

**HILLSBOROUGH TRANSPORTATION  
PLANNING ORGANIZATION BOARD  
HYBRID MEETING MARCH 20, 2024  
DRAFT MINUTES**

**I. Call to Order, Pledge of Allegiance** *(Timestamp 0:04:04)*

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

**II. Roll Call** *(Gail Reese, TPO Staff) (Timestamp 0:5:01)*

The following members were present: Commissioner Gwen Myers, Mayor Andrew Ross, Commissioner Michael Owen, Commissioner Joshua Wostal, Commissioner Pat Kemp, Councilmember Alan Clendenin, Councilmember Lynn Hurtak, Councilmember Guido Maniscalco, Mayor Nate Kilton, School Board Member Patricia Rendon, Charles Klug, Gina Dew, Greg Slater, Justin Willits, Planning Commissioner Nigel Joseph

The following members were absent/excused: Commissioner Harry Cohen

A quorum was met in person.

A memo regarding Commissioner Cohen's absence was read by Commissioner Myers. Commissioner was attending an Aviation Authority Board meeting and was unable to attend the TPO Board meeting.

**III. Approval of Minutes** *(Timestamp 0:05:46) – February 14, 2024*

**Councilmember Maniscalco moved to approve the minutes of the February 14, 2024, meeting, seconded by Commissioner Owen. The voice vote passed unanimously.**

**IV. Public Comment On Agenda Items** *(Timestamp 0:07:11)* (up to 3 minutes per speaker) Additional comments made via [Social Media](#) and [Email](#) may be requested.

**Andrew Moris** – Noted it was good to see someone from Amtrak speaking to the Board today. Would like to see service to more cities in the State of Florida. Asked that Amtrak look into Pinellas County and bring service back. It was cut in 1984. There are nearly 1 million people and 15 million visitors per year. Noted that the bus service is good but not adequate. Traffic during prime vacation times is very difficult for motorists.

**Rick Fernandez** – Spoke about the barrier at Robles Park in Tampa Heights. Requested a living barrier instead of the 14' concrete wall planned. Requesting this be trees and layered lush landscaping. This will require a cooperative effort from FDOT, the City of Tampa, and Tampa Heights. FDOT presented and provided cost assessments in 2022 for the various barriers.

**Lena Young Green** – Spoke about the barrier along Robles Park. A living wall gives a break along the interstate. It provides a beneficial environment for the residents. Concern was expressed

about the environmental impact of the wall. FDOT did tell the neighborhood it was an option, and it was the lower cost. Asked the TPO Board to encourage FDOT to consider the living wall. The City of Tampa has indicated they could include it in their tree planting commitment and the Parks Department has also indicated their support of the natural wall.

**Paula Meckley** – President of the Tampa Garden Club. Giving the support of the planting of the living wall, trees, and greenscape along I-275 at Robles Park. Believe there are more benefits from the trees than the concrete wall. Noted the specific benefits. The living barrier will benefit the community and the park. The urbanization of the area is making the area impervious decreasing the sky view factors and creating heat islands. The Tampa Garden Club would like to support and be a part of the living wall option.

**Dominique Cobb** – Spoke about the living wall and the urbanization impact that has impacted the African American community. Noted the increase in illness and diseases impacting the neighborhood around I-275. Asked that the TPO Board listen to the stakeholders in the community. The park is a place of leisure; the high wall is not aesthetically pleasing.

**David Coleman** – Spoke about the number of deaths in Hillsborough County. Noted that there was an increase in 2023. The numbers are worse than the US Military in one county. These are the same numbers he brought up five years ago. Some changes are being made but they are not impactful. Lower speed limits save lives. Noted specific roads. Noted that there are sidewalks two feet from traffic doing 55 mph. Within ½ mile north and south of his home on North Florida Ave. and counted 10 pedestrian deaths indicated.

**Linda Saul-Sena** – Asked that the TPO Board ask FDOT to install a living wall at Robles Park. Commended FDOT for work that has been done with innovative and creative thinking in Ybor City. This is another example of an opportunity. There will be an additional 1500 people moving to the Robles Park area.

