



Hillsborough TPO

Transportation Planning Organization

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Plan Hillsborough

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Meeting of the Livable Roadways Committee

Wednesday, January 18, 2023, 9:00 a.m. – 11:00 a.m.

County Center, 18th Floor – Plan Hillsborough Committee Room

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

Remote participation:

- To view presentations and participate on your computer, tablet or smartphone:
- <https://attendee.gotowebinar.com/register/1085425113027806045>
- Register in advance to receive your personalized link, which can be saved to your calendar.
- Dial in LISTEN-ONLY MODE: 1-914-614-3221 Access Code: 248-410-214
- Presentations, full agenda packet, and supplemental materials [posted here](#), or phone us at 813-756-0371 for a printed copy.
- Please mute yourself after joining the conference to minimize background noise.
- Technical support during the meeting: Jason Krzyzanowski at (813) 836-7327 or JasonK@plancom.org.

Rules of engagement:

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

Agenda

I. Call to Order and Introductions

II. Roll Call Vote and Declaration of Quorum (Gail Reese, TPO Staff)

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

III. Public Comment - 3 minutes per speaker, please

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

IV. [Approval of Minutes – November 30, 2022](#)

V. Action Items

- A. Election of Committee Officers, Attendance Review, and Declaration of Vacancies
(Lisa Silva, TPO Staff)

VI. Status Reports

- A. Hillsborough Safe Routes to School Projects (Abigail Flores, HC Staff)
- B. Hillsborough County Van Dyke Road PD&E and Design Project
(Amanda Sotomayer, HC Staff)
- C. 2022 Multimodal Level of Service Report (Connor MacDonald, TPO Staff)

VII. Adjournment

VIII. Addendum

- A. TPO Meeting Summary and Committee Reports
- B. [TPO 2022 State of the System Report](#)
- C. TD Tampa Bay Flyer
- D. Fact sheet 450438-1 Gibsonton Kick Off Newsletter
- E. Notice of Funding Opportunities
- F. FDOT Community Conversations Meeting Notification

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

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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. If you are only able to speak Spanish, please call the Spanish helpline at (813) 272-5940 or (813) 273-3774 and dial 1.

Se recomienda a las personas que necesiten servicios de interpretación o adaptaciones por una discapacidad para participar en esta reunión, o ayuda para leer o interpretar los temas de esta agenda, sin costo alguno, que se pongan en contacto con Joshua Barber, (813) 576-2313 o barberj@plancom.org, tres días hábiles antes de la reunión. Si sólo habla español, por favor llame a la línea de ayuda en español al (813) 272-5940 o (813) 273-3774 ext. 1.

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**HILLSBOROUGH COUNTY
TRANSPORTATION PLANNING ORGANIZATION
LIVABLE ROADWAYS COMMITTEE (LRC)
HYBRID MEETING OF NOVEMBER 30, 2022**

I. CALL TO ORDER AND ROLL CALL *(Timestamp 0:00:06)*

Chair Citro called the meeting to order at 9:04 AM and led the Pledge of Allegiance.

Members Present In-Person: Councilman Joseph Citro, Cal Hardie, Oona Johnson, Michael Maurino, Brynn Dauphinais, Emily Hinsdale Chris Thompson, Karen Kress, Jason Jackman, Catherine Coyle, Arizona Jenkins, Emmeth Duran, Gus Ignas

Members Present Virtually: Mark Hudson, Matthew Lewis, Anna Quinones

Members Absent/Excused: Melissa Collazo, Larry Josephson, Gloria Belangia

Other Attendees: Lisa Silva, Greg Colangelo, Priya Nagaraj, Amber Simmons, Beneeta Jose, Allison Yeh, Lizzie Ehrreich, Wade Reynolds, Vishaka Shiva Raman, Gena Torres, Davida Franklin, Benjamin Gordon, Gail Reese (TPO Staff); Jay Collins (Planning Commission Staff); Amber Russo, Craig Fox, Kirk Bogen, Ginger Regalado, Robin Rhinesmith, Suzanne Monk, Brent Stechell (FDOT); Jesus Paeraza Garcia (HART); Scarlett Sharpe, Steve Gordillo (WSP); Courtney W (QCA USA); Paula Flores (Bike/Walk Tampa Bay)

An in-person quorum was met.

A. Vote for Remote Participation *(Timestamp 0:02:25)*

Catherine Coyle so moved, seconded by Karen Kress; the voice vote passes unanimously.

II. PUBLIC COMMENT (3 minutes per speaker) *(Timestamp 0:02:58)* – None at this time.

III. APPROVAL OF MINUTES *(Timestamp 0:03:10)* – October 26, 2022.

Karen Kress moved to approve the minutes of October 26, 2022, seconded by Catherine Coyle; the motion passed by voice vote.

IV. ACTION ITEMS

A. **2023 Meeting Calendar** (Lisa Silva, TPO Staff) *(Timestamp 0:03:38)*

- 2023 Schedule of Monthly Meetings is included in the [Agenda Packet](#).
- Propose recess for July 2023.

Recommended Action: Review and approve the 2023 TPO Board and Committees Meeting Calendar

Karen Kress moved to approve the 2023 TPO Board and Committees Meeting Calendar; seconded by Michael Maurino. The voice vote passes unanimously.

B. **Tampa School Transportation Safety Study** (Lisa Silva, TPO Staff; Kathrin Tellez, Fehr and Peers) *(Timestamp 0:06:55)*

- Review of study overview – built on 2018 study.
 - Measurements, surveys (10000 responses)
 - School site selection process.
- Went over survey information submitted by parents and principles
 - Looked at common school circulation strategies.
- Walking audit observations
- Went over recommendations made for each school
- Developing partnership with the Westshore Alliance and a Boy Scout project
- Promoting education and encouraging ideas and tools – School Bus App, RFID chip in the student ID (not collecting personal info)

Project Page: [Tampa School Transportation Safety Study | Plan Hillsborough](#)

Recommended Action: Recommend that the TPO Board approve the Tampa School Transportation Safety Study.

Discussion:

It was commented that there is a hope that the quick build projects be implemented as soon as possible. It was noted that raised crosswalks are not always feasible, looking at speed table controls on either side of the crosswalk. It was offered if trying a portable speed bump as demonstration pilot. It was asked if it is possible for the school district to have a dedicated person for walking and biking students. Having a quarter of a mile around schools be school zones is a good idea. However, the report does not get into behavior around school grounds where there is a major land use development. It was asked if there is a model to incentivize sidewalk building in the community to reduce the gaps. It was asked if it was determined how many students are from the community going to magnet schools. Yes, it was looked at. It was recommended that sidewalks built around schools be wider as children walking and biking to school are using the same facilities. It was asked how many of the schools studied have sporting facilities as that can add additional coming and going during off-peak school hours along with people going to and from restaurants during school hours. The fencing around the schools was asked about. Yes, much of it was part of security for the school. It was asked if public transit options were considered for the older kids getting to school. Yes, that was addressed, example Jefferson and Shaw. There is no more room for schools to be built in the City of Tampa, they are going to have to be built vertically. Walking and biking are going to be the primary way for kids to get to school. The city is

going to have to work with the developers to make sure safe routes to school are included. New best practices and engineering design are coming.

Michael Maurino moved to approve and recommend the Tampa School Transportation Safety Study to the TPO Board; seconded by Emily Hinsdale. The voice vote passes unanimously.

V. STATUS REPORTS

A. **Fowler Avenue Studies:** (Amber Russo, FDOT; Jesus Paeraza Garcia, Omar Alvarado, HART; Jay Collins, Alvaro Gabaldon, TPC Staff) (*Timestamp 0:53:09*)

FDOT

- Review of study – limits, purpose, improvements being evaluated – identified in the TIP.
- There is a lot of coordination – HART, FDOT, TBARTA, Planning Commission.
- Went over five-year crash data 2015 – 2019 including vehicular and bike/ped.
- Review of typical sections existing and alternatives.
- Looking at safety strategies for the corridor.
- Study is kicking off now – shared public engagement and schedule

HART

- Review of the timeline in the BRT study
- Went over the Tampa Arterial BRT Overview and alignments – Florida/ Nebraska/ Fowler and connecting Downtown, Tampa Heights, Seminole Heights, Uptown
- High-need populations, important connections
- Showed alternatives – preferred (\$57 million) and lower-cost (\$14.9 million)
- Next steps – design, public engagement, funding, construction

Planning Commission

- Review of background – develop of vision for the corridor, develop clear and consistent redevelopment strategies across the corridor
- Including residential areas north and south of Fowler
- Went over the demographics of the study area
- Showed public engagement tools being used – community workshops, mobile engagement, vision toolkit and project schedule
- The outcomes of the study will be a comprehensive vision plan for Fowler Ave.
- Are available to visit neighborhoods and organizations to share information

Project pages:

- [Fowler Ave \(State Road 582\) Project Development & Environment \(PD&E\) Study \(fdotd7studies.com\)](https://fdotd7studies.com)
- [HART BRT Arterial Study \(gohart.org\)](https://gohart.org)
- <https://planhillsborough.org/fowler-avenue-vision-study/>

Discussion:

It was asked if geofencing is being used by FDOT in the project zone. It was noted that the Planning Commission is using geofencing as part of the community outreach for this project. It was suggested that FDOT look at this project as an Urban Corridor and change the design of the roadway in the context of what the roadway really is and what it is growing into. It was asked where most of the truck traffic is. It was noted that a six to eight-lane design is not the best for mid-block crossings, but they are needed on this corridor. Raised crosswalks were suggested as well. This is a city corridor and city solutions need to be utilized. It was commented that micro-mobility is the future and the students living in the area be considered as well. The space being used for e-bikes is not the same place for pedestrians. On the south side of Fowler Ave from 15th to 30th where the fast-food restaurants are, there is a large easement owned by TECO, It could be considered that be used for walking and biking.

It was asked if any of the HART options are more likely to receive FTA funding over others. That would require more study to determine because the local match is more limited. It was asked if this study included the HART bus service; yes, there is already limited service in this area. Clarification was requested if there would be more paratransit in this area. That was noted. It was noted that there is a local match that the City of Tampa has that could be used. It was asked if there is a frontage road option. That is under the FDOT study and not the HART study. It was asked if the studies could be combined and use the frontage road for BRT. Yes, that partnership can be done.

The question was posed as to how the extended bus service would be for the corridor for hours that people are traveling the corridor, doing business, working, etc. There was discussion about the community engagement locations and different partnership potentials.

