



Hillsborough TPO

Transportation Planning Organization

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TPO Vice Chair

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Joshua Wostal
Hillsborough County

Jessica Vaughn
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School Board

Beth Alden, AICP
Executive



Plan Hillsborough

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813 - 272 - 5940
601 E Kennedy Blvd
18th Floor
Tampa, FL, 33602

Meeting of the TPO Board

Wednesday, February 8, 2023 @ 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](#).

Public comment opportunities:

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

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

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

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

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

Agenda

- I. **Call to Order & [Pledge of Allegiance](#)**
- II. **Roll Call & Declaration of Quorum** (Gail Reese, TPO Staff)
 - A. Vote of Consent for Remote Member Participation – *if applicable*
- III. **[Approval of Minutes – January 11, 2023 and January 25, 2023](#)**
- 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 (Rick Fernandez, CAC Chair, and Davida Franklin, TPO Staff)

- A. Update on today's [Policy Committee Discussion of TPO Executive Director Search Process](#) (Beth Alden, TPO Executive Director)

VI. Consent Agenda

- A. [Committee Appointments](#)
- B. [Amendment to General Planning Consultant Contract with AECOM](#) – *Reviewed by Policy Committee*

VII. Action Items

- A. [TIP Amendments: New HART Maintenance Facility, Lighting and Resurfacing Projects, I-4 Truck Parking, and EV Charging Infrastructure](#) (Roger Mathie, TPO Staff) – *Roll-call vote required*
- B. [2023 Safety Performance Targets](#) (Connor MacDonald, TPO Staff)

VIII. Status Reports

- A. [Gibson Drive PD&E Study Kickoff](#) (Ashley Henzel, FDOT)

IX. Executive Director's Report

- [Multimodal Level of Service Report and 2022 State of the System Report](#) – *deferred from January*
- ADA Compliance self-evaluation
- Policy Committee topic next month: Regional planning & MPO merger study
- Next Tampa Bay TMA Leadership Group meeting: March 24, Pasco location

X. Old Business & New Business

XI. Adjournment

XII. Addendum

- A. Announcements
- [February 21 FDOT Job Fair & Business Expo and Workforce Development Initiative](#)
 - Save the Date: March 1 at noon Planning Commission *Info BBQ* – Midtown Tampa Walking Tour

C. Project Summaries, Fact Sheets & Other Status Reports

- [Fact Sheet: US 41 \(50th St\) Widening from Pensacola Point/Madison Ave to Denver St](#)
- [2022 Florida Transit Fast Facts](#)
- [FL MPO Advisory Council Legislative Summary](#)

D. Correspondence

- [Letter to Secretary Buttigieg re: HART Maintenance Facility RAISE Grant Application](#)
- [Letter to Secretary Buttigieg re: Port Tampa Bay RAISE Grant Application](#)
- [Letter from Temple Terrace re: Utilization of unused Transportation Tax Funds](#)

E. Articles Related to TPO Work

- [Traffic deaths may be leveling off since start of pandemic, but more work needs to be done](#) | WFTS ABC Action News | 01.12.23
- [Judge rejects class-action suit over Hillsborough transportation tax](#) | Tampa Bay Times | 01.05.23
- [How bad is the air quality around I-275 and I-4? Researchers are on the case](#) | Tampa Bay Business Journal | 01.04.23
- [Funding for downtown Tampa ramp, smart grid tech among transportation agencies' 2023 aspirations](#) | Tampa Bay Business Journal | 01.03.23
- [Tampa Bay won millions in federal transportation grants in 2022](#) | Tampa Bay Business Journal | 12.30.22
- [Hillsborough puts off decision on whether to extend the widening of I-275](#) | Tampa Bay Times | Updated 12.22.22

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

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Se recomienda a las personas que necesiten servicios de interpretación o adaptaciones por una discapacidad para participar en esta reunión, o ayuda para leer o interpretar los temas de esta agenda, sin costo alguno, que se pongan en contacto con Joshua Barber, (813) 273-3774, ext. 313 o barberj@plancom.org, tres días hábiles antes de la reunión. Si sólo habla español, por favor llame a la línea de ayuda en español al (813) 273-3774, ext. 211.

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**HILLSBOROUGH TRANSPORTATION PLANNING ORGANIZATION BOARD
HYBRID MEETING JANUARY 11 2023
DRAFT MINUTES**

I. CALL TO ORDER, PLEDGE OF ALLEGIANCE_*(Timestamp 0:03:45)*

Commissioner Myers, called the meeting to order at 10:00 AM and led the pledge of allegiance. The meeting was held in person and virtual via WebEx.

II. ROLL CALL_ (Gail Reese, TPO Staff) *(Timestamp 0:04:17)*

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

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

The following members were absent/excused: None

A quorum was met in person.

A. Vote of Consent for Remote Member Participation.

Councilman Maniscalco moved, seconded by Commissioner Overman; the voice vote, motion passes unanimously.

III. RECOGNITION OF OUTGOING TPO BOARD/COMMITTEE MEMBERS (Beth Alden, TPO Director) *(Timestamp 0:06:51)*

In Person: TPO Board – Cody Powell and Kimberly Overman; CAC Chair – Bill Roberts

Virtual: Mariella Smith

IV. APPROVAL OF MINUTES_*(Timestamp 0:09:29)* – December 14, 2022

Chair Myers sought a motion to approve the December 14, 2022 minutes. Councilmember Maniscalco so moved, seconded by Councilmember Citro; the voice vote passes unanimously.

V. PUBLIC COMMENT ON AGENDA ITEMS *(Timestamp 0:10:32)* (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.

- **Chris Bowen** – Expressed appreciation for the Fowler Corridor study and all the work going into the development. Important corridor for community and economic development. Supports this effort going forward.

- **Rick Fernandez** – Thanked Bill Roberts for his time on the CAC and leadership as the Chair. The effectiveness has been due, in no small part, to his leadership. The community has been well served by him.
- **Sharon Calvert** – Asked the TPO Board to pass a motion that all grants must be presented to the Board at a Board meeting before being submitted by staff. Asked that the Board pass a motion of resolution clearly stating that Hillsborough TPO will not pursue tearing down I-275 north of Hillsborough. Ms. Calvert went over the timeline of the proposed I-275 Boulevard Concept that was brought forth by Joshua Frank. Went over the historic cost of a study to be performed calculated in 2020 and noted that Joshua Frank was appointed to the CAC in 2021. The CAC then asked the Board to pursue the I-275 Boulevard project. There was information provided to the TPO Board in December 2021 on potential grant money that could be used to fund interstate removal. The TPO Staff submitted a federal grant application in October 2022 just prior to an election that would impact members of the TPO Board. Asked that the TPO Board have Staff rescind the grant application and that the Board keep the I-275 north widening project in the LRTP and put it back on the TIP. (Provided written information, included at the end of the minutes)
- **Joy Dew** – Lives in a HIN; the Hannah City Center is opening in Summer 2023. Has seen the crashes on Hillsborough and a fatality. The traffic is not getting better. Her neighborhood is walkable but there is no infrastructure to make it safe for walking and bicycling. The neighborhood association is asking that the city, county, and state help them.
- **Gary Lloyd** – Passenger rail has been a hot topic in the southeast corridor of the nation for a while. Freight rail is getting more money. In March, the American Public Transportation Association is having their legislative meeting in D.C. Asking the elected officials to pay attention. Public funding and partnership with private entities is a possible solutions. Companies who are looking to come to Tampa are looking at transit. There are a lot of people that are anti-rail and anti-transit. It is up to the elected officials to have the vision. Every project is important.

VI. COMMITTEE REPORTS & ADVANCE COMMENTS (Bill Roberts, CAC Chair; Davida Franklin, TPO Staff; Beth Alden, TPO Director) *(Timestamp 0:25:49)*

A. CAC – January 4, 2023 (Bill Roberts, CAC Chair)

- First meeting held in the evening, had an in-person quorum
- Approved
 - Letter for FDOT & FTE Tentative Work Program.
 - MMLoS.
 - CAC Demographic and Geographic review plan.
 - Elected new officers – Rick Fernandez is the new Chair.
- Thanked the Aviation Authority for the appointment, thanked the TPO Staff
- Have several challenges ahead in the county, the TPO Board has the opportunity to make appointments; the citizens have asked that the TPO do better.

Discussion:

Commissioner Cohen thanked Mr. Roberts for his service. He has been a steward through rough waters and discussions.

B. TDCB – December 16, 2022 (Davida Franklin, TPO Staff)

- Approved
 - 2023 Meeting Calendar
 - FDOT Tentative Work Program and TPO Comments Letter
 - The TDCB had no comments
 - Northside Behavioral Health Coordination contract
 - MacDonald Training Center Coordination Contract
 - Metropolitan Ministries Coordination Contract
- Status Reports
 - Health Buddies Program Update
 - Fowler Avenue Studies
 - Sunshine Line Update

C. TAC – January 9, 2023 (Davida Franklin, TPO Staff)

- Approved
 - FDOT Tentative Work Program and TPO Comments Letter
 - MMLOS Report
- Workshop on the functional classification of roadways including a report on the changing urbanized area as a result of the census, federal and state progress, and updates on Hillsborough County and the City of Tampa.

D. ITS – January 5, 2022 (Davida Franklin, TPO Staff)

- Approved
 - FDOT Tentative Work Program and TPO Comments Letter
 - Approved calendar for 2023
 - Elected officers
- Status Updates
 - City of Tampa Micro-mobility app called -Moovit for multimodal travel planning
 - FDOT presentation on the value and functionality of a new regional data platform called the Suncoast Mobility Hub – will be available in early 2023.

E. TPO Policy – January 11, 2023 (Beth Alden, TPO Director)

- Workshop with no action items.
- Heard from City of Tampa, Hillsborough County, and FDOT regarding the HIN.

F. 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 0:34:26*)

A. Committee Appointments

- CAC – Don Skelton Jr. (Port Tampa Bay)
- TAC – Lauren Lienhart (Port Tampa Bay)
- LRC – Kevin O’Hare (Westshore Alliance)
- ITS – Dr. Pei-Sung Lin (USF CUTR as an alternate member) and Jesus Peraza Garcia (HART as an alternate member)

B. Bylaws Amendment for Citizens Advisory Committee

Motion to approve the committee appointments only by Mayor Ross, seconded by Councilmembers Citro and Maniscalco; the roll call vote passes unanimously, 16 – 0.

It was noted that item B be removed from the agenda. Commissioner Wostal asked that this be tabled until new TPO Board BOCC-appointed members are able to attend their first CAC meeting. Commissioner Wostal moved to table this item until the March 2023 meeting, seconded by Commissioner Owen.

Discussion:

It was asked if the meeting time was part of the bylaws change. No, the committee sets the meeting time outside the bylaws.

The roll call vote passes unanimously 16 – 0.

VIII. ACTION ITEMS:

A. FDOT & FTE Tentative Work Program and TPO Letter of Comment (Suzanne Monk, FDOT; Siasoi Fine, FTE; Vishaka Shiva Raman, TPO Staff) (Timestamp 0:40:23)

- Review of what the Work Program is, the schedule, and the process of scheduling projects (TPO, Suncoast Alliance, FDOT)
- Overview of District 7 Tentative Work Program.
- Highlights for FY24 - 28.
 - Able to add TPO planning funds in 2028.
 - Add HART Facility Construction, HART Bus Stop Capital Repairs, HART Bus Replacements, Marshall Middle School Sidewalk, Tomlin Middle School Sidewalk, Hillsborough County Sidewalk Gaps, Fowler Ave from 56th to E of I-75, Green ARtery Segment E & D, W Busch Blvd, part of the Heights Mobility project, Lois Ave from W Cleveland to Boy Scout, Boy Scout Blvd from E of Manhattan Ave to W of Manhattan Ave, US 201 crossings, I-75 at Gibsonton, Big Bend Rd from US 31 to Covington Grd/Simmons Lp to US 301, I-4 EV Charger Deployment, US 41 at SR 60 EV Charger Deployment, I-4 Truck Parking Facility,
 - Total funding over five Years \$2.08 Billion; Bike/Ped number does not include improvements on other projects.
- Veteran's and Suncoast pavement improvements by the Turnpike in District 7
 - Mile Posts 1.4 – 17.5; there is one project in Hillsborough County
 - All jobs are listed in the TPO Board January Agenda.
 - The turnpike pays for their projects with tolls and some proceeds from the concessions at the rest areas.
 - Observe traffic data, projections from counties, and development near the facilities.

Recommended Action: Approve the transmittal of the TPO's Letter of Comment on the FDOT Tentative Work Program.

Presentation: [FDOT Five-Year Work Program FY 24 - 28](#)

Website: [District 7 Tentative Five-Year Work Program](#)

Discussion:

The Fowler Avenue project, it was asked if it was slated for FY27. The design has not been started and it is unclear if there is any right-of-way that is going to be needed. It has been pushed to FY28 but may come in early. The USF stadium construction, it was asked if further discussion can be had to break the multi-modal trail apart from the Fowler Avenue reconstruction so the connections can be made. Justin Hall said that this can be facilitated as long as there are no other snags in the project. It was asked if status reports can be included as part of the discussions.

It was asked what percentage of the budget comes from the collection of tolls. FTE will need to bring that back.

Councilmember Maniscalco moved to approve the FDOT & FTE Tentative Work Program and TPO Letter of Comment; seconded by Commissioner Cohen. Voice vote, motion approved unanimously.

STATUS REPORTS

A. Fowler Avenue Studies: FDOT PD&E, HART's Arterial BRT and Plan Hillsborough Vision Plan (Amber Russo, FDOT; Jesus Paeraza Garcia, Omar Alvarado, HART; Jay Collins, Alvaro Gabaldon, TPC Staff) *(Timestamp 1:08:12)*

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 noted that the world does not stop at 52nd Street; concerned as to why this is going on if east of 52nd isn't being considered. The stretch between I-75 and I-275 should have been included in the study. At the time the project was being scoped, the sitting Mayor and City Manager did not indicate interest in being included in the study. Conversations have started with the new City Manager. The City of Temple Terrace Comprehensive Plan will be consistent within the study.

It was noted that there are 2 BAT lanes, and it was asked what the difference is between them. In alternative #1, the outside travel lanes are converted into BAT lanes (similar to the Sun Runner Project). In alternative #2, will have frontage lanes to access the local businesses. The frontage road would be considered a BAT lane due to the slip lanes used for access. For HART BRT, clarification was asked for the capital cost for the preferred alternative. It is \$57 M from Downtown to USF for the center lane recommendation. It was noted that the narrow bicycle lanes are very dangerous, and it is often people in wheelchairs using those lanes. Clarification was asked if it would be more costly to have the BAT lanes for HART. Yes, they are a travel time improvement, but they are not as good as dedicated lanes. The longer the time it takes for the route, the more costly it is. It was asked what type of capital improvements would be needed to accommodate the BRT. FDOT would be providing the roadway area for the transitway. HART would provide buses and stations; would need additional buses and stations.

- B. **2022 Multimodal Level of Service Report and 2022 State of the System Report** (Connor MacDonald and Vishaka Shiva Raman, TPO Staff) – *deferred*

IX. EXECUTIVE DIRECTOR'S REPORT (*Timestamp 1:55:00*)

- A. Copies of the TPO calendar and the Plan Hillsborough Commission Annual Report have been distributed.
- B. Beth Alden noted that she has chosen November 3, 2023 as her retirement date. Would like to bring to the Policy meeting in February for the search for her replacement.
- C. Have heard concerns about the Reconnecting Communities grant application, if it is the Board's pleasure, that application could be withdrawn.

Discussion:

It was asked for clarification on what the scope of the grant covers and whether or not it includes the removal of I-275. It was noted that the Federal Government is supporting taking down highways at a more rapid rate than ever before. In the context of looking at I-275, there may be some other innovative things that can be done along the corridor that could reconnect the communities separated by the interstate. There is a lot of uncertainty about what the county

transportation future is going to look like. There is no harm in looking at what else can be done. If the grant is focused only on removing the interstate, the further discussion needs to be had. Additional clarification was asked for on how the awarding of the grant is conditioned. Secretary Gwynn noted that FHWA believes that the grant application was for the removal of the interstate. FDOT has a lot of ideas on how to handle the underpasses. FDOT also has a grant application in for the City of Tampa and it is competing. Ms. Alden suggested that the TPO Board wait to see if the grant is awarded; at that time, the TPO Board will need to allocate the funds. It was also noted that the county and city grant applications are not competing as one is a planning project and the other is a capital project. It was asked if clarification could be obtained from the Federal Government and then further discussion at the next meeting.

Appreciation was expressed for Ms. Alden's service and the transition period.

X. OLD & NEW BUSINESS (*Timestamp 2:11:14*)

- A. Next meeting is on February 8, 2023.

XI. ADJOURNMENT – The meeting adjourned at 12:07 PM

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

Social Media

On social media we received comments in reaction to a post about FDOT's upcoming Community Conversations Open House on design changes for the I-4/I-275 Downtown Interchange safety and operational improvements project. Many were opposed to further design changes to the project, referring to their original dislike for highway expansion.

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

Email

The Board Folder was emailed to the TPO Board on 1/10/2023 – Available upon request.

Document provided by Sharon Calvert – scanned for digital record. The following is the document provided by Ms. Calvert.

Tear Down i-275/Interstates/Boulevard Conversion

June 2017 - Alden reached out to Joshua Frank to present his Boulevard Concept to the Hillsborough MPO Board

August 1, 2017 - Frank, then an architecture student at USF who is not an engineer or transportation expert, was offered an opportunity no one else is offered by the MPO - to give a 30 minute presentation to advance his tear down I-275/Interstates extreme proposal. Harry Cohen chaired the meeting and introduced Frank. Also during public comment, the MPO Board allowed a supporter of Frank's to show a video that exploited 4 middle school age children who stated they wanted the interstate torn out, we need to get out of our cars and they wanted transit.

August 2, 2017 - MPO staff member Gena Torres sends email to Joshua stating she wanted to "stand on her chair and cheer" about his tear down the interstate proposal, she would personally benefit from the proposal and it "gives the decision-makers a hard to deny potential option."

May 2018 - TPO included the Tear down I-275/Boulevard Concept in the 2045 Scenario Planning.

May 2019 - TPO adds the "I-275 Boulevard Conversion" study in to the UPWP. This action was taken with no estimate provided by anyone for the cost of the study. Staff did not provide how the study would be funded. When MPO member Mariella Smith was asked by me how much the Boulevard Concept Study would cost. She said at first it was not going to cost much - like \$50K but then she backed up and said she did not have a clue of the cost. A motion was made by Pat Kemp and passed to use the now illegal 2018 All for Transportation sales tax funds to hire a Transportation Equity Planner. Overman wanted to add the Boulevard Concept into the State's SEIS I-275 widening project.

2019-2020 - MPO hired TPO planning consultant Sam Schwartz for \$150K to begin studying tearing down I-275 N and converting it to a street level Boulevard and to provide 3 design concepts.

April 2020 - Staff states the "I-275 Boulevard Conversion Study" will cost upwards of \$1 million.

June 2021 - TPO removed the proposed I-275 widening project north of Hillsborough

2023 JAN 11 PM2:22
PLAN HILLSBOROUGH

August 2021 - TPO Board appoints "Tear Down I-275 and Replace it with a Boulevard" Joshua Frank to the TPO's Citizens Advisory Committee

December 2021 - Alden informs the Board about the new Federal "Reconnecting Communities Pilot Program" grant, which can be used for interstate/highway/infrastructure removal, as a potential funding source for the I-275 Boulevard Concept Study. David Gwynn states "FDOT submitted a RAISE grant for \$25 million for the federal government to provide improvements in the Tampa Heights area. The federal government gave \$18 million and FDOT provided the additional \$7 million. Fought for and provided \$68 million to extend the streetcar into Tampa Heights. That was before the local match. Made the streetcar free to make the federal funding more attractive.

January 2022 - From the meeting minutes, the tear down the interstate for a Boulevard CAC member Joshua Frank disparaged FDOT claiming there is an untenably broken relationship between FDOT and the citizens of Hillsborough County. Frank encouraged the Board to look at the Boulevard Concept resolution that was moved forward by the CAC, but other motions adopted by the CAC including the removal of other work on I-4 and I275 included in the Transportation Improvement Plan. He claimed "We are at a moment where we need to hit the "pause button" with the FDOT until the good faith is restored between the community and the department"

May 2022 - The I-275 Boulevard Conversion Study at a cost of approximately \$1.2M was put back into the UPWP contingent on funding.

June 2022 - Kevin O'Hare, the paid campaign manager for All for Transportation, stated that in 2018 the citizens of Hillsborough County voted for no further interstate expansion which is not a true statement. Pat Kemp made a motion that passed to remove the I-275 widening project north of Hillsborough from the LRTP. Kemp stated she did not want future TPO's "to get stuck with this". The motion was modified for the item to be brought back to the August TPO meeting as she wants the project out of the 2050 LRTP.

October 2022 - Right before an election that would impact the members of this Board, TPO staff submitted their "Reconnecting Cities" grant requesting over \$1.2 M of federal taxpayer dollars. Pat Kemp also directed TPO Staff to schedule a public hearing to remove the additional lanes on I-275 from the LRTP then amended her motion that passed to bring the item back in February 2023.