**Bill Roberts** – Spoke about the representation issue on the proposed regional MPO. There has been a request by two neighboring counties, the Aviation Authority and Port Authority that the representation be by staff of those authorities and not elected officials. Noted his history with the TPO Board and his involvement in the region as a business owner which provides him with an understanding of the regional challenges faced. Having high-level, knowledgeable staff of these organizations is very beneficial for the proposed regional MPO.

**V. Committee Reports and Advance Comments** (Rick Fernandez, CAC Chair and Harmoni McGee, TPO Staff) (*timestamp 0:26:56*) **Additional social media and email comments may be requested**

**A. Citizens Advisory Committee Meeting on March 6, 2024** (Rick Fernandez, CAC Chair)

- A written, detailed report has been provided to the TPO Board
- Public comment from Lena Young Green
- Action Items

- TIP Amendment for I-4 Truck Parking – there was member interest in electric or solar charging capabilities, source of the funding, sustainability features for water runoff, heat islands, and tree canopy; questioned possible effects of future Brightline route. Passed 14 – 0 on a roll call vote.
- Multimodal Counts – expressed desire to see these counts repeated in the future for comparison, extend the days and hours, and expand the counts beyond the HIN. There were several questions on how the data would be applied. The CAC members encourage the TPO Board to consider how the data can be used and ensure it is available to partner agencies. The committee unanimously recommended that the TPO Board accept the Multimodal Counts Report.
- Status Reports
  - Development of the FY25 & 26 UPWP – there were some questions on where the funding comes from and a request for an infographic to demonstrate how each federally required document is related to one another between the UPWP, TIP, and LRTP.
  - 2050 Needs Assessment for Major Projects – the committee asked if projects taken out of the TIP could be added back into the analysis and if waterborne transit could be added.
- B. Livable Roadways Committee Meeting on February 21, 2024**
  - Heard Status reports on
    - 2024 Safety Performance Targets – members discussed the benefits of self-enforcing roads
    - HART for All – suggested the TPO Board add this to a future meeting
    - Access 2050 LRTP Outreach Survey
    - Gibsonton Drive from Fern Hill Drive to US 301 PD&E – extensive discussion centered on safety features being included to address this high-injury roadway along with suggestions.
- C. Bicycle Pedestrian Advisory Committee (BPAC) Meeting on February 28, 2024**
  - Approved Action Items
    - Multimodal Counts Report
    - Addition of two new at-large members
  - Status Reports
    - 2024 Safety Performance Targets
    - Access 2050 LRTP Outreach Survey
- D. Technical Advisory Committee Meeting on March 4, 2024**
  - Approved Action Items
    - TIP Amendment: I-4 Truck Parking Facility – asked about the number of spaces and access to the site as well as acknowledging that this is a nationwide issue
    - Multimodal Counts Report – asked how this data would be used and stored
  - Heard Status reports on
    - Development of the FY 25 & 26 UPWP
- E. Transportation Disadvantaged Coordinating Board (TDCB) Meeting on February 23, 2024**
  - Approved Action Items
    - Election of Officers, Attendance Review and Declaration of Vacancies – Glenn Brown was elected the Officer-at-Large; the TD System and Citizen Advocate and the Regional

Workforce Development Board seats were declared vacant; Marcela Blanchett was nominated the new TDCB representative of the Department of Education

- Status Reports
  - 2024 Safety Performance Targets
  - HART for All
  - Access 2050 LRTP Outreach Survey
  - 2050 Needs Assessment for Major Projects
  - Sunshine Line Updates
  - HARTPlus Updates

**VI. Consent Agenda (Timestamp 0:32:54)**

- LRC – Burak Konuk by the ITE as an alternate
- TDCB – Marcela Blanchett by the Department of Education, Scott Bragan by the Local-for-Profit Transportation Industry as an alternate, Kristen Thomas by the Veterans Affairs

**B. Letter of Support for Statewide Designation on National Highway Freight Network**

- US41 from SR60 – SR574
- SR60 from US41 to E of US301

**C. Multimodal Counts Report**

**Discussion:**

Mayor Ross asked what happens to this report now and how it will impact prioritizing Vision Zero projects for the TIP in June. It was noted that there is a lot of interesting data in the counts including when pedestrians and bicycles are in the roadway or off of the designated path, assuming that when overlaid with crash data, there may be some correlation. It was noticed that Florida and Waters came up a few times in the report and they were brought up during public comment today.