- B. **Hillsborough County Greenways Master Plan** (Sarah Caper, Hillsborough County) – presentation deferred
- Noted that the outreach and feedback period is currently going on.
 - Presentation will be sent to committee members.

Project page: [Greenways Master Plan Update - PublicInput.com](https://www.hillsboroughcounty.org/DocumentCenter/View/1000000/Greenways-Master-Plan-Update-Public-Input)

- C. **Wildlife Permeability Along I-4** (Joel Johnson and Brent Setchell, FDOT) - deferred

VI. OLD BUSINESS & NEW BUSINESS *(Timestamp: 1:45:35)*

- A. Next meeting is on January 18, 2023.
- B. 2022 Gulf Coast Safe Streets Vision Zero Hero Award Presentation – Emily Hinsdale and Robert Frey.
- C. Hillsborough County presentation request for Van Dyke Road (Joseph Citro, Chair; Larry Josephson, Hillsborough County Public Works) – staff followed up, scheduled in Jan
- D. LRC Potential recess December 21, 2022 (Joseph Citro, Chair) – motion made by Karen Kress, seconded by Arizona Jenkins; the voice vote passes unanimously.
- E. The FDOT Tentative Work Program will be sent to the committee members to give them the members opportunity to submit comments.

VII. ADJOURNMENT Meeting adjourned at 10:53 AM

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



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item

Election of Committee Officers, Attendance Review, and Declaration of Vacancies

Presenter

Lisa Silva, TPO Staff

Summary

The TPO Bylaws require that officers be elected each year. There are no term limits for standing committee officers, therefore they can be re-elected and serve indefinitely. The Bylaws state:

Officers of Standing Committees: The committee shall hold an organizational meeting each year for the purpose of electing a committee chair, 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.

During the December 14, 2022, TPO Board meeting the board elected Councilman Joseph Citro, to serve as Chair. The 2022 LRC officers were:

- Vice Chair David Hey
- Officer-at-large Cathy Coyle

Members can nominate themselves or any other member. No second is needed. After all nominations have been received, nominations are closed, and each nomination is voted on individually until one member receives a majority of votes for an officer's position.

Committee member attendance is essential for the committee to be able to conduct business. The TPO Bylaws require that "at a minimum, committee member attendance will be reviewed annually." The TPO may review and consider rescinding the appointment of any member of any committee who fails to attend three (3) consecutive meetings. Members who have exceeded three absences are contacted to determine their intentions regarding committee membership. If no response is received, the seat may be declared vacant and a new member sought.

Recommended Action

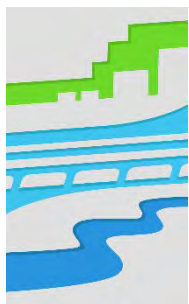
Hold Election of Officers for 2023, Review Attendance and Declare Vacancies

Prepared By

Lisa K. Silva, AICP, PLA, TPO Staff

Attachments

2022 Attendance



2022 LIVABLE ROADWAYS COMMITTEE ATTENDANCE

LRC MEMBER/ALTERNATE	REPRESENTING	Appointed	Term Expires	1/26/22	2/23/22	3/23/22	4/27/22	5/25/22	6/22/22	Recess	8/24/22	9/28/22	10/26/22	11/30/22	12/21/22	IP	ATTENDED		ABSENSES	
				Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y		Y	Y	Y	VIRTUAL
Joseph Citro (Chair)	City of Tampa Councilmember			Y	Y	Y	Y	Y	Y		YA		E	Y		7	0	0	1	
A -																0	0	0	0	
David Hey (Vice Chair)	HC City-County Planning Commission	1/1/2022		W	E		Y	Y	Y		Y		Y	W		5	2	0	1	
A - Mariann Abrahamsen		1/1/2022				WA										0	1	0	0	
A - Brynn Dauphinais													YA			1	0	0	0	
Calvin Hardie	City of Tampa Transportation Division	7/13/2018		Y	Y	Y	Y	Y	Y		Y		Y	Y		9	0	0	0	
A - Danni Jorgenson																0	0	0	0	
Emily Hinsdale	Advocate for Livable Communities	1/16/2019		Y	Y	Y	Y	Y	W		Y		Y			7	1	0	0	
A - Christian Leon		3/1/2021							WA							0	1	0	0	
Julie Ham	City of Plant City	1/10/2018		E		E	E		E		E		E			0	0	0	6	
A - Mark Hudson		1/10/2018			YA			YA						WA		2	1	0	0	
Michael Maurino	Westshore Alliance	6/12/2018		Y	Y	Y	Y	W					Y	Y		6	1	0	0	
A - Waldo Carbo		6/8/2022							YA		YA					2	0	0	0	
A - xx																0	0	0	0	
Larry Josephson	Hillsborough County Public Works Dept	2/5/2019		W	Y	Y	Y	Y	Y		Y		Y	N		7	1	1	0	
A - Richard Ranck									YA							1	0	0	0	
Matthew Lewis	Hillsborough County Development Svcs	2/5/2019		W	N	W	W	E	E		N		W	W		0	5	2	2	
A - Ben Kniesly																0	0	0	0	
VACANT	City of Tampa Parks & Recreation				V											0	0	0	0	
Chris Thompson						Y	Y	Y	Y		E			Y		5	0	0	1	
A - Chris Thompson				WA												0	1	0	0	
A - Tony Monk		4/13/2022			YA								YA			2	0	0	0	
Karen Kress	Tampa Downtown partnership	10/4/2011		Y	Y	Y	Y	Y	Y		Y		Y	Y		9	0	0	0	
A -																0	0	0	0	
Sandra Piccirilli	City of Temple Terrace	12/4/2018		W	W		V	V	V		V		V	V		0	2	0	0	
VACANT						V	V	V	V		V		V	V		0	0	0	0	
A -																0	0	0	0	
VACANT	HART	5/31/2019		V												0	0	0	0	
Omar Alvarado		8/10/2022									W		N	N		0	1	2	0	
Scott Drainville					N	N	N	N	N							0	0	5	0	
A - Bobby Edwards		10/1/2019		WA												0	1	0	0	
Anna Quiñones	Tampa-Hillsborough Expressway Authority					W		Y						W		1	2	0	0	
A - Bob Frey						WA		WA								0	2	0	0	
A - Brian Ramirez																0	0	0	0	
A - Krystina Steffen									YA							4	2	0	0	
Jason Jackman	University of South Florida	11/1/2011		WA	YA		YA		YA		YA		WA			4	2	0	0	
A - Achilles Kourtilis, PhD		6/16/2016		W	W	W	YA	W			Y		Y	Y		3	4	0	0	
Raymond Mensah	New North Transportation Alliance	6/2/2015							E							0	0	0	1	
A - Sara Hendricks				YA	YA	YA	YA	YA			YA		YA	YA		8	0	0	0	
Arizona Jenkins	American's with Disabilities			YA	Y	Y	Y	E	Y		E		W	Y		5	1	0	2	
A -																0	0	0	0	
Catherine Coyle	Urban Land Institute * (4)	9/30/2014		Y	W	Y	E	W	Y		Y		E	Y		5	2	0	2	
A -																0	0	0	0	
Melissa Collazzo	American Institute of Architects * (5)	5/18/2018		N	N	N	N	N	E		N		N	N		0	0	8	1	
A - Peter Syzonenko		1/16/2019														0	0	0	0	
Christine Crespo Valentin	American Society of Landscape Architects * (3)	6/2/2020		W												0	1	0	0	
A - Oona Johnsen		3/3/2021		YA	YA	YA	YA	YA	E		E		YA	YA		7	0	0	2	
Carlos Ramirez	Institute of Transportation Engineers * (1)	2/1/2016		Y	W	Y	W		Y		Y		Y			5	2	0	0	
A - Emmeth Duran								YA						YA		2	0	0	0	
A - Kris Milster																0	0	0	0	
VACANT	American Planning Association * (2)	3/11/2019		V	V	V	V	V	V		V		V	V		0	0	0	0	
A -		1/22/2020														0	0	0	0	
VACANT	Transit User	4/3/2018		V	V	V	V	V	V							0	0	0	0	
Gus Ignas		8/10/2022									Y		Y	Y		3	0	0	0	
A -																0	0	0	0	
VACANT	Neighborhoods			V	V	V	V	V	V		V		V	V		0	0	0	0	
A -																0	0	0	0	
VACANT	Congress for New Urbanism * (0)			V	V	V	V	V	V		V		V	V		0	0	0	0	
A -																0	0	0	0	
VACANT	City of Tampa Urban Development Dept.			V	V	V	V	V	V		V		V	V		0	0	0	0	
A -																0	0	0	0	
Matthew Pleasant	Hillsborough County Schools	4/14/2021		E	W	E	E	W	W							0	3	0	3	
Gloria Belangia		8/10/2022									W		Y	N		1	1	1	0	
A -																0	0	0	0	

Membership		IN PERSON	10	12	12	13	12	12		13		13	13		
		VIRTUAL	9	5	5	2	5	3		2		3	4		
		MEMBERSHIP LESS VACANCIES	20	20	20	20	20	20		21		21	21		
		NEEDED FOR QUORUM	9	9	9	9	9	9		9		9	9		
		QUORUM ACHIEVED	YES	YES	YES	YES	YES	YES		YES		YES	YES		

LEGEND:	Y	In Attendance
	N	Not in Attendance
	W	Attended Virtually
	YA	Alternate in Attendance IP

WA	Alternate in Attendance Virtually
E	Excused Absense
N/A	Not Member
V	Vacant Position
12	Needed for a Quorum
9	Amended Quorum 9/14/2021
= Absences	



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

Hillsborough County Safe Routes to School Projects

Presenter:

Abigail Flores, Hillsborough County Public Works staff

Summary:

Hillsborough County prioritizes safety for students walking and biking to school. The County Safe Routes to School Program ranked over 130 schools for safety improvements along walking routes based on roadway risk and socioeconomic factors. These school safety projects are developed through multi-disciplinary collaborations, stakeholder advisory committees, and community participation. The program seeks to increase student safety and encourage walking and biking to school.

Two changes helped spur the initiative. In 2017, Hillsborough County Public Schools ended courtesy (non-funded) busing for middle and high school students who live within 2 miles of their schools and do not meet state hazardous walking conditions criteria. In 2018, the school district changed starting (bell) times for elementary, middle, and high school students. The changes meant more students had to find their own way to and from campus, and elementary school students began some school days in the dark.