December 2022 - Alden's executive report stated there was a discussion to incorporate Kemp's item to remove the I-275 N widening from the current 2045 LRTP into the updated 2050 LRTP in 2024. There was no vote recorded about this action.

The Reconnecting Cities Grant submitted by the TPO, apparently without any Board member seeing it or approving it, is a public relations marketing effort that uses academia - USF students where the tear down the interstates concept was initiated from and nonprofit organizations who support the Boulevard Concept to engage specific groups to get the answer they want. This grant is a waste of taxpayer dollars and the time, effort and resources spent on pursuing tearing down I-275 would have been better spent on road projects to reduce congestion in Hillsborough County, including the widening of I-275 N of Hillsborough.

Hillsborough MPO

Board & Committee Agenda Item

Agenda Item

Highways to Boulevards

Presenter

Joshua Frank, USF Florida Center for Community Design & Research

Summary

While a Master's degree candidate at USF, Mr. Frank conducted research into options for the I-275 corridor to reduce neighborhood impacts while maintaining mobility. He found several examples of cities that chose to remove limited-access highways, and was invited to present options for maintaining mobility with wide boulevards and rapid transit at a community meeting in Seminole Heights. His research is now being reviewed by FDOT District 7 as part of the *Tampa Bay Next* planning process. Mr. Frank will present a brief overview and be available for board member questions.

Recommended Action

None; for information

Prepared By

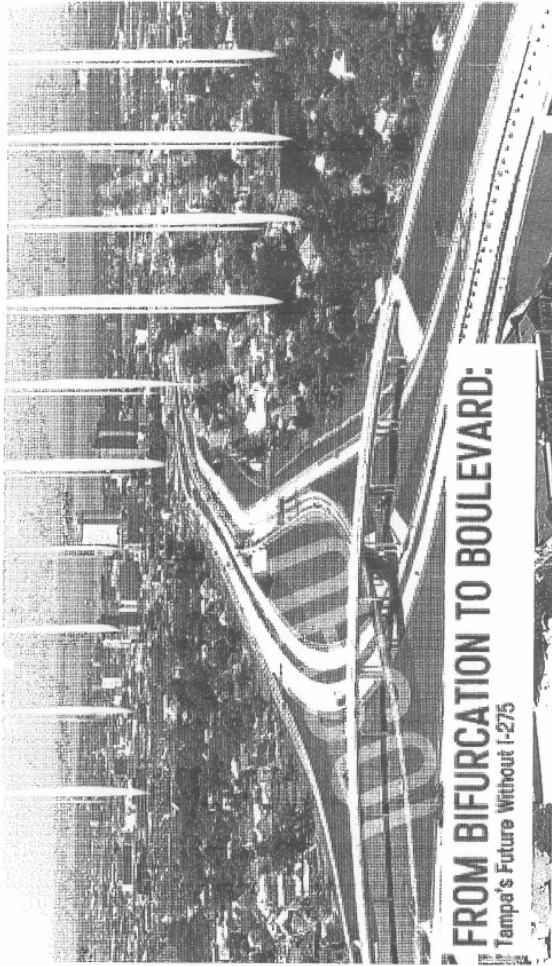
Beth Aiden, AICP

Attachments

- "From Bifurcation to Boulevard" presentation slides, April 18, 2017 (excerpt)
- "Why Cities Are Demolishing Freeways" article in *The American Conservative*



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Josh Frank <frank.joshua1@gmail.com>
To: Beth Alden

June 19, 2017 at 13:35 PM

Re: MPO Board

Beth,

I'd be happy to. Please call me at (727)-709-7202 when convenient.

Best,

Joshua Frank, M.Arch., MUCD.

frank.joshua1@gmail.com
(727)-709-7202

On Jun 19, 2017 1:33 PM, "Beth Alden" <aldenb@plancom.org> wrote:

Hi Josh,
Thank you for coming to the hearing. We'd like you to do a presentation at the next board meeting if possible. Can I call you to discuss? What is the best number?

Thanks
Beth

Beth Alden
Executive Director, Hillsborough MPO

Sent from my iPhone

Sabia, Taryn
<tarynsabia@usf.edu>

June 21, 2017 at 10:21 AM

To: Beth Alden

1 Attachment Save ▾

RE: Josh Frank's contact

Lunch is great! Let me know your favorite location.

Taryn E. Sabia, Ed.M., M.Arch, MUCD
Research Associate Professor
Director, Florida Center for Community Design + Research
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From: Beth Alden [mailto:aldenb@plancom.org]
Sent: Wednesday, June 21, 2017 10:19 AM
To: Sabia, Taryn
Subject: RE: Josh Frank's contact

Great – me too – lunch?

From: Sabia, Taryn [mailto:tarynsabia@usf.edu]
Sent: Wednesday, June 21, 2017 10:18 AM
To: Beth Alden <aldenb@plancom.org>
Subject: RE: Josh Frank's contact

Does July 6th work? I am open all day.

Taryn E. Sabia, Ed.M., M.Arch, MUCD

Research Associate Professor
Director, Florida Center for Community Design + Research
School of Architecture + Community Design
University of South Florida
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From: Beth Alden [mailto:aldenb@plancom.org]
Sent: Wednesday, June 21, 2017 10:15 AM
To: Sabia, Taryn
Subject: RE: Josh Frank's contact

Yes. I'm here the week of the 4th but gone the following week.

From: Sabia, Taryn [mailto:tarynsabia@usf.edu]
Sent: Wednesday, June 21, 2017 10:14 AM
To: Beth Alden <aldenb@plancom.org>
Subject: Josh Frank's contact

Beth,
I spoke to Josh and let him know you might contact him. I am doing my best to protect him a bit as he is new to the arena. :)

Joshua Frank:
727-709-7202
frank.joshua1@gmail.com

We sat down with DOT for about 2 hours and went over details of the schematic. I also met with Jean Duncan. I am happy to share what I learned.

Can we schedule a time to get together in early July?

All the best,
Taryn

Taryn E. Sabia, Ed.M., M.Arch, MUCD
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From: Gena Torres [mailto:torresg@plancom.org]
Sent: Tuesday, August 01, 2017 1:40 PM
To: Sabia, Taryn
Cc: Ray Chiaramonte
Subject: Joshua Frank

Hi Taryn, it was nice seeing you today at the MPO meeting. Ray Chiaramonte was interested in getting Joshua's contact information. I've copied Ray here for ease of your reply.

<<http://www.planhillsborough.org/>> Gena Torres
Executive Planner
torresg@plancom.org • 813.273.3774 x357

planhillsborough.org

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Gena Torres </
O=EXCHANGELABS/
OU=EXCHANGE
ADMINISTRATIVE GROUP
(FYDIBOHF23SPDLT)/
CN=RECIPIENTS/
CN=06B9F2B1E01244E9B4901D
56EF215B5E-TORRESG>

Aug 02, 2017 at 11:23 AM

To: Sabia, Taryn

3 Attachments Save ▾

RE: Joshua Frank

Thanks for following up. I've only copied you and Josh here so that I can express how hard it was to restrain from standing on my chair and cheering at the MPO meeting – not an appropriate action for a staff member!

Selfishly as a 23-year resident of Southeast Seminole Heights on Cayuga three houses off of Taliaferro, I would benefit personally from the proposal. But the increase in home value does not come close to the much greater value in connecting to friends, neighbors, and businesses. I used to think I was visionary in asking FDOT to use the green space along Taliaferro for a meandering linear trail but Josh's idea blows me away.

I just looked through the slides from yesterday (I can't find the link Rick Fernandez said was on the Tampa Heights webpage – where can I get a copy of the full presentation?) You were right on target regarding noise. For the first four years living at my house I was working at the county's Environmental Protection Commission and brought home a noise meter to document how loud the interstate can get. It still does. I've said I don't notice so much now but it's probably more that I'm over 50-years old and can't hear as well. :) Also, I had seen the last slide before showing the swath that was cleared near the interchange but every time I do it almost brings me to tears.

Thank you for professionally and respectfully presenting this alternative. It gives the neighborhood a unified focus and gives the decision-makers a hard-to-deny potential option.

<<http://www.planhillsborough.org/>> Gena Torres
Executive Planner
torresg@plancom.org • 813.273.3774 x357

planhillsborough.org

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From: Sabia, Taryn [mailto:tarynsabia@usf.edu]
Sent: Wednesday, August 2, 2017 10:16 AM
To: Gena Torres <torresg@plancom.org>
Cc: Ray Chiaramonte <ramond.chiaramonte@tbarta.com>; Josh Frank <frank.joshua1@gmail.com>
Subject: RE: Joshua Frank

Gena and Ray,
It was great to see both of you yesterday. I have copied Josh Frank to the reply and added his email below as well. The presentation Josh gave was a condensed version of the overall project. There is more in depth information including impacts related to public health. Josh and I have met with FDOT a few times now to discuss the boulevard concept.

Please let me know if there is anything I can do to assist you!

Josh Frank <frank.joshua1@gmail.com>

All the best,
Taryn

Taryn E. Sabia, Ed.M., M.Arch, MUCD
Director, Florida Center for Community Design + Research
Research Associate Professor
School of Architecture + Community Design

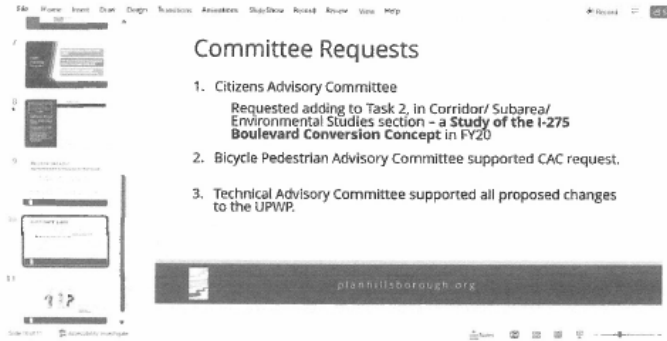
Timeline of Board Discussions and Coordination with FDOT on the I-275 Boulevard Conversion Study

May 2019 – The TPO Board voted to amend the two-year Unified Planning Work Program (UPWP), and at the request of the CAC, added a study of the I-275 Boulevard Conversion Concept in FY20. This was not a staff recommendation, but a committee recommendation reported by staff.

The study was discussed by the board members at several points during the course of the meeting. The video is available here: <https://www.youtube.com/watch?v=B7-WSyvmMGE&list=PLBMJCCG5WsHiesikcE0w1Qcl9u-zoB0w4&index=33>

Presentation slides included:





ATTACHMENT "A"

**GENERAL PLANNING CONSULTANT SERVICES – HILLSBOROUGH MPO
TASK WORK ORDER NO. RPG10**

Project Development Support for I-275 N Study

1.0 DESCRIPTION OF SERVICES

Sam Schwartz Engineering, as a sub-consultant to Renaissance Planning Group, the General Planning Consultant (GPC), for the Hillsborough MPO (MPO), shall provide professional planning services in support of a I-275 N Study. There has been local interest in studying the conversion of I-275 N from a limited access freeway to a boulevard section. The limits of the project are from downtown Tampa to an area north of Bearss Avenue.

2.0 SERVICES TO BE PROVIDED

2.1 Background and Research

The Consultant will contact MPO and FDOT staff to obtain project information and documentation to understand the history from the federal/state/regional/local point of view and from others. This will include supporters, opponents, fence-sitters, and special interest groups like local homeowner associations, chambers and environmental groups.

The Consultant shall review the following documents to be provided by the MPO and/or FDOT:

- o FDOT Heights Mobility Study;
- o FDOT Tampa Bay Next Section 7 PD&E;
- o FDOT TBX Community Engagement for the Downtown Interchange Final Report ("design charrettes report");
- o MPO study of the Florida/Tampa one-way pair (complete) and Best Practices Study for Green Noise Walls (underway, complete in a couple months);
- o HART arterial BRT study for Florida, Nebraska, and Fowler corridors (ongoing);
- o TBARTA Regional Transit Feasibility Plan (complete) and PD&E for I-275 Regional BRT (ongoing);
- o City of Tampa Streetcar Extension study (ongoing) and Tampa Comprehensive Plan – urban villages, mixed-use centers and corridors, and transit-oriented development policies;
- o Scope for upcoming HART/Tampa/Planning Commission study of TOD around streetcar and extension and arterial BRT
- o It's Time Tampa Bay Outreach Results

Data collected for the project PD&E Study shall be reviewed in depth. The proposed design speed, the proposed typical section, existing traffic volumes, existing congestion levels, future traffic volumes, crash data, environmental features and proposed right-of-way for the current concept will be evaluated to understand the importance of each component to the project.

A brief summary document will be prepared that lists available plans and studies with a brief description of the connection to I-275.

2.2 Field Reviews

After a complete and thorough review of the available project information and public feedback to date, the Consultant shall conduct a field visit with MPO and Department staff to verify on ground constraints and opportunities with the current concept design in the PD&E study. Two field reviews will be scheduled.

One travel trip will take place by Sam Schwartz and a Senior Planner to supplement Tampa office staff. A summary of the outcomes of the field reviews will be prepared.

2.3 Stakeholders Meetings

The Consultant shall conduct stakeholder listening meetings with the following agencies/groups:

- Hillsborough, Pasco and Pinellas MPO's (3)
- Florida Department of Transportation (1)
- Local resident meeting (1)
- Area business group (1)

Two travel trips will take place by Sam Schwartz and a Senior Planner to supplement Tampa office staff. Each meeting will be documented and summarized.

2.4 Develop Problem Identification Statements

After a review of the available project information and public feedback to date, the Consultant shall develop problem identification statements that impact the study. Examples of identified problems will include how to handle the design year projected traffic volumes, how to better connect communities separated by I-275, how to address or mitigate historic impacts on disadvantaged populations including public health impacts, how to maintain emergency evacuation capacity, how to improve safety on roadways in the corridor, how to anticipate and prepare for changes in land use that might be triggered by changes in roadway configuration, and so forth. Each problem identification statement shall be briefly evaluated such that the findings can be incorporated into alternative design

2

concepts. Key questions for further study will also be identified, to lay the groundwork for future phases of analysis and evaluation of alternative design concepts.

2.5 Initial Findings Summary

The Consultant shall summarize the background and research task, the field reviews task, the stakeholders meeting task and the problem identification statements in a PowerPoint deck.

2.6 Identification of Alternative Concepts

The Consultant shall identify a framework of alternative concepts that reflect the major problem statements from section 2.4. Expressway to Boulevard implementation from other cities will be identified with applicability to north Tampa. Other alternatives from other cities will be considered as well, such as freeway below-grade with plaza above, or urban design strategies to make the freeway a better neighbor (as in the FHWA EDC-4 Community Connections initiative). Alternatives will be developed to expressly address critical issues in the problem identification statements, with TDM and TSMO strategies considered. In developing these alternatives, the main question is "where will the traffic go?" and, as such, the alternatives need to consider the following:

- How will the existing and future projected traffic volumes that are proposed to be handled by I-275, a limited access freeway and interstate, be handled by a boulevard section?
- Will traffic be diverted to and impact other roadways and communities?
- What are the primary transit and mode shift opportunities?
- Will a capacity reduction adversely impact the region that uses the facility for daily commuting and hurricane evacuation?

Questions such as these will be identified and considered in alternative concept development.

The Consultant will develop up to three (3) initial sketch-level design concepts, including a summary of potential challenges, opportunities, and tradeoffs for each concept. A rudimentary analysis of a possible reduction in traffic volumes using other modes of travel will factor into the development of design concepts; no detailed traffic simulation analysis will be performed. These concepts will mostly comprise alignment and orientation concepts, including possible roadway and intersection geometries and other streetscape elements such as potential for active modes (walking, biking) and transit. It is assumed that these concepts will be prepared in Adobe Illustrator and/or CAD, as appropriate. No detailed drawings (i.e., 10% design plans) will be developed at this stage in the planning process.

One workshop will be held with stakeholders to obtain input that will aid in alternative concept development and to allow the Consultant to present initial

3

sketch-level design concepts and articulate the potential tradeoffs with each concept. A PowerPoint slide deck will be prepared to summarize work to date along with the concept alternatives for a presentation at one meeting to the Department, MPO and stakeholders. The Consultant will refine the concepts based on input and the PowerPoint slide deck will be updated for the final project documentation. The final project documentation for this task will set the stage for a more detailed analysis of the alternative concepts, identifying questions that remain to be answered.

Two travel trips will take place by Sam Schwartz and a Senior Planner to supplement Tampa office staff for the workshop and final presentation.

3.0 SERVICES TO BE PROVIDED BY THE MPO

- 3.1 Supply data, plans and all documents associated with the I-275 N.
- 3.2 Organize field reviews and stakeholder meetings.

4.0 LENGTH OF SERVICES

The date of services shall be from January 1, 2020 through June 30, 2020. However, this task shall remain open until contract completion.

5.0 ESTIMATE OF SERVICES

Details of the estimated cost are contained in Attachment "B".

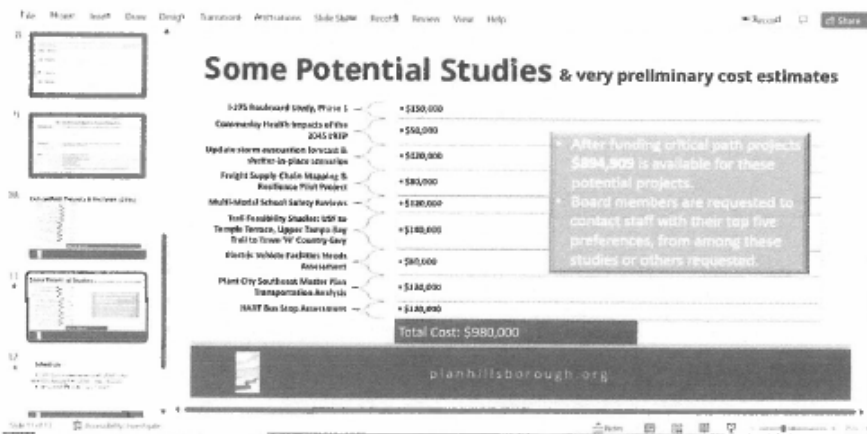
Members in attendance: Commissioners Miller, Kemp, Hagan, Overman, and Smith; Mayor Mel Jurado, Councilmen Maniscalco and Viera, HART Board Member David Mechanik, Planning Commission Member Trent Green, Janet Scherberger for Joe Lopano, Charles Klug for Paul Anderson, and Joe Waggoner. The following members were absent: Mayor Rick Lott and Cindy Stuart.

Summer 2019 – Spring 2020: TPO staff coordinated with FDOT District 7 about the approach and scope of the I-275 Boulevard Conversion Concept study that the board directed be done.

- June – Initial meeting with Sec. Gwynn and FDOT staff by Director Alden, Asst. Director Clarendon, and Sam Schwartz, a TPO planning consultant who led similar studies in other cities.
- November – TPO seeks, and receives, feedback from FDOT District 7 staff on a draft scope of work. (See attached email.)
- December – TPO consultant provides order-of-magnitude estimate of cost, including the technical analyses requested by FDOT District 7 staff, at about \$1.1 million.
- Further staff coordination on the possibility of breaking the study into phases.
- April – Alden confirms via phone with Gwynn that FDOT will accept the TPO moving forward with a Phase 1 which does not include all the requested technical analyses, at a cost of ~ \$150 thousand.

April 2020 – Staff briefs the TPO Board, at the regular monthly meeting, about the annual UPWP Update that will be acted on next month.

Staff reports on the cost of optional studies, including the I-275 Boulevard Conversion Study Phase 1. (See slide below.) Because the potential optional studies exceed the available funding, staff asks the Board members to email staff their top five preferences.



School Board Member Stuart expresses concern about the I-275 Boulevard Conversion Study, and asks, if this is Phase 1, how much will the full project cost? Staff reports the cost estimate for the full study is

uncertain but upwards of \$1 million. Councilman Citro shares Board Member Stuart's concerns. Commissioner Kemp notes that the Board vote to add the I-275 Boulevard Conversion Study last year was unanimous.

Board members in attendance: Commissioners Miller, Hagan, Kemp, Overman, and Smith; Councilman Citro, Vice Mayor Ross, Mayor Lott, School Board Member Stuart, Planning Commission Member Maurino, Mr. Klug, Mr. Waggoner, Mr. Lopano, Ms. Evans.

The video is posted here:

<https://www.youtube.com/watch?v=0R6OAcWNT98&list=PLBMJCCG5WsHlesikcE0w1Qcl9u-zoB0w4&index=23>

Between April and May 2020 - The following Board members review the list of potential projects, including the I-275 Boulevard Conversion Study Phase 1, and send their preferences to staff:

Commissioners Hagan, Smith, and Overman; Mayor Ross; Councilmen Maniscalco and Viera; School Board Member Stuart; Planning Commission Member Maurino; Mr. Waggoner and Ms. Evans.

Only one board member selects the I-275 Boulevard Conversion Study Phase 1. Staff removes it from the list of recommended projects for the UPWP Update. In May 2020, the Board approves the UPWP update for FY 21 & FY 22 without including that study.