This is a new initiative for the TPO Staff. By using the camera and video processing, it was easier to do more accurate counts. This will supplement studies to be taken on in the next few years. Because these focus on the HIN, the bike/ped data will be done. One recommendation coming out of the report is to further analyze certain XXX.

It seems like there is valuable information in the report that could be overlaid with crash data. There may be some low-hanging fruit for solutions and possible fixes that could save some lives.

The BPAC asked TPO Staff to do a deeper dive into some of the information in the report such as possible maintenance issues or engineering challenges.

Commissioner Kemp noted that this is promising that there is a new method of counting for more information and more accurate counts. It seems to be that bike/ped use is growing and it is good to track the counts and be aware of what needs to be done. Scooter use is increasing on

the sidewalks, people are crossing the sidewalk against walk signals, and right on red is very dangerous in some of these areas. Would like this to be brought forward more comprehensively. More businesses are being set up on both sides of the street and there are no crosswalks. There is more demand for additional crosswalks to get to destinations.

Councilmember Hurtak noted that this is an important issue. Stated that people should not be encouraged to bike on some of the major streets. FDOT is working on a bike facility running parallel to Florida Avenue. It was noted that behavior is going to need to be changed to encourage people to use the bike boulevards and off the major corridors.

**Councilmember Maniscalco moved to approve the consent agenda, seconded by Commissioner Owen. The voice vote passed unanimously.**

## VII. Action Items

- A. **TIP Amendments: I-4 Truck Parking Facility** (Connor Trejos-MacDonald, TPO Staff) *(Timestamp 0:45:11)*
- Went over the project need and overview – will start with 120 truck parking spaces that can be expanded to 250 in future phases
  - Will be near the Hillsborough-Polk County Line and will be connected to the FDOT Truck Parking Availability System
  - Will add \$5.3 million in state funds for construction for improvements to adjacent roadways
  - Went over the project timeline
  - Review of the outreach efforts for this amendment

**Recommended Action:** Approve the TIP amendment to add construction funding to the I-4 Truck Parking Facility project.

### Discussion:

It was noted that millions of square feet of industrial space have been added in east county and western Polk. This will be helpful for those in Plant City. Stormwater was brought up with the CAC and in Plant City; there is an interagency on handling stormwater. It noted that six spaces for electricity may not be enough. If there are more than six spaces installed, a new substation would have to be installed. It was asked if a roof structure had been considered in this area and there is no shade. This is being done with a federal grant and funding is limited. It was asked that shade be considered in the future. Electric stations are important for the cold part of the supply chain.

**Mayor Kilton moved to approve the TIP Amendment, seconded by Commissioner Wostal. The roll call vote passed 15 – 0.**

- B. **Regional Operator Representation on Tampa Bay MPO** (Johnny Wong, TPO Executive Director) *(Timestamp 0:52:43)*
- **Staff representation of the Airport & Port Tampa Bay** – TMA reps presented the Hillsborough County recommendation. There is no consensus on the board size. No

objection to the two roles coming out of Hillsborough County allocation. There was concern that it would be preferred to not have elected officials representing the two authorities.

- **Information Request of County Funding Contributions** – the county does not contribute to the Aviation Authority. Went over the revenue generated through ad velorum and additional county revenue contributed by the county to Port Tampa Bay.

**Recommended Action:** Authorize TPO Staff to prepare and distribute a memo to the Pasco and Pinellas MPOs indicating a preference for Airport and Port Tampa Bay staff representation and the results of the funding contributions request.

