(a), Florida Statutes, requires the Governor to review the composition of the Metropolitan Planning Organizations (MPO) membership in conjunction with the decennial census.

NOW, THEREFORE NOW BE IT RESOLVED, that the Hillsborough County Metropolitan Planning Organization approves the submittal of a MPO Membership Apportionment Plan to the Governor's Office.

DONE, ORDERED AND ADOPTED THIS 20TH DAY OF AUGUST 2022

HILLSBOROUGH COUNTY
METROPOLITAN PLANNING
ORGANIZATION

COMMISSIONER HARRY COHEN
CHAIRMAN

ATTEST:

CAMERON CLARK
MPO ATTORNEY

Introduction

To carry out federal transportation planning requirements, Title 23 of the United States Code provides that a Metropolitan Planning Organization (MPO) be designated for each urbanized area with a population of more than 50,000 individuals. In response, the Hillsborough Transportation Planning Organization (TPO), formerly the Metropolitan Planning Organization, was created in 1974 to meet the requirements of federal law governing the expenditure of federal transportation funds by state and local agencies in Hillsborough County.

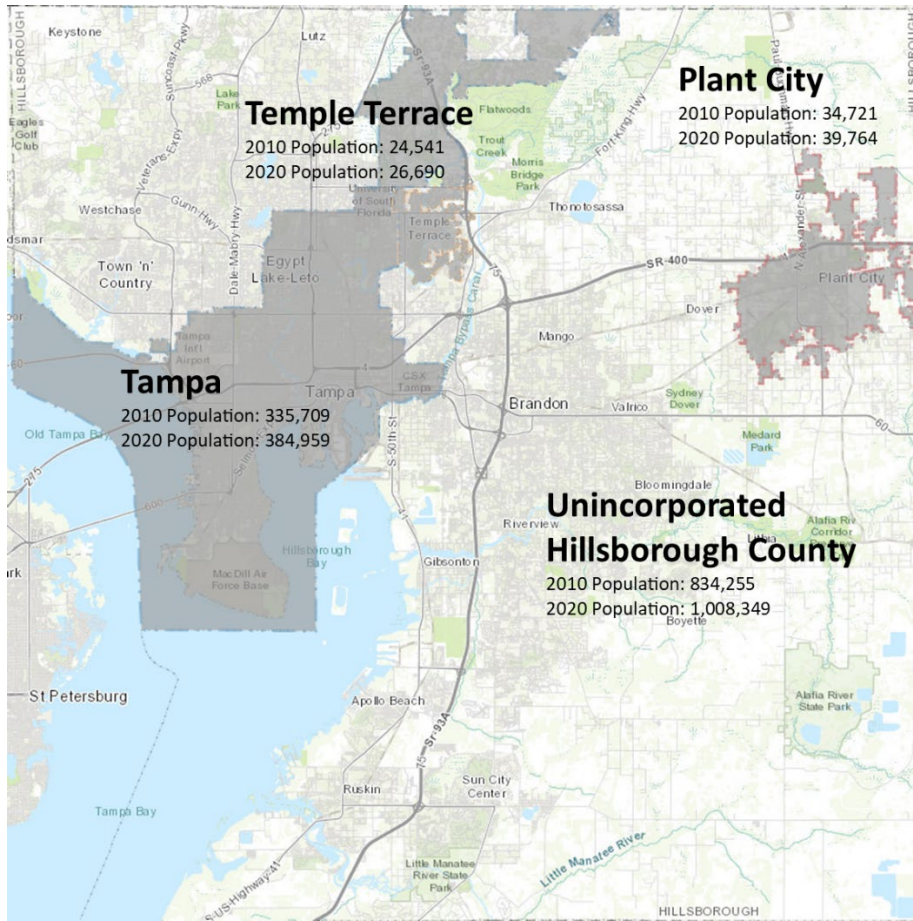
The designation of MPOs is accomplished by agreement between the Governor and the affected local governments. In addition, section 339.175, Florida Statutes, provides requirements for MPO membership composition and the apportionment of voting membership. This statute further requires the Governor to review the membership composition of each MPO in conjunction with the decennial census and to apportion it as necessary to comply with these requirements.

On August 10, 2022, the Hillsborough County TPO reviewed its composition and acted to approve this membership apportionment plan for submittal.