June 2021 – At the TPO Board's annual public hearing on the Transportation Improvement Program, a number of citizens voice opposition to the Downtown Interchange "Quick Fix" project for which the Board approved right-of-way funding the previous month. Three citizens ask during live comment for reconsideration of the I-275 Boulevard Conversion concept (Sharon Graham, Joshua Frank, Lena Young Green). TPO staff reports that electronic comments received in advance of the meeting included support for the Boulevard Conversion concept from another nine citizens. The CAC Chair reports that CAC members also asked how the I-275 Boulevard concept could be advanced, including whether it could be included in the Transportation Improvement Program. Board members make several motions responding to citizen concerns, including voting to remove an I-275 lane-addition project north of Hillsborough Ave from the TIP priority list, but do not discuss the I-275 Boulevard Conversion.

Board members in attendance: Commissioners Cohen, Kemp, Myers, Overman, and Smith; Councilmen Maniscalco, Citro, and Dingfelder; Mayor Ross, Commissioner Kilton, School Board Member Vaughn, Planning Commission Member Doughty, Mr. Klug, Mr. Waggoner, Ms. Evans. Absent: HART Board Member Williams.

The video is posted here:

<https://www.youtube.com/watch?v=doDv42p1qDU&list=PLBMJCCG5WsHlesikcE0w1Qcl9u-zoB0w4&index=12>

August 2021 – The TPO Board confirms Joshua Frank, author and local champion of the "Bifurcation to Boulevard" proposal for I-275, as a TPO CAC member, nominated by School Board Member Vaughn.

Among his public presentations was a presentation of the Boulevard Conversion concept at an MPO Board meeting in August 2017.

December 2021 – At the regular monthly meeting of the TPO Board, Alden presents an overview of the new federal transportation spending authorization law, the Infrastructure Investment and Jobs Act (IIJA), and notes the new Reconnecting Communities Pilot Program grant as a potential funding source for the I-275 Boulevard Study which was removed from the UPWP the previous year after a discussion of the high price. Alden notes that the grant could provide funding for planning “either for converting into a Boulevard, or-- are there other ways that we can reconnect our communities across a major highway corridor that went through those communities and separated them.” Board members do not comment on this particular grant opportunity, which is one of many in the IIJA.

Members in attendance: Commissioners Cohen, Kemp, Overman, Myers, Smith; Councilmen Maniscalco, Citro, Dingfelder; Mayor Ross, Mayor Kilton, HART Board Member Williams, Planning Commissioner Powell, Ms. Evans, Mr. Frey, Mr. Klug. Members absent: School Board Member Vaughn.

The video is posted here: <https://www.youtube.com/watch?v=qGW5hR4IPDE>

January 2022 – At the TPO Board’s regular monthly meeting, a number of citizens voice opposition to the Downtown Interchange “Quick Fix” project for which the Board approved construction funding. One live commenter (Tony Krol) advocates for the I-275 Boulevard Conversion concept, and staff reports that several advance electronic commenters did so as well.

Members in attendance: Commissioners Kemp, Overman, Myers, Smith; Councilmen Maniscalco and Citro; Mayor Ross, Mayor Kilton, Ms. Le Grand, Mr. Waggoner, Mr. Klug, Planning Commissioner Powell. Members absent: Commissioner Cohen, School Board Member Vaughn, Councilman Dingfelder.

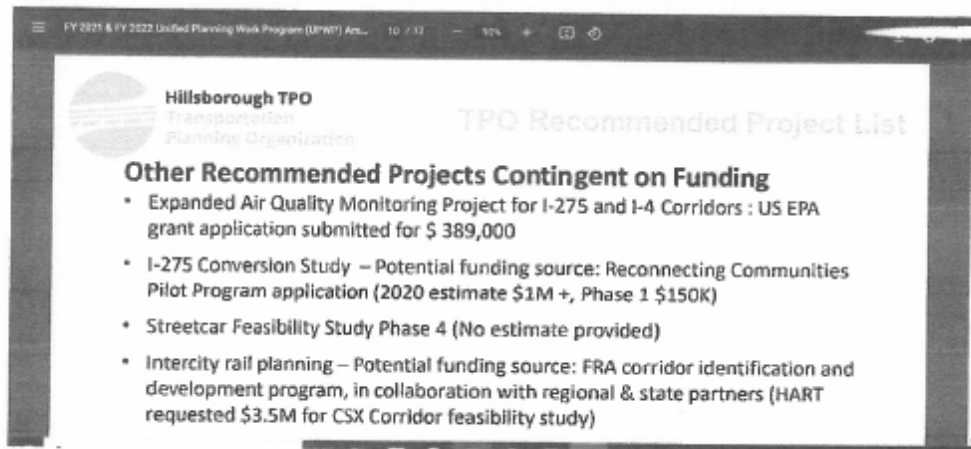
April 2022 – At the TPO Board’s regular meeting, the CAC Chair reports that the committee, in discussing the UPWP for FY 23 & FY 24, asked staff for a status update regarding the I-275 Boulevard Conversion Study, including whether it has been phased and the most recent cost estimates for a preliminary phase.

Board members in attendance: Commissioners Cohen, Kemp, Overman, Myers, Smith; Councilmen Maniscalco and Citro; Vice Mayor Cheri Donohue; Ms. Evans, Ms. Le Grand, Mr. Slater, Mr. Klug, Planning Commissioner Cody Powell. Board members absent: Mayor Kilton, School Board Member Vaughn.

May 2022 – At the regular meeting of the TPO Board, staff reports that one of the public commenters received in advance of the meeting requested that the Boulevard Conversion study be funded.

Later in the agenda, staff presents the draft UPWP for FY 23 & FY 24 to the Board. There are 13 presentation slides, with four slides itemizing the projects for the TPO to conduct during the July 1, 2022

– June 30, 2024 time period. The slide titled “Other Recommended Projects Contingent on Funding,” lists “I-275 Conversion Study – Potential funding source: Reconnecting Communities Pilot Program application (2020 estimate \$1M+, Phase 1 \$150K).” Staff notes that the cost estimates were added to this slide at the CAC’s request.



The Board approves the UPWP update unanimously.

Members in attendance: Commissioners Cohen, Kemp, Overman, Smith; Councilmen Maniscalco and Citro, Mayor Ross, Mayor Kilton, School Board Member Vaughn, Ms. Le Grand, Mr. Lopano, Mr. Slater, Mr. Klug, Planning Commissioner Powell. Members absent: Commissioner Myers.

The video is posted here:

<https://www.youtube.com/watch?v=N8dPFU84iV8&list=PLBMJCCG5WshHesikcE0w1Qcl9u-zoB0w4&index=5>

August 2020 – FHWA releases the Notice of Funding Opportunity for the Reconnecting Communities Pilot Program. The [website FAQ page](#) provides the following examples of reconnecting solutions. “The variety of transformative solutions to knit communities back together can include: high-quality public transportation, infrastructure removal, pedestrian walkways and overpasses, capping and lids, linear parks and trails, roadway redesigns and complete streets conversions, and main street revitalization.”

TPO staff discusses with FDOT District 7 staff that the TPO staff will submit an application for a grant that will fund the analyses previously requested by District 7. (Please see attached meeting notes prepared by FDOT District 7 staff.)



Beth Alden

From: Jeff Trim <jtrim@samschwartz.com>
Sent: Wednesday, December 4, 2019 8:24 AM
To: Beth Alden
Cc: Gena Torres; Rich Clarendon
Subject: RE: Scope for I-275 North Study

Hi Beth,

I wanted to follow up via email from my voice mail message last Tuesday. Our team reviewed the FDOT comments below and we were not surprised by their request as it follows closely what was discussed in our 6/24/19 meeting. As Sam mentioned to you, what they discussed in our meeting was at least a \$1M study. We understand your fiscal year budget limitation of \$150,000 for the first phase and we attempted to write a scope of services that set the foundation for the study with the funds available. It is clear the D7 wants to get straight to the point of detailed analysis. We can certainly expand the scope to be all inclusive of their request and would need to work with a very experience local modeling firm to run the models. We see very rough budgets required to meet the FDOT request as:

\$150k travel demand modeling/projections/diversions
\$150k alternatives development & screening level traffic analysis
\$300k detailed traffic analysis including intersecting roadways per FDOT's request and for 3 horizon years
\$150k TDM strategies, transit impacts, etc.
\$100k report
\$200k outreach, meetings, and presentations (incl travel)
\$50k project management and coordination
\$1.1M preliminary budget guesstimate

Options we see are

1. Rewriting the scope with FDOT to see what they can agree to with the first \$150,000
2. Writing a complete scope and assembling a team of two to four GPC consultants to set a total fee and schedule and starting work with \$150,000 of "seed money"
3. The MPO writing an RFP and advertising the project

I will give you a call later this morning to touch base.

Jeff

Jeffrey D. Trim, PE, PTOE
Executive Vice President + Principal in Charge

Sam Schwartz

jtrim@samschwartz.com
office: (813) 289-7771
direct : (813) 467-7511
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OTHER ISSUES ARISING FROM THE UNAUTHORIZED USE OF THIS MESSAGE BY UNAUTHORIZED RECIPIENTS.
Please notify the sender immediately if you have received this e-mail in error.

From: Beth Alden <aldenb@plancom.org>
Sent: Monday, November 25, 2019 3:15 PM
To: Jeff Trim <jtrim@samschwartz.com>
Cc: Gena Torres <torresg@plancom.org>; Rich Clarendon <clarendonr@plancom.org>
Subject: FW: Scope for I-275 North Study

Jeff, let's schedule some time to talk about how to respond. Are you in the office this week?

Thanks,
Beth



Beth Alden, AICP - MPO Executive Director

813-273-3774 x318 • 813-748-5081 cell

PlanHillsborough.org

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From: McKinney, Edward <Edward.McKinney@dot.state.fl.us>
Sent: Monday, November 25, 2019 1:29 PM
To: Beth Alden <aldenb@plancom.org>
Cc: Gwynn, David <David.Gwynn@dot.state.fl.us>; Moss, Richard <Richard.Moss@dot.state.fl.us>; Hampton, Marshall <Marshall.Hampton@dot.state.fl.us>; Hall, Justin <Justin.Hall@dot.state.fl.us>; Bogen, Kirk <Kirk.Bogen@dot.state.fl.us>; Gao, Ming <Ming.Gao@dot.state.fl.us>; Spitz, Kenneth <Kenneth.Spitz@dot.state.fl.us>; Price, Alice <Alice.Price@dot.state.fl.us>
Subject: FW: Scope for I-275 North Study

Hello Beth,

Thanks for allowing us to review the scope. Here are some comments from the team (I cut and pasted so there may be duplicate comments):

General Planning Consultant Services – Hillsborough County MPO Task Work Order No. RPG10, Project Development Support for I-275 N Study (Boulevard Section), was reviewed for reasonableness and consistency with area transportation plans, and traffic engineering best practices. Please note these observations/comments are not intended to be inclusive of all omissions and errors, it remains the responsibility of the Consultant to ensure the quality of the report.

Overall, the scope appears to be a planning level exercise to develop design concept alternatives the to I-275 SIS facility without specific design traffic. The deliverables will be three or four boulevard alternatives absent of the capacity established in the no-build I-275 scenario.

Specific Comments:

1. This scope of services needs to include an analysis of the traffic impacts associated with the Alternative Concepts in the proposed conversion of I-275 from a limited access freeway to a boulevard section.
2. The traffic analysis of the Alternative Concepts (boulevard section) needs to be compared to a No-Build (limited access freeway) alternative. This should include a diversion analysis that will need to be done to see what the impact of a boulevard would have on the entire system, including I-75 and Dale Mabry Hwy, plus all of the local roads in between. What would the impacts be to the region?
3. At a minimum, the impact area of the traffic analysis should include I-275 from Bearss Avenue to Tampa Street as well as the adjacent roadway network which consists of Florida Avenue, Nebraska Avenue, Tampa Street, Highland Avenue, Bearss Avenue, Fletcher Avenue, Fowler Avenue, Busch Boulevard, Waters Avenue, Sligh Avenue, Hillsborough Avenue, SR 574 (Martin Luther King Jr. Boulevard), Floribraska Avenue and Scott Street.
4. It is unclear how alternative concepts can be sketched out without a traffic analysis.
5. The analysis should include an existing year, opening year and a design year (2045).
6. Existing AADT traffic counts information can be used.
7. Travel demand forecasting should be conducted for this project to determine the year 2045 volumes.
8. The feasibility of the Alternative Concepts (boulevard section) analysis and the comparison of the No-Build (limited access freeway) alternative for the opening year and design year (2045) can be determined using generalized service volumes from the FDOT Quality/LOS Handbook.
9. A traffic methodology statement would need to be approved by FDOT District office, FDOT Central Office and possibly FHWA.
10. If the Alternative Concepts (boulevard section) is determined to be feasible by FDOT using generalized service volumes, then a more detailed traffic analysis will be needed.

Additional comments per each of the scope sections:



I-275 N Study COMMENTS:

1. DESCRIPTION OF SERVICES section -

- State whether the limits of construction extend beyond the limits of I-275 ROW and which surface roads will be analyzed/included in the study.

2. SERVICES TO BE PROVIDED

2.1 Background and Research -

- Add Port Tampa Bay Master Plan/ Vision 2030 document for review.

2.2 Field Reviews -

- Please clarify which PD&E study are being evaluated?

2.3 Stakeholders Meetings -

- When the consultant conducts "stakeholder listening meetings" Please clarify what the term "listening meeting" is. The term doesn't provide the stakeholder or reader of this "Scope" any substantive information to garner stakeholder dialogue/debate.
- Include City of Tampa as a stakeholder. I-275 from an area north of Bearss Avenue to Downtown Tampa is approximately 8.5 miles. And 6.22 miles of the 8.5 mile segment (or 73%) of the study area is within the City of Tampa, city limits.
- Include Port of Tampa as a stakeholder. One of Port Tampa's competitive factors is there excellent road and rail infrastructure. A portion of that infrastructure relies on I-275 as currently constructed. The excerpt below is taken from Port Tampa Bay Master Plan/ Vision 2030 – Executive Summary



15

- Require at least (3) local resident meetings and (3) Area business groups meetings in some form of geographical fashion (perhaps the southern third central third and northern third of the study area). Geographical spacing will solicit a broader range and perspective on potential Strengths, Problems, Opportunities and Threats (SPOT).

2.4. Develop Problem Identification Statements –

- Utilize SPOT analysis information gathered during the "listening meetings" to justify "Problem Identification statements".

2.5 Initial Findings Summary –

- No comments

2.6 Identification of Alternative Concepts –

- All concepts should articulate the amount necessary public and private right-of-way to make the concept work.

Other comments:

- We would like to have an objective, unbiased study. Thus, my expectation is that people who have been vocal advocates for or against the conversion would not be part of the study team.
- There should be an analysis of the impacts to other roadways as a result of a conversion, and the list of mitigating strategies required.
- If there is just one public meeting, I would suggest it be somewhere between I-4 and Pasco County, so that the most users of the roadway would be able to attend. Or have one in Hillsborough and one in Pasco.
- There should be discussion regarding the potential payback of federal funds and what that funding source would be.
- FHWA needs to be an identified stakeholder and contact source.
- Stakeholders should include First Responders, USF, and identify other regional users that depend on I-275. Should the consultant identify stakeholders as scope element rather than be told who the stakeholders are?

4

- Local residents are not the only users of the system. How will regional users be involved and their input used?
- One workshop does not seem enough to cover a regional system.
- Will costs and impacts (ROW, transit) be identified?
- The name of the study should be changed to reflect its intent which is to convert I-275 interstate to a boulevard (i.e. I-275 Conversion to Boulevard or something to that extent)
- 6 months doesn't seem like an adequate amount of time to thoroughly review and study what the impacts of the boulevard concept
- Public outreach to stakeholders are light. They need to contact other industries to get a full picture of that corridor's use. Trucking, tourism (Port of Tampa Bay, Busch Gardens, Adventure Island, Lowry Park Zoo, et cetera), transit, communities outside of the urban core area (Pasco County, New Tampa, East Tampa, Temple Terrace, et cetera), and professional industries (concrete batch plants and other time sensitive material companies).
- They need to spell out how they are going to model the traffic and how they are going to balance the model. This should include review time by the FDOT and local agencies.
- They will also need to do a swag of what the cost of this conversion will be and where they think the funding will come from as well as overall schedule.
- They need to schedule time with FHWA, FTA, FRA and FDOT OEM to have them mention their concerns.

Our biggest concern is that this not become a marketing piece for the Boulevard concept. It needs to be an objective study.

Ed McKinney
D7 Planning and Environmental Administrator
813.455.1130



From: Beth Alden [mailto:aldenh@plancom.org]
Sent: Tuesday, November 19, 2019 2:38 PM
To: McKinney, Edward <Edward.McKinney@dot.state.fl.us>
Cc: Gena Torres <torresg@plancom.org>; Rich Clarendon <ClarendonR@plancom.org>
Subject: FW: Scope for I-275 North Study

EXTERNAL SENDER: Use caution with links and attachments.

Hi Ed,

I think we have gotten the draft scope to a reasonably acceptable state. We would appreciate your staff's comments before we finalize this.

Thanks much,
Beth



Beth Alden, AICP • MPO Executive Director

813-273-3774 x318 • 813-748-5081 cell

PlanHillsborough.org

All incoming and outgoing messages are subject to public records inspection.

From: Jeff Trim <jtrim@samschwartz.com>
Sent: Thursday, November 7, 2019 11:04 AM
To: Beth Alden <aldenh@plancom.org>
Cc: Rich Clarendon <clarendonr@plancom.org>; Gena Torres <torresg@plancom.org>
Subject: Scope for I-275 North Study

Hi Beth,

Please review Section 2.6 for updates based on our 10/25/19 conference call.

Thanks - Jeff

Jeffrey D. Trim, PE, PTOE

Sam Schwartz

jtrim@samschwartz.com

o: 813.467.7511

c: 813.309.0600

2002 N. Lois Avenue, Suite 280

Tampa, FL 33607

#1 in the industry
Top 25 environmental firms

FDOT/Hillsborough TPO
Monthly Coordination Agenda

August 30, 2022 | Microsoft Teams Meeting

Hillsborough TPO Topics

- Committee/Board Calendar Review [2022 TPO Committees and Meetings.xlsx](#)
 - FDOT Westshore Interchange Pedestrian and trail connections (PM: Mary Lou Godfrey) confirmed for Policy-September 14.
 - FDOT Electric Vehicle Plan (Presenter: April Combs) confirmed for Policy-September 14
 - 5310 Program Update (Presenter: Tracy Noyes) confirmed for Transportation Disadvantaged Coordinating Board-October 28
 - 445652-1 Fowler Ave from Florida Ave to 56th St PD&E Study (PM: Craig Fox) confirmed for CAC-November 2, TAC-November 7, BPAC + LRC- November 30, Board-December 14
 - FDOT District 7 Safety Update (Presenter: Peter Hsu) confirmed for Policy-December 14
- ETDM Reviews
 - Lizzie presented the ETDM Checklist that the TPO has put together to assistance while reviewing projects.
- Letters of Consistency for Grant Application
 - The department will need 1 month notice to get letters of consistency processed.
 - The TPO will apply for the Reconnecting Communities Program for "North I-275 Corridor Community Vision." No letter of consistency will be requested from the district.
 - Beth requested a meeting to discuss the PROTECT program (competitive and formula funded options). Meeting scheduled for 9/22/2022 at 11am.
- 444199-1 Walk/Bike Safety Outreach on High Injury Network Update
 - The TIP/STIP Amendment is scheduled to go to the October TPO meetings. Once approved, the contract will be executed in November. The Safety team is currently working with CUTR on the scope.
 - Gena volunteered to help out with this initiative by getting a list of stakeholders involved or anything else. D7 safety office notified.
- Timing of East Tampa Corridor Coalition Group(s)

Except
From TPO's "Narrative" included in
Reconnecting Cities Grant submitted
to Feds

Federal, State, and local governments across the U.S. have a longstanding history of racist, xenophobic, classist, and otherwise discriminatory practices and policies within the fields of transportation, housing, land use, and comprehensive planning. They created and reinforced racial, ethnic, and class-based segregation in cities and counties throughout the country that resulted in longstanding inequities that continue to this day. Until we own the mistakes of the past, we cannot create an equitable future.

This proposal is for a planning study to look at the feasibility of options to make I-275 a better neighbor, including the possibility of re-envisioning the highway as an at-grade boulevard. The seed that sparked the idea for this proposal, stems from the community and a concept presented as a master's thesis in 2019. The TPO board requested additional study of the concept and after staff investigation, the study proposal was shelved because the cost of the full technical analysis would have required about a third of the agency's annual budget. The RCP grant program therefore provides an opportunity to evaluate a potentially transformative concept for Tampa that could not seriously be considered with existing resources. This study is intended to be the first step in reconnecting the communities that were systematically torn apart by the construction of I-275 through historically racist planning and policy strategies.



