

CAPTIONING
AUGUST 4, 2015
HILLSBOROUGH METROPOLITAN PLANNING ORGANIZATION

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>> LES MILLER, JR.: GOOD AFTERNOON AND WELCOME TO THE
METROPOLITAN PLANNING ORGANIZATION MEETING ON TODAY AUGUST THE
4th.

WE'RE GOING TO START WITH COMMISSIONER WHITE GIVING THE
INVOCATION AND PLEDGE.

>> STACY WHITE: THANK YOU.

WE'LL START WITH THE PLEDGE FOLLOWED BY THE INVOCATION.
ATTENTION, SALUTE, PLEDGE.

[PLEDGE OF ALLEGIANCE]

>> STACY WHITE: HEAVENLY FATHER, WE PRAY THAT YOU'LL BE WITH
US TODAY AS WE MAKE DECISIONS THAT MOVE PEOPLE FROM POINT TO
POINT IN ORDER TO SUPPORT COMMERCE, TO BE WITH FAMILY AND
FRIENDS, AND WHATEVER THE CASE MAY BE, AND WHETHER THAT BE BY
CAR, BICYCLE, BY FOOT OR OTHERWISE.

LORD, WE THANK YOU THAT THE PEOPLE HAVE THE OPPORTUNITY TO COME
AND ADDRESS THEIR GOVERNMENT, AND LORD, WE PRAY THAT YOU'LL BE

WITH US ALL THIS EVENING AND THAT YOU'LL GUIDE OUR DECISION MAKING TONIGHT AND LORD WE JUST PRAY THAT WE'LL ALL BE TOGETHER AS A STRONG COMMUNITY REGARDLESS OF ANY DECISIONS THAT ARE MADE TONIGHT.

WE PRAY THAT YOU'LL BE WITH US TO MOVE FORWARD IN STRENGTH AS A COMMUNITY.

LORD, AS ALWAYS, WE PRAY THAT YOU BE WITH OUR FIRST RESPONDERS, MILITARY, KEEP THEM SAFE AND RETURN THEM HOME SAFELY TO THEIR FAMILIES.

AND IT'S IN YOUR HEAVENLY NAME THAT WE PRAY, AMEN.

>> LES MILLER, JR.: THANK YOU, COMMISSIONER WHITE.

I AM GOING TO CALL ON MR. CLARK.

HE HAS SOME INFORMATION HE HAS TO READ INTO THE RECORD.

MR. CLARK, YOU ARE RECOGNIZED.

>> THANK YOU, MR. CHAIR, THANK YOU, BOARD MEMBERS.

JUST TO READ TWO QUICK THINGS INTO IT RECORD.

PURSUANT TO TAMPA HILLSBOROUGH EXPRESSWAY AUTHORITY'S PRACTICES AND PROCEDURES, THE CHAIR OF THE GOVERNING BOARD CURTIS STOKES IS THEA'S VOTING MEMBER TO THE MPO BOARD.

PURSUANT TO THEIR POLICIES AND PROCEDURES THEA MAY ELECT A VOTING ALTERNATIVE.

DIRECTOR WAGGONER IS UNAVAILABLE SO MR. STOKES HAS DESIGNATED BOB FRYE AS THEA'S VOTING MEMBER TO THE BOARD.

TEMPLE TERRACE MAYOR FRANK CHILLURA IS UNABLE TO ATTEND TODAY'S

MEETING DUE TO AN IMPORTANT BUDGET MEETING.

MAYOR CHILLURA HAS REQUESTED HE BE ABLE TO PARTICIPATE ELECTRONICALLY BASED ON HIS EXTRAORDINARY CIRCUMSTANCES. REGARDING SUNSHINE LAW, THE ATTORNEY GENERAL'S OFFICE HAS PREVIOUSLY OPINED THAT A MEMBER OF A BOARD MAY ATTEND A PUBLIC MEETING REMOTELY UNDER EXTRAORDINARY CIRCUMSTANCES AND ONLY WITH A QUORUM OF BOARD MEMBERS IS PHYSICALLY PRESENT AT SAID MEETING.

THE CIRCUMSTANCES SURROUNDING MAYOR CHILLURA'S SCHEDULING CONFLICT ARE AS FOLLOWS.

FIRST, TODAY'S MEETING WAS RESCHEDULED FROM 9:00 TODAY TO 5:30 P.M.

SECOND BECAUSE OF THE UNUSUAL TIME FOR THE MEETING, THE MAYOR HAS A SCHEDULING CONFLICT WITH AN IMPORTANT MEETING OF THE TEMPLE TERRACE GOVERNMENT THAT HAPPENED AT 4:30 P.M. TODAY SO THEREFORE HE WILL BE UNABLE TO ATTEND THE MPO MEETING AND BECAUSE THE LOCAL GOVERNMENT MPO BOARD MEMBERS AND ALTERNATES MUST BE ELECTED OFFICIALS OF THEIR GOVERNMENTS, NO ALTERNATE IS AVAILABLE TO ATTEND TODAY'S MPO MEETING BECAUSE TEMPLE TERRACE'S CITY COUNCIL MEETINGS ARE ALL IN THE SAME MEETING WITH THE MAYOR TODAY.

BASED ON THESE CIRCUMSTANCES, I BELIEVE MAYOR CHILLURA MAY PARTICIPATE IN TODAY'S MEETING SO LONG AS A QUORUM OF MPO BOARD MEMBERS IS PRESENT.

THANK YOU.

>> LES MILLER, JR.: IS HE AVAILABLE NOW?

IS HE IN THE MEETING?

IS MAYOR CHILLURA AVAILABLE NOW?

HE IS, OKAY, FINE.

FINE, THANK YOU.

ANY QUESTIONS ON THAT?

SEEING NONE.

WE'RE GOING TO MOVE TO PUBLIC COMMENT THESE ARE ITEMS THAT ARE OTHER THAN THE TIP PRIORITIES SO IF THERE IS ANY PUBLIC COMMENT OTHER THAN THE TIP PRIORITIES, PLEASE COME FORTH NOW.

