



Hillsborough TPO

Transportation Planning Organization

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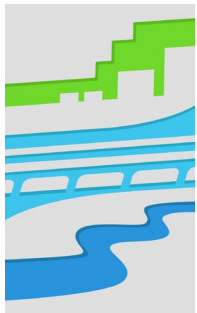
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School Board

Johnny Wong, PhD
Executive Director



Plan Hillsborough

planhillsborough.org
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601 E Kennedy Blvd
18th Floor
Tampa, FL, 33602

Meeting of the Citizens Advisory Committee

Wednesday, April 3, 2024, at 6:00PM – please log on at 5:45p to test audio

County Center, 18th Floor – Plan Hillsborough Committee Room

Please RSVP [here](#) for this meeting.

Remote participation:

[Click here to join the meeting](#)

Meeting ID: 293 993 211 427

Passcode: EiCM8P

Or call in (audio only) 1-813-498-2121

Phone Conference ID: 852 109 1#

Presentations, full agenda packet, and supplemental materials are [posted here](#).

Please phone us at 813-756-0371 for a printed copy.

- Please mute yourself after joining the conference to minimize background noise.
- Technical support during the meeting: Michael Rempfer 813-793-2348

Rules of engagement:

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

- | | |
|--|------|
| I. Call to Order & Introductions | 6:00 |
| II. Roll Call and Declaration of Quorum (Gail Reese, TPO staff) | |
| III. Chairman's Request: <i>Per the TPO Bylaws, all speakers are asked to address only the presiding Chair for recognition; confine their remarks to the question under debate; and avoid personalities or indecorous language or behavior.</i> | |
| IV. Public Comment - 3 minutes per speaker, please | 6:10 |
| <i>Public comments are welcome and may be given at this meeting virtually by logging onto the website above and clicking the "raise hand" button. Staff will unmute you when the chair recognizes you.</i> | |
| V. Chair's Report | 6:15 |
| VI. Minutes | |
| A. Approval of Minutes (March 6, 2024) | 6:20 |
| VII. Action Items | |
| A. Annual Certification of Metropolitan Planning Process
(Sarah Caper, TPO Staff) | 6:25 |

VIII. Status Reports	
A. HART's Tampa Arterial Bus Transit (BRT) and Circular Project Update (Justin Willits, HART)	6:40
B. Preliminary Draft of FY 25 & 26 Unified Planning Work Program (Amber Simmons TPO Staff)	6:55
C. Community Air Monitoring Network (Lizzie Baker, TPO Staff)	7:10
IX. Unfinished Business & New Business	7:25
A. Next CAC Meeting May 1 st	
X. Members' Interests & Future Topic Requests	7:45
XI. Adjournment	8:00
XII. Addendum	
A. TPO Summary and Committee Reports	
B. Attendance Roster	
C. FDOT Widening SunCoast Parkway from South Van Dyke Rd to SR52	
D. FDOT Project Factsheet: US301 from Balm to Whitt Rd	
E. FDOT Project Factsheet: US301 and Symmes Rd. Intersection Improvement	
F. Upper Tampa Bay Trail	

The full agenda packet is available on the TPO'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 Connor MacDonald, (813) 582-7351 o macdonaldc@plancom.org, tres días hábiles antes de la reunión. Si sólo habla español, por favor llame a la línea de ayuda en español al (813) 272-5940 or (813) 273-3774 ext. 1.

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**HILLSBOROUGH COUNTY
TRANSPORTATION PLANNING ORGANIZATION
CITIZENS ADVISORY COMMITTEE
HYBRID MEETING OF MARCH 6, 2024**

I. Call to Order

Chair Rick Fernandez called the meeting to order at 6:04 PM.

II. Roll Call and Introductions (Gail Reese, TPO Staff)

Members Present: Rick Fernandez, Steven Hollenkamp, Dayna Lazarus, Bill Roberts, Jim Davison, Carolyn Brown, Hoyt Prindle, Joseph Citro, Christine Acosta, Matt Sienk, Don Skelton, Ed Mierzejewski, Ilia Lachinov, Joshua Frank, Greg James

Members Excused or Absent: Aiah Yassin, Artie Fryer, Hodges William, Chris Vela, Sarah Thomas, Chris Gonzalez

Others Present: Gena Torres, Sarah Caper, Connor Trejos-MacDonald, Amber Simmons, Vishaka Shiva Raman, Gail Reese (TPO Staff); Brian Hunter (FDOT); Katie Habgood (Patel, Greene & Assoc); Lena Young Green (public); 266696687 (unknown)

An in-person quorum was met.

Members must be in person to vote on Action Items.

III. Chairman's Request: Per the TPO Bylaws, all speakers are asked to address only the presiding Chair for recognition, confine their remarks to the question under debate and avoid personalities or indecorous language or behavior.

IV. Public Comment (*Timestamp 0:03:26*)

Lena Young Green – Noted she spoke to the committee at the February meeting. Expressed her appreciation to the CAC for paying attention to the residents who live around Robles Park. Requested that they continue the conversation with the TPO Board so FDOT will continue the conversation with the neighborhood. Robles Park is a three-block frontage along I-275. She noted that FDOT has treated parks differently along other roads. The neighborhood is requesting that the barrier be a living wall.

V. Chair's Report (Rick Fernandez, Chair CAC) (*Timestamp 0:06:50*) Reports going forward will include a summary of the previous meeting and actions taken by the TPO Board. Thanked Dayna Lazarus for the suggestion.

A. The February meeting was opened with a discussion about the type of barrier at Robles Park. An amended motion was passed and put before the TPO Board. The same type of public comment

was provided at the TPO Board meeting. The TPO Board asked FDOT to continue the conversation with the neighborhood. FDOT and the neighborhood have begun having conversations. The City of Tampa has joined the conversation and engaged with possible resources.