**Tampa Interstate Study Supplemental Environmental Impact Statement (SEIS)
Community Input on 14th/15th Street Access Changes**

Date: February 25, 2020
Time: 8:00 – 11:00 AM
Location: VM Ybor

Attendees	
• Ed McKinney – FDOT D7	• L'Tonya Evans – Academy Prep
• Alice Price – FDOT D7/GEC	• Tammy Vallone – Academy Prep

FDOT visited the VM Ybor community, specifically the Academy Prep Center of Tampa (1407 E Columbus Dr, Tampa, Florida 33605), to let the staff know about the proposed changes at I-275 and 14th/15th Streets and learn more about the school's operation. The following bullets summarize the conversation:

- The Academy is a charter school for grades 6-8. There are around 200 students and 40 staff from all throughout the Tampa Bay area.
- There are no busses, so students arrive via personal vehicles and typically use 15th Avenue (southern edge of property) for drop off/pick up.
 - AM Peak – 6:45am-7:30am
 - PM Peak – 5:00pm-6:00pm (4:30pm on Fridays)
- Academy and Dream Center (one block to the north) share the parking lot between Columbus Dr., 17th Ave., and 15th St. There is no plan to redevelop at this time.
- Academy noted accident where car crashed into their fencing near the corner of 15th St. and 15th Ave.
- FDOT explained the proposed improvements including changes in access at 14th/15th Streets.
- Access at 14th/15th could be a positive impact for their parents and staff in that it provides a more direct route to the school.
- Academy's concerns:
 - Safety along 15th St.
 - Need traffic calming
 - Would like better signage indicating school zone
 - Ped/bike safety very important to school
 - Opportunity for painted crosswalks

FDOT also visited La Segunda Bakery (2512 N 15th St, Tampa, Florida 33605) and spoke with the store owner, Copeland More. The following bullets summarize the conversation:

- The previous alternatives would've impacted La Segunda's parking lot (currently fronts 15th St.).
- FDOT explained the proposed improvements including changes in access at 14th/15th Streets.
- Access at 14th/15th could be a positive impact for their patrons and staff in that it provides a more direct route to the bakery.
- La Segunda is looking to expand to the west at the current location but were waiting until decisions about the interstate were made.



- La Segunda's concerns:
 - Safety at 15th Street and 14th Avenue.
 - Several accidents in front of their building, particular concern for patrons using their parking lot on 15th St.
 - Need to better enforce speeding and wrong-way driving.
 - Bike/ped safety is important.

During the site visit, FDOT noted redevelopment opportunities throughout the area along 14th/15th Streets north of I-275. Two cigar factories are currently being rehabbed. There are several empty storefronts for sale and rent. There are active businesses near Columbus Dr that could benefit from more direct access at 14th/15th Street. The Cascaden Pool and Park is busy on weekends. The Dream Center is a Grace Family Church ministry for mentoring youth after school. Bicycle and pedestrian safety should be a focus of any future plan.

Date: February 27, 2020
Time: 8:00 – 11:00 AM
Location: VM Ybor/East Tampa

Attendees	
• Ed McKinney – FDOT D7	
• Alice Price – FDOT D7/GEC	

FDOT visited the VM Ybor/East Tampa community to let businesses and residents know about the proposed changes at I-275 and 14th/15th Streets and learn more about how the community feels about the proposed improvements. FDOT went door-to-door visiting residents and businesses on 15th Street from 14th Ave. to 21st Ave. FDOT left behind a 2-page fact sheet of the 14th/15th Street access changes and the LPA brochure. FDOT spoke with residents at the following addresses:

- 2611 15th Street (Amanda)
- 2901 15th Street (Mike Coleman)
- 2903-2905 15th Street (Ernest)
- 2909 15th Street (Lena)
- 2917 15th Street (Kat)
- 2919 15th Street
- 2921 15th Street (Ray)
- 2923 15th Street (Najah and Miray)

The following bullets summarize the conversations with the residents:

- Proposed improvements seem to make sense.
- Could be an economic benefit to local businesses.
- Concerns about traffic on 15th St.
- Lots of crashes near La Segunda.
- Traffic calming must be considered, like speed bumps/tables or speed reduction signs.
- Speeding and wrong way driving are common infractions.



- Concerns about accommodating Green Spine and potential loss of on-street parking in front of their homes.
- Bicycle and pedestrians need to be protected.
- Special and sporting events on weekends at the park put a strain on the available parking.

FDOT also spoke with the following businesses:

- 1517 E 17th Ave, Tampa, FL 33605 - Tommy's Wholesale (Anna)
- 1502 E Columbus Dr, Tampa, FL 33605 – Columbus Tires (Roberto)

The following bullets summarize the conversations with the businesses:

- The produce company ships all over region. Proposed improvements would improve their delivery truck access.
- Business access to the tire shop would be enhanced.

Date: March 2, 2020
Time: 8:00 – 11:00 AM
Location: Historic Ybor

Attendees	
• Ed McKinney – FDOT D7	• Elaine Illes, IPI
• Alice Price – FDOT D7/GEC	

FDOT visited the Historic Ybor community to let residents know about the proposed changes at I-275 and 14th/15th Streets and learn more about how the community feels about the proposed improvements. FDOT went door-to-door visiting residents on 12th Ave. from 10th St. to 13th St. FDOT left behind a 2-page fact sheet of the 14th/15th Street access changes and the LPA brochure. FDOT spoke with residents at the following addresses:

- 2302 N. 12th St. (Bruce and James) – 41 years
- 1203 12th Ave. (Caregiver)
- 1205 12th Ave. (Corey)
- 2306 N 13th St. (Frank Accetta) – 33 years
- 1209 N. 12th Ave.
- 1213 N. 12th Ave. (Ron)
- 1219 N. 12th Ave. (Mikey)
- 1020 N. 12th Ave. (Jay)
- 1013-1015 N. 12th Ave. (Earlene Kennedy)
- 1027 N. 12th Ave. (Darlene Hopkins) – 36 years

The following bullets summarize the conversations with the residents:

- Noise isn't really an issue with the existing noise wall.
- Proposed improvements seem to make sense.
- Access to the neighborhood would improve.
- Community garden or trail is a good idea.
- Dog parks may not be as popular and harder to maintain.



- Landscape and amenities should be low maintenance.
- May need to fence off property to keep people from dumping.
- FDOT contractors need to improve their weed-eating and pick-up of downed trees and trash.
- Need to be aware of potential homeless issues, but situation is better because FDOT demolished the vacated house and the other structure is going to be moved and rehabbed.
- Something needs to be done to the interstate to improve it.
- Concerns about more traffic on 14th/Nuccio.
- Traffic calming should be considered.

FDOT also spoke with the Hillsborough Children's Board (1002 E Palm Ave, Tampa, FL 33605). The following bullets summarize the conversation:

- Last year, the Children's Board hosted 1,000 to 1,200 people per month, averaging about 4,000 people/ quarter
- There are 40 employees that drive in from all over the county.
- The proposed improvements would improve access to the facility.
- They currently send people on the local roads to access versus the interstate to avoid the back-ups on the interstate.

A copy of the 2-page fact sheet on the proposed improvements to 14th/15th Street and the LPA brochure that FDOT distributed to businesses and residents is attached.

DRAFT

**HILLSBOROUGH TRANSPORTATION PLANNING ORGANIZATION BOARD
HYBRID MEETING JANUARY 25 2023
DRAFT MINUTES**

I. CALL TO ORDER *(Timestamp 0:00:12)*

Commissioner Myers, called the meeting to order at 4:01 PM and led the pledge of allegiance. The meeting was held in person and virtual via WebEx.

II. ROLL CALL *(Gail Reese, TPO Staff) (Timestamp 0:00:13)*

The following members were present in person: Commissioner Gwen Myers, Mayor Andrew Ross, Commissioner Michael Owen, Commissioner Joshua Wostal, Commissioner Henry Cohen, Commissioner Pat Kemp, Councilmember Joseph Citro, Councilmember Lynn Hurtak, Mayor Nate Kilton, Charles Klug, Angela Paye Esq., Planning Commissioner Steven Bernstein

The following members were present virtually: School Board Members Jessica Vaughn, Greg Slater

The following members were absent/excused: None

A quorum was met in person.

A. Vote of Consent for Remote Member Participation.

Mayor Ross moved, seconded by Commissioner Cohen; by voice vote, the motion passes unanimously.

III. PUBLIC COMMENT ON AGENDA ITEMS *(Timestamp 0:01:54)* (15 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.

There was discussion about shortening the time each person signed up for public comment could speak. It was decided to allow each speaker to have the noted 3 minutes.

- **Dr. James Davidson:** Noted that the community for the road in question is a regional corridor and interstate. Stated that there has been no proof shown that removing I-275 is productive. It was noted that the language in the grant will make its way to the governor. Suggested that a decision not be made at this meeting but, instead, put it on the next ballot and let the people of Hillsborough County decide what they want.

- **Sharon Calvert:** Reminded the Board of the packet with the timeline of this project since 2017. Encouraged the Board to take action today, not keep it going, and rescind the grant. The surrounding counties, FDOT, and Tallahassee were not informed of this grant application. Noted that this will get to Tallahassee. This Board should not be planning and studying things that are not going to happen. Suggested that the Board put widening I-275 on the ballot. Noted that the last page of the grant application is concerning. Asked to put the widening of I-275 from Hillsborough to Bearss back in the TIP and get it funded.
- **Rick Fernandez:** donated his time to Joshua Frank.
- **Christine Acosta:** was to donate her time to Joshua Frank, Christine could not get connected to the call. Made HTV aware and they attempted to work it out.
- **Joshua Frank:** Reviewed his background with this project. Is on several boards and committees. Stated that he is no longer a student and that this is what he does for a living. Went over other projects that are happening nationally. Tampa has a long way to go with transit. He had a hand in writing some of the early versions of the Reconnecting Communities grant program that never made it to the floor. Cathy Castor was co-signing the original legislation. This is not new, it has been talked about for years by this Board and the CAC. The grant application has been active for several months. Mr. Frank listed other highway removal campaigns he is working on around the country including in St. Petersburg. Noted that the project is not political, it is data-driven. Has reached out to all of the TPO Board members to provide more information if they would like it. Noted that there are two funding sources in the Reconnecting Communities Act so the City of Tampa project is not competing with the I-275 planning project. The act was written in such a way that communities that apply for both have a good chance of winning both. The Boulevard Project for I-275 is from the Downtown Interchange to Bearss only. The grant application is for more than the boulevard piece and throwing away this potential grant money for one stipulation is misguided. Streets under the interstate have a lot of potentials that could be determined with the study. The TPO Board has the option to adopt all recommendations, some, or none from the study.
- **Maggie Dougherty:** Supports the retraction of this grant. Encourages the TPO to prioritize improving road capacity and functionality rather than reducing it.
- **Lena Young Green:** Have worked many years at improving transportation in the community. Noted that the boulevard project would significantly improve the urban corridor. Looking at other areas, it has been shown that there are other ways to improve transportation in the urban core other than interstates. It was asked that the TPO Board support the application as it addresses the past separation and the ongoing separation as the interstate widens. Asked the TPO Board not to retract the application and to look at ways to reconnect the communities impacted now and in the future.
- **Chris Vela:** Believes in this project. There have been several meetings with stakeholders since its inception in 2017. Asked that it be kept moving forward. There was a UPWP meeting that

addressed this project and its funding. A lot of time and effort has gone into the boulevard project; it does not make sense to waste that. It has been an open book. The Obama administration talked about removing highways. There are over 7500 miles of road in Hillsborough County, there are many ways to get places. The TPO Board needs to honor their previous votes. This is showing that we are looking at innovations.

- **Hoyt Prindle:** Noted that this grant application has been in the works for a while, it was well thought out when originally approved by the TPO Board. It is moving forward with 21st-century solutions to 21st-century challenges.

IV. COMMENTS RECEIVED IN ADVANCE OF MEETING (Davida Franklin, TPO Staff) (*Timestamp 0:26:32*) Can be found at the end of the minutes: [Social Media](#) and [Email](#)

V. ACTION ITEMS:

A. Reconsideration of Submitting Grant Application for the Reconnecting Communities Pilot Program (Amber Simmons, TPO Staff) (*Timestamp 0:00:00*)

- Review of the Reconnecting Communities Pilot Program Grant Application
 - Looked at the timeline from May 2019 – May 2022
 - Showed slide from TPO’s IJJA grants overview presentation.
 - Went over Eligible Activities for the Planning Grant
- Review of language from the grant application – TPO Proposal, TPO Proposed Budget.

Recommended Action: Consider withdrawing the RCP grant application.

Discussion:

- Budget clarification was requested. It was asked if the Boulevard project is the only concept in the grant application. No, several options would be considered along with traffic implications. It was asked why it was recommended to pull the application.
- The ideas of the improvements under the interstate would improve the walkability and bikeability of the community.
- It was asked what approvals would be necessary if an at-grade recommendation would come back. The recommendations would come from the TPO Board based on the study findings. The process will involve the life span of the bridges/ overpasses.
- There is a concern with the volume of traffic from other places and the surface volume impact. It was asked how much of the study would be committed to the Boulevard. FDOT expressed that the removal of I-275 is not something that they support for many reasons. If a study is pursued, public involvement would be required to include other counties. FDOT said they did not see anything in the grant that is not biased toward the Boulevard. They are

looking at other solutions to help the community. It was expressed that there was no input from the community when the interstate was built.

- It was brought up that the Tampa City Council voted unanimously to support the grant. The goal is to support the communities and improve connectivity. It was noted that it is difficult to get around the interstates and that they are ugly and not well maintained under them. The grant will study what can be done and what the people want.
- It was brought up that the users of the system from Bradenton to north of the Interchange will completely disrupt the communities. This solution is not realistic until there are alternatives to what currently exists. Right now, this region is not there yet. It was noted that the TPO Board could direct staff to reapply in the next cycle minus the Boulevard part. It was noted that the original TPO Board vote may have been taken without the full information and that the Federal Government may consider this to be lying as the TPO is not looking to consider removing the highway. Taking down the interstate comes down to its useful life. There are many possibilities to redesign the corridor.
- This must be a data-driven project. It was noted that not applying for the grant would lose the study to get the data. The public has expressed that they want the study done. It was noted that this project has been discussed for many years. The makeup of the TPO Board has changed which has changed the opinion of the Board. There were many possibilities when there was hope that the Transportation Tax referendum might pass. With that not passing, until other work is done first, addressing I-275 should not be touched.
- It was asked what the danger of keeping the application in and the study being funded where there is no obligation to do anything with the results. FDOT said that a good portion of the grant would be committed to the Boulevard part. The studies and public involvement can be done internally. There are several alternatives that are being done by FDOT with current studies and projects. It could possibly hinder other things that can be done.
- It was asked why FDOT is against taking down the interstate. I-275 is a major regional facility. Taking it out would require widening several roads around it, it is a major evacuation route, and it is a major freight route. It was asked if public engagement on this topic would get people's hope up around something that FDOT does not want. FDOT wants to work with the communities and the TPO for alternatives but taking down the interstate is not practical.
- It was asked where the dollars would be programmed if the grant were to go through and if there is a risk of having to pay back the study money if the recommendations are not acted on. This study is prior to environmental impact studies, and this is a very preliminary study. It was noted that Pasco and Pinellas committed to holding stakeholder engagement as part of the study.
- The Port was asked for their opinion. The Port has noted they like as many options as possible. Much of the freight goes out by rail. A portion does go out by truck. If the interstate is not there, the freight will have to utilize surface streets.

Charles Klug moved to accept the staff recommendation to withdraw the grant application, seconded by Commissioner Wostal. With the roll call vote, the motion passes 11 to 5.

VI. ADJOURNMENT – The meeting adjourned at 5:18 PM

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

Social Media

Facebook:

1/23 (Regarding a post about the special board meeting, FDOT open house, and BOCC transportation workshop)

Mike Lamarca

Your post-it note forgot the most important one. Isn't BPAC meeting on Wednesday, 25 Jan, upstairs on the 18th Floor of County Center at 1730? Don't skip over the good stuff.

1/24

Rick Fernandez

These comments are intended for consideration during the TPO Board meeting scheduled for January 25, 2023, at 4:00 PM.

The singular topic noticed for the meeting is "Reconsideration" of the Reconnecting Communities (RCP) Grant Application submitted in October of 2022.

1. I note procedural objections to this meeting: (i) I received notice via a Constant Contact email dated January 19, 2023, six days in advance of the meeting. As I understand it, no other formal notice has been circulated to the public and Constant Contact notices are sent only to those who have "opted in" for that platform service. On information and belief, several members of the TPO CAC, for example, were not so notified; (ii) The scheduling of this meeting at 4:00 PM on a Wednesday, coupled with deficient notice, suggests an effort to curtail attendance and input by the public. There is no apparent reason for the "special" nature of this meeting. The issues could be addressed, with proper notice, at the next regularly scheduled TPO Board meeting in February; (iii) The TPO Board meeting is scheduled for a total of 30 minutes (4:00 – 4:30 PM), with 15 minutes set aside for public comment. This time increment leaves little time for substantive discussion in the Sunshine and offers almost no time for TPO Board members to be educated on the substance and process underpinning the subject grant application. Taken as a whole, the procedural lead up to this meeting suggests an effort to check a box necessary to accommodate a predetermined result ... namely, the withdrawal of a grant application intended to fund a study at least four years in the making. (Note: feasibility study first approved by TPO Board May 2019).

2. FDOT D7 leadership has stated before this TPO Board that the Reconnecting Communities Grant Application was submitted without FDOT knowledge. As noted in the agenda materials presented by staff, FDOT had actual and/or constructive notice of this application since at least May 2022. FDOT has had actual and/or constructive knowledge of the TPO Board-approved Boulevard Tampa feasibility study since May 2019. The Boulevard Tampa feasibility study is one of several potential beneficiaries of the anticipated RCP Grant funds.

3. FDOT D7 leadership has stated on several occasions before this TPO Board that the RCP Grant Application submitted through TPO Staff is in competition with another RCP application submitted by the City of Tampa regarding Ashley Blvd. The claim of competing/conflicting interests is false. The applications seek funding from separate funding sources and arguably complement each other.

4. It has been suggested the RCP Grant application could “embarrass” the county. It is not difficult to find cause for embarrassment in the realm of City and County transportation/transit initiatives. With respect, seeking money through a federal program to help study and envision a new future for Tampa’s urban core and the highway infrastructure it has supported for 60 years, is not a cause of embarrassment. On the contrary, the RCP Grant, if awarded, may help to reveal one or more bright spots on our transportation horizon. A way forward that does not involve more and wider roads bifurcating communities.

5. The RCP Grant application is well-crafted work product, reflecting years of history and community input. It deserves the continued support of this Board and the chance to rise or fall on its merits.

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

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

Email

The Board Folder was emailed to the TPO Board on 1/24/2023 – Available upon request.

Comment that came in after 5 pm cut-off

- **Bobby Creighton – Supports the Reconnection Communities Grant application**
 - This grant makes possible the study of an at-grade alternative to I-275 within Tampa.
 - This alternative has garnered widespread public support.
 - The Tampa City Council recently voted unanimously to support the grant application
 - Other cities are actively taking steps to replace urban highways or study the concept

- Provided links to the resources to support the conversion of highways
- **Ramond Chiamonte, FAICP, former TPO Executive Director – Supports the Reconnection Communities Grant application**
 - Not pursuing the grant because it includes the boulevard concept would cause the TPO to lose all the other opportunities for studies of the highway
 - Regardless of the route, it is a transportation asset to the region
 - It is a major regional facility serving a much larger metropolitan area than just the adjacent neighborhoods near the roadway
 - The Tampa Bay has the least amount of highways for a community of its size (for example Orlando has a smaller population but more highways)
 - I-275 can support a high-speed bus rapid transit system using either dedicated lanes or hardened shoulder lanes because soon Tampa will connect to Orlando and Miami via the Brightline high speed rail project and will need a way to distribute and connect people from the region to that project
- **Mauricio Rosas – Supports the Reconnection Communities Grant application**
 - Difficult working with FDOT for citizen-led efforts
 - Disagrees with a regional MPO merger due to existence of the Tampa Bay Transportation Management Area (TMA) Leadership Group that discusses regional planning
 - A growing City of Tampa and Hillsborough County budget could provide a 15% match for state dollars or 25% match for federal dollars
 - Life experiences of some legislators makes it difficult for them to envision certain concepts like a bike boulevard

Full comment from Bobby Creighton

Hello TPO Board,

I will not be able to participate in public comment for this Thursday's TPO Board meeting because I work regular business hours, but I wanted to voice my opinion in support of the TPO pursuing the Reconnecting Communities Pilot Program Grant Application.