ANYONE?

ANYONE?

YES, SIR?

PLEASE STATE YOUR NAME AND ADDRESS.

>> HOW ARE Y'ALL DOING TODAY?

MY NAME IS NIT PATEL AND SOME OF Y'ALL LOOK PRETTY FAMILIAR. MY ADDRESS IS 807 SOUTH OREGON AVENUE IN HISTORIC HYDE PARK, AND I'M GOING TO GIVE MY KIND OF STATE OF THE TRANSPORTATION HERE AND KIND OF TELL YOU WHAT I FEEL ABOUT WHAT'S GOING ON WITH TRANSPORTATION IN GENERAL.

I'VE BEEN TO A LOT OF Y'ALL MEETINGS.

I STARTED THIS PROCESS ABOUT JUNE 2nd I BELIEVE.

I WAS LATE TO Y'ALL'S MEETING HERE BY A FEW MINUTES AND I BELIEVE

MS. LENA YOUNG WAS THE ONLY ONE THAT SPOKE THAT NIGHT.

QUITE A DIFFERENT CROWD TODAY ACTUALLY TODAY AND I'M VERY PROUD OF THAT.

BUT A COUPLE THINGS I'VE NOTICED WHEN I GO TO Y'ALL MEETINGS, I DEFINITELY LIKE THE FACT THAT STAY ON TIME SO IF I WANT TO GIVE PUBLIC COMMENT I GOT TO GET THERE ON TIME BUT I AM VERY CONCERNED ABOUT THE RULES OF ORDER THAT RAN ESPECIALLY ROBERT RULES OF ORDER BECAUSE I NOTICE THERE ARE INCONSISTENCIES ON HOW MOTIONS HAVE BEEN MADE SO I HIGHLY RECOMMEND WE LOOK AT OUR PRACTICES AS FAR AS MOTIONS AND THEN THE SECOND PART IS PUBLIC OUTREACH.

I'M KIND OF DISAPPOINTED ABOUT THE WAY PUBLIC OUTREACH HAS BEEN DONE.

I HAVE BEEN TO TWO PUBLIC OUTREACH EVENTS IN THE LAST TWO MONTHS. ONE WAS COORDINATED WITH THE FLORIDA DEPARTMENT OF TRANSPORTATION AND MPO, AND THAT WAS DONE AT THE SEMINOLE HEIGHTS LIBRARY.

I WAS THERE WITH MY NIECE AND IT WAS AN EXPERIENCE.

THE CAPACITY ROOM WASN'T THERE, AND THE FLORIDA DEPARTMENT OF TRANSPORTATION DIDN'T HAVE A LOT OF ANSWERS FOR THE COMMUNITY FOLKS AROUND, SO I WAS KIND OF DISAPPOINTED IN THAT AND IT GOT ME THINKING LIKE YOU KNOW IS THIS INFORMATION NOT OUT THERE? SO I WENT TO THEIR WEB SITE, I DID LOT OF RESEARCH, I THINK I READ EVERY PLAN THAT'S EVER EXISTED IN TRANSPORTATION, FROM

EVERY ORGANIZATION THAT Y'ALL HAVE SO IT'S OUT THERE, THE INFORMATION'S OUT THERE.

SO I WENT TO ANOTHER OUTREACH ON TUESDAY, LAST TUESDAY, AND THIS WAS HELD BY A GROUP CALLED SUNSHINE CITIZENS, AND LOOKS LIKE IT WAS A COMMUNITY OUTREACH, AND I WAS REALLY IMPRESSED. THEY ACTUALLY ASKED ME TO SPEAK.

I BEEN GOING AROUND TO LOT OF Y'ALL COMMITTEES GIVING MY POWERPOINTS AND I MET LESLIE IN THIS PROCESS AND I GAVE HER MY POWERPOINT AND SHE WOULDN'T LET ME PRESENT HER POWERPOINT BECAUSE SHE WANTED TO PUT IT IN HER POWERPOINT.

NO, NO, NO.

SHE DUMBED IT SAID BECAUSE SHE SAID A LOT OF THE STUFF I SAY GOES OVER PEOPLE'S HEADS ABOUT THE ECONOMY AND SUPPLY AND DEMAND AND ALL THIS STUFF.

I HAD THAT DOESN'T EVEN MAKE SENSE.

I'M ONLY THIS BIG, HOW CAN IT GO OVER PEOPLE'S HEADS.

I HAVEN'T BEEN PROUDER TO BE AN AMERICAN AS I WAS AT THAT MEETING ON THE 28th IN SEMINOLE HEIGHTS.

IT WAS MAPS, STUFF THAT INFORMATION THAT HONESTLY IF Y'ALL WERE THERE IT WOULDN'T BEEN A LEARNING EXPERIENCE IT JUST BROKE DOWN AND I HOPE SOME OF THAT THE INFORMATION IS GOING TO BE PRESENTED TO YOU LATER BUT I AM NOT TALKING ABOUT THE TIP RIGHT NOW, I'M JUST TALKING ABOUT THE ACTUAL OUTREACH DONE BY SOME OF THESE COMMUNITY ORGANIZATIONS SO I'M REALLY PROUD OF THIS GROUP.

IT'S THE SUNSHINE CITIZENS GROUP I HOPE THAT THEY GET THE RESPECT THAT THEY DESERVE FOR WHAT THEY ARE DOING FOR THE COMMUNITY AND THAT THEIR COMMENTS TODAY ARE UPHOLD WITH THE UTMOST RESPECT AND THAT THEY ARE HEARD, YOU KNOW?

I HAVE BEEN GOING TO LOT OF MEETINGS, AND SOME OF THE STUFF JUST DOESN'T MAKE SENSE TO ME THAT HAPPENS.

BUT THAT'S JUST MY OPINION AND THE OTHER THING IS WE -- OKAY, YEAH, I WANT TO LOOK AT THE CHART UP HERE AND I HAVE BEEN REACHING OUT TO A LOT OF MY PUBLIC OFFICIALS AND I HAVE BEEN DISAPPOINTED WITH THE RESPONSE RATE I GET FROM THEM AND I LOOK AT MYSELF, WHO DO I REPRESENT?