All county schools were prioritized by their access needs, staff are developing plans to improve walk/bike safety to and from each school. Improvements can be physical features such as sidewalks, lighting, crosswalks, turn lanes or signage, which will be implemented in phases.

Recommended Action:

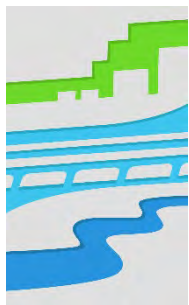
None, for information only

Prepared By:

Lisa K. Silva, AICP, PLA, TPO Staff

Attachments:

None



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Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item

Hillsborough County Van Dyke Road PD&E and Design Project

Presenter

Amanda Sotomayer, Hillsborough County Public Works Staff

Summary

During the October 2022 Livable Roadways Committee presentation on FDOT's Efficient Transportation Decision Making (ETDM) Van Dyke Road Project from Gunn Highway to east of Whirley Rd, the Committee's discussion led to a request for a presentation of Hillsborough County's PD&E and Final Design project for Van Dyke Road along the same corridor segment.

Hillsborough County's Design Capital Programs Department Project Management Supervisor and Van Dyke Road Project Manager will present an update.

The project includes the widening of Van Dyke Road (CIP No. 69646000) from West of the Suncoast Parkway to East of Whirley Road, approximately 2.0 miles, from a 2-lane to 4-lane divided roadway. The project also includes 1.5 miles of a multi-use trail connection between the Upper Tampa Bay Trail near Gunn Highway to the Suncoast Parkway and will include the Northdale Lake Park Trail extension from the current location to Van Dyke Road for a total length of 0.75 miles.

The PD&E Study documents the evaluation of alternative alignments to assess the need for capacity and traffic operational improvements along a two-lane undivided section of Van Dyke Road from West of the Suncoast Parkway to East of Whirley Road. Intersections throughout the project corridor were analyzed for potential safety enhancements and modifications to accommodate the proposed roadway improvements. Social, economic, cultural, natural and physical environment are all considered during PD&E to determine the location and design concept that is in accordance with FDOT policy, procedures and requirements. Once Location and Design Concept Acceptance is received, the project will move into the final design phase.

Additionally, in December staff received the attached updated ETDM summary report for Van Dyke Rd following further coordination with the State Historic Preservation Officer (Historic and Archeological Sites Topic) and Office of Environmental Management (Social Topic).

The segment from Gunn Highway to the Suncoast Parkway had policy constraints, so it was not analyzed during the ETDM review.



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Recommended Action

None. Information only.

Prepared By

Lisa K. Silva, AICP, PLA, TPO Staff

Attachments

[ETDM summary report for Van Dyke Road](#)



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

2022 Multimodal Level of Service Report

Presenter:

Connor MacDonald, TPO Staff

Summary:

The 2022 Multimodal Level of Service (MMLOS) Report is a comprehensive inventory of major roadways across Hillsborough County and identifies the operating conditions of each facility. The LOS methodologies allow for performance evaluations of roadways to accommodate traveling vehicles, bicyclists, pedestrians, and transit across Hillsborough County.

This task has culminated in the creation of a technical report that can be used internally or by other agencies or interested parties. The presenter will provide a brief explanation of the project theories, history, and results.

Recommended Action:

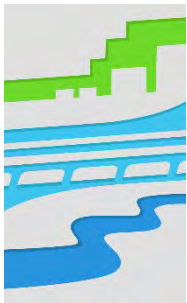
Approve the 2022 Multimodal Level of Service Report

Prepared By:

Connor MacDonald, TPO Staff

Attachments:

[Plan Hillsborough Transportation Level of Service Report Webpage](#)



Plan Hillsborough
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**HILLSBOROUGH TRANSPORTATION PLANNING ORGANIZATION BOARD
HYBRID MEETING DECEMBER 14, 2022
DRAFT MINUTES**

I. CALL TO ORDER, PLEDGE OF ALLEGIANCE_*(Timestamp 0:06:25)*

Commissioner Cohen, called the meeting to order at 9:02 AM and led the pledge of allegiance. The meeting was held in person and virtually via WebEx.

II. ROLL CALL_ (Gail Reese, TPO Staff) *(Timestamp 0:07:00)*

The following members were present in person: Commissioner Harry Cohen, Commissioner Pat Kemp, Commissioner Gwen Myers, Commissioner Joshua Wostal, Commissioner Michael Owen, Councilmember Guido Maniscalco, Councilmember Joseph Citro, Councilmember Lynn Hurtak, Mayor Andrew Ross, Mayor Nate Kilton, Joe Lopano, Adalee Le Grand, Greg Slater, Charles Klug, Planning Commissioner Hemant Saria

The following members were present virtually: Board Member Jessica Vaughn

The following members were absent/excused: None

A quorum was met in person.

A. Vote of Consent for Remote Member Participation.

Councilmember Maniscalco moved, seconded by Commissioner Myers; the voice vote, motion passes unanimously.

III. APPROVAL OF MINUTES_ *(Timestamp 0:08:07)* – October 12, 2022

Chair Cohen sought a motion to approve the October 12, 2022 minutes. Councilmember Maniscalco so moved, seconded by Commissioner Myers; the voice vote passes unanimously.

- **Chair Cohen welcomed new TPO Board Members: Commissioner Owen, Commissioner Wostal, and Planning Commissioner Saria**

IV. SPECIAL PRESENTATION: Gulf Coast Safe Streets Summit Vision Zero Hero and Bob the Builder Awards (Beth Alden, TPO Director) *(Timestamp 0:09:00)*

- Emily Hinsdale, Sidewalk Stompers – Vision Zero Hero, Presented by Cindy Stuart
- Robert Frey, Port Tampa Bay – Bob the Builder, Greg Slater thanked Mr. Frey

V. PUBLIC COMMENT *(Timestamp 0:18:13)* (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.

- No one spoke during this time.

VI. COMMITTEE REPORTS & ADVANCE COMMENTS (Bill Roberts, CAC Chair; Davida Franklin, TPO Staff) (Timestamp 0:19:44)

A. CAC – November 2, 2022 (Bill Roberts, CAC Chair)

- Approved TIP Amendment for Rail Crossing
- Heard status reports on: Tampa School Transportation Safety Study, Tampa MOVES Plan update, Hillsborough County Greenways Master Plan, Hillsborough County Bicycle Network Evaluation, Fowler Ave PD&E Study and Vision Plan
- Workshop of the CAC on Committee Restructuring

B. ITS – October 13, 2022 (Davida Franklin, TPO Staff)

- Heard status reports on: City of Tampa ATMS Cybersecurity Program, Cybersecurity concern for SaaS, Tampa International Airport Emerging Technologies and Security Systems.

C. LRC – October 26 and November 30, 2022 (Davida Franklin, TPO Staff)

- Approved: Tampa School Transportation Safety Study and the 2023 meeting calendar
- Heard status reports on: Tampa Moves Plan update, Tampa International Airport Master Plan process, Multimodal Level of Service Report, Hillsborough County Paved Trail Big Data Survey, Fowler Avenue FDOT PD&E, HART's Arterial BRT and Plan Hillsborough Vision Plan studies.

D. BPAC – October 26 and November 30, 2022 (Davida Franklin, TPO Staff)

- Took action on: new members, Tampa School Transportation Safety Study, Recess in December 2022, 2023 meeting calendar
- Heard status reports on: Tampa MOVES update, Hillsborough County Paved Trail Big Data Survey, Multimodal Level of Service Report, Fowler Avenue Studies, Hillsborough County Greenways Master Plan.

E. TDCB – October 28, 2022 (Davida Franklin)

- Took action on: Coordination contracts with Angels Unaware, Gracepoint, Human Development Center, TD Annual Operating Report, Community Transportation Coordinator evaluation.
- Heard status reports on: Tampa MOVES Plan, Hillsborough County Paved Trail Big Data Survey, Sunshine Line update.

F. Joint TAC/ CAC Meeting – December 7, 2022 (XXX, XXX) The CAC did not have a quorum, items were presented as status updates

- TAC took action on Tampa School Transportation Safety Study, TIP Amendment: Westshore Interchange Major Reconstruction, Freight Resilience and Supply Chain Study, 2023 Meeting Calendar. CAC provided comments.
- TAC and CAC heard a status report update on the 2023 – 2032 HART Transit Development Plan; heard a report on the High Injury numbers locally and nationwide
- CAC Bylaws Amendment for CAC – the committee will discuss this topic again in January due to a lack of quorum. The committee had concerns about a proposal put forth.

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

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

VII. CONSENT AGENDA *(Timestamp 0:25:50)*

A. Committee Appointments

- CAC – Christine Acosta (Councilman Citro), Nicole Rice (Councilman Maniscalco)
- TAC – Bob Campbell and Abigail Flores (Hillsborough County), Jesus Peraza Garcia (HART), Rob Wassum and Frank Coughenour – alt (Plant City)
- BPAC – Jamie Morris (City of Temple Terrace), Peter Davitt (Citizen-At-Large), David Celetti (Citizen-At-Large)
- LRC – Jesus Peraza Garcia as an alternate (HART), Danielle Riffenburg as an alternate (COT Parks), Yeneka Mills as an alternate (Plant City)

B. 2023 Meeting Calendar

Motion to approve the consent agenda from Councilmember Maniscalco, seconded by Councilmember Citro; the voice vote passes unanimously.

VIII. ACTION ITEMS:

A. 2023 TPO Board Officers & Committee Assignments (Cameron Clark, TPO Attorney) *(Timestamp 0:26:08)*

- Chair – Commissioner Myers
- Vice Chair – Mayor Ross
- Policy Members – Mayor Ross, Councilmember Citro, Commissioner Myers, Commissioner Owen, Charles Klug; Alternates: Commissioner Wostal, Mayor Kilton
- TMA Leadership Group Members – Commissioner Kemp, Councilmember Citro, Councilmember Hurtak; Alternates: Joe Laponi, Greg Slater
- TDCB Chair – Commissioner Myers
- LRC Chair – Councilmember Citro
- MPOAC Alternate Representative – Councilmember Hurtak

B. TIP Amendment: Polk St. Rail Crossings and Westshore Interchange Major Reconstruction (Roger Mathie, TPO Staff) *(Timestamp 0:34:00)*

- 2 Amendments Requested by FDOT.
 - Polk Street Rail Crossing Technology - \$119,580
 - Radio Key Down Equipment
 - Will allow Train or CSX operators to activate signal lights at intersections along Polk Street
 - Will replace existing outdated equipment
 - Westshore Interchange Reconstruction ~\$71 million, no new acquisition of right-of-way, to accommodate increasing property value near the Westshore Interchange
- Both have been approved by TAC; CAC approved Polk Street Rail Crossing Amendment.