**Discussion:**

There was concern about having the Aviation and Port representation come off the top of the regional board allocation to back-door additional elected officials from Hillsborough County in the representation. The board size discussion is not that far apart and there is room for negotiation. The TMA is leaning towards a medium-sized board. It was a productive meeting. Mayor Ross indicated that getting the answers to the TMA sooner rather than later is desirable. It was asked what the TMA considered the authorities' "staff". It was noted that the Aviation Authority has clearly defined that the CEO is a member of the staff. It was brought up that the airport and the port boards are gubernatorially established. Four members are appointed by the Governor. There may have been a general misunderstanding about how the county serves on the boards of the authorities. Clarification was given that the Aviation has three appointees by the Governor and the Port has five appointees by the Governor. There was additional clarification of the make-up of the boards. Port Tampa Bay also provided additional information on how county funding is used by the Port. There was an agreeing opinion expressed that regional MPO representation by staff and be experts for their authorities. Clarification was requested on the make-up of the TMA. There are three representatives from each of the MPO/TPOs that meet quarterly. There was an additional conversation about how information is brought to the TMA from the representatives. It was requested that a meeting of all three MPO/TPOs be had to have a face-to-face meeting. Further discussion on apportionment was discussed. It was noted that the TPO's representation on the TMA is doing what they need to be doing and perhaps it is best to let the TMA handle things unless a roadblock is hit. It was recommended that clarification of who the "staff" is for the Aviation Authority and Port Tampa Bay. Commissioner Wostal added that he does not support having NGOs on Boards to dilute votes. There is already functioning tri-county support with these same counties. It was noted that the airport has data showing that they have the same number of passengers from Pinellas County as Hillsborough County. Councilmember Clendenin indicated his preference for a smaller regional board. It was asked if it makes sense to have members of the Aviation Authority and Port Tampa Bay attend the next meeting. Cameron Clark clarified that MPOs are done by proportionality. Taking two seats off the top brings the apportionment to the remaining seats. The membership requirements were reviewed.

**Councilmember Clendenin moved to approve the memo and distribute it to the Pasco and Pinellas MPOs indicating a preference for Airport and Port Tampa Bay staff representation off**

**the top and the results of the funding contributions request, seconded by Mayor Kilton. The voice vote passed unanimously.**

## **VIII. Status Reports**

### **A. Amtrak Passenger Rail Service (Todd Stennis, Amtrak) (Timestamp 1:29:10)**

- Provided a high-level history/overview of passenger rail in the US
- Showed what the Amtrak network looks like
- Went over hosts and service preference
- Looked at the service lines: Northeast Corridor, State Supported Routes, Long Distance Routes
- Reviewed the State Supported Service Lines: greatest growth factor is in routes less than 750 miles and the long-distance lines over 750 miles
- Went over the Amtrak Florida current service and the numbers associated with Tampa
- The IJA funds: \$44 billion went to national grants, \$22 billion went to Amtrak
- Service expansion projects: corridor identification program, most applications were led by the states. Two were successful in Florida: Jacksonville, Orlando, Miami, and Miami, Orlando, Tampa. Reviewed the CID program process.
- Went over the FRA's Lon-Distance Study. Two additional studies: Dallas to Miami and Chicago to Miami. Will take Florida from two routes per day to four. Encouraged the TPO to participate in the meetings that will take place.
- Looked at Amtrak's partnerships in Florida. Encouraged those who want to see more service in Florida to participate in the discussions. There will be local and state funding needed.
- There is a monthly meeting with FDOT and Amtrak
- The key to the corridor ID program will require a 10% match with further steps requiring a 20% match. If Hillsborough would like to see additional passenger rail service, need to engage with the champions for the match funding.