I GOT TWO MASTERS DEGREES, I MEAN, ENGINEERING DEGREE AND MASTER DEGREE FROM THE UNIVERSITY OF SOUTH FLORIDA.

SO I AM FAMILIAR WITH THIS AREA REALLY WELL AND I JUST WANT TO KNOW THAT I AS A TAXPAYER ARE ON TOP OF THAT ORGANIZATIONAL CHART.

CITIZENS ARE ON TOP AND I LIKE TO GET RESPECTED A LITTLE BIT MORE WHEN I REACH OUT TO Y'ALL.

THANK YOU.

[APPLAUSE]

>> COUNCILMEMBER MONTELIONE.

>> I HAVE HEARD YOUR CONCERNS AND I HAVE MY OWN CONCERNS ABOUT THE INCONSISTENCY IN ROBERTS RULES OF ORDER AND I HAVE ALREADY ASKED THE EXECUTIVE DIRECTOR, MS. ALDON, TO SCHEDULE BRIEFING

FOR US AT THE POLICY COMMITTEE TO DISCUSS HAVING THOSE WHO SIT ON OUR CITIZENS' BOARDS TO GO THROUGH A ROBERTS RULE OF ORDER 101 BASIC TRAINING AND THAT INCLUDES COMMITTEES, LIVABLE ROADWAYS COMMITTEES I SIT ON ALTHOUGH I AM AN ELECTED OFFICIAL AND AM FAMILIAR WITH THE RULES IT'S MOSTLY MADE UP OF STAFF MEMBERS OR CITIZENS WHO MIGHT NOT BE AS WELL VERSED IN ROBERTS RULES OF ORDER.

SO THAT THE IS UNDERWAY, AND HOPEFULLY WE'LL HAVE THAT IN PLACE SOON.

THANK YOU.

>> LES MILLER, JR.: IS THERE ANYONE ELSE FROM THE PUBLIC WISHING TO SPEAK?

ON ANYTHING OTHER THAN THE TIP.

SEEING NONE, THANK YOU VERY MUCH.

WE'RE GOING TO GO TO COMMITTEE REPORTS.

MS. TORRES?

>> GOOD EVENING, BOARD MEMBERS.

GENA TORRES.

MPO STAFF.

THE FULL REPORT'S IN YOUR FOLDER SO I WILL SUMMARIZE AND HIT THE HIGHLIGHTS OF THOSE COMMITTEE MEETINGS.

THE POLICY COMMITTEE SUPPORTED THE ITEMS ON YOUR CONSENT AGENDA FOR TONIGHT, SO THAT'S AN IMPORTANT THING TO NOTE.

THEY ALSO APPROVED THE TIP PRIORITIES REQUESTING PARTICIPATION

OF THE STUDY OPTIMIZE MULTIMODAL MOBILITY AND MINIMIZE COMMUNITY IMPACTS.

THE CITIZEN ADVISORY COMMITTEE ALSO APPROVED THE TIP PRIORITIES WITH THE TBX PROJECT TO BE MOVED AND RECOMMENDED THAT TBX BE REMOVED FROM THE CURRENT TIP AND THE LONG RANGE TRANSPORTATION PLAN UNLESS DOT MEETS WITH THE NEIGHBORHOODS ALONG THE AFFECTED CORRIDOR AND MODIFIES THEIR PLANS TO ADDRESS THOSE CONCERNS AND THAT D.O.T. COMMITS TO CONCURRENTLY FUNDING TRANSIT ALONG THE SAME TOCORRIDOR AS D.O.T. DISTRICT 5 HAS DONE FOR SUN RAIL IN ORLANDO.

THE TECHNICAL ADVISORY COMMITTEE APPROVED THE TIP PRIORITIES WHILE RAISING CONCERNS ABOUT THE TBX THAT CAREFUL CONSIDERATION BE GIVEN TO THE CHANGES IN DOWNTOWN AND THE SURROUNDING NEIGHBORHOODS AS WE SELECTED IN THE CITY'S ENVISIONED PLAN AND OTHER NEIGHBORHOOD PLANS THAT THE PROJECT SHOULD INCLUDE OUTREACH TO THE NEIGHBORHOOD TO UNDERSTAND AND MITIGATE THEIR CONCERNS.

SAFETY AND CONNECTIVITY, FOR EXAMPLE IDENTIFY AND COMMIT TO TRAIL CONNECTIONS TO THE RIVERWALK AND THE COURTNEY CAMPBELL CAUSEWAY FOR EXAMPLE.

THE CONSIDERATION SHOULD BE GIVEN TO PROVIDING OR FUNDING TRANSIT IN THE CORRIDOR TO MAKE IT A MULTIMODAL FACILITY AND THE PROJECT SHOULD IMPLEMENT THE RECOMMENDATIONS OF THE FLORIDA TAMPA HIGHLAND ONE-WAY PAIR CONVERSION STUDY THAT'S UNDERWAY.

THE BICYCLE PEDESTRIAN ADVISORY COMMITTEE -- WITH THE TBX REMOVED AND LIVABLE ROADWAYS AND INTELLIGENT TRANSPORTATION COMMITTEE BOTH APPROVED THE TIP AS IT IS GOING TO BE PRESENTED TO YOU.

SO THOSE ARE YOUR COMMITTEE REPORTS FOR THE LAST COUPLE MONTHS. THEY HAD A LOT OF OTHER ITEMS THEY DISCUSSED.

>> LES MILLER, JR.: ANY QUESTIONS?

SEEING NONE, THANK YOU VERY MUCH.

WE ARE GOING TO MOVE NOW TO CONSENT AGENDA.

YOU HAD A CHANCE TO REVIEW THE CONSENT AGENDA.

CAN I HAVE A MOTION TO APPROVE THE CONSENT AGENDA.

MOTION IS ADOPTED.