TPO Membership Apportionment Plan

Hillsborough TPO Planning Area

The Hillsborough TPO’s planning area is the Hillsborough County boundary. This includes the City of Tampa, City of Temple Terrace, City of Plant City, and unincorporated Hillsborough County. Map 1 shows the planning area, the jurisdictions, and their estimated populations for 2020 which were used to apportion the TPO membership proposed in this plan.



Map 1 MPO Planning Boundaries and Jurisdictions

The Hillsborough TPO has been part of a multi-county urbanized area since the Census Bureau’s merger of the urbanized areas in Hillsborough, Pinellas, and Pasco Counties following the 1990 Census. The MPOs and TPOs of West Central Florida, including Hillsborough, Pinellas, Pasco, Polk, Hernando/Citrus, and Sarasota/Manatee, are party to the longest-standing regional compact for coordinated transportation planning in Florida, with the chairpersons meeting regularly starting in the 1990s, and a formal interlocal agreement signed in the early 2000s and regularly updated since then. Also called out in FS 339.175, the MPO Chairs Coordinating Committee of West Central Florida recently rebranded as the [Sun Coast Transportation Planning Alliance](http://SunCoastTPA.org) (SuncoastTPA.org) and continues to jointly prepare multicounty transportation plans and priorities. A subcommittee of the SCTPA, the Transportation

Management Area Leadership Group, provides additional attention and focus on the tri-county area of Hillsborough, Pinellas, and Pasco.

TPO Membership

Current Membership

Currently, sixteen (16) voting and one (1) non-voting members serve on the TPO Board. This composition was agreed to by the local governments in a membership reapportionment plan approved by the Governor in 2013.

Table 1 Current TPO Membership

Jurisdiction/Agency	Voting Members	Percent of Total TPO Votes
Unincorporated Hillsborough County (elected)	5	31%
City of Tampa (elected)	3	19%
City of Plant City (elected)	1	6%
City of Temple Terrace (elected)	1	6%
Hillsborough County School Board (elected)	1	6%
Hillsborough Area Regional Transit Authority (staff)	1	6%
Planning Commission (appointed)	1	6%
Tampa Hillsborough Expressway Authority (staff)	1	6%
Hillsborough County Aviation Authority (staff)	1	6%
Tampa Port Authority (staff)	1	6%
Florida Department of Transportation¹ (staff)	0	0%

Proposed Membership

The proposed TPO Board membership in this Apportionment Plan retains the existing sixteen (16) voting members with one (1) non-voting advisor (see Table 2). There is no change in represented jurisdictions or agencies.

The primary change is the transportation authorities should be represented by a member of the authority's board. This change will allow TPO Board members to consult with transportation authority staff freely about matters that may come to the TPO Board for consideration. Topics that may come to the TPO Board for consideration include the funding of any transportation project that appears in the Transportation Improvement Program.

¹ Florida Department of Transportation serves as non-voting technical advisor to the TPO Board per FS F.S. 339.175(4)(a)).

Table 2 Membership Reapportionment

Jurisdiction/Agency	Voting Members	Percent of Total TPO Votes
Unincorporated Hillsborough County (elected) Board of County Commissioners Board of County Commissioners Board of County Commissioners Board of County Commissioners Board of County Commissioners	5	31%
City of Tampa (elected) Office of the Mayor City Council City Council	3	19%
City of Plant City (elected) City Commission	1	6%
City of Temple Terrace (elected) Office of the Mayor	1	6%
Hillsborough County School Board (elected) School Board Member	1	6%
Hillsborough Area Regional Transit Authority (elected/appointed) Board Member	1	6%
Planning Commission (appointed) Board of County Commissioners Appointee	1	6%
Tampa Hillsborough Expressway Authority (elected/appointed) Board Member	1	6%
Hillsborough County Aviation Authority (elected/appointed) Board Member	1	6%
Tampa Port Authority (elected/appointed) Board Member	1	6%
Florida Department of Transportation² (staff)	0	0%

² Florida Department of Transportation serves as non-voting technical advisor to the TPO Board per FS F.S. 339.175(4)(a)).