- B. Had two Action Items in February; summarized for the committee. The TPO Board approved both at their meeting.

VI. Approval of Minutes – February 7, 2024 (Timestamp 0:11:25)

Hoyt Prindle moved to approve the minutes for February 7, 2024; seconded by Jim Davison. The voice vote passed unanimously.

VII. Action Items

A. TIP Amendment: I-4 Truck Parking Facility (Connor Trejos-Macdonald, TPO Staff) (Timestamp 0:13:22)

- 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 and recommend approval to the TPO Board.

Discussion:

It was asked if there are any improvements for autonomous trucking to be included. Unsure about autonomous trucking. It was asked where the funding was coming from and what the allowable uses for the funds were. It is coming from DI funds. Brian Hunter, FDOT, noted that the funds are coming from federal grants that are designated for interstate improvements. It was asked if there are fees associated. No. Clarification was asked if any of the electrical stations will be supplemented with solar or if they are all on the grid. All are on the grid. It was asked if any sustainability or resilience plans for water mitigation could be incorporated such as trees and minimizing storm water runoff. Will have to get back to the committee on this with the landscaping design. It was asked if this is one-direction or both-direction access. It is off the interstate; trucks must use an access road off of County Line Road. Pedestrian facilities will be installed for the drivers to access services at this exit. It was asked if additional electrical facilities would be added to help stage for disaster relief. This is going to be used as an emergency staging location. If more than six electric stations are installed, a sub-station will have to be installed. Clarification on the funding was requested on the increase. General construction cost increase and additional facilities are being added in restroom facilities. It was asked how the location was chosen. Analysis was done on where the greatest need was. Existing rest areas in southern Hillsborough County had additional spaces added. This will allow for additional industrial development in this area, and this will be a hub for that to occur. It was noted that Brightline is

going to be coming down the middle of the median in this area, it was asked if any of this work will have to be redone as a result. No. It was asked if there was consideration for EV stations being installed. No, this is going to be for trucks only, and adding passenger vehicles to the area would be a safety issue. It was noted that adding solar with a backup battery should be considered in case the electricity goes out in this grid.

Joseph Citro moved to approve the TIP amendment and recommend it to the TPO Board for approval, seconded by Ilia Lachinov; the voice vote passed unanimously.

B. Multimodal Counts Report (Katie Habgood, Patel, Green & Assoc) (*Timestamp 0:28:37*)

- Went over traditional counts vs. multimodal counts
- Looked at the High Injury Network (HIN) corridors
- Showed the count locations, cameras used, and how they were mounted
- Reviewed the post-collection processing
- Went over the initial results – most users on foot and most users on bikes
- Went over analysis recommendations and the questions that came out of the data collection

Recommended Action: Receive the report and recommend approval to the TPO Board.

Discussion:

It was noted that it would be good to have more of a cross-section of data across the year in addition to the 24 hours. It was asked when the one day was for the count. Over about ten days to two weeks in October of 2023. It was asked if the people were counted by humans. Yes, with the review of the recordings. It was noted that quite a few of the top 10 results with the most users were in the University area. It was asked if there is anything that can be contributed to this study about mitigating an increase in pedestrian injury and death when bringing in different modes of transportation with job centers. That is something that could be looked at with further analysis. It was asked if there is a battery life limitation on the devices or if the cameras run out in 24 hours. The batteries last around 72 hours. These devices are not designed for extended use. It was recommended that, with a future count, perhaps leave the cameras up for a longer period. It was noted that the HIN is geared towards higher volume roads that bike/ped tend to be more city and surface streets and that this may not be reflective of where people are using facilities. The HIN was the consideration and those are more state and county roads. It was requested that, if this is repeated, the city and surface streets be used for comparison or as a control. It was noted that solar energy may be a solution for a longer-term solution for counting devices if the county would want to invest in the equipment. Further analysis on what is near where the high bike/ped counts occurred would be good to have such as grocery stores, transit stations, lower-end shopping, etc. The HIN is the least hospitable area for bike/ped to begin with. It was asked if the study was still going on. No, the counts are done. It was asked if there are other companies doing this work. The County is doing other traffic counts, and the City of Tampa also owns counters. It was asked if this report could be consolidated with the City of Tampa's report. It was noted that there are several potential applications of this work including in the traffic operations centers. It was asked if the time-of-day data was available and if clusters were noted. It was asked that being able to discern what areas are within the city limits would be good information. It was asked what the process is for continuing the analysis and information to use this information is. It is up to the TPO to bring

suggestions forward and to make this data available to others for use. It was asked what the contract amount was for this study. \$80K. It was asked if this was above or below the threshold for RFP. Below. It was noted that the CAC would like to see it done more robustly and more frequently.

Joshua Frank moved to accept the report with comments from the CAC and forward it to the TPO Board for approval, seconded by Christine Acosta. The voice vote passed unanimously.

VIII. Status Report

A. Development of the FY25 & 26 UPWP (Amber Simmons and Sarah Caper, TPO Staff) *(Timestamp 1:00:27)*

- Review of what the Unified Planning Work Program (UPWP) is – complies with federal and state rules; effective July 1, 2024 – June 30, 2026
- Went over the content tasks
- Looked at the budget for FY2025 and FY2026
- Went over the schedule and milestones
- Reviewed the critical path projects and other projects being considered (partner agency requests)

Discussion:

It was asked if the extension of the Streetcar into the Tampa Heights area was in this. This is not an exhaustive list. Some of the ongoing projects may not be included. The City of Tampa did not submit that project. The UPWP does have the flexibility to amend if necessary. It was asked if there is any revenue from the municipalities, school districts, etc. No. In the UPWP, always looking for the most cost-effective and efficient projects; the TPO looks for partners to share funding on projects. It was noted that the State of the System never really gets to the state of the entire system. It was asked where this is going over several years comparing what is planned versus what happens. The State of the System is a report card that measures what is happening. It was asked what the source of the grant funds is. The source is federal and distributed by the state. It was asked if the UPWP is related to the LRTP survey. The UPWP is the TPO budget for what will be worked on over the next two years. The LRTP is looking at years five through twenty from now. As the TPO gets to the end of the two-year budget, staff can look at if there are things that need to be looked at to prepare for the plans in the LRTP. It was requested that an infographic be produced containing all the plans, how they relate, and how they interact with each other.