WE'RE NOW GOING TO MOVE INTO THE PUBLIC HEARING ON THE TRANSPORTATION IMPROVEMENT PROJECT PRIORITIES.

I WANT TO WELCOME THE PUBLIC HERE FOR THE TRANSPORTATION IMPROVEMENT PROGRAM.

THESE ARE PRIORITIES FOR USE ON AVAILABILITY OF STATE AND FEDERAL FUNDS IN THE NEXT FIVE YEARS AS YOU ALL KNOW, I'M COMMISSIONER LES MILLER AND I CHAIR THE MPO.

WE WILL FIRST HEAR A PRESENTATION FROM THE STAFF ON PRIORITY LIST AND THEN ON THE TAMPA EXPRESS LANE AND WE WILL OPEN UP PUBLIC COMMENT IN ORDER THAT YOU SIGN IN USING THE NUMBERED PUBLIC COMMENT SHEETS AND RIGHT NOW WE'RE AT ABOUT 35 OR 36.

I'M QUITE SURE THERE'S MORE TO COME.

IF YOU HAVE NOT SIGNED IN YET, AND WOULD LIKE TO SPEAK, PLEASE GET A SHEET FROM THE TABLE IN THE ENTRANCE AND GIVE IT TO THE BOARD SECRETARY AND SHE WAS OVER THERE BUT SHE PROBABLY WENT TO THE BACK TO GET SOME MORE.

AFTER THOSE IN THE ROOM HAVE SPOKEN WE WILL HEAR A SUMMARY OF PUBLIC COMMENTS MADE OVER THE INTERNET USING THE WEB LINK AT THE TOP OF YOUR MEETING AGENDA.

FOLLOWING PUBLIC COMMENT WE WILL HAVE BOARD DISCUSSION AND TAKE ACTION.

THE BOARD ALSO HAS A COMPLETE RECORD OF LETTERS AND E-MAILS RECEIVED UP TO 3:00 P.M. TODAY.

WHETHER YOU ADDRESS THE BOARD IN PERSON OR TYPE COMMENTS IN THE WEB CHAT ROOM, PLEASE CLEARLY SPEAK YOUR NAME AND ADDRESS FOR THE RECORD.

SPEAKERS, PLEASE LIMIT YOUR COMMENTS TO THREE MINUTES IN ORDER THAT EVERYONE ELSE MAY HAVE AN OPPORTUNITY TO SPEAK.

I INTEND TO HOLD IT TO FLEA MINUTES UNLESS WE GET TO A MUCH LARGER NUMBER THAN THIS BUT AT THIS POINT, WE'RE GOING TO LEAVE IT AT THREE MINUTES.

WEB CHAT COMMENTERS, PLEASE LOG OUT OF THE CHAT ROOM AFTER YOU'VE TYPED YOUR COMMENTS SO THAT OTHERS CAN LOG IN.

WE VALUE YOUR OPINIONS AND WE REQUEST COMMENTS NOT BE DIRECTED PERSONALLY TOWARD ANY MEMBER OF THE BOARD OR STAFF BUT RATHER DIRECT AT THE ISSUE.

THIS PROVIDES A MUTUAL RESPECT BETWEEN THE BOARD MEMBERS AND THE PUBLIC.

OKAY?

SO AT THIS TIME, WE ARE GOING TO HAVE MR. RICH CLARENDON, MPO STAFF TO GIVE AN OVERVIEW OF THE TIP PRIORITIES.

>> THANK YOU, MR. CHAIRMAN AND GOOD EVENING, BOARD MEMBERS.

RICHARD CLARENDON WITH THE MPO STAFF.

TODAY WE'RE HERE TO DISCUSS THE PRIORITIES FOR THE TRANSPORTATION IMPROVEMENT PROGRAM.

THIS WOULD BE THE ONE THAT COVERS THE YEARS 2016-17 THROUGH 2020-2021.

IT WOULD BECOME EFFECTIVE OCTOBER 1st, 2016, SO WE'RE REALLY QUITE FAR IN ADVANCE.

I PROBABLY DON'T NEED TO TELL MOST OF THE BOARD MEMBERS WHAT IS THE TIP, BUT IT IS THE FIRST FIVE YEARS OF OUR LONG RANGE TRANSPORTATION PLAN.

IT INCLUDES TOTAL COSTS FOR ALL PROJECTS INCLUDING LOCAL PROJECTS, ALTHOUGH WE DON'T DICTATE PRIORITIES TO THE LOCALS AND MOST IMPORTANTLY, IT ENUNCIATES MPO PRIORITIES FOR SPENDING OVER THE NEXT FIVE YEARS.

SO TALKING ABOUT SPENDING, HERE IS A DEPICTION OF WHAT WAS IN THE LONG RANGE PLAN IN TERMS OF EXPENDITURES AND REVENUES BROKEN DOWN BY MODAL EXPENDITURES AS WELL AS ON THE REVENUE SIDE, WHERE THE FUNDING ORIGINATES FROM AND WHAT WE'RE REALLY TALKING ABOUT

FOR PRIORITIES IS THIS THIN SLIVER OF ABOUT \$15 MILLION A YEAR THAT WE GET IN WHAT ARE CALLED METROPOLITAN AREA GRANTS.

NOW I WANT TO TAKE A MINUTE JUST TO FRAME THE TYPES OF PRIORITIES THAT YOU'RE GOING TO SEE TONIGHT BECAUSE THERE IS A MIX.

THERE ARE PREVIOUS PRIORITIES THAT ARE PROJECTS THAT HAVE BEEN FUNDED FOR CONSTRUCTION IN THE CURRENT ADOPTED TIP.

THAT'S SHOWN AS TABLE ONE IN YOUR AGENDA PACKAGE.

THEN THERE ARE REQUESTS FOR NEW FUNDING IN TABLE TWO.

THESE ARE PROJECTS THAT HAVE COME TO US BEFORE AND OUR PREVIOUS CANDIDATES FOR FUNDING AND THE D.O.T. HAS LOOKED AT AND DETERMINED TO BE ELIGIBLE AND FEASIBLE AND THEN THERE ARE NEW CANDIDATES FOR FUNDING IDENTIFIED BY LOCAL AGENCIES.