Summary

Table 2 shows the proposed TPO Membership Apportionment Plan. It meets all applicable Federal and State requirements, including:

1. It provides for representation of at least 75% of the affected population (Section 134(d)(1)(A), USC.)
2. As a transportation management area (over 200,000 in population), it provides for representation of agencies that administer or operate major modes of transportation. (Section 134(d)(2)(B), USC.)
3. The number of members was determined on an equitable geographic-population ratio basis, based on an agreement among the affected units of general-purpose local government. (S. 339.175(3)(a), F.S.)
4. The proposed membership includes 16 voting members and 1 non-voting advisors, which is not fewer than 5 and not more than 25. (S. 339.175(3)(a), F.S.)
5. All voting members are elected officials of general-purpose governments and an elected School Board member except those representing a statutorily authorized planning board. (S. 339.175(3)(a), F.S.)
6. The County Commission represents at least 20% of the voting membership. (S. 339.175(3)(a), F.S.)
7. The Florida Department of Transportation is recommended as ex-officio (nonvoting) advisor. (S. 339.175(4)(a), F.S.)

Supporting Documentation

Attachment A Minutes from the TPO's meeting of August 10, 2022 authorizing the Proposed Apportionment Plan

Attachment B Resolutions or Motions from Member Governments Endorsing Proposed Apportionment Plan

Attachment C MPO Membership Apportionment Plan Process

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Attachment A - Minutes from the TPO's meeting of August 10, 2022 Authorizing the Proposed Apportionment Plan

<Insert Minutes>

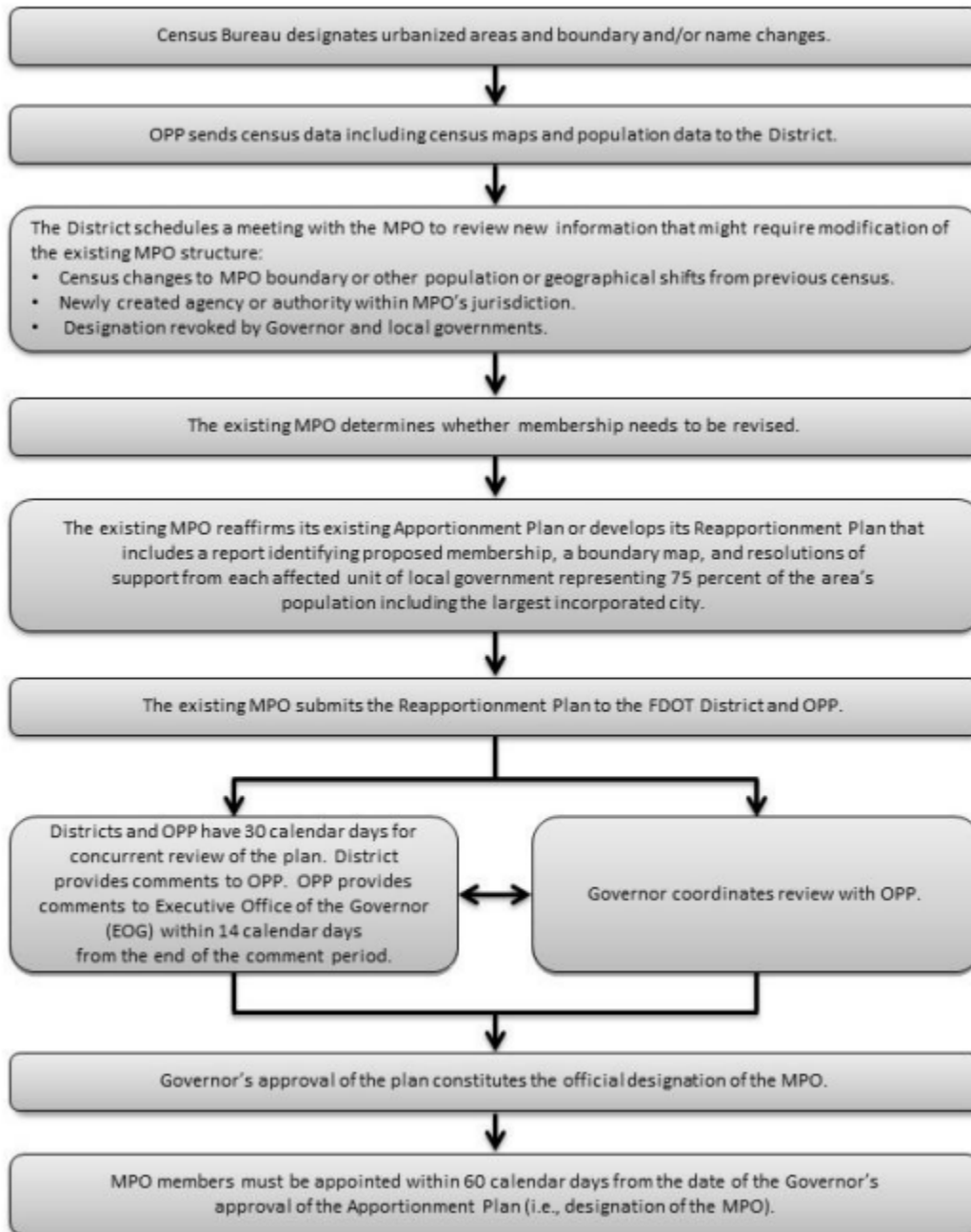
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Attachment B - Resolutions or Motions from Member Governments Endorsing Proposed Apportionment Plan