B. 2050 LRTP Needs Assessment for Major Projects (Wade Reynolds, TPO Staff) *(Timestamp 1:15:43)*

- Went over the sources for major projects
- Reviewed the 2045 Cost Feasible Projects
- Looked at the 2050 Cost Feasible Plans – FDOT, received from jurisdictions
 - BRT, repurposing of rail lines, limited access expressway, road widening
 - Looked at current priorities for new funding from the TIP table two
- Went over the next steps – modeling, survey, narrowing down the list, determining funding levels, determining cost feasible plan

Discussion:

It was asked if “cost feasible” from the 2045 plan included or did not include the sales tax. It did include the sales tax. It was noted that there are roadways that were taken off the TIP and LRTP. It was asked if now is an appropriate time to bring them up, considering they may be FDOT projects. There was a discussion about how the map has been adjusted. There was a discussion about how the agencies get projects into the LRTP. It was asked why there was no water transit service in this assessment. It is not being retested at this time. For the premium transit, it was noted that that will require a local tax dollar match; none of that has been financed. How do those continue to be added even though they continue to be struck down? It was noted that much of the transit may fall off in the cost-feasible trim down comes into play. It was asked if a complete streets project that is in the tens of millions needs to go through this process. Increased capacity projects need to come through this. It was asked if capacity reduction projects are carried out this way as well. There was discussion about specific roadways that would be tested in the model and whether that testing is discretionary. It was noted that there is already a right-of-way for transit from downtown to the airport; it was asked how that can be pushed along. Funding for that and other major transit projects needs a local match which has been a challenge. Provided it makes it into the cost-feasible plan, it would need to be put forward by an agency or municipality. There was further discussion of specific projects that should be on the LRTP. Not all projects are requested by the municipalities and agencies.

C. Access 2050 LRTP Outreach Survey (Gena Torres, TPO Staff) *(Timestamp 1:38:24)*

- For those who want to stay after the meeting is adjourned, Ms. Torres will stay and walk through it.

Discussion:

It was noted that there are several roads in the survey that people may not know about. After the fact, it was found out that those can be skipped and the survey can still be submitted.

IX. Unfinished Business & New Business *(Timestamp 1:40:31)*

A. Next CAC Meeting: April 3, 2024

- B. Josh Frank – noted that there are six seats on the committee that continue to be vacant and requested that staff reach out to the agencies that do not have someone appointed to the CAC.**

X. Members’ Interests & Future Topic Requests *(Timestamp 1:41:40)*

- A. Jim Davison – it was requested that a presentation be made showing how the UPWP, the five-year plan, and the LRTP fits into the transportation element of the Comprehensive Plan.**
- B. Christine Acosta – attended the Tampa Bay Partnership’s State of the Region. They do a peer assessment with 15 other major metropolitan areas. It is a report card of how the region is doing in comparison. Asked if the CAC could get an abridged version of that report card.**
- C. Don Skelton – requested that someone come and give a presentation about the Upper Tampa Bay Trail. It has been cut in half very abruptly. It is closed and will not reopen until 2025. Would like to understand what happened.**
- D. Dayna Lazarus – requested an update on the Brightline location that has been chosen.**

- E. Chair Fernandez – noted that he is open to suggestions on how the CAC can further continue advocating for the Robles Park wall to the TPO Board. It was noted that sending a Thank You to the Board for encouraging FDOT to talk with the neighborhood.

XI. Adjournment

The meeting adjourned at 7:51 PM

A recording of this meeting may be viewed at:

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

DRAFT



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item

Annual Certification of Metropolitan Transportation Planning Process

Presenter

Sarah Caper, TPO Staff

Summary

Metropolitan Planning Organizations are established and funded by federal and state laws and rules. Therefore, many federal and state requirements apply. The federal government evaluates our compliance every four years, and a public meeting is held at that time. The last such meeting was held in January 2021.

In between these major review events, the TPO's planning process must be certified annually following federal and state rules through a cooperative review conducted by the FDOT District 7 office and the TPO staff and Board. This concludes with a Joint TPO/FDOT Certification statement and summary of notable achievements, recommendations, and corrective actions.

Attached is a summary of the certification results and the draft statement to be signed upon authorization from the Board. TPO staff will briefly review the notable achievements and recommendations.

Recommended Action

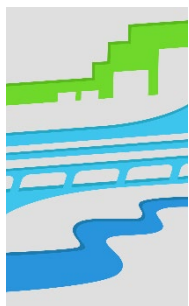
Support recertification of the TPO and authorize the TPO Chair to sign the Joint Certification Statement

Prepared By

Sarah Caper, AICP, TPO Staff

Attachments

1. Joint Certification Summary
2. Joint Certification Statement (to be signed by TPO Chair)





Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

JOINT MPO/FDOT CERTIFICATION SUMMARY

Hillsborough County Transportation Planning Organization

The Annual Joint FDOT/MPO Certification for January 1, 2023 to December 31, 2023, review was conducted on February 21, 2024, as required by federal guidelines to assess the MPO's compliance with the federal transportation planning process and applicable state laws. **The Hillsborough County TPO was found to be in compliance with federal and state guidelines for metropolitan transportation planning.**

The following is a summary of the Department's findings:

Notable Achievements

The Hillsborough TPO is proud to showcase its recently completed work products, many of which we believe can be regarded as noteworthy.