THOSE ARE THE ONES THAT DENOTED IN GREEN ON THE TABLE TWO.

THOSE ARE THE ONES THAT ARE COMPETING QUITE FRANKLY FOR THE 15 DOLLARS MILLION IN METROPOLITAN AREA FUNDS.

THIRDLY, THERE ARE PRIORITIES THAT ARE SET BY REGIONAL BODIES SUCH AS THE TAMPA BAY REGIONAL TRANSPORTATION MANAGEMENT AREA LEADERSHIP GROUP.

THESE ARE FUNDS THAT ARE COMPETING FOR DOLLARS OR TO ALLOCATED IN TALLAHASSEE AND WASHINGTON SUCH AS STRATEGIC INTERMODAL SYSTEM DOLLARS OR FEDERAL TRANSIT NEW START FUNDING.

SO I'M GOING TO GO VERY QUICKLY THROUGH WHAT WE RECEIVE FROM EACH JURISDICTION IN TERMS OF REQUESTS FOR FUNDING, NEW FUNDING.

SO FOR EXAMPLE, FROM HILLSBOROUGH COUNTY WE RECEIVED A WIDE

RANGE OF PROJECTS INCLUDING DALE MABRY ADVANCED TRAFFIC MANAGEMENT SYSTEM, A NUMBER OF SAFE ROUTES TO SCHOOL SIDEWALK PROJECTS, THE TAMPA BAY BYPASS CANAL TRAIL, AND THEN SOME PREVIOUS REQUESTS, THE UPPER TAMPA BAY TRAIL PHASE FOUR. THAT'S THE PART THAT HAS YET TO BE BUILT AND THE SOUTH COAST GREENWAY.

LIKEWISE, TAMPA HAD A SIMILAR MIX OF PROJECTS INCLUDING SOME WALK-BIKE SAFETY PROJECTS THAT HAD PREVIOUSLY BEEN IDENTIFIED AND ARE NOW MOVING INTO THE PROGRAM.

THE WEST RIVER GREENWAY, THE SOUTH TAMPA GREENWAY, THE GREEN SPINE CYCLE TRACK RUNNING FROM DOWNTOWN TO WEST CASS STREET ALL THE WAY OVER TO NUCCIO ON THE EAST SIDE OF DOWNTOWN. AND FUNDING TO DO MODERN ENGINEERING WORK FOR STREETCAR DOWNTOWN.

PLANT CITY ALSO SUBMITTED SOME REQUESTS FOR SIDEWALK IMPROVEMENTS AROUND FOUR SCHOOLS IN THAT CITY AS WELL AS AN OFF-ROAD BICYCLE TRACK ON THE MACINTOSH TRACT.

SOME INTERSECTION IMPROVEMENTS ON ALEXANDER STREET AND SOUTH PARK ROAD AS WELL AS SOME ROADWAY IMPROVEMENTS FOR NEW ROADS AND EXTENDED ROADS OVER TO POLK COUNTY IN THE NORTHEASTERN PART OF PLANT CITY.

TEMPLE TERRACE HAD A FEW REQUESTS FOR FUNDING.

AGAIN THE BYPASS CANAL FOR THEIR FRONTAGE ALONG THAT CANAL. DAVIS ROAD EXTENSION, MORRIS BRIDGE ROAD, BICYCLE LANES AND

PAVED SHOULDERS PROJECT.

HART REQUESTED FUNDING FOR SOME BUS REPLACEMENTS TO MAINTAIN THEIR CURRENT BUS SERVICE.

THEY ALSO REQUESTED FUNDING TO MOVE AHEAD WITH THE NEXT EAST-WEST METRO RAPID BRT FOR NEW EXPANDED SERVICE.

AND THEN TO DO SOME PD&E AND DESIGN WORK ON FIVE ADDITIONAL METRO RAPID ROUTES.

AS WELL AS REQUESTS FOR THE REGIONAL FAIR BOX REVENUE COLLECTION SYSTEM, WHICH IS A REGIONAL PROJECT.

THE EXPRESSWAY AUTHORITY REQUESTED SOME FUNDING TO CONNECT THE GREENWAY THAT WAS RECENTLY COMPLETED DOWNTOWN EASTWAY FURTHER OVER TO 19th STREET AS WELL AS AN EXTENSION TO NUCCIO PARKWAY. PORT TAMPA BAY IS LOOKING FOR OPERATIONAL IMPROVEMENTS BOTH U.S. 301 AND U.S. 41 TO MOVE FREIGHT AS WELL AS GRADE SEPARATIONS ON U.S. 41 WHERE WE HAVE SOME KEY CHOKES POINTS.

WE'VE REQUESTED THAT D.O.T. GIVE CONSIDERATION TO SOME INTERCHANGE IMPROVEMENTS ON I-75 TO DEAL WITH SOME CHOKES POINTS THAT IMPEDE COMMUTER TRAFFIC AT BIG BEND ROAD AT I-75 AND GIBSONTON DRIVE AT I-75.

WE'VE ALSO WORK REQUESTED THAT THEY GIVE CONSIDERATION FOR THE I-275 GREENWAY EXTENDING IT ALONG THE I-275 WHERE IT'S BEEN EXPANDED FROM DALE MABRY BACK TO McFARLAND PARK, AND THEN U.S. 92 FROM U.S. 301 I-4 OVER TO COUNTY ROAD 579 OR MANGO ROAD. THESE ARE THE REGIONAL PROJECTS THAT I WAS SPEAKING OF, THE ONES

THAT THE TMA LEADERSHIP GROUP PRIORITIZED INCLUDING THE TAMPA BAY EXPRESS PROJECT PHASE ONE BASICALLY RUNNING FROM ON I-275 FROM SOUTH OF BEERS ALL THE WAY THROUGH DOWNTOWN STATE ROAD 60 INTERCHANGES IN THE WESTSHORE DISTRICT, ALL OF I-4 AND I-75 FROM FOWLER DOWN TO STATE ROAD 674 IN SOUTH COUNTY.