This grant would make possible the study of an at-grade alternative to I-275 within Tampa. This alternative has garnered widespread public support. Moreover, the Tampa City Council recently voted unanimously to support the RCP application. Please see the slides at the following link for information about the boulevard concept and other statistics relevant for the functionality of I-275 within City of Tampa limits: <https://planhillsborough.org/wp-content/uploads/2016/05/Hwys-to-Blvd-presentation.pdf?fbclid=IwAR34LEEAruSOTBs6m9VYfjuss5YNO2EvFajciC0qQenrPz6GQk8CqY5xf9c>

The Congress for New Urbanism, an organization with the aim to "provide resources, education, and technical assistance to create socially just, economically robust, environmentally resilient, and people centered places," identified the 11-mile stretch of I-275 in Tampa in their Freeways Without Futures

report. See that report here: https://www.cnu.org/highways-boulevards/freeways-without-futures/2021?fbclid=IwAR05Pln_8C0aQta5Q14LYKLszpuRKJIn10X9z21ddqB50yaF7DcB4gcgw6g#275

Urban highway removal is not the cause of fringe urbanite activists. In fact, many governments in the developed world have recognized that urban highways are detrimental across a myriad of domains and have actively taking steps to replace them with alternatives that promote the economic, social, and medical wellbeing of residents. Cities that have completed such projects include:

Boston, Massachusetts	Montreal, Canada	Portland, Oregon
Chattanooga, Tennessee	New York City, New York	Providence, Rhode Island
Madrid, Spain	Oakland, California	Rochester, New York
Milwaukee, Wisconsin	Paris, France	Seattle, Washington
Seoul, South Korea		

Additionally, the following cities have committed to removing urban highways or sections of highway:

Detroit, Michigan	Somerville, Massachusetts
New Haven, Connecticut	Syracuse, New York

Even more cities have urban highway removal under official study, including:

Arlington, Virginia	Boston, Massachusetts	Dallas, Texas	Rochester, New York
Austin, Texas	Buffalo, New York	Kansas City, Missouri	Seattle, Washington

Plans for highway removal have also been proposed, but not officially studied or adopted, in the following cities:

Atlanta, Georgia	Hartford, Connecticut	Oakland, California	St. Paul, Minnesota
Denver, Colorado	Indianapolis, Indiana	Pasadena, California	Tampa, Florida
Duluth, Minnesota	Long Beach, California	Portland, Oregon	Erie, Pennsylvania

New Orleans, Louisiana	San Francisco, California	Flint, Michigan	Seattle, Washington
------------------------	---------------------------	-----------------	---------------------

New York City, New York

For a comprehensive review, see this article from the New York Times: <https://www.nytimes.com/.../us-cities-highway-removal.html>

The TPO Board approved a feasibility study of the Boulevard Tampa plan in May, 2019. Expert consensus holds that the construction of urban highways has been inimical to the communities which they transect. I ask that you continue to pursue this alternative and take an informed and forward-looking stance on the future of I-275 in Tampa and support the TPO application for the RCP.

Full comment from Ramond Chiamonte, FAICP

I am commenting as a citizen of Hillsborough County and the Tampa Bay Region regarding the Reconnecting the Communities Pilot Program grant. I am not suggesting that the grant not be pursued because there could be good information that comes out of the study that could be applied to what ever final projects are decided upon. I do not think not pursuing the grant because it includes the boulevard conversion portion makes sense at this point because you would lose all the other opportunities for studies that are part of this federal grant. This is really the decision the board needs to make. I do however think important issues need to be included in and addressed in any part of the study that is done regarding the conversion idea.

1. Interstate 275 north of downtown Tampa is a major regional facility that is clearly serving a much larger metropolitan area than just the adjacent neighborhoods near the roadway. It is a regional facility just like Tampa International Airport, the Amelia Arena, the Port of Tampa, Raymond James Stadium and Tropicana Field. I-275 belongs to the entire region.
2. Unlike I-4, In my observation I-275 was largely not proposed through minority neighborhoods at the time the roadway was planned and built in the late 1950's and 60's. I was put there because Florida Ave and Nebraska Ave were the main feeder regional roadways that already existed at the time and seemed logically the place to put a modern freeway to replace their function at that time. The route could be debated but it is what the community did and is now clearly a transportation asset to the region.
3. While I am aware of other freeway and interstate conversions that have taken place it is my observation that they have all be been for much smaller distances usually at the end of a roadway and often much older facilities. They have never been to my knowledge a major connecting regional important interstate with the traffic volumes of I-275.
4. The Tampa Metropolitan Statistical Area has a population of over 3 million people and for a region that size has the least amount of limited access roadways for a community of that size. An example is Orlando with a smaller population and much more limited access roadways.
5. Even though TBARTA will not exist in the future it is critical to maintain a facility like I-275 that can support a high-speed bus rapid transit system using either dedicated lanes or hardened shoulder lanes because within a relatively short time Tampa will be connected to Orlando and Miami via the Brightline high speed rail project and will need a way to distribute and connect people from the region to that project. The 41 mile plan that TBARTA produced provides the quickest, lowest cost option to provide connections from downtown Tampa to the entire region with transit while we still look at longer term projects.

In summary there is enough good information that can come out of this grant that if done in an honest and comprehensive way can provide the information to make make good solid decisions of what needs to be done to make any final project more respectful and less impactful to existing neighborhoods. We should not reject this grant because of controversy over one section. We must have confidence if the study is done in logical manner the right decisions will prevail.

Sincerely,

Ramond Chiaramonte, FAICP

Full comment from Mauricio Rosas

Dear Beth,

First, thank you for helping the community with the RCPP application. I know Sec. Gwynn feels he was blindsided but I do not see how. He is quite ready to fight this effort because we have a growing population that will need more highways.

It's frustrating to work with a "transportation" department that cannot offer other solutions. Sec. Gwynn will be quick to point out how they have funded the Heights Mobility Study, Trolley and other citizen led efforts but claim them as their own ideas. They are not.

The downfall of TBARTA is another lamentation but we have the TMA. It serves as a "regional" group to develop concepts and create consensus. Sec. Gwynn sees TBARTA's defeat as opening the door to create a (FDOT-7) regional MPO. I do not see the need to waste taxpayer's money on another legislative body.

We have a growing City of Tampa and Hillsborough County budget but elected officials refuse to cough up the needed 15% for state dollars or 25% for federal dollars. They do not have the will or desire to prioritize transit.

It was Councilman Goude who said, who would ride their bike on Taliaferro when I proposed to change it to a bike boulevard. Councilman Miranda had a similar opinion but it was about building sidewalks. These two show how the span between their life's years has made one reliant on a car for transportation within the city's core. The other's many years has made him comfortable walking on grass and mud, and cannot envision an urban core with sidewalks.

I hope you will continue to push forward the "Vision" RCPP grant as it is written.

Sincerely,

Mauricio Rosas



Hillsborough TPO
Transportation
Planning Organization

Committee Reports

Livable Roadways Committee (LRC) Meeting on January 18

The LRC approved the following action item and welcomed new members:

- ✓ Election of Officers, Attendance Review and Declaration of Vacancies

The LRC heard status reports on:

- Hillsborough Safe Routes to School Projects
- 2022 Multimodal Level of Service Report

Bicycle Pedestrian Advisory Committee (BPAC) Meeting on January 25

The BPAC approved the following action item:

- ✓ Election of Officers, Attendance Review and Declaration of Vacancies
 - BPAC membership unanimously reelected Tim Horst as chair, Jim Shirk as vice chair, and Peter Davitt as Officer At Large.
 - Membership discussed various options for an improved attendance policy and ultimately requested that the liaison draft a proposal and present it at the February meeting.
 - BPAC members had multiple questions about the process for declaring a vacancy, and were assured the TPO staff would take the initiative in reaching out to lapsed members. The Committee voted not to declare any vacancies based on the 2022 attendance sheet.

The BPAC heard status reports on:

- 2022 Multimodal Level of Service Report and 2022 State of the System Report and the committee members had questions about how safety is factored into the MMLOS numbers for pedestrians and bicyclists.

Citizens Advisory Committee (CAC) Meeting of February 1

A verbal report will be provided at the meeting.

Technical Advisory Committee (TAC) Meeting of February 6

A verbal report will be provided at the meeting.



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item

Committee Appointments

Presenter

None – Consent Agenda

Summary

The Intelligent Transportation Systems (ITS) Committee is responsible for assisting in the development of Intelligent Transportation System planning work programs, as well as reviewing ITS related studies, reports, plans, projects.

The following have been nominated to serve on the ITS Committee:

- Michelle Jenkins, by EPC, as alternate

The *Liveable 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:

- Meagan Winchester, by Hillsborough County Development Services, as alternate

The *Technical Advisory Committee (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 MPO 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 following have been nominated to serve on the TAC:

- Noliyanda James, as alternate by Department of Health



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The Bicycle/Pedestrian Advisory Committee (BPAC) shall be responsible for making recommendations to the MPO, 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 following have been nominated to serve on the BPAC:

- Noliyanda James, by the Department of Health

The *Citizens Advisory Committee (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 members serve two-year terms.

The following have been nominated to serve on the CAC:

- Carolyn Brown, by Commissioner Myers
- Dr. Jim Davison, by Commissioner Wostal
- Hoyt Prindle, by Commissioner Kemp

Recommended Action

That the TPO confirm the above nominations

Prepared By

Cheryl Wilkening

Attachments

None



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

Amendment to General Planning Consultant Contract with AECOM

Presenter:

Meghan Betourney, Plan Hillsborough HR Manager

Summary:

AECOM is seeking to have additional job classifications added to their 2020 General Planning Consultant (GPC) Contract for their sub-consultant, Gresham Smith. Additional planner and architect job classifications are being added. Gresham Smith needs these additional classifications to support upcoming TPO GPC task work orders. TPO Board approval is required for this action.

Attached are the original classifications from AECOM's 2020 GPC Contract with the TPO and a document with additional classifications to be added to the existing contract.

Recommended Action:

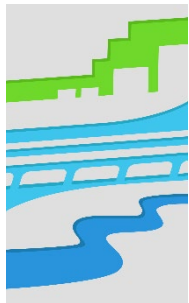
Approve Contract Amendment

Prepared By:

Allison Yeh, AICP, LEED GA TPO Staff

Attachments:

Hillsborough MPO - AECOM GPC Contract - Gresham Smith Classification Sheet
Gresham Smith Classification Sheet-Additions



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**APPROVED HOURLY RATES PER CLASSIFICATION
AND ADDITIVE PERCENTAGES**

GRESHAM SMITH

(Name of Consultant/Subconsultant)

	HOURLY RATES¹
PERSONNEL CLASSIFICATION	YEAR 1²
Chief Engineer 1	\$80.29
Senior Engineer 2	\$73.56
Senior Engineer 1	\$70.35
Engineer 2	\$60.34
Engineer 1	\$41.18
Engineering Intern	\$33.17
Project Planner	\$36.54

- (1) Unburdened, does not include overhead, fringe benefits, facility capital cost of money, operating margin or out-of-pocket expenses
- (2) Future year rates will become effective February 1st of each year and will be escalated based on the annual percent increase of the CPI-W, all items, as published by the Bureau of Labor Statistics mid-January each year.

Additive Percentages:

Salary		100.00%
Overhead	+	159.47%
FCCM	+	0.82%
Operating Margin	+	31.00%
Burdened Salary ³	=	291.3%

(3) Burdened Salary not to exceed: 2.913

**APPROVED HOURLY RATES PER CLASSIFICATION
AND ADDITIVE PERCENTAGES**

GRESHAM SMITH

(Name of Consultant/Subconsultant)

	HOURLY RATES¹
PERSONNEL CLASSIFICATION	YEAR 1²
Chief Planner	\$78.48
Land Planner	\$48.08
Landscape Architect	\$31.01
Planner	\$37.14
Project Landscape Architect	\$40.14
Senior Landscape Architect	\$55.89
Senior Planner	\$52.88

- (1) Unburdened, does not include overhead, fringe benefits, facility capital cost of money, operating margin or out-of-pocket expenses
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Burdened Salary ³	=	291.3%

(3) Burdened Salary not to exceed: 2.913



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

TIP Amendments: New HART Maintenance Facility, Lighting and Resurfacing Projects, and I-4 Truck Parking and EV Charging Infrastructure

Presenter:

Roger Mathie, TPO Staff

Summary:

These TIP amendments will impact six projects, noted below:

- 443140-1 New HART Maintenance Facility
- 452381-1 I-4 Eastbound Weigh Station Truck Parking
- 452381-2 I-4 Westbound Weigh Station Truck Parking
- 441663-2 SR 60 Lighting
- 443347-1 S Dale Mabry Resurfacing
- 452378-1 I-4 Electric Vehicle (EV) Charging Program

The first amendment is regarding the HART Maintenance Facility and will make the TIP consistent with previous TPO Board actions, namely, rolling forward \$4M in unprogrammed funds and reallocating \$9.22M in funds from other projects to the facility.



The second and third amendments are I-4 Eastbound & I-4 Westbound Weigh Stations Truck Parking projects, which will address parking needs by paving shoulders. Additional parking is needed at this facility as trucks are impacting weigh station operations by impeding traffic movements.

The fourth amendment, SR 60 Lighting, will add new lighting on State Road 60 from east of US 41 to east of US 301.

The fifth amendment, S Dale Mabry Resurfacing, will add construction funding to mill and resurface pavement on South Dale Mabry from Pinewood St. to Ballast Point Blvd.

Finally, the sixth amendment will program construction funds to install EV charging infrastructure at unspecified locations along I-4. Specific locations have yet to be identified but will be consistent with the [National Electric Vehicle Infrastructure \(NEVI\) Alternative Fuels Corridor \(AFC\)](#) criteria.

Recommended Action:

Approve the following TIP Amendments New HART Maintenance Facility, Lighting and Resurfacing Projects, and I-4 Truck Parking and EV Charging Infrastructure

Prepared By:

Roger Mathie, TPO Staff

Attachments:

1. [Comparative Report](#)
2. [Presentation slides](#)



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

2023 Safety Performance Targets

Presenter:

Connor MacDonald, TPO Staff

Summary:

Under the MAP-21 legislation, the Federal Highway Administration (FHWA) requires state DOTs and MPOs to adopt performance targets for five safety measures, which must be reviewed and updated each year.

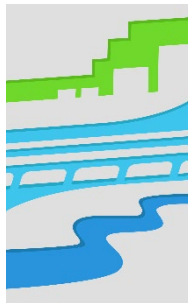
Whereas achieving zero traffic deaths is the long-term aspirational goal of the Hillsborough TPO, the FHWA has encouraged MPOs to select realistic targets based on crash data analysis. Using a methodology developed for the It's Time Hillsborough 2045 Long Range Transportation Plan, TPO staff use historical crash and safety investment data to forecast performance.

For calendar year 2023, TPO staff is proposing to set safety performance targets as follows:

- Number of Fatalities (2023 year-end total): ≤ 214
- Number of Fatalities (Five-year rolling average of fatalities): ≤ 224
- Number of Motorcycle Fatalities (Five-year rolling average): ≤ 40.21
- Number of Serious Injuries (Five-year rolling average of serious injuries): $\leq 1,084$
- Number of Nonmotorized Fatalities and Serious Injuries (Five-year rolling average of fatalities + serious injuries): ≤ 241
- Rate of Fatalities per 100 Million Vehicle Miles Traveled (MVMT) (Five-year rolling average): ≤ 1.56
- Rate of Serious Injuries per 100 MVMT (Five-year rolling average): ≤ 7.56

These targets represent five-year rolling averages (2019-2023) with a 0.93% crash reduction factor applied. **The 0.93% crash reduction factor represents the annual reduction achievable given existing funding, as identified in the Vision Zero investment program in the 2045 LRTP.**

The TPO Board prioritizes projects for federal and state funding, many of which meet the criteria for safety projects under the Vision Zero program. The 2022-2023 Transportation Improvement Program has numerous funded projects that enhance the safety of facilities on the high-injury network. Upon implementation, these projects will make progress toward improving safety in future years.



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Recommended Action:

Approve the CY2023 safety performance targets.

Prepared By:

Connor MacDonald, TPO Staff

Attachments:

[Presentation Slides](#)



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

Gibsonton Drive PD&E Kickoff

Presenter:

Ashley Henzel, FDOT

Summary:

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 in Hillsborough County.

The PD&E study objectives include: determine proposed typical sections and develop preliminary conceptual design plans for proposed improvements, while minimizing impacts to the environment; consider agency and public comments; and ensure project compliance with all applicable federal and state laws.

A Type 2 Categorical Exclusion is being prepared as part of this study. The proposed improvements will include construction of stormwater management facilities (SMF) and floodplain compensation (FPC) sites. The PD&E study satisfies all applicable requirements, including the National Environmental Policy Act (NEPA), to qualify for federal-aid funding of subsequent development phases (design, right-of-way acquisition, and construction).

Recommended Action:

None, for information only

Prepared By:

Wade Reynolds, AICP, TPO Staff

Attachments:

[Project Webpage](#)
[Presentation](#)



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Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

2022 Multimodal Level of Service Report and State of the System Report

Presenter:

Beth Alden, TPO Executive Director

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 service provided to motor vehicle users, bicyclists, pedestrians, and transit users, on each major roadways segment in Hillsborough County. This task has culminated in the creation of a technical report that can be used internally or by other agencies and interested parties. Internally, the MMLOS report is used to produce several other analyses and reports, like the State of the System.

The State of the System report is produced by the TPO to track trends over time regarding several federally-mandated performance metrics for metropolitan transportation systems. Regular updates of the State of the System report also satisfy the federal requirement for a metropolitan congestion management process. The report summarizes areas of strength and weakness regarding:

- Pavement and Bridge Condition
- Transit Asset Condition
- Safety
- Travel Time Reliability (Congestion)
- Access to transit and other multimodal travel
- Air Quality

This 2022 update provides a big picture view of transportation system performance to inform future investment decisions and the performance target-setting process.

Recommended Action:

None.

Prepared By:

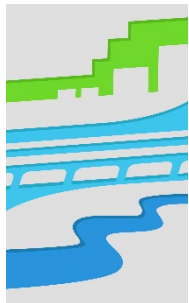
Connor MacDonald and Vishaka Shiva Raman, TPO Staff

Attachments:

[2022 Multimodal Level of Service Report](#)

[2022 State of the System Report](#)

Presentation slides will be posted on [this page](#)



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FDOT HAS OVER \$6 BILLION IN CONSTRUCTION PROJECTS



FEBRUARY 21, 2023
JOB FAIR
AND BUSINESS EXPO

RSVP TODAY!



SCAN TO
RSVP

JULIAN B. LANE PARK
402 W LAUREL STREET, TAMPA, FL 33607

@ The Job Fair 9:00 AM – 12:00 PM
LEARN ABOUT A CONSTRUCTION CAREER
MEET WITH POTENTIAL EMPLOYERS
EXPLORE TRAINING OPPORTUNITIES
CONNECT WITH COMMUNITY RESOURCES

@ The Business Expo 2:00 PM – 5:00 PM
LEARN HOW TO DO BUSINESS WITH GOVERNMENT
LEARN ABOUT NEW OPPORTUNITIES
CONNECT WITH PRIME CONTRACTORS
LEARN INDUSTRY BEST PRACTICES



SCAN TO VISIT
ONBOARDTAMPABAY.COM



MISSION
To build a large, continuous pipeline of local labor to support upcoming roadway and bridge construction projects and promote economic opportunity throughout Tampa Bay.



Hillsborough
County Florida

ONBOARDTAMPABAY.COM

FDOT District Seven Local Workforce Development Initiative



**Community Partnership Meeting
January 5, 2022**



Mission: To build a **large, continuous pipeline of local labor** to support upcoming roadway and bridge construction projects and **promote economic opportunity** throughout Tampa Bay.