- ***Federal Highway Administration (FHWA), 2023 State Transportation Innovation Council (STIC) Grant***
- ***US Environmental Protection Agency (EPA), 2023 Community Air Pollution Monitoring Grant***
- ***Citizens Advisory Committee's revised bylaws to gain more geographical and demographical representation***
- ***Significant successful results from 2022 Pilot Program to increase public involvement in TIP Amendments***
- ***Electric Vehicle Infrastructure Plan Study***
- ***Freight Supply Chain Resiliency Study***
- ***Health Impact Assessment of the Long-Range Transportation Plan (LRTP) Complete Streets projects***
- ***2050 LRTP Needs Assessment for Equity***
- ***Implementation of the Tampa School Safety Study***
- ***Participated in Automated Speed Cameras in a School Zone Pilot study***
- ***Continued collaboration with Forward Pinellas and Pasco MPO to produce legislatively required merged MPO report***

Recommended Actions

- The TPO should keep FDOT updated on organizational roles and responsibilities of key staff.
- The TPO should continue to communicate challenges, questions, and concerns to FDOT Liaison staff directly to facilitate appropriate resolution. FDOT acts as the Liaison between MPO, FDOT, and FHWA.
- When the TPO is conducting planning studies, the TPO should ensure local government concurs with recommendations.
- The TPO should continue to regularly review and evaluate public inclusion and outreach techniques to ensure a broad range of residents participate.
- The TPO should continue to educate the TPO Board and Committees on the TPO's roles and responsibilities as they relate to transportation planning and project prioritization processes.

Corrective Actions

- None

FLORIDA DEPARTMENT OF TRANSPORTATION
MPO JOINT CERTIFICATION STATEMENT

525-010-05c
POLICY PLANNING
02/18

Pursuant to the requirements of 23 U.S.C. 134(k)(5) and 23 CFR 450.334(a), the Department and the MPO have performed a review of the certification status of the metropolitan transportation planning process for the Hillsborough County MPO with respect to the requirements of:

1. 23 U.S.C. 134 and 49 U.S.C. 5303;
2. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 C.F.R. Part 21
3. 49 U.S.C. 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
4. Section 1101(b) of the FAST Act and 49 C.F.R. Part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
5. 23 C.F.R. Part 230 regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
6. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and the regulations found in 49 C.F.R. Parts 27, 37, and 38;
7. The Older Americans Act, as amended (42 U.S.C. 6101) prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
8. Section 324 of 23 U.S.C. regarding the prohibition of discrimination on the basis of gender; and
9. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 C.F.R. Part 27 regarding discrimination against individuals with disabilities.

Included in this certification package is a summary of noteworthy achievements by the MPO, attachments associated with these achievements, and (if applicable) a list of any recommendations and/or corrective actions. The contents of this Joint Certification Package have been reviewed by the MPO and accurately reflect the results of the joint certification review meeting held on February 26, 2024.

Based on a joint review and evaluation, the Florida Department of Transportation and the Hillsborough County MPO recommend that the Metropolitan Planning Process for the Hillsborough County MPO be certified.

Name: David Gywnn, P.E.
Title: District Secretary (or designee)

Date

Name: Gwen Myers
Title: MPO Chairman (or designee)

Date



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item

HART Tampa Arterial Bus Rapid Transit (BRT) and Circulator Project Update

Presenter

Justin Willits /Jesús Peraza García, HART

Summary

This presentation will provide an update on the proposed Bus Rapid Transit (BRT) Project connecting the University of South Florida area to downtown Tampa. The BRT Project aims to operate at an improved frequency with marginal increases to operating costs, while also providing reliable and reduced travel times for users. The presentation will also include a conversation on the Rubber Tire Circulator as an interim transit solution preceding the City of Tampa's Streetcar Extension.

Recommended Action

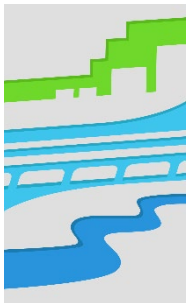
None, for information only.

Prepared By

Wally Gallart, TPO Staff

Attachments

[Presentation](#)



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Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

Preliminary Draft of FY 25-26 UPWP

Presenter:

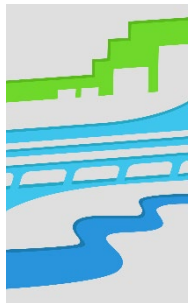
Amber Simmons, TPO Staff

Summary:

The Unified Planning Work Program (UPWP) is a federal and state mandated document that defines the transportation planning activities, products and budget to be developed by the Transportation Planning Organization (TPO) and other transportation planning agencies. It is the basis for allocating federal, state, and local funds for transportation planning activities within Hillsborough County and describes how the TPO will use its federal and state planning funds. This UPWP covers a two-year period from July 1, 2024, to June 30, 2026.

The UPWP is required by federal law under Title 23 CFR 450.314 and Title 49 CFR 613.100 when federal funds are used for transportation planning. The UPWP and associated processes are also required by state law under Chapter 339.175 governing TPOs. The UPWP is reviewed by the Federal Highway Administration (FHWA) and the Florida Department of Transportation (FDOT).

Staff will provide an overview of the draft document on the [TPO website](#). The final document will be presented at the TPO Board meeting on May 8, 2024 for adoption following state timeline requirements, and will incorporate the comments received from review agencies. Additional information can be found at [Unified Planning Work Program | Plan Hillsborough](#).