THEY ALSO REQUESTED PRIORITY BE GIVEN TO THE WESTSHORE MULTIMODAL CENTER AND ITS CONNECTIONS.

THEY ALSO ASKED FOR CONSIDERATION TO THE U.S. 41CSX JOINT RAIL CORRIDOR USE AGREEMENT.

THE REGIONAL FARE BOX COLLECTION SYSTEM WHICH IS REALLY A JOINT PROJECT FOR A NUMBER OF TRANSIT AGENCIES IN THE REGION, AND FUNDING FOR THE DUKE ENERGY TRAIL IN PINELLAS COUNTY.

SO I WANT TO JUST VERY BRIEFLY TELL YOU ABOUT HOW WE CONSIDER THESE AND HOW WE PRIORITIZE THESE PROJECTS.

WE WERE PAYING CLOSE ATTENTION TO WHAT WAS ALREADY IN THE LONG RANGE TRANSPORTATION PLAN, THE IMAGINE 2040 LONG RANGE PLAN, AND IN THAT PLAN, THERE ARE SOME PERFORMANCE MEASURES THAT TALK ABOUT THINGS SUCH AS PRESERVING THE SYSTEM, REDUCING CRASHES AND VULNERABILITY TO FLOODING, MINIMIZING TRAFFIC, PROVIDING CHOICES WHEN NOT DRIVING, AND PROVIDING SOME MAJOR INVESTMENTS FOR ECONOMIC GROWTH.

SO FOR EXAMPLE IN PRESERVING THE SYSTEM, WE'RE LOOKING FOR ROADWAY PROJECTS THAT WOULD INCREASE OUR ABILITY TO RESURFACE ROADS ON A MORE FREQUENT BASIS, REHABILITATE OR REPLACE

DEFICIENT BRIDGES, AND REPLACING OLDER BUSES.

THERE WAS REALLY ONLY ONE PROJECT BUS REPLACEMENT PROJECT THAT SUBMITTED BY HART THAT FIT INTO THIS CATEGORY SO WE'RE OBVIOUSLY RECOMMENDING IT.

IN TERMS OF REDUCING CRASHES AND VULNERABILITY, WE LOOKED AT WHAT WAS IDENTIFIED IN THE 2040 PLAN.

IT WAS A CRASH REDUCTION ANALYSIS DONE, AND PRIORITY CORRIDORS WERE IDENTIFIED THERE.

WE ALSO LOOKED AT THE CRASH HISTORY ON SOME OF THE SEGMENTS THAT HAD BEEN PROPOSED FOR FUNDING BY LOCAL JURISDICTIONS.

THESE ARE THE RECOMMENDED PRIORITIES STARTING WITH THE EIGHT SAFE ROUTES TO SCHOOL, SIX SAFE ROUTES TO SCHOOL PROJECTS IN HILLSBOROUGH COUNTY, THE FOUR TAMPA WALK BIKE PROJECTS, THE SIDEWALK PROJECTS IN PLANT CITY, THE CYCLE TRACK SOUTH COLLINS COMPLETE STREET PROJECTS SUBMITTED BY PLANT CITY AND THE MORRIS -- BIKE SAFETY PED IMPROVEMENTS.

IN TERMS OF MINIMIZING TRAFFIC, WE'RE LOOKING FOR LOWER COST, SMALLER SCALE PROJECTS THAT CAN MOVE TRAFFIC AND REDUCE BOTTLENECKS AND CHOKE POINTS.

WE REFERRED TO AGAIN TECHNICAL ANALYSIS DONE IN THE 2040 PLAN AND WE ALSO CONSIDERED PEAK PERIOD VOLUME CAPACITY RATIOS IN THE YEAR 2040.

THESE ARE THE RECOMMENDED PRIORITIES STARTING WITH NORTH DALE MABRY ATMS, ADVANCED TRAFFIC MANAGEMENT SYSTEM, REPORT RELATED

OPERATIONAL IMPROVEMENTS ON U.S. 301 AND 41, THE I-75 INTERCHANGE IMPROVEMENTS AT BIG BEND AND GIBSONTON AND THE THREE PLANT CITY INTERSECTION IMPROVEMENTS.

CHOICES WHEN NOT DRIVING REALLY BREAKS DOWN INTO TWO CATEGORIES. ONE HAS TO DO WITH TRANSIT.

WE LOOKED AT PERFORMANCE IN TERMS OF CAN WE EXPAND SERVICE AVAILABILITY TO RESIDENTS AND JOBS.

HART SUBMITTED A NUMBER OF METRO RAPID ROUTES THAT WOULD MEET THAT EVALUATION CRITERIA, AND WE SUBMITTED THESE TO YOU IN ORDER THEY WERE GIVEN TO US BY HART STARTING WITH EAST-WEST METRO RAPID IMPLEMENTATION AS A NEW OR SMALL STARTS PROJECT, AND THEN PROJECT DEVELOPMENT ENVIRONMENTAL STUDIES FOR ONE OF THE NEW ROUTES METRO RAPID ROUTES LISTED HERE.

THE OTHER HALF OF THE CHOICES WHEN NOT DRIVING CATEGORY INCLUDES OFF-ROAD TRAILS AND SIDE PATHS.

WE LOOKED AT THESE IN TERMS OF CONNECTIONS TO OR COMPLETION OF AN EXISTING TRAIL OR SIDE PATH.

OBTAINING TRYING TO LINK THINGS UP.

WE ALSO LOOKED AT WHETHER THERE WAS A POPULATION AND WHAT KIND OF POPULATION WOULD'VE BEEN SERVED WITHIN A ONE-QUARTER MILE WALKING DISTANCE.

SO THESE ARE THE PRIORITIES STARTING WITH THE UPPER TAMPA BAY TRAIL, PHASE FOUR A&B, THE CONNECTOR PROJECT FOR THAT TRAIL ON LUTZ LAKE FERN ROAD, SOLOMON GREENWAY CONNECTIONS, SOUTH TAMPA

GREENWAY, TAMPA BYPASS CANAL TRAIL, WEST RIVER GREENWAY, SOUTH COUNTY GREENWAY, AND THE MACINTOSH TRACT OFF-ROAD BIKE TRAIL. MAJOR INVESTMENTS FOR ECONOMIC GROWTH.