RECRUITMENT

READINESS

PLACEMENT

TRAINING

RETENTION

DBE/SBE

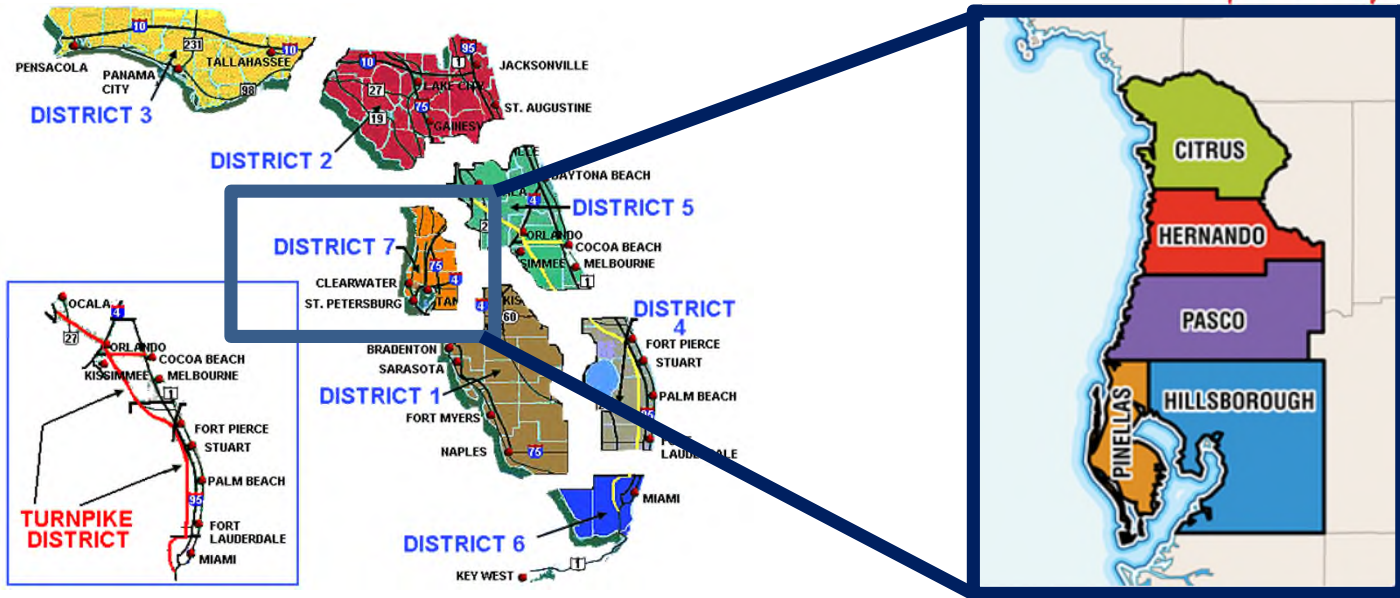
COMMUNITY ENGAGEMENT

Collaboration and Partnerships are Key to Connecting the Dots



FDOT Workforce Development

**STATEWIDE
WORKFORCE
DEVELOPMENT** 





Our Industry Needs Workers



FOR EVERY
1 WORKER
ENTERING THE
CONSTRUCTION WORKFORCE
5 WORKERS RETIRE



Source: US Bureau of Labor and Statistics

BY 2024
13% = **180,000**
U.S. GROWTH RATE OF CONSTRUCTION LABORERS AND HELPERS
NEW CONSTRUCTION JOBS CREATED

Retiring Workforce = **458,000**
REPLACEMENT WORKERS NEEDED

Source: US Bureau of Labor and Statistics

AVERAGE ANNUAL DIRECT CONSTRUCTION IMPACTS

\$2.65B
Urban Core
Construction Projects



4,110
Construction
Jobs per Year

Source: Tampa Bay Regional Planning Council

AVERAGE ANNUAL INDIRECT CONSTRUCTION IMPACTS

& 1,515

Support Jobs per Year (Manufacturing, Health Care, Food Service and Retail)

Source: Tampa Bay Regional Planning Council



Our Community needs Employment

	US	Tampa
Adults not Working	23.5%	27.5%
Poverty Rate	13.9%	27.9%



33603*
At-Risk
20.7%
24.5%

33607*
At-Risk
21.6%
23.8%

33612*
Distressed
32.8%
29.7%

33610*
Distressed
30.5%
30.0%

33605*
Distressed
31.0%
35.5%

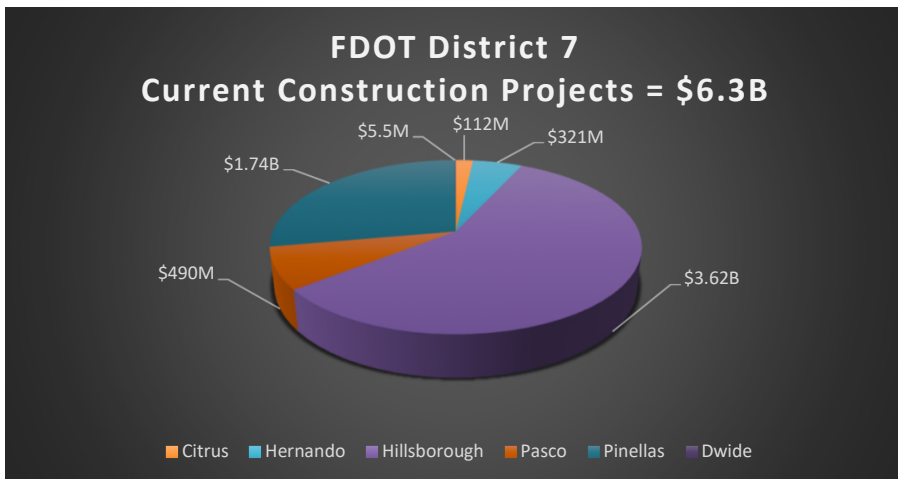
33619
Distressed
31.0%
23.9%

*Also City of Tampa Workforce Focus Areas

Source: Distressed Communities Index, 2022

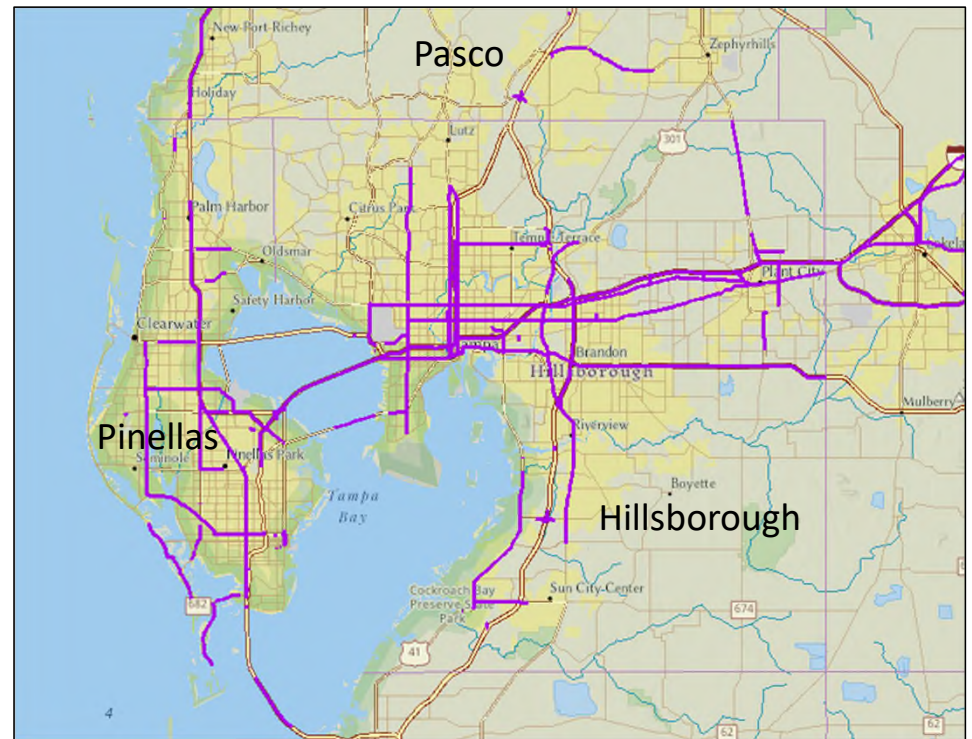


FDOT has Active Construction Projects



Source: FDOT D7 GIS Active Construction Projects as of Fall 2022

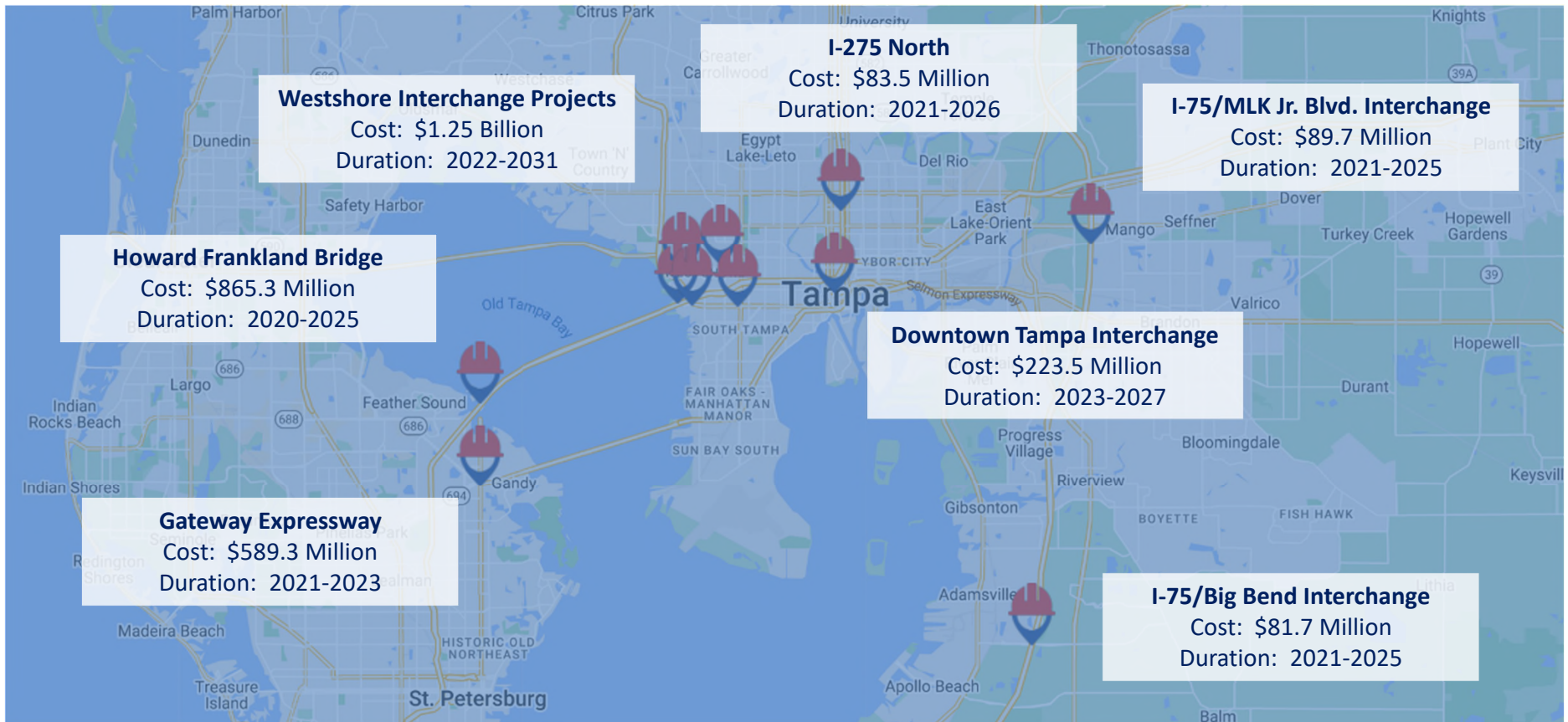
Includes over \$5 Billion in Hillsborough and Pinellas with more on the way



Source: FDOT D7 GIS Active Construction Projects as of Fall 2022



Providing Access to Hundreds of Local Jobs





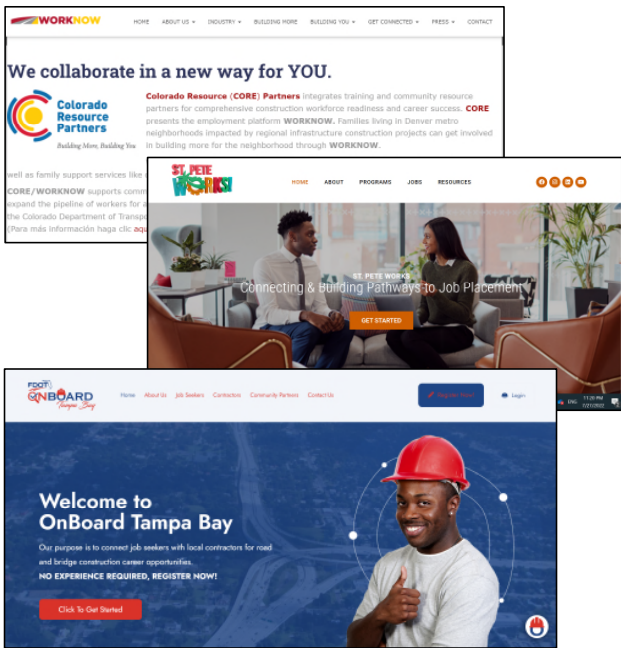
What we heard from: CONTRACTORS



- We need BOOTS on the GROUND!
- Prerequisites:
 - Pass a drug test
 - Be on time
 - Work hard
 - Come back tomorrow
- If we bring the people, they will train them.
- Starting wages: \$16-22/hour with benefits
- Turnover is high, so be ready to bring MORE PEOPLE.
- Need at least 370 people right now just on current projects (not including subs)



Phase One - Priorities



Establish a Brand and Web Presence

One-on-One with Elected Officials
Contractor Meetings



Small Group Presentations

Community Partnership Meetings

Media Outreach



Engage the Community



University Area



East Tampa

Host Series of Job Fairs and DBE Forums



Program Website Connects the Dots

JOB SEEKERS

CONTRACTORS

COMMUNITY PARTNERS

Onboardtampabay.com

EASY REGISTRATION

REAL-TIME DASHBOARDS

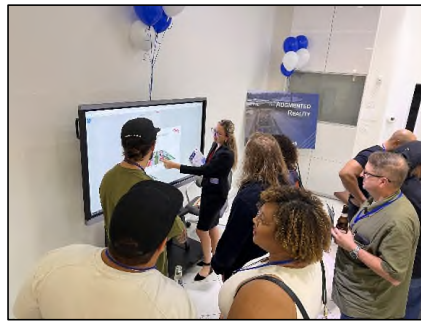
AUTOMATED NOTIFICATIONS

REPORTING FEATURES





Beta Testing



October 27, 2022

Soaring City's Innovation Gathering

- Tested job-seeker portal with walk-up participants
- Smart Phone Access using QR Code
- 10 Registrants



December 14, 2022

Florida Dept of Corrections Job Fair

- Tested job-seeker portal with returning citizens
- Utilized tablets for registration
- 25 Registrants



Job Fair and Business Expo – 2/21/2023

FDOT HAS OVER \$6 BILLION IN CONSTRUCTION PROJECTS

FDOT
ONBOARD
Tampa Bay

FEBRUARY 21, 2023

JOB FAIR AND BUSINESS EXPO

FREE! REGISTRATION **SCAN**

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@ The Job Fair 9:00 AM – 12:00 PM

- CONNECT WITH POTENTIAL EMPLOYERS
- PROMOTE YOUR JOB OPPORTUNITIES
- MEET WITH POTENTIAL NEW HIRES
- CONNECT WITH COMMUNITY PARTNERS

@ The Business Expo 2:00 PM – 5:00 PM

- GAIN ACCESS TO QUALIFIED DBE/WMBES
- LEARN ABOUT NEW OPPORTUNITIES
- GET FINANCIAL/LENDING SUPPORT (ACCOUNTING)
- LEARN BEST PRACTICES (INSURANCE & BONDING)

What is On Board Tampa Bay?
On Board Tampa Bay is a Workforce Development and Management portal with a goal to introduce DBE/WMBE firms to FDOT prime contractors and FDOT Procurement as well as provide resources to assist with enhancing business growth and opportunity.

FDOT **Tampa** **Hillsborough County Florida**

ONBOARDTAMPABAY.COM **SCAN FOR DIRECTIONS**





We need your input.

- How do we establish a strong coalition of community partners for this initiative?
- What role should FDOT play?
- What type of barriers will we need to overcome?
- What resources will we need?
- How should we measure success?



What does SUCCESS look like?



FDOT is Excited for this Partnership

Measured by:

Website Activity
Participants in Job Fairs
Jobs Created
Applications for jobs

Jobs Filled
Jobs Filled with Local Residents
Retention Factor
Small Business Inclusion
Positive Media Articles and Posts



Call to Action

- Join the movement.
- Register in the community partner portal and provide feedback.
- Help us promote the program and the upcoming job fair.
- Participate in the job fair to showcase your workforce related services.
- Bring job-seekers to us!

For Community Partners

We Need You!

Join us in the FDOT workforce initiative to provide economic impact and change the lives within communities we serve.

OnBoard Tampa Bay is a Florida Department of Transportation (FDOT) initiative that is committed to partnering and collaborating with community based organizations to create empowerment and deliver lasting workforce solutions.

[Become a Community Partner](#)

A square QR code located in the bottom right corner of the graphic, which likely links to the OnBoard Tampa Bay website or a specific recruitment page.

www.onboardtampabay.com

STRESSED BEHIND THE WHEEL?

**DRIVE TIME
=
YOU TIME**

How to enjoy your next trip



<https://www.fdot.gov/projects/targetzero/speeding>

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US 41 Widening from Pendola Point/Madison Avenue to Denver Street 430056-2-52-01

Project Details	
Work Type	Widening
Phase	Design
Limits	From south of Pendola Point /Madison Avenue to Denver Street
Length	1 mile
City	Tampa
County	Hillsborough
Road	US 41
Design Cost	\$1.5 million
ROW Cost	\$4.9 million

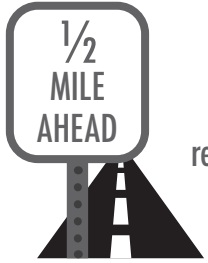


About

This project will widen US 41 to six lanes and add a shared use path on the east side of the road between Pendola Point/Madison Avenue and Denver Street in Tampa.

This project is currently in the design phase. Right of way acquisition and construction are not funded at this time.

Contact Information	
Design Manager	Danielle Intriago 813-975-6176 Danielle.Intriago@dot.state.fl.us
Media Contact	Kris Carson 813-975-6060 Kristen.Carson@dot.state.fl.us



12.4 MILLION

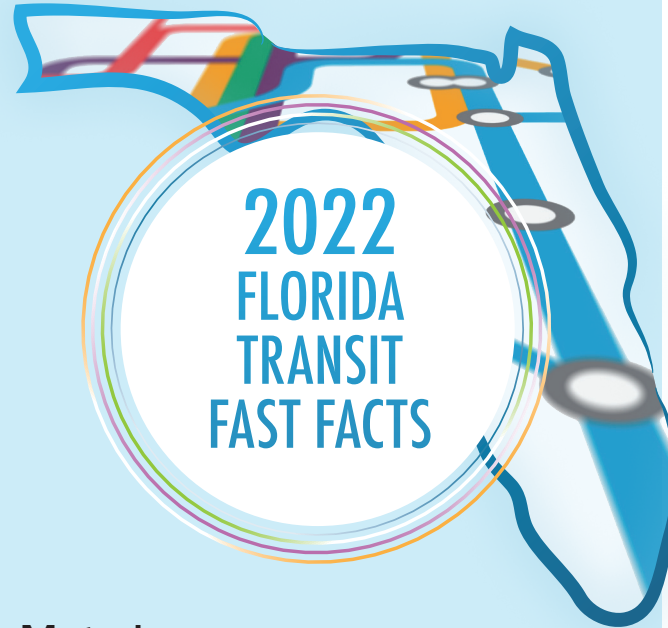
residents (57% of Florida's population) live within one half-mile of an urban fixed transit route (motorbus or rail).

17.6 MILLION

people (82% of Florida's population) live within total urban transit service areas, which includes access to demand-response services (Dial-A-Ride).



In addition to Florida's 30 urban transit systems, there are two vanpool services with data included in the statewide totals. The Tampa Bay Area Regional Transportation Authority (TBARTA) provided services with 160 vanpools in 2021. Beginning in 2021, FDOT District One began sponsoring a vanpool program within its district, Commute Connector, with 17 vanpools in its first year of operation.



2022 FLORIDA TRANSIT FAST FACTS

Motorbus

Includes express bus, bus rapid transit (BRT), circulator, charter, and feeder bus. BRT operations include LYNX Lymmo, the South Miami-Dade Busway (Metrobus), and HART MetroRapid.

Light Rail

Is represented by the TECO Line Streetcar System in Tampa, and there are two automated guideways in the state, the Miami Metromover and Jacksonville Skyway. The Miami Metrorail is Florida's heavy rail transit system.

Commuter Rail

The South Florida RTA provides regional commuter rail service (Tri-Rail) between Palm Beach, Broward, and Miami-Dade Counties, and SunRail began commuter rail service between Volusia, Seminole, Orange, and Osceola Counties in 2014.

Paratransit

Numerous paratransit services in Florida provide travel options to those who are transportation disadvantaged. Paratransit operates in both urban and rural areas and, in some cases, is the primary transit service in rural counties. Paratransit allows for fixed-route deviation and demand-response (Dial-a-Ride) transit.

FLORIDA TOTALS: URBAN FIXED-ROUTE TRANSIT

General Information	2021
Service Area Population	18,727,752
Service Area Population Density	990.31
Operating Expense	\$1,440,681,316
Operating Revenue	\$151,174,305

Service Supplied & Consumed	
Total Annual Revenue Miles	137,936,283
Total Annual Revenue Hours	9,482,107
Route Miles	15,722.72
Annual Passenger Trips	131,846,702

Quality of Service	
Resident Access to Transit	57.38%
Weekday Span of Service (hours)	17.7

Cost Efficiency	
Operating Expense per Revenue Mile	\$10.44
Operating Expense per Revenue Hour	\$151.94
Passenger Trips per Employee FTE	15,299

Cost Effectiveness	
Operating Expense per Passenger Trip	\$10.93
Farebox Recovery Ratio	6.69%
Average Fare	\$0.73

Service Effectiveness	
Passenger Trips per Revenue Mile	0.96
Passenger Trips per Revenue Hour	13.90
Passenger Trips per Capita	7.04

**2021 National Transit Database. Includes urban fixed-route agencies' vanpool data and one separate vanpool provider.*

For more information about public transit in Florida, including links to recent publications and upcoming training and events, please see FDOT's Public Transit website at www.fdot.gov/transit.