### **Discussion:**

There is a lot of discussion about Tampa being bypassed in the long-range extensions. There is one route from Tampa to Miami per day. It was asked how there could be additional trains added. FDOT applied for and were successful with grants coming into Tampa. There was further discussion on how others are working on matching funds. It was asked where people should be looking for the meetings for the FRA Long-distance studies. It was asked why Tampa was left out of the long-range. That is not an Amtrak matter, it is a federal matter. FDOT was asked if they will be providing assistance. FDOT noted that there is money in the budget each year and that each project will be evaluated on their merits. TPO Staff now has contacts with Amtrak. It was requested that meetings be shared with the staff and passed on to the board members. Clarification was provided that Amtrak cannot provide commuter service, that is a matter for the states. There was discussion about legislation about unused dollars being pushed XXX. It was asked if operators such as Brightline are able to compete for grants as part of the \$44 billion. Yes, they are able to compete for those.

FRA Long Distance Study: <https://fralongdistancerailstudy.org/>

FRA's website about the Corridor Identification and Development Program:

<https://railroads.dot.gov/corridor-ID-program>

**B. Gibsonton Drive from Fern Hill Drive to US 301 PD&E** (Ashley Henzel, FDOT) (*Timestamp 1:54:04*)

- Review of project location and study area; purpose and need; the no-build alternative will remain as an alternative during the study
- Went over the consistency with the Long Range Transportation Plan
- Looked at the preferred build alternative typical section, environmental effects, right of way impacts
- Went over the evaluation matrix and estimated project costs
- Provided information from the public hearing on February 20, 2024
- Looked at the timeline

**Discussion:**

It was noted that THEA is coordinating with FDOT on the expressway expansion utilizing US301.

**C. Development of the FY25 & 26 UPWP** (Amber Simmons, TPO Staff) – Deferred

**IX. Executive Director's Report** (*Timestamp 2:00:07*)

- A. Legislative Update – bills abolishing the MPO Advisory Council did not pass. HB 1301 did pass with several implications for how the TPO Board will do business on certain projects. Staff is seeking clarification as it could impact the HART Arterial BRT study on Florida/Tampa and Fowler. Reviewed other provisions in the bill. HB 287 passed; reviewed the bill.
- B. Regular TPO Board Meeting will be held on April 10, 2024
- C. TPO Special Meeting will be held on April 30, 2024
- D. Federal Rail Administration Proposed Route from Chicago to Miami; went over why including Tampa would be important for the future and the implications if it is not included.
- E. Support for Gulf Coast Trail Prioritization for Statewide SunTrail Funding – went over some of the projects already incorporated into the program. Lumping them together makes sense for prioritizing.

**Discussion:**

There was a question about the funding for the streetcar extension being rolled back and what would happen to those funds. Secretary Gwynn went over possible ways it may work. The City of Tampa allocated \$5 million to restart and HART has re-initiated the request for the funding to assist in FDOT granting the funding. There was a discussion about the legislation regarding 2/3 approval votes of transit boards for transit projects. There has to be a sponsor for a lane repurposing project. If a lane repurposing is being proposed to accommodate a transit project, the



sponsoring board will have to have a 2/3 vote to move those projects. This will apply to HART and PSTA; there may be others.

X. **Old Business & New Business** (*Timestamp 2:08:53*) – None

XI. **ADJOURNMENT** – The meeting adjourned at 12:05 PM

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

**Late email public comment received March 20, 2024 at 8:36 AM**

**From:** Rick Fernandez <[rick@fernandezconsulting.net](mailto:rick@fernandezconsulting.net)>

**Sent:** Wednesday, March 20, 2024 8:36 AM

**To:** 'Lynn Hurtak' <[lynn.hurtak@tampa.gov](mailto:lynn.hurtak@tampa.gov)>; [Alan.Clendenin@tampagov.net](mailto:Alan.Clendenin@tampagov.net); [guido.maniscalco@tampagov.net](mailto:guido.maniscalco@tampagov.net); Kemp, Pat <[kempp@hillsboroughcounty.org](mailto:kempp@hillsboroughcounty.org)>; Myers, Gwendolyn <[myersg@hillsboroughcounty.org](mailto:myersg@hillsboroughcounty.org)>; [cohenh@hillsboroughcounty.org](mailto:cohenh@hillsboroughcounty.org); [owenm@hillsboroughcounty.org](mailto:owenm@hillsboroughcounty.org); 'Joshua Wostal' <[wostalj@hillsboroughcounty.org](mailto:wostalj@hillsboroughcounty.org)>; 'Andrew Ross' <[aross@templeterrace.gov](mailto:aross@templeterrace.gov)>