Recommended Action: Approve the two amendments to the FY22/23 TIP.

Discussion:

It was asked if this involves the trail around Westshore or the Sun Trail. The requested amendment is not affecting any other aspect of the project, it is for the same right-of-way and is being requested due to the increase in property values. The Sun Trail will pass through the Westshore Interchange, FDOT responded and there is a short gap in the trail corridor.

Commissioner Kemp moved to ask FDOT to consider connecting the Sun Trail in the Westshore project, seconded by <inaudible>.

Discussion:

It was requested that this be brought up as an agenda item with backup material be presented by FDOT. It was noted that this is a request to make this connection that holds state-wide significance. FDOT understands this is an important trail and this gap is challenging. There are options and are working with the city as they do not want to take a business. FDOT has committed to closing the gap in another way.

The roll call vote passed 10 – 6.

Commissioner Myers moved to approve the FY2022/23 TIP amendments; seconded by Joe Lopano. The roll call vote passed 16 – 0.

C. TPO Membership Apportionment Plan (Elizabeth Watkins, TPO Staff) (Timestamp 0:47:42)

- Went over the background and process.
- Review of the timeline, August 2022 – present and through adoption.
- Review of a memorandum dated October 17, 2022 Tampa City Council Member, Joseph Citro and submitted to the Tampa City Council members to add additional representation to the TPO from the Tampa City Council
- Looked at the membership proposals for the TPO based on the 2022 population of Hillsborough County by Unincorporated County, City of Tampa, Plant City, or Temple Terrace
- Went over the Florida Statutes regarding the makeup of MPOs.

Recommendation: Staff recommends amending the adopted MPO Apportionment Plan that adds two seats for Hillsborough County to add one additional seat for the City of Tampa.

Discussion:

It was noted that the original presentation was not based on population and the new proposal does reflect the population. It was brought up that this is going to represent Hillsborough County for the next ten years. The majority of the growth is going to be in Unincorporated County; the current TPO Board has nine members advocating for the City of Tampa. It was expressed that the current membership of the Board at 16 members is sufficient, and any additional members are not needed. It was noted that the City of Tampa doubles in size during business hours and are the highest crash areas, this does not include sporting and cultural events. The traffic running through the city each day does not benefit the people who live in the city and that is why the City of Tampa needs additional representation. It was asked if the status quo is still in consideration. The status quo will remain until the TPO Board can pass a final recommendation. Whatever the decision is, it still has to pass the three cities and go to the Governor for signature. It was brought up that

having seven commissioners on one Board with all other representation will become unwieldy. The City of Tampa is a big player in this and the County of Commissioners represents both. The lines are invisible to the general public.

Mayor Ross moved to approve the staff-recommended apportionment plan; seconded by Councilmember Maniscalco. Roll call vote, the motion fails 14 – 2.

Mayor Kilton moved to maintain the status quo, seconded by Commissioner Owen; the roll call vote fails in a tie 8 – 8.

Discussion:

It was noted that the City of Tampa would prefer to add an additional seat for the BOCC and the City of Tampa.

Councilmember Citro moved that this come back at the February meeting, seconded by Councilmember Maniscalco. Beth Alden noted that the February meeting may be full and it would come back in March. Councilmember Citro agreed to defer the agenda to the Director. **The voice vote passes unanimously.**

D. Freight Resilience and Supply Chain Study (Jason Smeak and Lauren Brooks, AECOM) (*Timestamp: 1:11:26*)

- Review of study objectives.
- Went over supply chain disruption methodology.
- Looked at literature and case studies for framework/inputs; stakeholders/community; mapped potential impact area.
- Chose 5 commodities: food/groceries, water & wastewater utilities, housing materials, urgent healthcare services,
- Made a flow of the materials through the system and corresponding matrix.
- Looked at challenges/disruptions and lessons learned.
- Went over recommendations.
 - Review of 7 locations that are vulnerable to storms.
 - Went over best practices

Recommended Action: Accept Freight Supply Chain Resilience Study.

Presentation: [Freight Supply Chain Resilience Study Presentation](#)

Final Report: [Report Freight Supply Chain Resilience Study](#)

Discussion:

It was noted the truck mode is carrying the majority of the freight and that most people do not connect trucking with supply chain and how it intersects with commuters. It was also noted that the interface between pedestrians and trucks can be difficult. It was asked for elaboration on the lifelines of freight and how taking down an artery such as I-275 may impact the movement of freight. The impact of moving freight can create conflicts with enjoying our communities. Removing portions of the highway would be detrimental. It was asked if the experience of freight

disruption due to COVID was taken into account and how larger warehouses coming in is impacting the resiliency. Yes, the pandemic experience was taken into account with the stakeholder groups and outreach; healthcare was specifically studied. Seeing more freight movement into the East Coast due to how production is moving in shipping from overseas. There is an impact on how companies view the supply chain by looking at inventory, transportation, and how “just in time” fits in, e-commerce, and the faster delivery of goods. Bringing warehouses closer to metropolitan areas is a trend. Port Tampa Bay noted that they do a lot of preparations and tabletop exercises. It was noted about land use and planning; freight has to get from the port to the road corridors. Land use is changing in those areas and it is creating a lot of conflict with vehicles, pedestrians, and bicycles. It was noted that more of this needs to be addressed in the report. It was also noted that rail factors in as the Port increases its ability to take freight in. The City of Tampa is the hub for all transportation in the region and it is vital.

Councilmember Maniscalco moved to approve the Freight Supply Chain Resilience Study; seconded by Commissioner Wostal. The voice vote passed unanimously.

E. Tampa School Transportation Safety Study (Lisa Silva, TPO Staff; Kathrin Tellez, Fehr & Peers)
(Timestamp 1:42:52)

- Review of study overview – built on 2018 study; noted that some steps have been made.
 - Measurements, surveys (10,000+ responses)
 - School site selection process.
- Went over survey information submitted by parents and principles
 - Looked at common school circulation strategies.
- Walking audit observations
- Went over recommendations made for each school
- Developing partnership with the Westshore Alliance and a Boy Scout project
- Promoting education and encouraging ideas and tools – School Bus App, RFID chip in the student ID (not collecting personal info)

Project Page: [Tampa School Transportation Safety Study](#)

Recommended Action: Recommend that the TPO Board approve the Tampa School Transportation Safety Study.

Discussion:

Board Member Vaughn stated that transportation is one of the biggest unfunded mandates that is needed. There is always additional help needed. Can be difficult working and partnering with the municipalities. Was surprised that Sulphur Springs Elementary was not on this list. Would also like to focus on Plant City and Dover schools in the future. Happy to have the opportunity to focus on the students and this study.

It was noted that this study raises the profile around the Vision Zero profile. The circumstances that children have to walk to get to school are very dangerous. The improvements do save lives. Hillsborough is number 2 in the nation for pedestrian and bicycle fatalities. Grants and other funding sources have been acquired and some strategic improvements will be seen around Sulphur Springs area.

Commissioner Kemp moved to accept the report, seconded by Councilmember Citro. The voice vote passed unanimously.

STATUS REPORTS

A. Bylaws Amendment for Citizens Advisory Committee (Johnny Wong, TPO Staff) *(Timestamp 2:05:15)*

- Went over the background – recommendations made by the Plan Hillsborough Nondiscrimination and Equity Plan.
- CAC held a workshop to discuss two new restructuring proposals. Committee members in attendance verbalized support for expanding the committee to include 20 at-large seats reserved for underrepresented demographic and geographic groups; retain one appointee from each TPO Board member; up to (3) two-year terms for at-large members, beginning in January 2023; and make consistent the term limits of TPO elected officials and their CAC appointees.
- Went over the annual review process.
- This is the first reading of the proposed Bylaws Amendment

Presentation: [2045 LRTP: I-275 from Hillsborough Ave to Bearss Ave, 6 lanes vs 8 lanes](#)

Discussion:

It was asked if there is a problem obtaining a quorum and if expanding the committee will contribute to establishing a quorum. The quorum is at 7 regardless of the membership numbers and it is being explored to reduce it to 5 in the future. It was cautioned about increasing the membership and the in-person quorum as the representation could be skewed. Clarification on elected officials' appointees was asked for; if an elected official is no longer in office, the appointee will no longer serve on the CAC as that representative. They are able to apply for any open positions that may apply to them.

IX. EXECUTIVE DIRECTOR'S REPORT *(Timestamp 2:14:00)*

- A. There is a copy of the quarterly report that was emailed in the packet on December 13th.
- B. The US EPA has been selected for a grant award under the Air Pollution Monitoring Program. It will support the pilot program that has been ongoing for the last year.
- C. The Regional Meeting of the Sun Coast Transportation Planning Alliance met with other MPOs the first Friday in December. A couple of projects were brought forward from this region including Phase 3 of the Westshore Interchange, the I-75 / Gibsonton interchange, the HART Heavy Maintenance Facility (not supported by Pinellas and Pasco); discussion from Pasco of merging the three MPOs and Pasco would like to have an equal share of representatives; this will be brought back to the regional meeting in March. Would like to bring this back to a Policy meeting for discussion.
- D. Possible amendment to the LRTP and the addition of two lanes to I-275. There was a discussion on incorporating that into the LRTP update that will be presented in 2024.

- E. Thanked members who came out for the demonstration of the Sun Runner in Pinellas. Has cut in half the amount of time to get to the beaches and there is a hub for transportation to Hillsborough and TPA. This is an incremental collaboration XXX.
- F. The next meeting is January 11th with Policy Committee at 8:30 AM and the Board at 10 AM.