<Insert Resolutions>

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Attachment C - MPO Membership Apportionment Plan Process



Source: MPO Program Management Handbook



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

FDOT Electric Vehicle Plan

Presenter:

April Combs, FDOT

Summary:

The Florida Department of Transportation is preparing an Electric Vehicle Charging Investment Plan. The Plan is the framework for how the Department plans to implement the [National Electric Vehicle Infrastructure \(NEVI\) Program](#). Over the life of the five-year program the Department is estimated to receive \$198 million to address EV charging needs for passenger vehicles and light duty trucks. Funds may be used to purchase and install EV charging infrastructure, operating expenses, purchase and installation of traffic control devices located in the right-of-way, on-premises signage, development activities, and mapping and analysis activities.

Recommended Action:

None, for information only

Prepared By:

Connor MacDonald, Hillsborough TPO

Attachments:

[FDOT EV Infrastructure Master Plan](#)



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Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item

FDOT District 7 Safety Program Update

Presenter

Peter Hsu, FDOT District 7 Safety Engineer

Summary

FDOT District 7 continues to update its safety program focus areas based on crash trends. Mr. Hsu will provide an overview of the District 7 office's recent and upcoming safety projects.

Recommended Action

None; for information

Prepared By

Beth Alden, TPO Director

Attachments

[Presentation slides](#)



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Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

Bylaws Amendment for Transportation Disadvantaged Coordinating Board

Presenter:

Joshua Barber, TPO Staff

Summary:

The Florida Commission for the Transportation Disadvantaged requires local coordinating boards to annually review and (re)adopt their bylaws. Local coordinating board bylaws are to establish procedures including membership, staff support, duties, subcommittees, and communication with other organizations.

The bylaws of all the TPO committees, including the TDCB, are incorporated into one set of TPO Bylaws that applies to the organization as a whole. The TDCB subsection of these bylaws was amended during the Covid-19 pandemic to reduce the required quorum from a majority of the seated members to five (5) members. With the lifting of Local and State Declarations of Emergency, it is the expectation of the Florida Attorney General that members of the TPO Board and its committees return to attending meetings in person, unless there is a medical emergency or other significant circumstance which prevents a member from being physically present.

Given the lifting of declarations of emergency, and the TDCB's desire to ensure decisions are made by a majority of members, the TDCB in its annual review of its bylaws requested that the TPO amend the bylaws to return the quorum to a simple majority of the seated members.