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Recommended Action:

None; for information and comment

Prepared By:

Amber Simmons, TPO Staff

Attachments:

[Presentation Slides](#)



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

Community Air Monitoring Network

Presenter:

Lizzie Baker

Summary:

The Community Air Monitoring Network is a partnership between the TPO, University of South Florida's College of Public Health, the Environmental Protection Commission of Hillsborough County, and numerous community-based entities, building on efforts from the Low-Coast Air Quality Monitoring Pilot Study (2021-2023). The current work is funded by Federal Highway Administration and Environmental Protection Agency grants, which will provide funding through March 2026. As part of this effort, air quality in underserved communities along I-275, I-4, and I-75 is being studied using low-cost air quality monitors and community capacity building efforts. Building on seven Community Air Monitoring Sites established during the pilot study, an additional 20-25 Community Air Monitoring Sites will be established in a phased effort from now through March 2026. The TPO is currently leading the site selection process to identify the next phase of future Community Air Monitoring Sites and is working on early community-building activities. TPO staff will provide an update on the project, its current status, and upcoming steps.

Recommended Action:

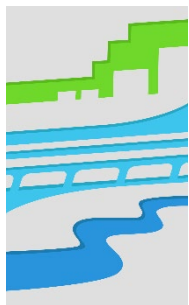
No action required

Prepared By:

Lizzie Baker, TPO

Attachments:

None



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**HILLSBOROUGH MPO
CITIZENS ADVISORY COMMITTEE**

2024 ATTENDANCE REPORT

CAC Member	Representing	Geographic District	Appointed By	Appointed	Term Expires	2024											
						1/8/24	2/7/24	3/6/24	4/3/24	5/1/24	6/5/24	July	8/7/24	9/4/24	10/2/24	11/6/24	12/4/24
Terrance Trott	Member-at-Large (African-American)	32	Member-at-Large	3/3/2020	3/8/2025	NO	YES	NO									
Bill Roberts	Aviation Authority	26	HCAA Board	6/30/2020	3/8/2025	NO	NO	YES									
VACANT	Member-at-Large		Member-at-Large	4/14/2021	3/8/2025	VAC	VAC	VAC									
Steven Hollenkamp	City of Plant City	2	City Commission	4/12/2023	4/12/2029	YES	YES	YES									
Dayna Lazarus	City of Tampa	21	Councilwoman Hurtak	6/14/2023	6/14/2029	YES	YES	YES									
Christine Acosta	City of Tampa		Councilman Maniscalco	9/13/2023	9/13/2029	YES	YES	YES									
Matt Sienk-Green	City of Tampa		Councilman Clendenin	8/9/2023	8/9/2029	YES	YES	YES									
Aiah Yassin	City of Temple Terrace	18	City Council	5/12/2021	3/8/2029	YES	YES	NO									
Ed Mierzejewski	Expressway Authority	17	Greg Slater	2/12/2022	3/8/2025	YES	YES	YES									
Natasha Sherwood	HART		HART Chair	8/9/2023	8/9/2025	NO	NO	NO									
Hoyt Prindle	Hillsborough County	21	Commissioner Kemp	10/1/2019	3/8/2029	YES	YES	YES									
Jim Davison	Hillsborough County	4	Commissioner Wostal	2/8/2023	3/8/2029	YES	YES	YES									
Michael Decker	Hillsborough County	8	Commissioner Owen	8/9/2023	8/9/2029	YES	YES	NO									
Carolyn Brown	Hillsborough County	32	Commissioner Myers	2/8/2023	3/8/2029	YES	NO	YES									
Joseph Citro	Hillsborough County	20	Commissioner Cohen	6/14/2023	6/14/2029	YES	YES	YES									
Ricardo Fernandez	Member-at-Large (Hispanic)	30	Member-at-Large	4/14/2021	3/8/2025	YES	YES	YES									
Greg James	Member-at-Large	33	Member-at-Large	10/11/2023	10/11/2025	YES	YES	YES									
VACANT	Member-at-Large		Member-at-Large	VAC	VAC	VAC	VAC	VAC									
Don Skelton, Jr	Port Tampa Bay	14	Port Authority CEO	1/11/2023	3/8/2025	NO	NO	YES									
Artie Fryer	Transp. Disadvantaged	24	TDCB Chair	4/2/2019	3/8/2025	NO	YES	NO									
VACANT	Member-at-Large		Member-at-Large	VAC	VAC	VAC	VAC	VAC									
Hodges William	Planning Commission	21	Planning Commission	6/14/2023	6/14/2029	YES	YES	NO									
Josh Frank	School Board	29	School Board	8/11/2021	3/8/2029	NO	YES	YES									
VACANT	Member-at-Large		Member-at-Large	VAC	VAC	VAC	VAC	VAC									
Sarah Thomas	Member-at-Large	7	Member-at-Large	4/12/2023	4/12/2025	NO	NO	NO									
VACANT	Member-at-Large		Member-at-Large	VAC	VAC	VAC	VAC	VAC									
Chris Vela	Member-at-Large (Native America)	21	Member-at-Large	4/12/2023	4/12/2025	NO	YES	NO									
Chris Gonzalez	Member-at-Large (Hispanic)	1	Member-at-Large	4/12/2023	4/12/2025	YES	YES	NO									
Iliia Lachinov	Member-at-Large (Under 30)	20	Member-at-Large	6/14/2023	6/14/2025	NO	YES	YES									

Members Present	15	18	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CAC Membership Less Declared Vacancies	20	20	21	21	21	22	23	22	22	22	22	22	22	22	22	22	22
Needed for Quorum	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Quorum Achieved	YES	YES	YES	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO

Legend:	
	YES = Attended
	NO = Did Not Attend
	VAC = Vacant
	DVAC = Seat Declared Vacant
	NO = Three (3) or More Consecutive Absences
	Attended Virtually
	= Term Expired; Member may continue until reappointed or replaced.