X. OLD AND NEW BUSINESS (*Timestamp 0:00:00*)

- A. Next meeting
- B. FDOT was contacted by the FHWA about two grants, one was not communicated to the FDOT. The TPO submitted an application to study tearing down significant portions of I-275. It was asked that items like this be brought before the Board or voted on at the Board or given to FDOT as a courtesy. Ms. Alden noted that this was discussed in May 2022 and the presentation slides have been brought to the Board and provided to FDOT staff. The application does not say that the Board will pursue tearing down I-275 but that there are ways to reconnect the communities involved. The Reconnecting Communities Pilot Program is designed to work in mitigation strategies for communities that have had this impact. Examples include bike/walk facilities, buffered zones, etc. The TPO could then assist communities in applying for future grants. FDOT did not talk to anyone that was aware of this grant application and they were not given a copy of the grant. It is directly competing with another grant application. It was requested that all grant applications come before the Board for a vote. It was asked that going forward, these are put on the agenda as action items. It was noted that the CAC is an advisory committee and they have no authority. The advisory committee made the recommendation and it was brought before the Board. There have been discussions about tearing down portions of I-275 in the past from citizens. The Board voted to rebuild the I-275 interchange; the votes are taken with the knowledge that I-275 is not going to be torn down. This grant is aimed at studying other things that can be done. FDOT encouraged the Board members to read the grant. It was brought up that this study was brought before the Board; it is important to look at reconnecting the impacted communities. It was requested that the grant application be sent to the TPO Board members.

XI. ADJOURNMENT – The meeting adjourned at 11:37 AM

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

Social Media // Email

The Board Folder was emailed to the TPO Board on 12/13/2022

- **Sidewalk Stompers** - Thanked the TPO for choosing President and founder Emily Hinsdale for the Vision Zero Hero Award at the 2022 Gulf Coast Safe Streets Summit
- **Comments against the Westshore Interchange Reconstruction project** ○ Mike Lamarca & Walter John Slupecki
- Chris Vela – Stated that a better alternative for Westshore Interchange Reconstruction project is a turbo roundabout and the end to highway expansion

- **Comments received Dec. 13 after 5 pm re: the Fowler Avenue Vision Study** ○ **Chris Vela** – Suggests efforts focus on other alternatives for pedestrian use
- **Dave Coleman** – Thinks that Fletcher Ave. from Nebraska Ave. to USF should be a model for all secondary roads including the 35 mph speed limit

Please note: Above public comments are included in the email Cheryl Wilkening sent to board members Dec. 14

Social media comments received after 5 p.m. on Dec. 13 and during/shortly after the Dec. 14 meeting:

12/13

- **Vela Christopher**
You don't need Fowler to get to USF. We got plenty of alternatives for peds to use. If you let this go you all can do a lot of magic on better streets.
- **Dave Coleman**
Need might be greater elsewhere but Fletcher from Nebraska to USF should be a model for all secondary roads... 35 arrive alive. Vision zero in Hillsborough a grim jest. 273 dead and 7,300 hit and runs in Hillsborough alone last year

12/14

- **Vela Christopher**
I'm on the line. I am going to have to jump off. DO NOT APPROVE THE TIP ADMENDMENT FOR THE WESTSHORE INTERCHANGE. I am so disappointed with you guys. You shut our voices.
 - **TPO staff response:**
Hi Vela Christopher, thank you for your comment! Although you weren't able to comment live, I was able to share your concern with the Board during a summary report of public comments. ~ Davida
 - **Vela Christopher**
Hillsborough TPO, i heard Davida, and I appreciate it. But there is much more to this than a simple "no." I am saddened your org is allowing gifting to a predominately white and affluent Westshore area of \$70 million vs. zero concerns for the black and brown communities who live and work around the dti. That WIC will be over \$400 million per mile. Yesterday I got brushed by a car trying to get on I275. I was crossing on foot at a designated crossing. My neighborhood's pedestrian signal is out for the 4th time... I'm done over-reporting it. No, I don't want dot's \$ if the dti gets reconstructed. I want fdot to fix all their surface roads without any interstate work. The last meeting, Johnny Wong, sold out to justify the additional lanes on i275 going way beyond the TIS footprint of the eis study to study congestion changes. That is cheating. There is something very wrong with your org. Two things you all have to understand. Equity and value.
 - **TPO staff response:**
Vela Christopher thank you for providing more insight into your concerns about the project. Although I won't be able to revisit the public comment segment during the meeting, I can still send your comment to the Board immediately afterwards. Thanks again! ~ Davida
- **Mike Lamarca**

Vela Christopher pretty standard. Build and design from a desk, and ignore the input from the actual users. And then, they pat themselves on the back for a job well done. Like Fletcher..... Now they gonna do the same to Fowler and mess it up also.

- **Dave Coleman**

Mike Lamarca you don't like Fletcher? Could you say why? My noodles pressure drops the moment I get there.

- **Mike Lamarca**

Dave Coleman I do not. While the negative pedestrian interactions were slightly lower, the redesign created a higher crash incidence with bicyclists, as shown by the county report. Because the bike lane was added, without thought of access controls, right hooks were increased. A Sharrow would have been a more welcome addition, especially with the lowered speed limit. Remember before the "fix", there was no bike lane, so the cyclist took the lane on the 45mph street, so taking the lane on a 35mph street is an improvement. The pedestrians still mid-block cross, even with the added zig zag crossings (which I do like), so now we need mid-mid-block crosswalks. When we look at that corridor now, it is still at the top of the county crash incidents, and it's only been what? 6 years? One would expect a fix to last longer than that. I was right hooked about 2-3 years ago there, at 22nd. Deputy hid it from the crash stats as a civil matter, and not a traffic crash. How many other crashes on that road were done the same way, to minimize the reporting, and make the corridor look better than it is?

- **Dave Coleman**

Mike Lamarca thanks, I certainly haven't researched like that. I do have to remain in my belief that it is safer (less deaths) than n Florida Ave where a scooter , walker, driver, bicyclist is more likely to die in a crash. I am no statistician but accident numbers and accident deaths might not be the same. Three teens died on my street in 2 days, one by a cop. Nothing was done. Not one thing. I agree there is some mid block crossing and bike lane could be better. I guess those ideas are being taken to Fowler.

- **Mike Lamarca**

Dave Coleman i get it. Sounds like you may not have known it before? So, trying to compare one road apples to apples to another doesn't always work. Every time I ride on Florida or Nebraska, I feel those roads are safer than Fletcher. I haven't compared stats though, but they don't really matter if HCSO is hiding the truth. I think the problem comes down to "perceived safety". People like a sidepath, which is nothing more than a glorified sidewalk, yet, sidewalks are some of the most dangerous places for a cyclist. But, the state and county continue to build them, because the people think they are safer, until they start using it.

- **Dave Coleman**

Mike Lamarca I don't know the numbers you do. I just live at Florida and Fletcher and I see people trying to get to my Winn Dixie everyday. It's a crap shoot to cross at the light or mid road. Elders pulling baskets a favorite target for aggressive drivers doing right on red. Speeders never given a second glance by police. Bundles of flowers on the side of the road with little signs. I will have to check myself about comparing apples to apples. Fletcher was 2 lanes in both directions with as you say 45 limit. I should research more, thanks

- **Mike Lamarca**

Dave Coleman at least you see some of the same as I am. Those people getting run over by right on red, I bet they are coming from the drivers right. Drivers don't look right when turning right, they look left. That's exactly the same reason sidewalks and sidepaths are dangerous to faster moving people, like cyclists. There are some design changes that can minimize it, but until enforcement of

stopping behind the stop bar becomes real (which you have also alluded to), it's just a computer game to anyone with AICP or PE after their name.

Follow-up Email sent to TPO Board Members by Beth Alden on 12/17/2022

Subject: TPO Board Info Request RE: Wednesday, December 14th @9:00 AM In-Person and Virtual TPO Board Meeting

Board members,

Attached is the application for the FHWA Reconnecting Communities Pilot Program grant. You have not seen this application before because the TPO Board directs its executive director to develop and execute grant applications and take other actions in support of the TPO's adopted [Unified Planning Work Program \(UPWP\)](#). Your staff submits multiple grant applications for you every year.

The UPWP is a federally required document which lists the several grants that make up the TPO's budget, the anticipated funding amounts and what they are proposed to be spent on, including specific planning studies and other deliverables. The Board reviews and votes on an update of the UPWP every May.

The I-275 Conversion Concept Study was added back to the UPWP last May by action of the TPO Board approving the UPWP for FY 23 & FY 24. A study of the "I-275 Conversion Concept" was added to Task 2.7 under Required Activities.

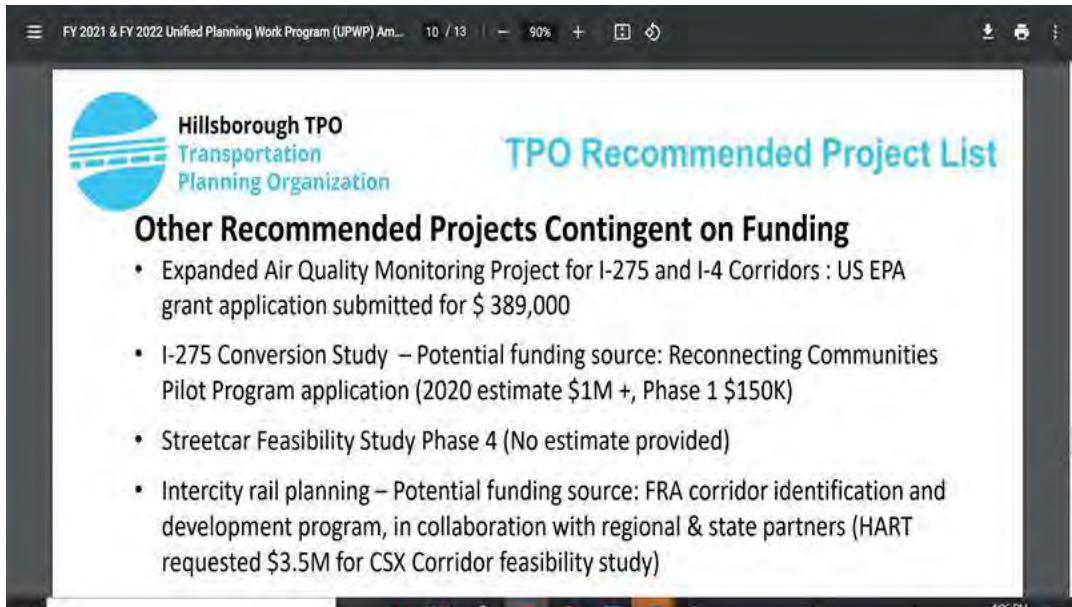
If you're concerned that that small piece of text is buried in a 100+ page document, I completely agree. That's why we prepare presentation slides highlighting the changes in the document, and we include the slides in your agenda package a week in advance of the meeting. I also use the slides in briefing Board members; however, not all members request a briefing every month. And of course, our staff walks through the slides at the meeting, and answers questions.