Recommended Action:

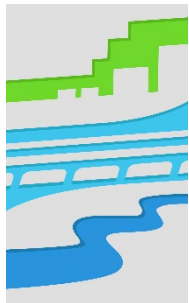
No action; first reading

Prepared By:

Joshua Barber, TPO Staff

Attachments:

TPO Bylaws Proposed August 2022



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

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

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

2.0 DEFINITIONS:

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

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

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

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

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

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

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

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

4.0 COMMITTEES:

4.1 AD HOC COMMITTEES:

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

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

4.2 STANDING COMMITTEES:

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

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

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

4.2.3 Officers of Standing Committees: The committee shall hold an organizational meeting each year for the purpose of electing a committee chair (unless designated by the TPO), a committee vice-chair, and, at the discretion of the committee chair, an officer-at-large. Officers shall be elected by a majority vote of a quorum of the members. Except as otherwise provided in these By-laws, officers shall serve a term of one year starting with the next meeting. The powers and duties of the committee chair shall be to preside at all meetings; to express the position of the committee as determined by vote or consensus of the committee; and to ensure that all actions of the committee are taken in accordance with the bylaws and applicable law. The committee vice chair shall have these same powers and responsibilities in the absence of the committee chair. The officer-at-large shall, during the absence of both the committee chair and the committee vice-chair or their inability to act, have these same duties and responsibilities, and in addition shall perform other duties as may from time to time be assigned by the committee chair.

4.2.4 Conduct of Committee Meetings: Sections 5 through 9, excluding Section 8.1, of these TPO By-laws shall be used for the conduct of all TPO committee meetings.

4.2.5 Standing Committee Sub-Committees: An TPO standing committee or the MPO may establish such sub-committees to a standing committee as deemed necessary to investigate and report on specific subject areas within the scope of the standing committee. Such sub-committees shall be of limited duration and shall dissolve at such time as designated at the time of establishment or upon completion of the task(s) specified at the time of establishment. These TPO By-laws shall be used for the conduct of such sub-committees meetings in the same manner as the TPO committees.

4.2.6 TPO Technical Advisory Committee (TAC): Established pursuant to Section 339.175, Florida Statutes, the TAC shall be responsible for considering safe access to schools in the review of transportation project priorities, long-range transportation plans and transportation improvement programs and shall advise the TPO on such matters. In addition, the TAC shall be responsible for assisting in the development of transportation planning work programs; coordinating transportation planning and programming; review of all transportation studies, reports, plans and/or programs, and making

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

5 MEETINGS:

5.1 SCHEDULE OF MPO MEETINGS:

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

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

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

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

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

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

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

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

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

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

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

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

5.8 CONDUCT OF MEETINGS:

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

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

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

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

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

5.9.1 Regular TPO Meetings:

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

5.9.2 Special Meetings or Workshops

- (a) Call to Order

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

5.9.3 Public Hearings

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

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

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

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

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

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

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

7.0 CODE OF ETHICS:

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

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

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

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

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

Any written material received by a member in connection with TPO Business shall be given to the Executive Director or the member's committee support staff for distribution to other members and as appropriate, to staff.

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

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

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

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

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

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

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

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

9.1 The particular controls the general.

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

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

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

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

Beth Alden

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

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] 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

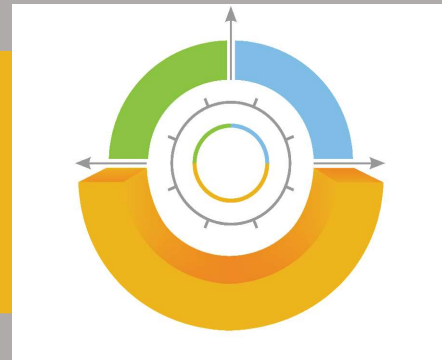
- ACCESS: Access
- BRIDGE: Bridge
- FRTCAP: Freight Capacity
- GRASEP: Grade Separation
- HWYCAP: Highway Capacity
- PTERM: Passenger Terminal
- ITS: Intelligent Transp. Sys
- MGLANE: Managed Lanes

- 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)