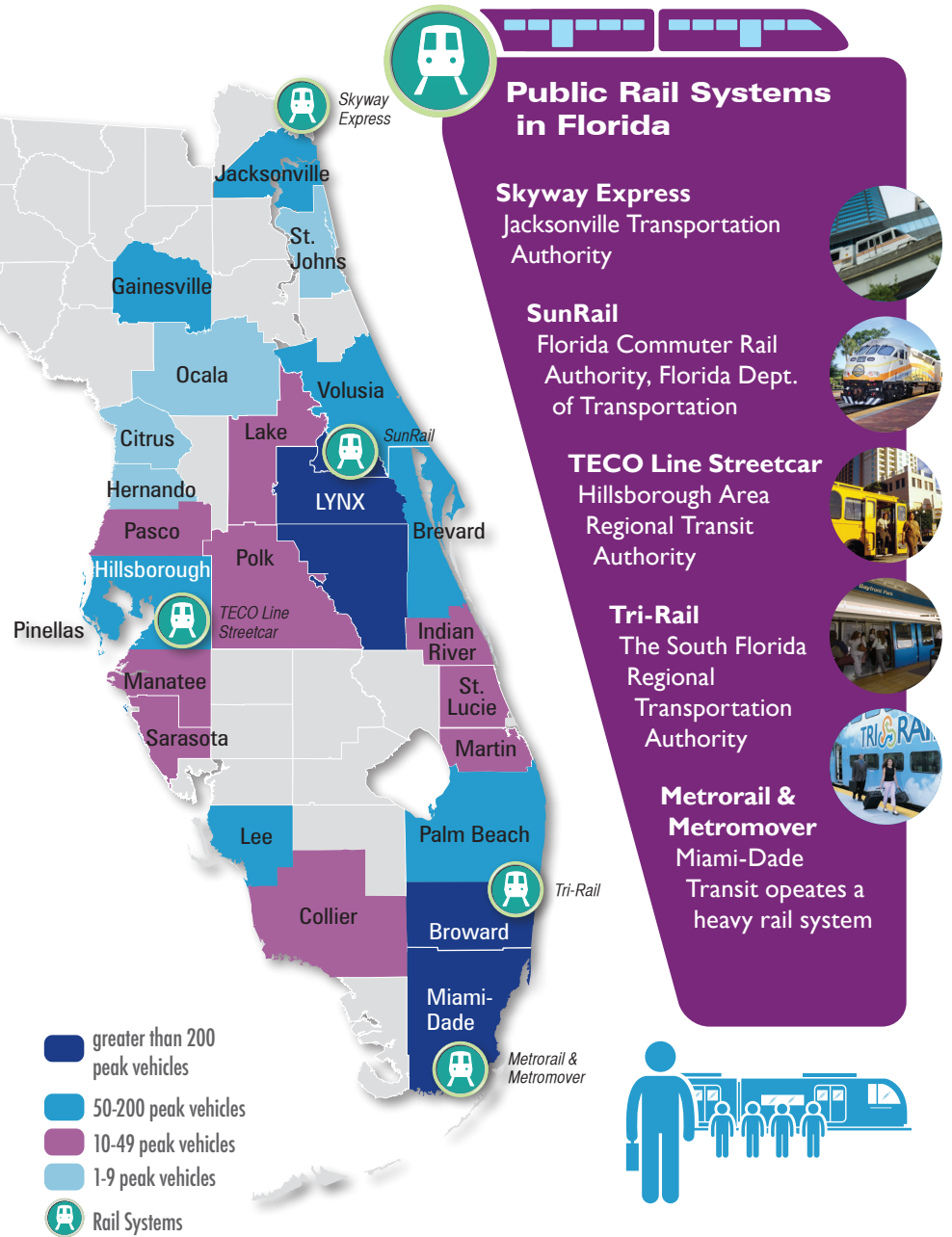
In 2021, there were 30 urban fixed-route systems operating in Florida that reported to the National Transit Database (NTD).

During 2021, Florida's transit agencies ranged in size from the 4-vehicle system in Citrus County to the 1,012-vehicle system operating in Miami-Dade County. The systems included in this edition of the Handbook represent only those that reported to the National Transit Database in 2021. More information on public transit in Florida can be found at the following website: www.fdot.gov/transit.

In 2021, Florida's urban transit systems collectively went 338,079 revenue miles between major safety incidents. Eight transit agencies improved their safety performance based on this measure between 2020 and 2021.

Florida Urban Fixed-Route Systems

Bay	Bayway Transit
Brevard	Space Coast Area Transit
Broward	Broward County Transit
Citrus	Citrus County Transit
Collier	Collier Area Transit
Escambia	Escambia County Area Transit
Gainesville	Gainesville Regional Transit System
Hernando	The Bus
Hillsborough	Hillsborough Area Regional Transit
Indian River	GoLine Transit
Jacksonville	Jacksonville Transportation Authority
Lake	Lake Cty Public Transportation/Lake Xpress
Lee	Lee County Transit
Manatee	Manatee County Area Transit
Martin	Martin County
Miami	Miami-Dade Transit
Ocala/Marion	SunTran
Okaloosa	Okaloosa Emerald Coast Rider
Orlando	LYNX
Palm Beach	Palm Beach Cty Transportation Agency
Pasco	Pasco County Public Transportation
Pinellas	Pinellas Suncoast Transit Authority
Polk	Lakeland Area Mass Transit District
Sarasota	Sarasota County Area Transit
St. Johns	Sunshine Bus Company
St. Lucie	St. Lucie County
SunRail	Florida Department of Transportation
Tallahassee	StarMetro
Tri-Rail	S. FL Regional Transportation Authority
Volusia	Votran



Beth Alden

Subject: FL MPO Advisory Council (MPOAC) Legislative Summary
Attachments: Copy of Policy_Planning_Tracking_2023-01-20.xlsx; Member Project Tracking Tool_as of 1.13.2023.xlsx

From: Reichert, Mark <Mark.Reichert@dot.state.fl.us>
Sent: Monday, January 23, 2023 1:27 PM
Subject: Legislative summary

Good afternoon, everyone. Attached is the latest 2023 Legislative Session Bill Tracking Report. HB 235 has been added that may spark your interest. It "Revises requirements related to agreements to pay for or construct certain improvements; authorizes local governments to adopt alternative mobility planning & fee system; prohibits alternative system from imposing responsibility for funding existing transportation deficiency upon new development; revises requirements for calculation of impact fees; removes ability of local government, school district, or special district to increase impact fees in certain instances; provides requirements for mobility fees-based funding systems, mobility fees & fee increases; specifies criteria to be used in adopting mobility plan & mobility fee for transportation mitigation improvements; prohibits courts from using deferential standard for specified purpose; provides for specified mobility fee credits." No staff analysis is available at this time to explain what it really means. But it will be worth following.

I've also attached the Member Project list so you can see what projects State Legislators are seeking funds for in your area.

The Senate Transportation Committee is meeting tomorrow at 9:30. One item of interest on the agenda is a presentation by staff on Electric Vehicle Registration Fees. I'll be sitting in on this to hear what they have to say.

Let me know if you have any questions.

Mark E. Reichert, Executive Director

Metropolitan Planning Organization Advisory Council

Office: 850-414-4062

Work Cell: 850-545-1890

Personal Cell: 850-556-5751

Bill	Title	Sponsor	Summary	Committee of Reference	Actions	Related Bills
SB 0310	Federal Law Enforcement Agency Records	Collins	Federal Law Enforcement Agency Records; Revising the general state policy on public records to include certain federal law enforcement agency records; revising definitions; requiring certain federal law enforcement agencies to comply with the public records requirements of this state, etc. Effective Date: 7/1/2023	No committees referenced	01/20/2023 SENATE Filed	Identical HB 0279 (Jacques) - 01/19/2023 HOUSE Filed
HB 0315	Civil Remedies for Unlawful Employment Practices	Andrade	Provides limits on judgment for punitive & compensatory damages for certain claims; authorizes aggrieved party to bring civil action for certain claims within specified timeframe regardless of determination made by Commission on Human Relations. Effective Date: July 1, 2023	No committees referenced	01/20/2023 HOUSE Filed	
SB 0304	United States-produced Iron and Steel in Public Works Projects	Boyd	United States-produced Iron and Steel in Public Works Projects; Requiring governmental entities to include a requirement in certain contracts that certain iron or steel products be produced in the United States; authorizing the use of foreign steel and iron materials in certain circumstances; requiring the Department of Management Services and the Department of Transportation to adopt rules for specified purposes, etc. Effective Date: 7/1/2023	No committees referenced	01/19/2023 SENATE Filed	
HB 0293	Energy Transition Task Force	Hinson	Energy Transition Task Force: Creates task force adjunct to DACS for specified purpose; provides for membership, duties, & expiration of task force; requires DACS to provide task force staff & administrative support; requires task force to submit report to specified officials by certain date. Effective Date: July 1, 2023	No committees referenced	01/19/2023 HOUSE Filed	
SB 0054	Land Acquisition Trust Fund	Rodriguez	Land Acquisition Trust Fund; Requiring an annual appropriation from the Land Acquisition Trust Fund to the Department of Environmental Protection to implement the Florida Keys Stewardship Act or to acquire land within the Florida Keys Area of Critical State Concern for specified purposes; requiring the distribution to be reduced by a specified amount, etc. APPROPRIATION: Indeterminate Effective Date: 7/1/2023	Senate Environment and Natural Resources Senate Appropriations Committee on Agriculture, Environment, and General Government (Current Reference) Senate Appropriations	01/17/2023 SENATE Favorable with CS by Environment and Natural Resources; 9 Yeas, 0 Nays 01/18/2023 SENATE Committee Substitute Text (C1) Filed 01/19/2023 SENATE Now in Appropriations Committee on Agriculture, Environment, and General Government	Similar HB 0135 (Mooney, Jr.) - 01/17/2023 HOUSE Now in Agriculture & Natural Resources Appropriations Subcommittee
HB 0021	Transportation Facility Designations	Sirois	Transportation Facility Designations: Designates Dr. Sally Ride Memorial Bridge in Brevard County; directs DOT to erect suitable markers. Effective Date: July 1, 2023	House Transportation & Modals Subcommittee (Current Reference) House Infrastructure & Tourism Appropriations Subcommittee House Infrastructure Strategies Committee	01/17/2023 HOUSE Favorable with CS by Transportation & Modals Subcommittee; 18 Yeas, 0 Nays 01/19/2023 HOUSE Committee Substitute Text (C1) Filed	
SB 0166	Human Trafficking	Berman	Human Trafficking; Prohibiting facilitating or enabling the receiving of persons into any place, structure, building, or conveyance for the purpose of prostitution, lewdness, or assignation; prohibiting knowingly engaging in specified activities for the purpose of prostitution and thereby benefitting financially or receiving anything of value; providing increased criminal penalties for specified prohibited acts relating to lewdness, assignation, or prostitution, etc. Effective Date: 10/1/2023	Senate Criminal Justice (Current Reference) Senate Appropriations Committee on Criminal and Civil Justice Senate Fiscal Policy	01/19/2023 SENATE Referred to Criminal Justice; Appropriations Committee on Criminal and Civil Justice; Fiscal Policy	Similar HB 0059 (Skidmore) - 01/10/2023 HOUSE Now in Criminal Justice Subcommittee
HB 0235	Alternative Mobility Funding Systems	Robinson (W)	Alternative Mobility Funding Systems: Revises requirements related to agreements to pay for or construct certain improvements; authorizes local governments to adopt alternative mobility planning & fee system; prohibits alternative system from imposing responsibility for funding existing transportation deficiency upon new development; revises requirements for calculation of impact fees; removes ability of local government, school district, or special district to increase impact fees in certain instances; provides requirements for mobility fees-based funding systems, mobility fees & fee increases; specifies criteria to be used in adopting mobility plan & mobility fee for transportation mitigation improvements; prohibits courts from using deferential standard for specified purpose; provides for specified mobility fee credits. Effective Date: July 1, 2023	No committees referenced	01/18/2023 HOUSE Filed	
HB 0181	Cost-of-Living Adjustment of Retirement Benefits	Lopez (J)	Cost-of-Living Adjustment of Retirement Benefits: Specifies minimum amount of factor used to calculate the cost-of-living adjustment of benefits for certain retirees and beneficiaries of FRS. Effective Date: July 1, 2023	House Constitutional Rights, Rule of Law & Government Operations Subcommittee (Current Reference) House Appropriations Committee House State Affairs Committee	01/17/2023 HOUSE Referred to Constitutional Rights, Rule of Law & Government Operations Subcommittee; Appropriations Committee; State Affairs Committee 01/17/2023 HOUSE Now in Constitutional Rights, Rule of Law & Government Operations Subcommittee	

HB 0175	Everglades Protection Area	Busatta Cabrera	Everglades Protection Area: Requires comprehensive plans & plan amendments that apply to certain lands within or near Everglades Protection Area to follow state coordinated review process; requires DEP to make determinations, consult, & coordinate with specified entities regarding such plans & amendments; provides additional limitation for compliance determination of such plans & plan amendments; prohibits & provides requirements for adoption of certain development amendments within Everglades Protection Area. Effective Date: July 1, 2023	House Agriculture, Conservation & Resiliency Subcommittee (Current Reference) House Agriculture & Natural Resources Appropriations Subcommittee House Infrastructure Strategies Committee	01/17/2023 HOUSE Referred to Agriculture, Conservation & Resiliency Subcommittee; Agriculture & Natural Resources Appropriations Subcommittee; Infrastructure Strategies Committee 01/17/2023 HOUSE Now in Agriculture, Conservation & Resiliency Subcommittee	Similar SB 0192 (Avila) - 01/13/2023 SENATE Filed
HB 0163	Driver License and Identification Card Gender Designation	Arrington	Driver License and Identification Card Gender Designation: Requires application for driver license or ID card to provide for male, female, or nonbinary gender designation. Effective Date: July 1, 2023	House Transportation & Modals Subcommittee (Current Reference) House Infrastructure & Tourism Appropriations Subcommittee House Infrastructure Strategies Committee	01/17/2023 HOUSE Referred to Transportation & Modals Subcommittee; Infrastructure & Tourism Appropriations Subcommittee; Infrastructure Strategies Committee 01/17/2023 HOUSE Now in Transportation & Modals Subcommittee	
HB 0155	Tampa Bay Area Regional Transit Authority	Holcomb	Tampa Bay Area Regional Transit Authority: Removes part III of ch. 343, F.S., relating to creation & operation of authority; dissolves authority; requires authority to discharge liabilities, settle & close activities & affairs, & provide for distribution of assets. Effective Date: June 30, 2024	House Transportation & Modals Subcommittee (Current Reference) House Infrastructure & Tourism Appropriations Subcommittee House Infrastructure Strategies Committee	01/17/2023 HOUSE Referred to Transportation & Modals Subcommittee; Infrastructure & Tourism Appropriations Subcommittee; Infrastructure Strategies Committee 01/17/2023 HOUSE Now in Transportation & Modals Subcommittee	Similar SB 0198 (DiCeglie) - 01/13/2023 SENATE Filed
HB 0145	Transportation Facility Designations Daniels		Transportation Facility Designations: Designates Coach Gwendolyn Maxwell Bridge to Ribault in Duval County; directs DOT to erect suitable markers. Effective Date: July 1, 2023	House Transportation & Modals Subcommittee (Current Reference) House Infrastructure & Tourism Appropriations Subcommittee House Infrastructure Strategies Committee	01/17/2023 HOUSE Referred to Transportation & Modals Subcommittee; Infrastructure & Tourism Appropriations Subcommittee; Infrastructure Strategies Committee 01/17/2023 HOUSE Now in Transportation & Modals Subcommittee	
HB 0137	Department of Labor	Nixon	Department of Labor: Creates Department of Labor; provides structure & purpose of department; designates department as state Agency for Workforce Innovation for purposes of implementing s. 24, Art. X of State Constitution; revises provisions relating to state minimum wage including, protected rights, rebuttable presumption & burden of proof, prohibition on certain contracts, process for filing complaint for violation of protected rights, review of actions issued by department, statute of limitations during investigation, liability, & recordkeeping; creates the DOL Community Advisory Board; requires annual report. Effective Date: July 1, 2023	House Constitutional Rights, Rule of Law & Government Operations Subcommittee (Current Reference) House Commerce Committee House Appropriations Committee House State Affairs Committee	01/17/2023 HOUSE Referred to Constitutional Rights, Rule of Law & Government Operations Subcommittee; Commerce Committee; Appropriations Committee; State Affairs Committee 01/17/2023 HOUSE Now in Constitutional Rights, Rule of Law & Government Operations Subcommittee	
HB 0135	Land Acquisition Trust Fund	Mooney, Jr.	Land Acquisition Trust Fund: Requires annual appropriation to DEP to implement Florida Keys Stewardship Act or acquire land for specified purposes; prohibits use of such funds to implement certain projects & programs. Effective Date: July 1, 2023	House Agriculture & Natural Resources Appropriations Subcommittee (Current Reference) House Agriculture, Conservation & Resiliency Subcommittee House Appropriations Committee	01/17/2023 HOUSE Referred to Agriculture & Natural Resources Appropriations Subcommittee; Agriculture, Conservation & Resiliency Subcommittee; Appropriations Committee 01/17/2023 HOUSE Now in Agriculture & Natural Resources Appropriations Subcommittee	Similar SB 0054 (Rodriguez) - 01/19/2023 SENATE Now in Appropriations Committee on Agriculture, Environment, and General Government
HB 0131	Recall of County Officers and Commissioners	Rudman	Recall of County Officers and Commissioners: Proposes amendment to State Constitution to authorize Legislature to provide by general law for recall of county officers & commissioners.	House Local Administration, Federal Affairs & Special Districts Subcommittee (Current Reference) House Ethics, Elections & Open Government Subcommittee House State Affairs Committee	01/17/2023 HOUSE Referred to Local Administration, Federal Affairs & Special Districts Subcommittee; Ethics, Elections & Open Government Subcommittee; State Affairs Committee 01/17/2023 HOUSE Now in Local Administration, Federal Affairs & Special Districts Subcommittee	Linked HB 0209 (Rudman) - 01/17/2023 HOUSE Filed
HB 0125	Utility System Rate Base Values	McClain	Utility System Rate Base Values: Establishes alternative procedure by which PSC may establish rate base value for certain acquired utility systems; requires approved rate base value to be reflected in acquiring utility's next rate case for ratemaking purposes; establishes procedure for appraisal of acquired utility system; provides contents required for petition for approval of rate base value; provides duties of PSC regarding petitions; authorizes PSC to set rates for & classify certain acquired utility systems. Effective Date: July 1, 2023	House Energy, Communications & Cybersecurity Subcommittee (Current Reference) House State Administration & Technology Appropriations Subcommittee House Commerce Committee	01/17/2023 HOUSE Referred to Energy, Communications & Cybersecurity Subcommittee; State Administration & Technology Appropriations Subcommittee; Commerce Committee 01/17/2023 HOUSE Now in Energy, Communications & Cybersecurity Subcommittee	Identical SB 0194 (Hooper) - 01/13/2023 SENATE Filed