The MPO may review & consider rescinding the appointment of any member who fails to attend three (3) consecutive meetings.



Widen Suncoast Parkway (SR 589) From South of Van Dyke Road to SR 52 Hillsborough and Pasco Counties, Florida

Project Development & Environment (PD&E) Study

FPID Number: 448068-1-22-01 ETDM Number: 14503



Newsletter 1 – February 2024

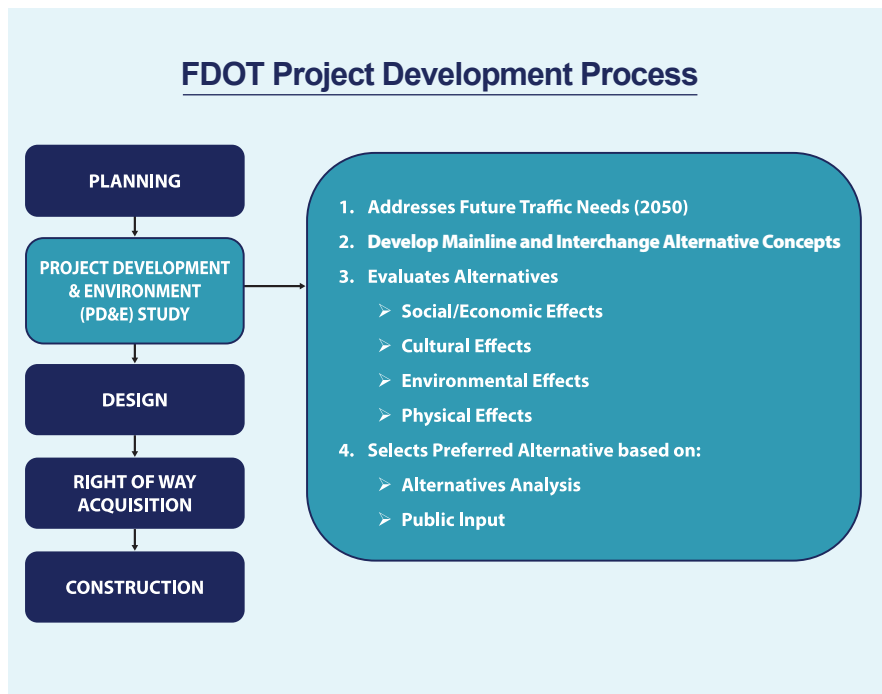
About this Study

The Florida Department of Transportation (FDOT), Florida's Turnpike Enterprise (Enterprise), is conducting a Project Development and Environment (PD&E) Study along Suncoast Parkway (State Road (SR) 589) from south of Van Dyke Road to SR 52, Mile Post (MP) 13 to 29 in Hillsborough and Pasco Counties. The study will evaluate alternatives for the widening of the Suncoast Parkway, from four lanes to eight lanes between south of Van Dyke Road and SR 54 and from four lanes to six lanes between SR 54 and SR 52. Improvements to the existing interchanges and a potential new interchange within the study corridor will be evaluated. The Suncoast Parkway study area extends approximately sixteen (16) miles as shown in the project location map on the next page. For more information on this project, please visit the project website at www.SuncoastParkwayPDE.com.

What is a PD&E Study?

A PD&E Study is an environmental and engineering process conducted to determine social, economic, cultural, physical, and environmental impacts associated with a proposed transportation improvement project. An important component of the process is public and agency involvement. The process follows federal and state laws and regulations. It requires the combined efforts of professional engineers, planners, and scientists who collect and analyze project-related information to develop the optimal solution for a community's transportation needs while minimizing impacts. The key components of the PD&E process are existing conditions, future traffic needs, alternatives development, environmental and engineering evaluations, public and agency input, documentation, and study recommendations.

The project development process begins with planning studies and ends with a constructed project. The FDOT project development process is a comprehensive process involving Planning, Project Development and Environment (PD&E), Design, Right of Way (ROW), and Construction phases. It is important to understand the sequence and interrelation between these phases to successfully deliver a project.