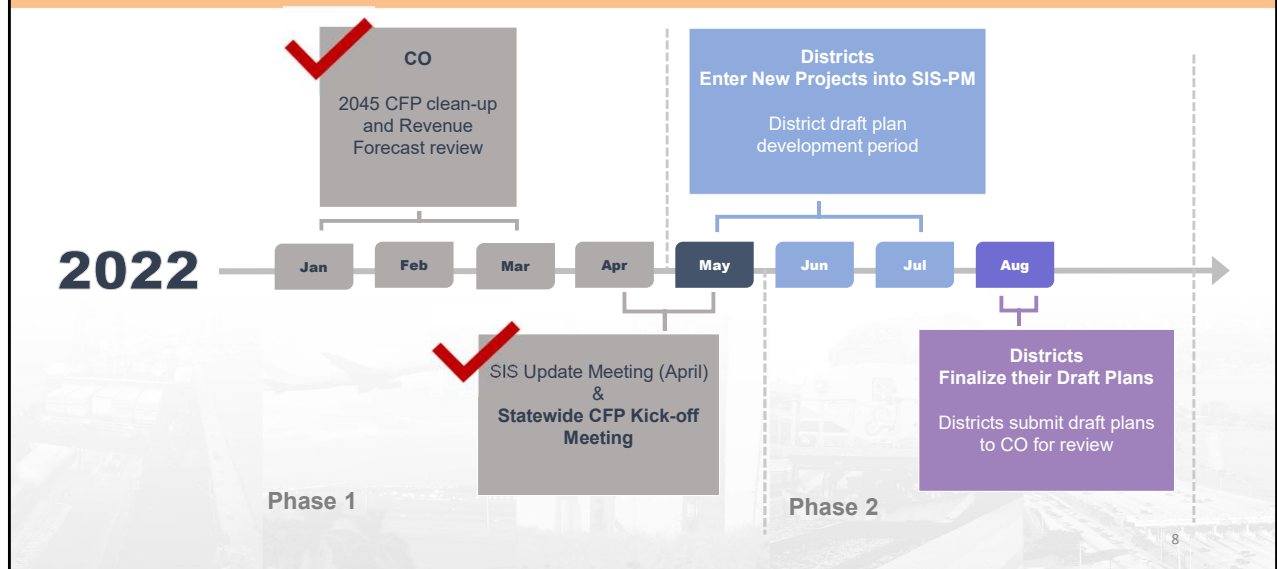
Band D – FY 2046 – 2050 (new)

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 11th year following the 1st Five-Year Plan and 2nd 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 38th Avenue to N of 4th Street N

- ROW, CST – FY 2033 - 2035

I-275 from N of I-375 to N of 38th 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 38th Avenue to N of 4th Street N - Right of Way and Construction – FY 2033 – 2035

I-275 from N of I-375 to N of 38th Avenue N - Construction – FY 2033 – 2035

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

I-275 from 54th 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 54th 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



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

Thank you.



2021-2022

MPOAC

**ANNUAL
REPORT**

Florida Metropolitan Planning Organization Advisory Council (MPOAC)

605 Suwannee Street, MS 28B

Tallahassee, FL 32399-0450

www.mpoac.org

850-414-4037

MESSAGE FROM THE CHAIR

“The past fiscal year, as was true for all of us, was a complex year for the MPOAC. Not only did we have to be creative to work through the issues presented by the global pandemic, we saw a complete turnover in staff. But we continued to represent the needs and interests of Florida’s 27 metropolitan planning organizations (MPOs) and are thrilled to have a new and dynamic staff led by Mark Reichert as MPOAC Executive Director. This Annual Report summarizes some of the key activities of the MPOAC in the past fiscal year. But these are just the tip of the iceberg. Every day, in every way, the MPOAC works to improve the lives of Florida’s communities through improved mobility and access across and between our metropolitan regions. Through policy initiatives, research projects, and advocacy, the MPOAC truly is the state’s preeminent forum for transportation planning.”



Commissioner Nick Maddox
Governing Board Chair, MPOAC

ABOUT THE MPOAC

The Florida Metropolitan Planning Organization Advisory Council (MPOAC) represents the collective interests of Florida’s 27 MPOs, and assists the MPOs in carrying out the urbanized area transportation planning process by serving as the principal forum for collective policy discussion. The MPOAC was created by the Florida Legislature pursuant to Section 339.175, Florida Statutes, to augment and not supplant the role of the individual MPOs in the cooperative transportation planning process. The organization is made up of a 27 member Governing Board consisting of local elected officials from each of the MPOs and a Staff Directors’ Advisory Committee consisting of the staff directors from each of the MPOs. The MPOAC works with national organizations and other stakeholder groups to help shape state and national policy regarding metropolitan transportation issues.



MPOAC MISSION STATEMENT

The MPOAC improves transportation planning and education by engaging and equipping its members to deliver results through shared innovations, best practices, enhanced coordination, communication and advocacy.