THESE ARE PRIORITIES, AGAIN, THAT HAVE BEEN EVALUATED BY THE TMA LEADERSHIP GROUP, AND BY IDENTIFICATION IN THE LONG RANGE PLAN WHETHER THEY'RE COST FEASIBLE OR A NEED OR PERHAPS NEEDED AFTER 2040.

WE LOOKED AT WHAT KIND OF JOBS PER WHILE THEY SERVED IN 2040 AND WHETHER THEY REDUCED DELAY IN 2040.

SO THESE ARE THE RECOMMENDED PRIORITIES STARTING WITH THE TBX PHASE ONE PROJECT, THE WESTSHORE MULTIMODAL CENTER AND ITS CONNECTIONS, U.S. 41 RAIL CORRIDOR, JOINT USE AGREEMENT, THE REGIONAL FARE BOX PROJECT, U.S. 92 AND SEFFNER AND EAST OF PLANT CITY, THE GREAT SEPARATED INTERSECTIONS AT U.S. 41 AT CAUSEWAY, ADAMO AND RAILWAYS NORTH OF ADAMO.

THE DAVIS ROAD EXTENSION IN TEMPLE TERRACE AND RACE ROAD EXTENSION IN PLANT CITY.

SO THOSE ARE THE RECOMMENDED PRIORITIES.

VERY QUICKLY, THIS IS THE TIMELINE FOR WHERE WE ARE IN THE PROCESS.

WE'RE HERE TONIGHT TO TALK ABOUT PRIORITIES FOR THE 16-17 TIP. ONCE YOU AGREE ON THESE, WE WILL SUBMIT THEM TO THE FLORIDA D.O.T. FOR CONSIDERATION AND PROGRAMMING IN THEIR TENTATIVE WORK PROGRAM.

THAT PROGRAM ITSELF IS SUBJECT TO A PUBLIC HEARING PROCESS WHICH WILL TAKE PLACE THE WEEK OF OCTOBER 26th THROUGH THE 30th AND OCTOBER 28th HERE IN THIS BUILDING ON THE 18th FLOOR AT FOUR O'CLOCK P.M.

ONCE D.O.T. GETS DONE WITH THEIR TENTATIVE WORK PROGRAM AND IS SUBMITTED PART OF THE LEGISLATIVE AND BUDGETARY PROCESS WHICH BEGINS EARLY THIS YEAR IN 2016 IN JANUARY, ONCE THE LEGISLATURE ADOPTS THOSE AS PART OF THEIR LEGISLATIVE PROCESS, IT WILL COME BACK TO THE MPO FOR YOUR ADOPTION IN JUNE AND IT BECOMES EFFECTIVE IN OCTOBER.

VERY QUICKLY I DON'T THINK I NEED TO REPEAT THIS BECAUSE I THINK GENA COVERED THIS IN HER COMMITTEE'S REPORT BUT THIS IS THE COMMITTEE RECOMMENDATIONS FROM YOUR ADVISORY COMMITTEES AND WHAT WE'RE RECOMMENDING IS YOU ADOPT THE PRIORITIES FOR THE 16-17 TRANSPORTATION IMPROVEMENT PROGRAM WITH MITIGATION RECOMMENDATIONS FOR THE TBX PROJECT BASED ON YOUR DISCUSSION. IF THERE'S QUESTIONS I'D BE HAPPY TO TRY TO ANSWER THEM.

>> THANK YOU, MR. CLARENDON, ARE THERE ANY QUESTIONS FROM ANYONE?

ANY QUESTIONS?

PARDON ME?

>> I SAID I WOULD PREFER TO WAIT UNTIL AFTER PUBLIC COMMENT. THANK YOU, SIR.

>> LES MILLER, JR.: NO QUESTIONS.

THANK YOU, MR. CLARENDON.

WE NOW HAVE A PRESENTATION ON THE TAMPA BAY EXPRESSWAY PROJECT
FROM SOMEONE FROM D.O.T.

IS IT MS. HUNT, MS. ROYAL?

MS. HUNT.

>> GOOD EVENING.

IT'S MY PLEASURE TO BE HERE, DEBBIE HUNT, FLORIDA DEPARTMENT
OF TRANSPORTATION.

HAPPY TO MAKE THIS PRESENTATION TO TALK ABOUT THE TAMPA BAY
EXPRESS PROJECT AS WE'RE PROPOSING IT.

IT'S A MULTIBILLION-DOLLAR INVESTMENT IN TRANSPORTATION
INFRASTRUCTURE.

I'M GOING TO LAY OUT SOME OF THE FACTS OF THE PROJECT, HOPEFULLY
DISPEL SOME OF THE MYTHS AND ANY MISINFORMATION THAT'S OUT
THERE.

I AM LOOKING FORWARD AS ALL OF US AT D.O.T. ARE TO WORKING WITH
AGENCY STAFF WITH THE CITIZENS WITH BUSINESSES, AND ANY OTHERS
THAT WANT TO BE INVOLVED IN BRINGING THIS GREAT PROJECT TO THE
REGION.

OUR WHOLE FOCUS IS DOING IT WITH A WIN-WIN-WIN FOCUS BECAUSE
WHEN WE, AT THE END OF THE DAY, WHEN THE PROJECT IS BUILT, WE
ALL NEED TO WALK AWAY GAINING SOMETHING.

THE PUBLIC, THE RESIDENTS AND THE BUSINESSES, THE CITY, THE
COUNTY AS WELL AS THE REGION.

THIS IS NOT GOING TO BE AN EASY TASK, BUT IT IS WELL WORTH TACKLING.

IN THIS PRESENTATION I WILL EXPLAIN WHAT TBX IS, WHAT IT DOES LOCALLY AND REGIONALLY.