[Last May's presentation](#), a total of 13 slides, included **four slides that listed all the TPO's proposed planning projects** for FY 23 & FY 24. The slides showed, starting with Slide 8:

- Critical Path Projects
- Other Recommended Projects
- Other Recommended Projects Contingent on Funding
- FY 22 projects that will conclude in FY 23

When the Board approved the UPWP, it directed staff to move forward with these projects, including any supporting grant applications. This is clearly stated in the Resolution Approving the FY 23 & FY 24 UPWP, included on page 7 of the UPWP document.

There were four projects listed on the "Other Recommended Projects Contingent on Funding" slide. One was, "I-275 Conversion Study – Potential funding source: Reconnecting Communities Pilot Program application (2020 estimate \$1M +, Phase 1 \$150K)."



This was the return of a study that had been discussed on multiple occasions. Please see the attached timeline of discussions at Board meetings since May 2019; note that there were previous Board discussions as well. The TPO Board decided to conduct the study in May 2019, then decided not to in May 2020 when the full scope and cost of over \$1 million was understood. After the removal, some board members were apologetic to the CAC which had advocated for the study, and when Congress created a new grant program in 2021 to fund studies like this, I offered to the Board that we could apply.

We had already coordinated with FDOT District 7 about what the study needed to include, and Sec. Gwynn had verbally agreed to work with us on the study in June 2019 and April 2020. The grant application was to fund the scope of the work Sec. Gwynn's staff had asked for. We discussed that with his staff at our regular monthly coordination meeting on August 30, 2022.

The attached timeline provides more details on Board discussions, links to board meeting videos, and the list of the technical analyses Sec. Gwynn's staff asked for.

The Board will need to take two more actions **before** the TPO can proceed with this study:

1. If FHWA awards the grant, the funding amount must be added to the UPWP, through an amendment approved by the board, before the funds can be used.
2. We'll be conducting a routine mid-cycle review of the 2-year UPWP this coming May. The list of studies to be conducted in the fiscal year that begins July 1 will be re-presented to the TPO Board at that time. Often there are budget adjustments that need to be made, and/or new study requests from local governments; and, it is timely for the board to provide new direction for the coming year.

I look forward to answering more of your questions. And, I would welcome Sec. Gwynn returning his staff to participating in TPO CAC meetings. The CAC has been the primary advocate for this study.

Last but not least – since there were audio issues during public comment at our December 14 board meeting, we are attaching an updated summary of public comments that includes some written public comments provided on social media and/or email during the board meeting and after the 5pm cut-off Tuesday night.

Wishing you all the best,

Beth

Attachments included were RCP Grant Application I-275 North Corridor Vision, Boulevard Study Timeline, Committee Reports and Comments Summary December 2022 – With Additional Social Media Comments

DRAFT



Summary of Committee Reports and Public Comments – December 2022

Items pertaining to action items:

- **Transportation Improvement Program (TIP) Amendments: Polk St. Rail Crossings and Westshore Interchange Major Reconstruction**
 - Approved by the Technical Advisory Committee (Citizens Advisory Committee - no quorum)
- **Regarding the Polk St. Rail Crossings***
 - The Citizens Advisory Committee requested information on how the Federal Railroad Administration regulates noise and vibration impacts in a downtown urban environment
 - A Citizens Advisory Committee member also asked what would happen if real estate prices and inflation decrease; TPO staff said a TIP Amendment might reflect cost-savings.
- **Regarding the Westshore Interchange Major Reconstruction***
 - A Citizens Advisory Committee member requested TPO staff clarify that the additional funds will only be used for ROW and is not funding any other phase of project development
- **Freight Resilience and Supply Chain Study***
 - A Citizens Advisory Committee member asked if the study considers disruptions due to pandemics. Presenters said many of the recommendations apply to those scenarios.
- **School Transportation Safety Study**
 - Approved by the Livable Roadways Committee, Bicycle Pedestrian Advisory Committee, and Technical Advisory Committee

**These items were reviewed by CAC Chair Bill Roberts*

Items pertaining to the consent agenda:

- **2023 Meeting Calendar**
 - Approved by the Technical Advisory Committee and the Livable Roadways Committee
 - Bicycle Pedestrian Advisory Committee approved after removing the December meeting

Summary of Public Comments – December 2022*

Comments received through email and social media:

- **Sidewalk Stompers** - Thanked the TPO for choosing President and founder Emily Hinsdale for the Vision Zero Hero Award at the 2022 Gulf Coast Safe Streets Summit
- **Comments against the Westshore Interchange Reconstruction project**
 - Mike Lamarca & Walter John Slupecki
 - Chris Vela – Stated that a better alternative for Westshore Interchange Reconstruction project is a turbo roundabout and the end to highway expansion
- **Comments received Dec. 13 after 5 pm re: the Fowler Avenue Vision Study**
 - **Chris Vela** – Suggests efforts focus on other alternatives for pedestrian use
 - **Dave Coleman** – Thinks that Fletcher Ave. from Nebraska Ave. to USF should be a model for all secondary roads including the 35 mph speed limit

Please note: Above public comments are included in the email Cheryl Wilkening sent to board members Dec. 14



Social media comments received after 5 p.m. on Dec. 13 and during/shortly after the Dec. 14 meeting:

12/13

Vela Christopher

You don't need Fowler to get to USF. We got plenty of alternatives for peds to use. If you let this go you all can do a lot of magic on better streets.

Dave Coleman

Need might be greater elsewhere but Fletcher from Nebraska to USF should be a model for all secondary roads... 35 arrive alive. Vision zero in Hillsborough a grim jest. 273 dead and 7,300 hit and runs in Hillsborough alone last year

12/14

Vela Christopher

I'm on the line. I am going to have to jump off.

DO NOT APPROVE THE TIP ADMENDMENT FOR THE WESTSHORE INTERCHANGE.

I am so disappointed with you guys. You shut our voices.

TPO staff response:

Hi Vela Christopher, thank you for your comment! Although you weren't able to comment live, I was able to share your concern with the Board during a summary report of public comments. ~ Davida

Vela Christopher

Hillsborough TPO, I heard Davida, and I appreciate it. But there is much more to this than a simple "no."

I am saddened your org is allowing gifting to a predominately white and affluent Westshore area of \$70 million vs. zero concerns for the black and brown communities who live and work around the dti.

That WIC will be over \$400 million per mile. Yesterday I got brushed by a car trying to get on I275. I was crossing on foot at a designated crossing. My neighborhood's pedestrian signal is out for the 4th time... I'm done over-reporting it.

No, I don't want dot's \$ if the dti gets reconstructed. I want fdot to fix all their surface roads without any interstate work. The last meeting, Johnny Wong, sold out to justify the additional lanes on I275 going way beyond the TIS footprint of the eis study to study congestion changes. That is cheating.

There is something very wrong with your org.

Two things you all have to understand. Equity and value.

TPO staff response:

Vela Christopher thank you for providing more insight into your concerns about the project. Although I won't be able to revisit the public comment segment during the meeting, I can still send your comment to the Board immediately afterwards. Thanks again! ~ Davida

Mike Lamarca

Vela Christopher pretty standard. Build and design from a desk, and ignore the input from the actual users. And then, they pat themselves on the back for a job well done.

Like Fletcher.....

Now they gonna do the same to Fowler and mess it up also.



Dave Coleman

Mike Lamarca you don't like Fletcher? Could you say why? My noodle pressure drops the moment I get there.

Mike Lamarca

Dave Coleman I do not. While the negative pedestrian interactions were slightly lower, the redesign created a higher crash incidence with bicyclists, as shown by the county report. Because the bike lane was added, without thought of access controls, right hooks were increased. A Sharrow would have been a more welcome addition, especially with the lowered speed limit. Remember before the "fix", there was no bike lane, so the cyclist took the lane on the 45mph street, so taking the lane on a 35mph street is an improvement.

The pedestrians still mid-block cross, even with the added zig zag crossings (which I do like), so now we need mid-mid-block crosswalks.

When we look at that corridor now, it is still at the top of the county crash incidents, and it's only been what? 6 years? One would expect a fix to last longer than that.

I was right hooked about 2-3 years ago there, at 22nd. Deputy hid it from the crash stats as a civil matter, and not a traffic crash. How many other crashes on that road were done the same way, to minimize the reporting, and make the corridor look better than it is?

Dave Coleman

Mike Lamarca thanks, I certainly haven't researched like that. I do have to remain in my belief that it is safer (less deaths) than on Florida Ave where a scooter, walker, driver, bicyclist is more likely to die in a crash. I am no statistician but accident numbers and accident deaths might not be the same. Three teens died on my street in 2 days, one by a cop. Nothing was done. Not one thing. I agree there is some mid-block crossing and bike lane could be better. I guess those ideas are being taken to Fowler.

Mike Lamarca

Dave Coleman I get it. Sounds like you may not have known it before? So, trying to compare one road apples to apples to another doesn't always work. Every time I ride on Florida or Nebraska, I feel those roads are safer than Fletcher. I haven't compared stats though, but they don't really matter if HCSO is hiding the truth.

I think the problem comes down to "perceived safety". People like a sidepath, which is nothing more than a glorified sidewalk, yet, sidewalks are some of the most dangerous places for a cyclist. But, the state and county continue to build them, because the people think they are safer, until they start using it.

Dave Coleman

Mike Lamarca I don't know the numbers you do. I just live at Florida and Fletcher and I see people trying to get to my Winn Dixie everyday. It's a crap shoot to cross at the light or mid road. Elders pulling baskets a favorite target for aggressive drivers doing right on red. Speeders never given a second glance by police. Bundles of flowers on the side of the road with little signs. I will have to check myself about comparing apples to apples. Fletcher was 2 lanes in both directions with as you say 45 limit. I should research more, thanks

Mike Lamarca

Dave Coleman at least you see some of the same as I am. Those people getting run over by right on red, I bet they are coming from the drivers right. Drivers don't look right when turning right, they look left. That's exactly the same reason sidewalks and sidepaths are dangerous to faster moving people, like cyclists. There are some design changes that can minimize it, but until enforcement of stopping behind the stop bar becomes real (which you have also alluded to), it's just a computer game to anyone with AICP or PE after their name.