NATIONAL POLICY DEVELOPMENT AND EDUCATION

Fiscal Year 2021/2022 was a big year for policy development and education on the national stage. The Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), was signed into law in November 2021. The law reauthorizes the federal transportation program, including sections pertaining to MPOs, and provides over \$350 billion for new transportation investments nationwide over the five-year life of the law. The MPOAC worked closely with its national partners, the Association of Metropolitan Planning Organizations (AMPO) and the National Association of Regional Councils (NARC), to ensure the best result for MPOs across Florida and the nation. Since approval, the MPOAC has remained engaged in the regulatory process, tracking guidance documents as they are released and notifying the MPOAC membership of opportunities and issues as they arise.



STATE POLICY DEVELOPMENT AND EDUCATION

The MPOAC remained engaged in the policy development and education process at the state level during Fiscal Year 2021/2022. A summary of legislation signed into law following the 2021 Florida legislative session was developed and made available to MPOAC members and partners. The MPOAC Governing Board approved the MPOAC Legislative Priorities and Policy Positions for 2022 and sent them to members of the Florida Legislature, the Governor, and partners across the state. The MPOAC Executive Director tracked legislation during the 2022 legislative session and sent a weekly update on legislative activities to inform the membership.



RESEARCH

The MPOAC undertook a variety of activities to support Florida's MPOs through research. MPOAC staff developed a summary of federal transportation performance measurement targets in Florida, tracked changes in the US Census Urban Area criteria, and conducted research on statewide associations of MPOs and their use of Unified Planning Work Programs (UPWPs). MPOAC staff secured funding from the FDOT Research Center to conduct a research project identifying the various practices and methodologies used by Florida's 27 MPOs to develop their List of Project Priorities (LOPP).



MEMBER SERVICES

The MPOAC supported its members in a variety of ways, including through direct engagement. In fact, the MPOAC Executive Director spent much of his time attending meetings of MPO alliances like the Sun Coast Transportation Planning Alliance (SCTPA), the Central Florida MPO Alliance (CFMPOA), and the Coordinated Urban Transportation Studies (CUTS) in Southwest Florida.

MPOAC staff also attended federal certification reviews for the Sarasota/Manatee MPO, the Lee County MPO and the Space Coast TPO. The MPOAC developed a resiliency contact list so that MPO staff members with resiliency responsibilities can easily connect with each other on this important subject area.

OPERATIONS

Fiscal Year 2021/2022 was a topsy-turvy year for the MPOAC. The MPOAC hired a new Executive Director and Executive Assistant. We were very fortunate to bring aboard two experienced professionals in Mark Reichert and Lisa Stone and the future looks bright with these two on board. The MPOAC also unveiled a new website with a modern design and improved functionality. The MPOAC adopted a new Unified Planning Work Program (UPWP) for Fiscal Year 2022/2023, began an update of the agency's Bylaws, and put the pieces in place to begin an update of the Strategic Directions Plan during the next fiscal year. The Freight Committee expanded its mission to include Rail (becoming the Freight and Rail Committee) and the Noteworthy Practices Working Group regrouped after a pandemic hiatus and will move forward with renewed energy.

During the time the MPOAC was without staff, the Office of Policy Planning within FDOT was assisting with the daily operations of the MPOAC. During this time, FDOT Credit Union account bank statements were discovered in the name of the MPOAC. Account activity occurred during the time when no MPOAC staff were employed thus raising the suspicion of the department. The Office of Inspector General (OIG) was notified of the issue resulting in an investigation. Fortunately, no wrongdoing was discovered. The OIG determined the funds directed to or from the FDOT Credit Union account were business related. However, several internal control concerns were identified by the OIG. As a result, the MPOAC is working to revise its internal control structure to ensure full transparency to the Governing Board and Staff Directors Advisory Committee. This includes revising its Bylaws and the development of a Policy and Procedures Manual. Both of which will be adopted in Fiscal Year 2022/2023.