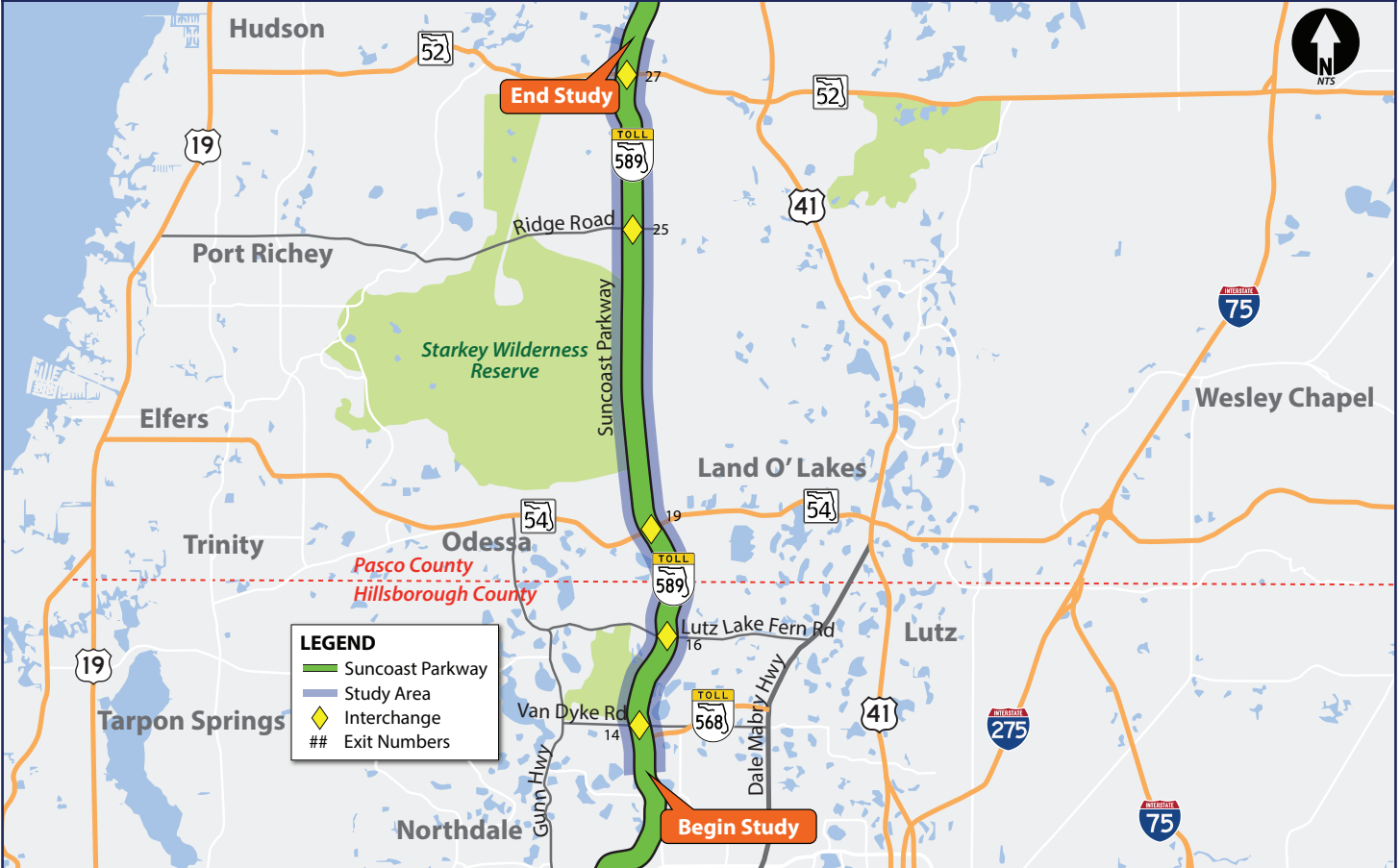
Purpose and Need

Suncoast Parkway (SR 589) is a four (4) lane (two (2) lanes in each direction) limited access facility within the study limits. By 2050, the population within Hillsborough County is expected to grow by 30%. Within the same time period, the population within Pasco County is expected to grow by 38%. In response, the Florida's Turnpike Enterprise has identified the need to widen (increase capacity) this portion of Suncoast Parkway to accommodate increasing traffic volumes generated from the anticipated growth, while enhancing safety and improving emergency and evacuation response times.

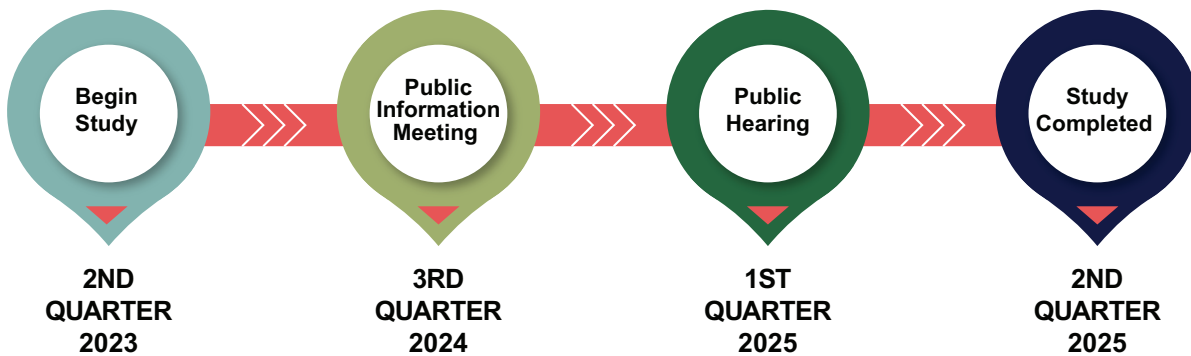
Public Participation

Florida's Turnpike Enterprise encourages the public to get involved by providing comments, questions, and suggestions to the study team. Project information will be available through newsletters, the project website, public inquiries, public meetings, and a public hearing. Please contact the Project Manager, Anil Sharma, P.E., using the contact information provided on the next page to request more information or to be added to the mailing list.

Project Location Map



Project Schedule & Opportunities to Participate



PROJECT CONTACTS

Anil J. Sharma, P.E.
Project Manager
Consultant to Florida's Turnpike Enterprise
P.O. Box 613069
Ocoee, FL 34761-3069
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Project Development Engineer
Florida's Turnpike Enterprise
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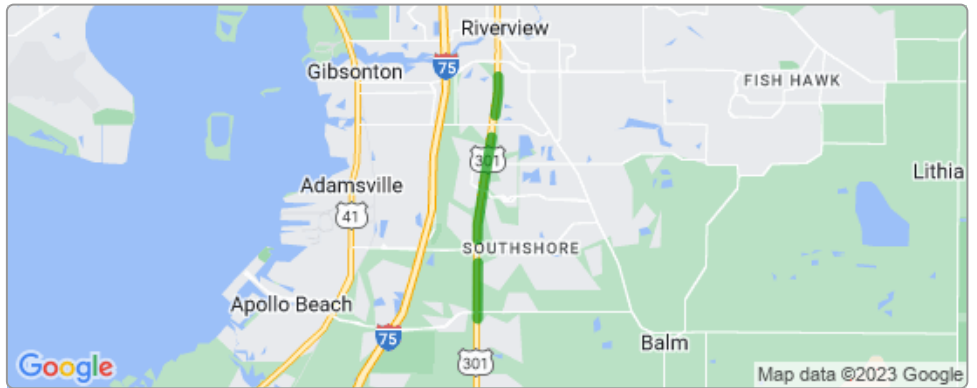
Scan the QR code for more information about this project



www.SuncoastParkwayPDE.com

US 301/SR 43 from S. of Balm Rd./Paseo Al Mar Blvd. to S. of Whitt Rd. 445936-1-52-01