TD *Tampa Bay*

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TO LEARN MORE:

Contact the Transportation Disadvantaged (TD) eligibility office in the county where you live:

• **PASCO COUNTY RESIDENTS:**

Pasco County Public Transit:
727-834-3322 or **SCAN QR**



• **PINELLAS COUNTY RESIDENTS:**

PSTA Mobility Line:
727-540-1888, option **4** or **SCAN QR**



• **HILLSBOROUGH COUNTY RESIDENTS:**

Sunshine Line:
813-272-7272 or **SCAN QR**



Once your county refers you to TD Tampa Bay, look for an e-mail from PSTA within one week so you can start taking cross-county trips.



If you have additional questions, please call PSTA's Mobility Department at:



727-540-1888 (option 4)



TD@psta.net



Gibsonton Drive from Fern Hill Drive to US 301



Hillsborough County Florida

Project Development & Environment (PD&E) Study

WPI Segment No. 450438-1

DECEMBER 2022

KICK-OFF NEWSLETTER



Join the conversation about the **Gibsonton Drive PD&E Study**

Project Website

For more information on this study, visit our project website:

www.fdotd7studies.com/projects/gibsonton-dr-fern-hill-to-us301/

Questions?

Ashley Henzel, P.E., FDOT Project Manager
FDOT District Seven
11201 N. McKinley Drive, MS 7-500
Tampa, FL 33612-6456
(813) 975-6433 or (800) 226-7220
ashley.henzel@dot.state.fl.us

Media Inquiries?

Kris Carson, Public Information Officer
FDOT District Seven
11201 N. McKinley Drive, MS 7-110
Tampa, FL 33612-6456
(813) 975-6060 or (800) 226-7220
kristen.carson@dot.state.fl.us

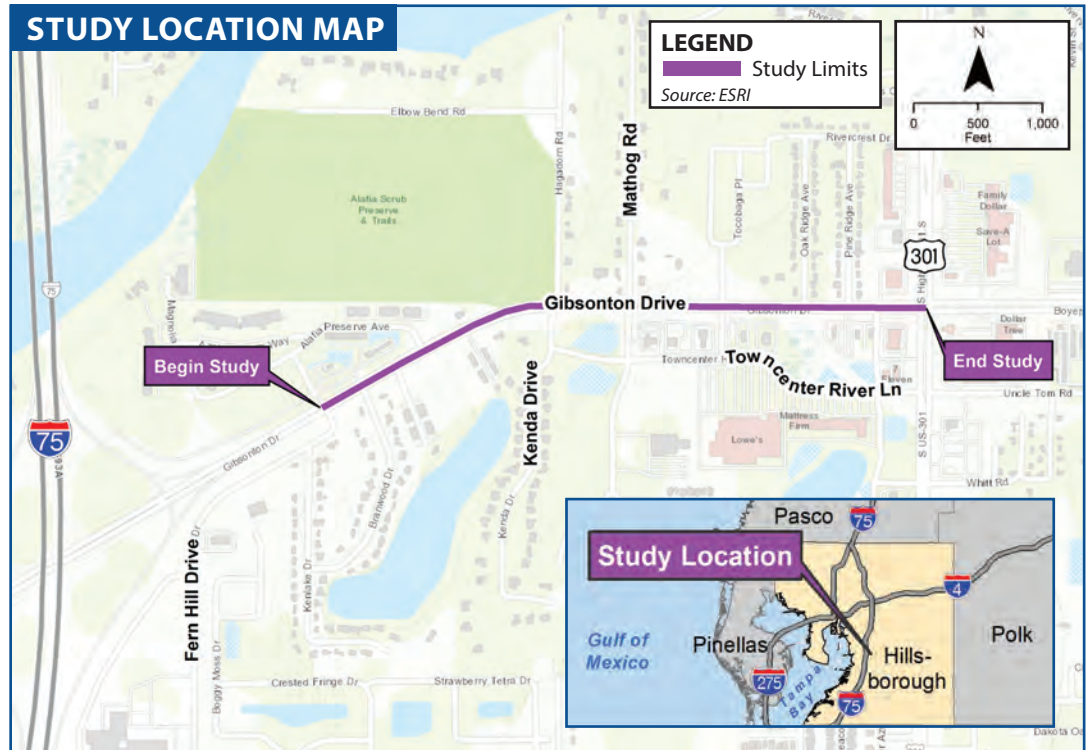
The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated May 26, 2022, and executed by the Federal Highway Administration and FDOT.

The Florida Department of Transportation (FDOT) District Seven, in collaboration with Hillsborough County, is conducting a Project Development & Environment (PD&E) study along Gibsonton Drive from Fern Hill Drive to US 301.

Within the project limits, Gibsonton Drive is a four-lane divided urban facility with sidewalks on the north side and most of the south side. There are no dedicated bicycle lanes within the project limits. The project will evaluate widening Gibsonton Drive from four lanes to six lanes, including providing bicycle and pedestrian facilities. The project traverses the Riverview community and is approximately 0.88 miles long.

Issues related to traffic operations, safety, and access management will be addressed in the study. The study will also evaluate stormwater management facilities (SMF) and floodplain compensation (FPC) sites. The acquisition of additional right of way (ROW) is anticipated on this project.

STUDY LOCATION MAP



PD&E STUDY BASICS

A PD&E study is conducted to meet the requirements of the National Environmental Policy Act (NEPA) and other federal and state requirements. The study is to ensure that the implementation of transportation projects reflect and incorporate the unique engineering and community characteristics of the area. During the study, the FDOT and Hillsborough County will determine the location and conceptual design of feasible “build” alternatives for transportation improvements and analyze each of their social and economic, cultural, natural and physical environmental effects. The “no-build” alternative, which leaves Gibsonton Drive in its present state and provides for only routine maintenance, will remain an option throughout the study.

The PD&E study will be finalized after the public hearing when the environmental document is completed and approved by the FDOT Office of Environmental Management (OEM). If a “build” alternative is selected and funding programmed, the project may then proceed to the next phases in development, which are the design and right of way acquisition phases.



Florida Department of Transportation
District Seven
 11201 N. McKinley Drive, MS 7-500
 Tampa, FL 33612

GET INVOLVED TODAY!

We invite you to get involved! The public plays an important role in the project development and decision-making process of this study. Opportunities for you to provide your input will be available throughout the study by means of submitting comments or attending the public hearing. Project newsletters like this one will be mailed out to all property owners adjacent to the study area and to federal, state, and local officials at key points during the study. There are multiple ways to get involved — call, write, or email us. You can also join us at our public hearing or invite us to speak at one of your own small group meetings.

NON-DISCRIMINATION

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact **Roger Roscoe**, Public Involvement Coordinator, at **(813) 975-6411** or by email to: roger.roscoe@dot.state.fl.us

COMUNIQUESE CON NOSOTROS

Si usted tiene preguntas o comentarios, o si simplemente desea más información sobre este proyecto, favor ponerse en contacto con el señor **Manuel Flores** al teléfono **(813) 975-4248** o al correo electrónico: manuel.flores@dot.state.fl.us

RIGHT OF ENTRY

The FDOT and/or authorized agents may need to make entry onto your property sometime between December 2022 and April 2023 for the purpose of conducting land surveys and gathering environmental and geotechnical data. Data collected will be analyzed as we develop concept plans and engineering and environmental reports. Property entry is authorized by Florida Statute 337.274 and is solely for the purpose of gathering data and will not interfere with continued use or occupancy of your property. Florida Statute 337.274 authorizes FDOT staff or its agents to enter any lands, waters, and premises to conduct surveys, soundings, drillings, environmental assessments and other examinations necessary to perform our duties.

PROJECT SCHEDULE

The Gibsonton Drive PD&E study began in the third quarter of 2022. The project activities include collecting information, developing roadway improvement alternatives and evaluating the potential environmental and social effects of the “no-build” and “build” alternatives. A public hearing is tentatively scheduled for the fourth quarter of 2023 and the study is expected to be completed in the first quarter of 2024.

TASKS	2022		2023				2024
	3rd Qtr	4th Qtr	1st Qtr	2nd Qtr	3rd Qtr	4th Qtr	1st Qtr
Data Collection	■	■	■				
Engineering & Environmental Analysis		■	■	■	■		
Public Hearing						★	
Final Study Documents						■	■
Study Approval							★

NOTICE OF FUNDING OPPORTUNITY

County Incentive Grant Program (CIGP) Application

Application Cycle Opens: December 12, 2022

Application Cycle Closes: March 17, 2023

The Florida Department of Transportation (FDOT) is pleased to announce that the application cycle for the County Incentive Grant Program (CIGP) is now open and will remain open until March 17, 2023.

General Information:

The purpose of this competitive program is to providing grants to counties, to improve a transportation facility including transit which is located on the State Highway System (SHS) or which relieves traffic congestion on the SHS.

Program Requirements:

Requirements can be found in [339.2817 F.S.](#)

- To be eligible for consideration, projects must be consistent, to the maximum extent feasible, with local metropolitan planning organization plans and local government comprehensive plans.
- FDOT will provide 50% of eligible project costs, and the county shall provide the balance.
- The department must consider, but is not limited to, the following criteria for evaluation of projects for County Incentive Grant Program assistance:
 - The extent to which the project will encourage, enhance, or create economic benefits.
 - The likelihood that assistance would enable the project to proceed at an earlier date than the project could otherwise proceed.
 - The extent to which assistance would foster innovative public-private partnerships and attract private debt or equity investment.
 - The extent to which the project uses new technologies, including intelligent transportation systems, which enhance the efficiency of the project.
 - The extent to which the project helps to maintain or protect the environment.
 - The extent to which the project includes transportation benefits for improving intermodalism and safety.

Refer to the CIGP application for additional information, and references.

How to Apply:

NOTICE OF FUNDING OPPORTUNITY

Surface Transportation Block Grant Program Application

(SU Funds)

Application Cycle Opens: December 12, 2022

Application Cycle Closes: March 17, 2023

The Florida Department of Transportation (FDOT) is pleased to announce that the application cycle for the Surface Transportation Block Grant Program (SU Funds) is now open and will remain open until March 17, 2023.

General Information:

The Surface Transportation Block Grant program provides flexible funding that may be used by FDOT and Local Agencies for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.

Program Requirements:

Requirements can be found in [23 USC 133](#) and [FAST ACT § 1109](#)

- Projects must be prioritized on MPO Major Projects Priority Lists
- Can be used on state and local facilities

Refer to the Surface Transportation Block Grant Program (SU Funds) application for additional information, and references.