STATEWIDE PLANNING

It was a busy year for statewide planning. The MPOAC participated in updates of the Strategic Intermodal System (SIS) plan, the Florida Transportation Plan (FTP), and the State Passenger and Freight Rail Plan. The MPOAC also worked with the FDOT on a variety of statewide policy planning efforts including the update of the MPO Long-Range Transportation Plan (LRTP) financial guidelines, the implementation of a Consolidated Planning Grant (CPG) program in Florida, and the advancement of transportation safety through its participation on the Safe Mobility for Life Coalition. The MPOAC managed to secure funding for several freight projects around the state using the Freight Priorities Program (FPP) Project List developed by the MPOAC Freight and Rail Committee. The MPOAC also worked with the Federal Highway Administration to coordinate the delivery of the Florida Advancing Transportation Performance Management and Decision-Making Seminar, an important training program focusing on transportation performance management (TPM).

PARTNER ENGAGEMENT

The MPOAC engaged with its planning partners to advance the state of transportation in Florida and the nation. The MPOAC Executive Director is an ex officio member of the Florida Public Transit Association (FPTA) and has a standing presentation slot on their policy board agenda. The Executive Director met with national colleagues to discuss issues related to metropolitan planning at AMPO and NARC annual meetings. The MPOAC became a member of the Mileage-Based User Fee Alliance (MBUFA) to work with colleagues at the national level to advocate for a sustainable funding source for transportation infrastructure. The Executive Director presented at the Miami Road User Charging (RUC) Conference. At the state level, the MPOAC Executive Director attended the Florida Metropolitan Planning Partnership meetings, FDOT/FHWA/FTA/MPOAC Quarterly meetings, and presented at the Florida League of Cities Annual Conference.





FLORIDA METROPOLITAN PLANNING ORGANIZATION ADVISORY COUNCIL

Mark Reichert

MPOAC Executive Director

GOVERNING BOARD

Commissioner Nick Maddox, Chair
Capital Region TPA

Commissioner Vanessa Baugh, Vice-Chair
Sarasota/Manatee MPO

Commissioner William Dozier
Bay County TPO

Commissioner Jeff Kinnard
Hernando/Citrus MPO

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Heartland Regional TP

Commissioner Oliver G. Gilbert III
Miami-Dade TPO

Councilmember Stephanie Morgan
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Commissioner Wayne Bolla
North Florida TPO

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Lee County MPO

David Hutchinson, Vice-Chair
Sarasota/Manatee MPO

Mary Beth Washnock
Bay County TPO

Patricia Steed
Heartland Regional TPO

Rob Balmes
Ocala/Marion County TPO

Greg Stuart
Broward MPO

Robert Esposito
Hernando/Citrus MPO

Dawn Schwartz
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Hillsborough TPO

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River to Sea TPO

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Forward Pinellas

Gary Huttman
MetroPlan Orlando

Georganna Gillette
Space Coast TPO

Scott Koons
Gainesville MTPO

Aileen Bouclé
Miami-Dade TPO

Peter Buchwald
St. Lucie TPO

Jeff Sheffield
North Florida TPO



2022 JUN 14 PM 2:42
PLAN HILLSBOROUGH

June 10, 2022

Honorable Harry Cohen, Chair
Hillsborough County Transportation Planning Organization
601 E. Kennedy Blvd. #2
Tampa, FL 33602

Dear Commissioner Cohen,

I will be attending the Florida League of Cities conference in Hollywood, FL on August 10, the date of our next TPO meeting. I did not recognize the conflict in these events at our meeting of June 8 when the board agreed to begin a discussion about modifications to the Long Range Transportation Plan (LRTP). I respectfully request that this discussion be postponed until our meeting on September 14.

While I understand that this discussion is only the first step of a longer process, I think it is unlikely the board will reverse its course if it decides to revise the LRTP at this meeting. Obviously, any changes to the plan will have an impact on our county for many years to come and I very much wish to be involved in discussing the merits of the proposed revisions.

While I understand that the board agreed unanimously to discuss this topic on August 10, I'm hopeful that a discussion of this importance could be delayed for a few weeks to allow the full board to participate. I apologize for failing to realize the conflict when the vote was taken, I was not expecting the topic to be brought forward during our discussion of the TIP.

Thank you for your consideration of this request, and for your service to our great county.

Respectfully,

A handwritten signature in black ink, appearing to read 'Andy Ross', with a long horizontal line extending to the right.

Andy Ross, Mayor
City of Temple Terrace

Cc: Beth Alden, TPO Executive Director