**Cc:** Johnny Wong <[wongj@plancom.org](mailto:wongj@plancom.org)>; Gena Torres <[torresg@plancom.org](mailto:torresg@plancom.org)>; Sarah Caper <[capers@plancom.org](mailto:capers@plancom.org)>; Rick Fernandez <[rick@fernandezconsulting.net](mailto:rick@fernandezconsulting.net)>; 'Lena Young' <[lenayoung211@yahoo.com](mailto:lenayoung211@yahoo.com)>; 'Lena Young' <[lenayoung@thjca.org](mailto:lenayoung@thjca.org)>; 'Olivia George' <[ogearge@tampabay.com](mailto:ogearge@tampabay.com)>; [hqueen@bizjournals.com](mailto:hqueen@bizjournals.com); [LawsonL@hillsboroughcounty.org](mailto:LawsonL@hillsboroughcounty.org); 'Linda Saulsena' <[lsaulsena@gmail.com](mailto:lsaulsena@gmail.com)>; Cheryl Wilkening <[wilkeningc@plancom.org](mailto:wilkeningc@plancom.org)>; 'Deese, Gregory' <[Gregory.Deese@dot.state.fl.us](mailto:Gregory.Deese@dot.state.fl.us)>

**Subject:** Renewed request for a living/green barrier along the eastern boundary of Robles Park in Tampa Heights

**Importance:** High

Hillsborough TPO Board:

These “public comments” relate to the interstate barrier to be installed along the eastern boundary of Robles Park in Tampa Heights. They are submitted in anticipation of the TPO Board meeting to be held March 20, 2024.

I am requesting the installation of a "living/green barrier" (in lieu of the planned 14' concrete wall): trees and lush landscaping, layered appropriately to provide natural sound and pollution protection for this historic park.

The living/green barrier should incorporate plantings on both the Interstate (E) and park (W) sides of bordering North Elmore Avenue. This will require a cooperative approach between FDOT and the City of Tampa together with the Tampa Heights neighborhood and the Tampa Heights Civic Assoc.

The requested living/green barrier treatment is in alignment with options presented by Justin Hall and David Gwynn, FDOT West Central - Tampa Area (District 7), in 2022. It is the environmentally sound, fiscally responsible and politically responsive approach to a request coming from the residents of Tampa Heights.

(See FDOT-presented alternatives for the barrier during the TPO Board meeting on January 11, 2022 (time stamped 1:17:33 – 1:20:40). These included the green trellis and fully landscaped (hedge, trees, other) options as well as an 8' barrier and 14' barrier <https://youtu.be/BFCN89SVMZo?t=4656> ).

Cost projections presented in January 2022 were as follows: 14' wall as currently planned - \$1,371,051; 8' wall - \$441,930; Green trellis - \$504,000; Fully landscaped barrier (living/green option) – cost variable depending on plants/trees selected.

Respectfully Submitted,

[Rick Fernandez](#)  
2906 N. Elmore Ave.  
Tampa, FL 33602

DRAFT



## **Committee Reports**

### **Livable Roadways Committee (LRC) Meeting on February 21**

The LRC heard status reports on:

- 2024 Safety Performance Targets

Members discussed the benefits of self-enforcing roads and asked if there were success stories of slower speeds and reduced crashes.

- HART for All

The presentation and videos on HART for All received praise from committee members. There was a suggestion that the full TPO Board add this topic to a future meeting.

- Access 2050 LRTP Outreach Survey

TPO staff presented the survey and committee members participated in completing.