Project Details	
Work Type	Resurfacing, Traffic Signals, and Signing/Pavement Markings. Also included are associated drainage, ADA, and safety improvements.
Phase	Design
Limits	From south of Balm Rd./Paseo Al Mar Blvd. to south of Whitt Rd.
Length	4.771 Miles
City	Riverview
County	Hillsborough
Road	US 301
Design Cost	\$1.48M



About

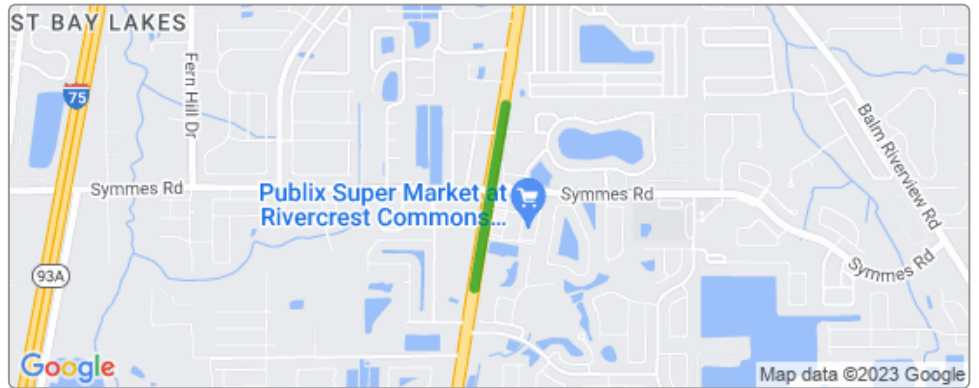
The purpose of this RRR project is to preserve and extend the life of the existing pavement through milling and resurfacing. The work also includes minor drainage improvements, bringing ADA features into conformance with current standards, and perform general safety modification work.

Construction is currently anticipated to begin in Summer 2024.

Contact Information	
Design Manager	Eyra Cash, P.E. (813) 975-6164 Eyra.Cash@dot.state.fl.us
Media Contact	Kris Carson (813) 975-6060 Kristen.Carson@dot.state.fl.us

US 301/SR 43 Intersection Improvements at Symmes Road 445392-1-52-01

Project Details	
Work Type	Rigid Pavement Reconstruction, Traffic Signals, and Signing/Pavement Markings. Associated drainage, ADA, and safety improvements.
Phase	Design
Limits	Intersection of US 301/Symmes Rd, extending along US 301 from one quarter-mile south of Symmes Rd to one quarter-mile north of Symmes Rd
Length	.530 Miles
City	Riverview
County	Hillsborough
Road	US 301
Design Cost	\$482000



About

The purpose of this project is to reconstruct the intersection of US301 at Symmes Rd. with rigid pavement to provide a sustainable pavement with a longer service life. The work also includes minor drainage improvements, bringing ADA features into conformance with current standards, and perform general safety modification work.

Construction is currently anticipated to begin in Summer 2024.

Contact Information

Design Manager

Eyra Cash, P.E.
 (813) 975-6164
 Eyra.Cash@dot.state.fl.us

Media Contact

Kris Carson
 (813) 975-6060
 Kristen.Carson@dot.state.fl.us

Inspection Mandates Early Closure of Rocky Creek Bridge on Upper Tampa Bay Trail

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[Inspection Mandates Early Closure of Rocky Creek Bridge on Upper Tampa Bay Trail](#)

Hillsborough County, Fla. (Feb. 2, 2024) - The Rocky Creek Bridge on the Upper Tampa Bay Trail is now closed in advance of the planned replacement project because the bridge was determined to no longer be safe for pedestrian use.

The Upper Tampa Bay Trail is a pedestrian and bicycle multi-use trail in northeast Hillsborough County, and no roads will be impacted by the bridge replacement.

North of the bridge, the trail is closed at Gardner Road. South of the bridge, the trail is closed just north of the Wilsky Boulevard parking area trailhead. All of the parking areas and trailheads including the Wilsky Boulevard parking lot will

remain open, and residents will be able to use only the southern portion of the trail from the Wilsky trailhead.

Residents still will be able to use the majority of the trail, and the closure creates two similar-length trails on the north and the south of the closed bridge. The southern portion of the trail is more than 4 miles long from the trailhead and parking area at Memorial Highway and Montague Street to the temporary closure. The northern portion of the trail is more than 3 miles long from Peterson Road Park to the closure at Gardner Road.

The new multi-use trail bridge over Rocky Creek is expected to open in late 2025. There are no recommended detours, but the northern and southern sections both are open for residents to enjoy.

County officials were expecting to begin the planned bridge replacement and closure later this year. However, routine inspections have revealed significant deterioration of the bridge's substructure that warrants immediate closure.

Other multi-use trails in Hillsborough County include [the popular Flatwoods Trail](#) in the Flatwoods Conservation Park. [Use this list](#) to see options for biking in Hillsborough County. There are more than [300 miles of hiking trails](#) in Hillsborough, too.

Posted: 2/2/2024, 9:06:59 AM