How to Apply:

Applications are available in the FDOT Grant Application Portal (FLGAP) located at

<https://www.flgap.com/> Each application package must include the following:

- Completed, signed, Surface Transportation Block Grant Program (SU funds)
- Detailed Engineer's Estimate
- Project Location Map

Completed applications should be forwarded to your MPO for prioritization, no later than March 10, 2023, please contact your MPO for coordination and assistance.

If you need assistance creating a log-in or accessing the FLGAP, contact Suzanne Monk at (813) 975-6721.

The key to a successful application is to provide enough information to allow the Department to evaluate the project based on clearly demonstrated need for the requested improvement(s). We look forward to receiving your application (s). Questions regarding this Notice of Funding Opportunity should be directed Suzanne Monk at (813) 975-6721.

Thanks,

Suzanne Monk, FCCM

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

NOTICE OF FUNDING OPPORTUNITY

Transportation Alternative Set-Aside Program (TA) Application

Application Cycle Opens: December 12, 2022

Application Cycle Closes: March 17, 2023

The Florida Department of Transportation (FDOT) is pleased to announce that the application cycle for the Transportation Alternative Set-Aside program (TA Set-Aside) is now open and will remain open until March 17, 2023.

General Information:

The TA Set-Aside program provides funding for programs and projects consistent with details described under 23 U.S.C. 133(h)(3), including 1) Transportation Alternatives, 2) Recreational Trails Program, 3) Safe Routes to School Program, and 4) planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

Program Requirements:

Requirements can be found in [Transportation Alternatives Set-Aside Program Guidance and Procedures](#)

- The department requires that locally administered infrastructure projects must be implemented by a Local Agency Program (LAP) certified agency; this includes phases of work leading to construction, or activities specifically identified in the definition of “construction” in Title 23 of the United States Code, Section 101(a)(4).
- To be eligible for funding under the TA Set-Aside Program, projects must fall under at least one of the ten categories outlined in the Table B: Eligible Project Categories in the FDOT Transportation Alternatives Set-Aside Program Guidance and Procedures.

Refer to the TA Set-Aside application for additional information, and references.

How to Apply:

TA Set-Aside applications are available in the FDOT Grant Application Portal (FLGAP) located at <https://www.flgap.com/> Each application package must include the following:

- Completed, signed, TA Set-Aside Application
- Detailed Engineer's Estimate
- Detailed Scope of Services
- Project Location Map
- Certification of Implementing Agency

Completed applications should be forwarded to your MPO for prioritization, no later than March 10, 2023, please contact your MPO for coordination and assistance.

If you need assistance creating a log-in or accessing the FLGAP, contact Suzanne Monk at (813) 975-6721.

The key to a successful application is to provide enough information to allow the Department to evaluate the project based on clearly demonstrated need for the requested improvement(s). We look forward to receiving your application (s). Questions regarding this Notice of Funding Opportunity should be directed Suzanne Monk at (813) 975-6721.

Thanks,

Suzanne Monk, FCCM

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

NOTICE OF FUNDING OPPORTUNITY

Transportation Regional Incentive Program (TRIP) Application

Application Cycle Opens: December 12, 2022

Application Cycle Closes: March 17, 2023

The Florida Department of Transportation (FDOT) is pleased to announce that the application cycle for the Transportation Regional Incentive Program (TRIP) is now open and will remain open until March 17, 2023.

General Information:

The purpose of this competitive program is to improve regionally significant transportation facilities in “regional transportation areas.” State funds are available throughout Florida to provide incentives for local governments and the private sector to help pay for critically needed projects that benefit regional travel and commerce.

Program Requirements:

Requirements can be found in [339.2819 F.S.](#)

- Projects must be prioritized and listed on the Sun Coast Transportation Planning Alliance’s (SCTPA) TRIP Priority Project List.
- FDOT will provide 50% of eligible project costs, and the county shall provide the balance.
- Projects to be funded with Transportation Regional Incentive Program funds, shall at a minimum:
 - Serve national, statewide, or regional functions and function as part of an integrated regional transportation system.
 - Be identified in the capital improvements element of a comprehensive plan that has been determined to be in compliance with part II of chapter 163, after July 1, 2005. Further, the project shall be in compliance with local government comprehensive plan policies relative to corridor management.
 - Be consistent with the Strategic Intermodal System Plan developed under s. [339.64](#).
 - Have a commitment for local, regional, or private financial matching funds as a percentage of the overall project cost.
 - Support economic development and the movement of goods in rural areas of opportunity designated under s. [288.0656\(7\)](#).
 - Improve connectivity between military installations and the Strategic Highway Network or the Strategic Rail Corridor Network.

Refer to the TRIP application for additional information, and references.

How to Apply:

TRIP applications are available in the FDOT Grant Application Portal (FLGAP) located at <https://www.flgap.com/> Each application package must include the following:

- Completed, signed, TRIP Application
- Location Map
- Detailed Cost Estimate
- Detailed Scope of Services
- CIP Page
- Proposed Project Schedule

Completed applications should be forwarded to your MPO for prioritization, no later than March 10, 2023, please contact your MPO for coordination and assistance.

If you need assistance creating a log-in or accessing the FLGAP, contact Suzanne Monk at (813) 975-6721.

The key to a successful application is to provide enough information to allow the Department to evaluate the project based on clearly demonstrated need for the requested improvement(s). We look forward to receiving your application (s). Questions regarding this Notice of Funding Opportunity should be directed Suzanne Monk at (813) 975-6721.

Thanks,

Suzanne Monk, FCCM

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

CIGP applications are available in the FDOT Grant Application Portal (FLGAP) located at <https://www.flgap.com/> Each application package must include the following:

- Completed, signed, CIGP Application
- Detailed Cost Estimate
- Detailed Scope of Services
- Project Location Map

Completed application should be uploaded no later than March 17, 2023, into the FLGAP. If you need assistance creating a log-in or accessing the FLGAP, contact Suzanne Monk at (813) 975-6721.

The key to a successful application is to provide enough information to allow the Department to evaluate the project based on clearly demonstrated need for the requested improvement(s). We look forward to receiving your application (s). Questions regarding this Notice of Funding Opportunity should be directed Suzanne Monk at (813) 975-6721.

Thanks,

Suzanne Monk, FCCM

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





Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 SUWANNEE STREET
TALLAHASSEE, FL 32399-0450

January 5, 2023

Re: Community Conversation Open House with FDOT (In-Person and Virtual)
Downtown Tampa Interchange (I-275/I-4) Safety and Operational Improvements Project Design Changes
(Financial Project Numbers: 445057-1-52-01, 445056-1-52-01, 445056-2-52-01)

Dear Community Members:

The Florida Department of Transportation (FDOT) District Seven invites you to attend and participate in Community Conversation meetings in Tampa's Urban Core as a follow up to the Spring 2022 Community Conversations hosted by the FDOT. The meetings will be an open house style format and will provide an update on how community input on aesthetic enhancements and uses for community spaces are proposed to be incorporated into the Downtown Tampa Interchange (I-275/I-4) Safety and Operational Improvements project. The meeting will also include information about proposed design changes to the interchange.

The previous concept included widening the existing flyover bridge from southbound I-275 to eastbound I-4 and relocating the exit to Ybor City from 21st and 22nd Streets to 14th and 15th Streets. The design change being proposed includes constructing a new two-lane flyover bridge to the inside of the interchange that drivers will use to access eastbound I-4. The existing one-lane flyover bridge is proposed to remain one lane, which drivers will use to access Ybor City via the relocated exit to 14th and 15th Streets. Additional proposed design changes include constructing an additional auxiliary lane along eastbound I-4 between I-275 and the exit to the Selmon Expressway and creating a two-lane exit to the Selmon Expressway. All proposed design changes are within the existing right-of-way. Final design is ongoing and construction activities are anticipated to begin in early 2023.

The meetings will be held in-person on two dates with an additional virtual option. Participants will have the opportunity to share feedback with FDOT staff and ask questions on the transportation improvements both in-person and virtually via the online chat. The meetings will provide identical information and will be held on multiple dates and locations to allow for maximum participation, so you only need to attend one.

In-Person Meetings

Format: Display boards and exhibits showing the proposed project improvements will be available in an open house format. An informational presentation will run continuously during the open house. FDOT staff will be available to receive feedback and answer questions.

Time and Locations:

Option 1: Thursday, January 19, 2023, 5:30 p.m. – 7:30 p.m.

Children's Board of Hillsborough County
1002 E Palm Avenue
Tampa, FL 33605

Complimentary on-site parking and designated handicap parking are available. Hillsborough Area Regional Transit (HART) bus route 5 provides bus services to access the meeting site.

Improve Safety, Enhance Mobility, Inspire Innovation

www.fdot.gov

Option 2: Thursday, January 26, 2023, 5:30 p.m. – 7:30 p.m.

Ragan Park Community Center
1200 E. Lake Avenue
Tampa, FL 33605

Complimentary on-site parking and designated handicap parking are available. Hillsborough Area Regional Transit (HART) bus route 9 provides bus services to access the meeting site.

Virtual/Online Meeting Option

Tuesday, January 31, 2023, 11:00 a.m. – 1:00 p.m.

Those who cannot attend in person, may participate virtually by registering at www.TampaBayNext.com. A narrated presentation will be shown at 11:00 a.m., 11:30 a.m., 12:00 p.m., and 12:30 p.m. during the webinar. Staff will be available throughout the meeting time to receive feedback and answer questions via the online chat function. Display boards and exhibits showing the project improvements will be available for viewing during the meeting. Additionally, the material will also be posted online at www.TampaBayNext.com and www.FDOTTampaBay.com.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons requiring special accommodations under the Americans with Disabilities Act to participate in this open house or persons who require translation services (free of charge) are asked to advise the agency at least seven (7) days prior to the open house by contacting: Roger Roscoe, FDOT Title VI Coordinator, at (813) 975-6411 or (800) 226-7220, or Roger.Roscoe@dot.state.fl.us. If you are hearing or speech impaired, please contact the agency using the Florida Relay Service, 1(800) 955-8771 (TDD) or 1(800) 955-8770 (Voice).

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

For more information about the Downtown Tampa Interchange (I-275/I-4) Safety and Operational Improvements Project, please visit the website at <https://www.fdotampabay.com/project/839/445057-1-52-01>.

For more information, contact Justin Hall, Planning and Environmental Office (PLEMO) Administrator, Florida Department of Transportation by email Justin.Hall@dot.state.fl.us or by phone at (813) 975-6427.

Sincerely,
Justin Hall
Planning and Environmental Office Administrator
Florida Department of Transportation