- Gibsonton Drive from Fern Hill Drive to US 301 PD&E

There was extensive discussion centered on what safety features were included in the design to address this High Injury roadway. Suggestions included reducing outside lane widths, posting at 35mph instead of 45mph, expanding the buffer between road and sidewalk, additional and enhanced pedestrian crossings.

### **Transportation Disadvantaged Coordinating Board (TDCB) on February 23**

The TDCB approved action items:

- Election of Officers, Attendance Review and Declaration of Vacancies

The TDCB reviewed members attendance from 2023 and held an election for the officer-at-large position. Marcela Blanchett was nominated the new TDCB representative of the Department of Education, and Glenn Brown was elected the officer-at-large for the TDCB. The TDCB declared the TD system and citizen advocate and the Regional Workforce Development Board seats vacant.

The TDCB heard status reports on:

- 2024 Safety Performance Targets
- HART for All
- Access 2050 LRTP Outreach Survey
- 2050 Needs Assessment for Major Projects

- Sunshine Line Updates
- HARTPlus Updates

### **Bicycle Pedestrian Advisory Committee (BPAC) Meeting on February 28**

The BPAC approved action items:

- Multimodal Counts Report
- Consideration of New Citizen at Large Membership Application
  - BPAC voted to recommend both candidates (Edward Newsome and Brandyn Littleton) for BPAC membership, pending the resignation of Victoria Klug.

BPAC meeting heard status reports on:

- 2024 Safety Performance Targets
- Access 2050 LRTP Outreach Survey

### **Technical Advisory Committee (TAC) Meeting on March 4**

The TAC approved action items:

- TIP Amendment: I-4 Truck Parking Facility
  - Members asked about the number of spaces and access to the site as well as acknowledging that this is a nationwide issue.
- Multimodal Counts Report
  - Members asked how this data would be used and stored. The plan is to make it accessible on the Plan Hillsborough website with other count data.

The TAC heard a status report on:

- Development of the FY 25 & 26 UPWP

### **Citizens Advisory Committee (CAC) Meeting on March 6**

There was one public comment from Lena Young Green. Ms. Green appreciated the CAC for bringing forward the Robles Park wall topic to the TPO Board and encouraged FDOT to continue to communicate with the citizens in that area.

The CAC approved two action items:

- TIP Amendments for I-4 Truck Parking Facility
  - Member comments included interest in electric or solar charging capabilities and staging during evacuations, the source of funding, sustainability features for water runoff, heat islands, and tree canopy, if there would be any affects to the future Brightline route.

The CAC approved the TIP Amendments unanimously 14-0.

- Multimodal Counts Report
  - The CAC appreciated the work to gather non-motorized counts and offered suggestions for when the counts are repeated in the future: increase the days

and hours of data collection and expand the count locations beyond the high injury roadways. When applying the data to inform priorities: consider the connection between land uses, access to jobs, food, transit and other services. The data could also be used to influence traffic operations such as allowing longer crossing times where there is higher concentration of people walking and biking. The members encourage the TPO Board to consider how the data can be used and ensure it is available to partner agencies.

The CAC unanimously recommended the TPO Board accept the Multimodal Counts Report.

The CAC heard two status reports:

- Development of the FY 25 & 26 Unified Planning Work Program
  - Members appreciated the preview of the UPWP before it is fully presented in April. There were questions on whether local funding is included and the relationship to the Long Range Transportation Plan, the Transportation Improvement Program, and State of the System. There was a request for infographics to demonstrate how each federally required document is related to the other.
- 2050 Needs Assessment for Major Projects
  - The committee asked if projects taken out of the TIP in the past were added back into the analysis and if waterborne transit can be added with the explanation that some projects tested in 2045 would not need to be retested for the 2050 update.

CAC Members interest for future topics

- How all of the transportation plans are incorporated into the Comprehensive Plan
- Filling vacancies on the CAC
- Tampa Bay Partnership State of the Region
- Update on the Upper Tampa Bay Trail partial closure.
- Development of the FY 25 & 26 UPWP
- 2050 Plan Cost Feasible Scenarios