HB 0063	Transportation Facility Designations	Chaney	Transportation Facility Designations: Designates Deputy Sheriff Michael Hartwick Memorial Highway in Pinellas County; directs DOT to erect suitable markers. Effective Date: July 1, 2023	House Transportation & Modals Subcommittee House Infrastructure & Tourism Appropriations Subcommittee (Current Reference) House Infrastructure Strategies Committee	01/17/2023 HOUSE Favorable by Transportation & Modals Subcommittee; 18 Yeas, 0 Nays 01/17/2023 HOUSE Now in Infrastructure & Tourism Appropriations Subcommittee	Identical SB 0096 (DiCeglie) - 01/04/2023 SENATE Referred to Transportation; Appropriations Committee on Transportation, Tourism, and Economic Development; Fiscal Policy
HB 0215	Possession or Use of a Firearm in a Sensitive Location	Rayner-Goolsby	Possession or Use of a Firearm in a Sensitive Location: Defines "sensitive location"; prohibits possession or use of firearm in sensitive location; provides exceptions. Effective Date: October 1, 2023	No committees referenced	01/17/2023 HOUSE Filed	
HB 0209	Recall of County Commissioners	Rudman	Recall of County Commissioners: Provides that members of governing body of noncharter county may be removed from office by electors of county. Effective Date: on the effective date of the amendment to the State Constitution proposed by HJR 131 or a joint resolution having substantially the same specific intent and purpose	No committees referenced	01/17/2023 HOUSE Filed	Linked HB 0131 (Rudman) - 01/17/2023 HOUSE Now in Local Administration, Federal Affairs & Special Districts Subcommittee
SB 0198	Tampa Bay Area Regional Transit Authority	DiCeglie	Tampa Bay Area Regional Transit Authority; Relating to the creation and operation of the authority; dissolving the authority and requiring the authority to discharge its liabilities, settle and close its activities and affairs, and provide for the distribution of the authority's assets, etc. Effective Date: 7/1/2024	No committees referenced		Similar HB 0155 (Holcomb) - 01/17/2023 HOUSE Now in Transportation & Modals Subcommittee
SB 0192	Everglades Protection Area	Avila	Everglades Protection Area; Requiring comprehensive plans and plan amendments that apply to certain lands within or near the Everglades Protection Area to follow the state coordinated review process; requiring the Department of Environmental Protection, in consultation with specified entities, to make certain determinations for such plans and amendments, to provide written determinations to the local government and specified entities within a specified timeframe, and to coordinate with the local government and specified entities on certain planning strategies and mitigation measures; authorizing site-specific text changes for small-scale future land use map amendments; prohibiting the adoption of small-scale development amendments for properties located within or near the Everglades Protection Area, etc. Effective Date: 7/1/2023	No committees referenced		Similar HB 0175 (Busatta Cabrera) - 01/17/2023 HOUSE Now in Agriculture, Conservation & Resiliency Subcommittee
SB 0186	Construction Materials Mining Activities	Avila	Construction Materials Mining Activities; Specifying a ground vibration limit for construction materials mining activities within 1 mile of certain areas; authorizing the State Fire Marshal to modify the standards, limits, and regulations for the use of explosives in connection with such construction materials mining activities, etc. Effective Date: 7/1/2023	No committees referenced		Similar HB 0077 (Fabricio) - 01/10/2023 HOUSE Now in Regulatory Reform & Economic Development Subcommittee
HB 0197	Penalties for Refusal to Submit to Breath-alcohol Test	Koster	Penalties for Refusal to Submit to Breath-alcohol Test: Requires person who refuses to submit to lawful test of his or her breath for purpose of determining alcoholic content of his or her blood or breath to be told that ignition interlock device will be placed upon all vehicles individually or jointly leased or owned & routinely operated by person; conforms criminal penalty provisions. Effective Date: July 1, 2023	No committees referenced		Compare SB 0296 (DiCeglie) - 01/19/2023 SENATE Filed
HB 0105	Preemption of the Regulation of Vacation Rentals	Basabe	Preemption of the Regulation of Vacation Rentals: Provides local laws, ordinances, or regulations requiring vacation rental owners or operators to provide local government with certain contact information are not prohibited or preempted to state. Effective Date: July 1, 2023	House Regulatory Reform & Economic Development Subcommittee (Current Reference) House Local Administration, Federal Affairs & Special Districts Subcommittee House Commerce Committee		Identical SB 0092 (Garcia) - 01/04/2023 SENATE Referred to Regulated Industries; Community Affairs; Rules
HB 0111	Public Financing of Potentially At-risk Structures and Infrastructure	Hunschofsky	Public Financing of Potentially At-risk Structures and Infrastructure: Provides certain areas are at risk due to sea level rise & structures & infrastructure within those areas are potentially at risk. Effective Date: July 1, 2023	House Agriculture, Conservation & Resiliency Subcommittee (Current Reference) House Agriculture & Natural Resources Appropriations Subcommittee House Infrastructure Strategies Committee		
HB 0077	Construction Materials Mining Activities	Fabricio	Construction Materials Mining Activities: Specifies ground vibration limit for construction materials mining activities within 1 mile of certain areas; authorizes CFO to direct State Fire Marshal to modify standards, limits, & regulations for use of explosives in connection with such construction materials mining activities. Effective Date: July 1, 2023	House Regulatory Reform & Economic Development Subcommittee (Current Reference) House Commerce Committee		Similar SB 0186 (Avila) - 01/13/2023 SENATE Filed

HB 0059	Human Trafficking and Prostitution	Skidmore	Human Trafficking and Prostitution: Revises definition of term "coercion"; prohibits facilitating or enabling receiving of persons into any place, structure, building, or conveyance for purpose of prostitution, lewdness, or assignation or facilitating or enabling any person to remain in such place; prohibits knowingly engaging in specified activities for purpose of prostitution; provides increased criminal penalties for specified prohibited acts. Effective Date: October 1, 2023	House Criminal Justice Subcommittee (Current Reference) House Justice Appropriations Subcommittee House Judiciary Committee	Similar SB 0166 (Berman) - 01/19/2023 SENATE Referred to Criminal Justice; Appropriations Committee on Criminal and Civil Justice; Fiscal Policy
HB 0057	Motor Vehicle Liability Policies	Truenow	Motor Vehicle Liability Policies: Revises definition of term "motor vehicle liability policy" to include certain policies issued by specified risk retention groups. Effective Date: July 1, 2023	House Insurance & Banking Subcommittee (Current Reference) House Commerce Committee	
HB 0055	Trees and Other Vegetation within Rights-of-way	Garcia	Trees and Other Vegetation within Rights-of-way: Authorizes DOT to suspend prohibition against removal or cutting of trees or other vegetation in response to state of emergency declared by Governor; requires DOT to adopt guidelines relating to removal or cutting of trees or other vegetation for purpose of clearing debris generated during declared state of emergency. Effective Date: July 1, 2023	House Transportation & Modals Subcommittee (Current Reference) House Constitutional Rights, Rule of Law & Government Operations Subcommittee House Infrastructure Strategies Committee	Similar SB 0108 (Rodriguez) - 01/04/2023 SENATE Referred to Transportation; Community Affairs; Rules
SB 0086	Transportation Facility Designations/Gustavo Barreiro Way	Rodriguez	Transportation Facility Designations/Gustavo Barreiro Way; Providing an honorary designation of a certain transportation facility in a specified county; directing the Department of Transportation to erect suitable markers, etc. Effective Date: 7/1/2023	Senate Transportation (Current Reference) Senate Appropriations Committee on Transportation, Tourism, and Economic Development Senate Fiscal Policy	
SB 0072	Transportation Facility Designations/SPC Zachary L. Shannon Memorial Highway	Hooper	Transportation Facility Designations/SPC Zachary L. Shannon Memorial Highway; Providing an honorary designation of a certain transportation facility in a specified county; directing the Department of Transportation to erect suitable markers, etc. Effective Date: 7/1/2023	Senate Transportation (Current Reference) Senate Appropriations Committee on Transportation, Tourism, and Economic Development Senate Fiscal Policy	Similar HB 0285 (Anderson) - 01/19/2023 HOUSE Filed
SB 0092	Vacation Rentals	Garcia	Vacation Rentals; Providing that local laws, ordinances, or regulations requiring vacation rental owners or operators to provide the local government with certain contact information are not prohibited or preempted to the state, etc. Effective Date: 7/1/2023	Senate Regulated Industries (Current Reference) Senate Community Affairs Senate Rules	Identical HB 0105 (Basabe) - 01/10/2023 HOUSE Now in Regulatory Reform & Economic Development Subcommittee
SB 0064	Department of Transportation	Hooper	Department of Transportation; Requiring that no more than 20 percent of revenues derived from certain taxes and fees and deposited into the State Transportation Trust Fund be committed annually by the department for public transit projects; providing requirements for progressive design-build contracts; revising the dollar limit of proposed budget estimates of construction contracts for which an applying contractor may submit certain financial statements; prohibiting local governments from refusing to accept electronic tickets approved by the department for use as official records for material deliveries on local government projects, etc. Effective Date: 7/1/2023	Senate Transportation (Current Reference) Senate Appropriations Committee on Transportation, Tourism, and Economic Development Senate Fiscal Policy	
SB 0096	Transportation Facility Designations/Deputy Sheriff Michael Hartwick Memorial Highway	DiCeglie	Transportation Facility Designations/Deputy Sheriff Michael Hartwick Memorial Highway; Providing an honorary designation of a certain transportation facility in a specified county; directing the Department of Transportation to erect suitable markers, etc. Effective Date: 7/1/2023	Senate Transportation (Current Reference) Senate Appropriations Committee on Transportation, Tourism, and Economic Development Senate Fiscal Policy	Identical HB 0063 (Chaney) - 01/17/2023 HOUSE Now in Infrastructure & Tourism Appropriations Subcommittee
SB 0108	Trees and Vegetation Within the Rights-of-way of Certain Roads and Rodriguez Rail Corridors		Trees and Vegetation Within the Rights-of-way of Certain Roads and Rail Corridors; Providing that the prohibition against the removal, cutting, marring, defacing, or destruction of trees or other vegetation in certain rights-of-way does not apply if the Department of Transportation suspends such prohibition pursuant to a declared state of emergency; requiring the department to adopt guidelines for removal of debris from certain emergencies, etc. Effective Date: 7/1/2023	Senate Transportation (Current Reference) Senate Community Affairs Senate Rules	Similar HB 0055 (Garcia) - 01/10/2023 HOUSE Now in Transportation & Modals Subcommittee
HB 0041	Land Development Initiative and Referendum Processes	Garcia	Land Development Initiative and Referendum Processes: Revises restrictions on initiative and referendum processes. Effective Date: July 1, 2023	House Local Administration, Federal Affairs & Special Districts Subcommittee (Current Reference) House Infrastructure Strategies Committee House State Affairs Committee	

HB 0023	Water and Wastewater Facility Operators	Bell	Water and Wastewater Facility Operators: Requires DEP to issue water treatment plant operator licenses, water distribution system operator licenses, & domestic wastewater treatment plant operator licenses by reciprocity to certain applicants; authorizes DEP to issue temporary operator licenses during declared state of emergency; requires DEP to waive application fee for temporary operator licenses. Effective Date: July 1, 2023	House Water Quality, Supply & Treatment Subcommittee (Current Reference) House Agriculture & Natural Resources Appropriations Subcommittee House Infrastructure Strategies Committee	Identical SB 0162 (Collins) - 01/19/2023 SENATE Referred to Environment and Natural Resources; Regulated Industries; Fiscal Policy
SB 0014	Relief of Douglas and Gail Quinn by the Department of Business and Professional Regulation	Gruters	Relief of Douglas and Gail Quinn by the Department of Business and Professional Regulation; Providing for an appropriation to compensate Mr. and Mrs. Quinn for injuries and damages they sustained by a contractor licensed by the Department of Business and Professional Regulation and by the Construction Industry Licensing Board's actions in administering the Florida Homeowners' Construction Recovery Fund; providing a limitation on the payment of compensation and attorney fees, etc. CLAIM WITH APPROPRIATION: \$50,000 Effective Date: Upon becoming a law	Senate Special Master on Claim Bills (Current Reference) Senate Judiciary Senate Appropriations Committee on Agriculture, Environment, and General Government Senate Appropriations	
SB 0002	Relief of the Estate of Molly Parker/Department of Transportation	Hooper	Relief of the Estate of Molly Parker/Department of Transportation; Providing for the relief of the Estate of Molly Parker; providing an appropriation to compensate the estate for Ms. Parker's death as a result of the negligence of the Department of Transportation; providing a limitation on compensation and the payment of attorney fees, etc. CLAIM WITH APPROPRIATION: \$5,950,000 Effective Date: Upon becoming a law	Senate Special Master on Claim Bills (Current Reference) Senate Judiciary Senate Appropriations Committee on Transportation, Tourism, and Economic Development Senate Appropriations	

Appropriations Projects Request Matrix - FY23-24 Legislative Session (as of 01/13/2023 10:00 AM)

Indexing	Member Project Details and Initial Request												Tracking	
ID	Project Name	Project Description	House Number	House Amount Requested	Senate Number	Senate Amount Requested	Legislative Sponsor House (Party)	Legislative Sponsor Senate (Party)	County	County Classification	Budget District	Veto History	Status	Last Modified On
933	Benson Junction Road Improvement	Funding will urbanize the road, adding curbs, gutters, turning lanes, lane width and sidewalks for better traffic flow and pedestrian safety in our commercial and industrial areas. The installation of a storm water system will prevent future flooding of the road and adjacent businesses from storms and hurricanes. Controlling the untreated runoff will help with the pollution of Gemini Springs.	H0012	1,250,000		0	McClain (R)		VOLUSIA	URBAN	05	FY22-23 BOB local support grant approved	Active	01/13/2023 09:35 AM
934	City of Miami Gardens - Community Sidewalks Project	This grant funds would allow the city to focus on sidewalk repairs, replacements, and new installments throughout the City which will also include ADA (American Disability Act) in every intersection corner.	H0009	652,000		0	Robinson (D)		MIAMI-DADE	URBAN	06	N/A	Active	01/13/2023 09:43 AM
935	Fort Florida Road Bridge	1) Prevent Bridge Structural Failure. Fort Florida Road is a critical economic arterial road to City's TOD and Downtown and it is also one of two evacuation routes for our western residents. After Hurricanes Ian and Nicole, FDOT has reported significant bridge erosion as a result of FPL industrial wastewater flow. 2) Prevent Massive Flooding Potential. Spillway Gates has capacity to pump 2200 c.f.s of water, while spillway City Bridge has the capacity of only 400 c.f.s.	H0013	1,000,000		0	McClain (R)		VOLUSIA	URBAN	05	N/A	Active	01/13/2023 09:51 AM
936	Fort Florida Road Reconstruction	Reconstruction of Road and Install new Stormwater System to prevent flooding. This road is in very poor condition, needs to be accelerated to keep pace with growth. It is an arterial route for our residential community to SunRail Station, Hwy 17-92, TOD district and our new downtown. Improved emergency services for our new fire station, Adjacent multi-use trail will provide much needed public safety for pedestrians and bikers.	H0014	1,500,000		0	McClain (R)		VOLUSIA	URBAN	05	N/A	Active	01/13/2023 09:53 AM



Hillsborough TPO Transportation Planning Organization

Commissioner Gwen Myers
Hillsborough County
TPO Chair

Mayor Andrew Ross
City of Temple Terrace
TPO Vice Chair

Paul Anderson
Port Tampa Bay

Commissioner Harry Cohen
Hillsborough County

Councilman Joseph Citro
City of Tampa

Councilmember Lynn Hurtak
City of Tampa

Commissioner Pat Kemp
Hillsborough County

Mayor Nate Kilton
City of Plant City

Adelee Marie Le Grand, AICP
HART

Joe Lopano
Hillsborough County
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Councilman Guido Maniscalco
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Hemant Saria
Planning Commission

Greg Slater
Expressway Authority

Commissioner
Joshua Wostal
Hillsborough County

Jessica Vaughn
Hillsborough County
School Board

Beth Alden, AICP
Executive Director

January 18, 2023

Secretary Pete Buttigieg
1200 New Jersey Ave SE
Washington, DC 20590

RE: Hillsborough Area Regional Transit Authority Maintenance Facility RAISE Grant Application

Dear Secretary Buttigieg,

The Hillsborough Transportation Planning Organization (TPO) fully supports Hillsborough Area Regional Transit Authority's (HART's) 2023 Rebuilding American Infrastructure with Sustainability and Equity grant application for a new transit heavy maintenance facility. The TPO Board voted to support the 2022 RAISE grant application and the addition of the project to the List of Priority Projects in the Transportation Improvement Program.

HART's current facility is more than forty-five years old, subject to flooding, fails to meet current building codes, and is unable to support a modern transportation system.

Construction of the new facility will benefit HART and the Tampa Bay region. First, the new facility will support HART's planned transition to a zero-emissions electric bus fleet by 2035. Second, the facility will serve as a workforce high-tech training campus, in partnership with Hillsborough Community College, to create a much-needed pipeline of skilled technicians in the areas of smart grid technology and electric bus maintenance. Providing workforce training, especially for those in underserved populations, will result in new job creation and economic opportunities for our region.

The new transit heavy maintenance facility is a local priority. Multiple partners including, the City of Tampa, Hillsborough County, Florida Department of Transportation, and the TPO, have all committed funding to this project. The remaining funding needed is being sought through this 2023 RAISE grant application.

Thank you for your attention and favorable consideration of this vital project.

Sincerely,

Beth Alden
Executive Director



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



Hillsborough TPO

Transportation Planning Organization

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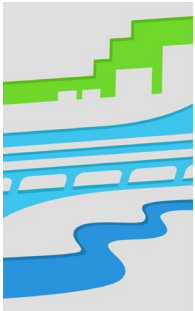
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January 30, 2023

Secretary Pete Buttigieg
U.S. Department of Transportation
1200 New Jersey Ave., SE
Washington, DC 20590

Dear Mr. Buttigieg:

On behalf of the Hillsborough TPO, I am writing in support of Port Tampa Bay's **East Port Omniport** project for FY 2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant application in Hillsborough County, Florida.

Port Tampa Bay (PTB)'s proposed project will expand a berth and develop uplands at a central location across from the port's main Hooker's Point peninsula. East Port Omniport will increase the existing facility from 18 acres with a 400-foot wharf, to 27.7 acres with a 600-foot wharf capable of berthing 800-foot+ (five-hold) vessels. The central location will reduce overall miles of truck travel in the region, and unnecessary emissions; improve truck operations for in-demand materials; and enhance economic benefits as these industries tend to spur growth in multiple sectors.

This project turns an underutilized piece of waterfront property into a powerful economic engine that is necessary to accommodate the existing demand for mixed cargoes including breakbulk (i.e., solar steel, steel coils, lumber, bagged cement), bulk (i.e., aggregates, cement), and containerized cargo (i.e., solar panels and batteries).

Its location near economically challenged communities will reduce barriers to opportunity and advance racial equity by bringing access to new jobs. The East Port Omniport will create an estimated 849 new jobs in the first year of operation. The jobs will pay \$71.6 million in annual incomes. Starting in the first year of operation and continuing at higher levels every year thereafter, the project will also generate \$40 million in business revenue, \$6.6 million in state and local taxes, and \$10.6 million in local taxes.

The project supports the TPO's adopted Freight & Logistics Zone Strategic Plan, which promotes logistics-led economic development, building on Tampa and Hillsborough County's existing freight infrastructure assets to expand access to living-wage jobs. We are excited to support this important initiative. Thank you for your favorable consideration of Port Tampa Bay's East Port Omniport RAISE grant application.

Sincerely,

Beth Alden
Executive Director



January 25, 2023

Commissioner Ken Hagan, Chair
Commissioner Harry Cohen
Commissioner Gwen Myers
Commissioner Michael Owen
Commissioner Donna Cameron Cepeda
Commissioner Pat Kemp
Commissioner Joshua Wostal

Dear Commissioners:

I understand that the County Commission may soon be determining a methodology to utilize revenues collected initially as part of the County's one cent transportation tax. There are, undoubtedly, many competing needs that could be addressed by those dollars.

I am writing to request a portion of the unused transportation tax funds be utilized for design and construction of the Complete Streets project within the Bullard Parkway/Temple Terrace Highway corridor in the City of Temple Terrace. This is a County roadway, and the project ranks #13 on the current Transportation Planning Organization's (TPO) Priority List. This corridor is the fastest growing section of our City, and the urgency of this project has only increased in the years the project has laid dormant. Please consider the following as only an example of recent growth:

- Significant, and ongoing, development in our downtown Community Redevelopment Area (CRA) at the west end of the proposed project limits. Multi-family housing, retail and restaurants have already been built and much more is planned including a seven-story hotel with a rooftop restaurant.
- The Temple Terrace Public Library is just across Bullard Parkway on the north end of this redevelopment area and there is an ever-increasing volume of pedestrian traffic crossing to and from the library.

Mayor's Office

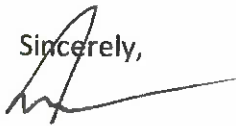
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- An Amazon fulfillment center has been built near the east end of the project corridor. This center currently employs about 3,000 workers, many of whom obviously use Bullard Parkway/Temple Terrace Highway for their commute to work.
- A new subdivision is currently under construction at Bullard Parkway/78th Street. This new development includes 141 single-family homes.
- A new 137,000 square feet Veteran's Administration clinic is under construction on Temple Terrace Highway (Bullard Parkway), which will add significant daily volume to this corridor. An office complex project was also recently approved on this same parcel.
- There are several warehouse/flex space projects under construction on Harney Road and within the 301 Industrial Park, both within our City limits and in unincorporated areas.
- We recently opened a new mountain bike trail at Riverfront Preserve, near the intersection of Bullard Parkway/78th Street, which will result in an increase in both vehicular and bicycle traffic on Bullard Parkway.
- Florida College's strategic plan includes the construction of new facilities on their property located on Bullard Parkway/Temple Terrace Highway.

It is clear that this corridor has seen, and will continue to experience, a significant increase in traffic. This traffic will not only be cars, but also pedestrians, bicycles, and HART busses. Clearly, this project is of vital importance to the continued growth of our City and the safety of those who travel this road. As Vice Chair of the TPO, I am acutely aware of the difficulty in balancing the many transportation priorities in Hillsborough County. This project not only benefits the citizens of Temple Terrace, but it is also a vital link between the City of Tampa and the unincorporated areas along the U.S. 301 corridor and beyond. This is a key component in the continued economic development of our entire region.

It is very unlikely that funding will exist to complete this project unless a portion of the unused transportation tax funds are set aside for this purpose. It is also reasonable for our citizens to request that a portion of these funds be used for a project within the City of Temple Terrace. This is a project that accomplishes that priority, while at the same time benefitting Tampa and Hillsborough County as well.

Sincerely,



Andy Ross, Mayor

cc: Bonnie Wise, County Administrator
 Beth Alden, Executive Director Hillsborough County TPO

Mayor's Office

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