WHY IT'S IMPORTANT TO EVERYBODY LIVING AND WORKING AS WELL AS PLAYING IN THIS CITY, COUNTY, AND REGION.

HOW FDOT WILL BE CONNECTING WITH THE COMMUNITY OVER THE NEXT 24 MONTHS AND AS WE GO THROUGH CONSTRUCTION.

AND WHAT THE NEXT STEPS ARE MOVING FORWARD.

FIRST, WHAT IS TBX.

A \$3 BILLION INVESTMENT INTO THE REGION'S TRANSPORTATION INFRASTRUCTURE ON THE INTERSTATE SYSTEM FROM PINELLAS COUNTY TO THE VETERANS EXPRESSWAY OVER TO I-75 IN THE NORTH AND TO I-75 OUT TO THE EAST.

IT'S 42 MILES OF INTERSTATE IMPROVEMENTS REPLACING THE NORTHBOUND STRUCTURE OF THE HOWARD FRANKLIN BRIDGE, REPLACING TWO MAJOR INTERCHANGES IN THEIR ULTIMATE CONFIGURATION AND EXPANDING THE EASE OF FREIGHT MOVEMENT TO THE PORT FROM I-75 AS WELL AS OUT I-4.

TBX CONNECTS FOUR MAJOR BUSINESS DISTRICTS IN THE REGION. USF INNOVATION DISTRICT, DOWNTOWN TAMPA, WESTSHORE, AND GATEWAY.

IT'S AN OPPORTUNITY FOR TAMPA TO GROW TO ITS FULLEST POTENTIAL. OUR PROPOSAL IS FOR A DESIGN BUILD FINANCE PROJECT.

WE ARE NOT -- I HAVE HEARD A LOT OF DISCUSSION OUT THERE ABOUT IT BEING SOME TYPE OF P3 PROJECT WHERE THERE WOULD BE A CONCESSIONAIRE INVOLVED.

WE ARE NOT PROPOSING THAT.

WE ARE PROPOSING TO OPERATE AND MAINTAIN IT OURSELVES IN THE FUTURE.

IT HELPS PAVE THE WAY FOR ALTERNATIVE TRANSPORTATION STARTING WITH EXPRESS BUSES USING THE EXPRESS LANES.

AND WITH THE ADDED INTERSTATE CAPACITY, IT WILL PULL TRAFFIC OFF OF THE LOCAL FACILITIES AND PUT THEM ONTO THE INTERSTATE WHERE THEY SHOULD BE, WHICH WILL THEN GIVE US OPPORTUNITIES TO WORK WITH THE COMMUNITIES ON MORE BIKE PEDESTRIAN AND TRANSIT FRIENDLY COMMUNITIES.

THE TYPICAL SECTION FOR THIS HIGHLY CONGESTED SECTION BETWEEN WESTSHORE AND DOWNTOWN IS GOING TO BE FOUR EXISTING GENERAL PURPOSE LANES.

THOSE ARE THE LANES THAT ARE CURRENTLY UNDER CONSTRUCTION IN MOST OTHER PLACES ON THE INTERSTATE, THERE WILL BE THREE GENERAL PURPOSE LANES IN EACH DIRECTION CONSISTENT WITH WHAT WE HAVE OUT THERE TODAY.

THERE WILL BE TWO EXPRESS LANES IN EACH DIRECTION IN THIS SECTION.

THE OTHER SECTIONS THAT WE ARE PROPOSING AS PART OF THIS PROJECT WILL BE ONE LANE IN EACH DIRECTION.

AND THERE WILL BE A FUTURE PREMIUM TRANSIT CORRIDOR AS A PART OF THE PROJECT FOR FUTURE BUILD-OUT.

THE MAJOR COMMENT I HAVE BEEN HEARING FROM THE DIFFERENT COMMITTEES AND DIFFERENT MEETINGS WE HAVE BEEN ATTENDING HAS TO DO ABOUT THE RESTRICTED ACCESS ON AND OFF THE EXPRESS LANES. IT IS INTENTIONAL AS THESE LANES ARE INTENDED FOR THE LONGER DISTANCE COMMUTES OR THROUGH OR FOR THE THROUGH TRAFFIC.

IT'S NOT FOR THE TRAFFIC THAT GETS ON AT ONE EXIT AND THEN TURNS AROUND AND GETS OFF AT THE NEXT EXIT.

THESE ARE NOT HOV LANES.

ACROSS THE COUNTRY WE HAVE EXPERIENCED HOV LANES.

THEY HAVE NOT BEEN USED TO THE POTENTIAL EXPECTED.

THEY ARE NOT FULLY UTILIZING THE CAPACITY OUT THERE.

WE HAVE SEEN MIAMI CONVERT THEIR HOV LANES TO EXPRESS LANES AND ORLANDO IS CONVERTING THEIRS SO THEREFORE WE WILL NOT BE BUILDING HOV LANES HERE IN TAMPA BAY.

SO WHAT IS TBX?

WHAT IS THE PROJECT?

THERE ARE TWO PARTS.

THE FIRST PART YOU SEE HERE NUMBERS ONE AND TWO ARE THE GATEWAY EXPRESSWAY, EXPRESSWAYS ALLOW TRUCKS, EXPRESS LANES DO NOT. AS A VERY SIMPLE EXPLANATION OF IT.

THIS PROJECT, THE TWO PIECES WILL BE MOVING FORWARD NEXT YEAR, AND WE WILL LET THOSE PROJECTS BY THE END OF 2016.

SEGMENT THREE AS YOU KNOW IS THE HOWARD FRANKLIN NORTHBOUND SPAN REPLACEMENT, AND THAT IS PROGRAMMED IN 2019 FOR REPLACEMENT. AS PART OF THAT PROJECT, WE ARE BUILDING THE FOUNDATION SO THAT IT CAN SUPPORT PREMIUM TRANSIT IN THE FUTURE.

PINELLAS COUNTY HAS BEEN TALKING FOR A NUMBER OF YEARS ABOUT LIGHT RAIL SO WE COMMITTED WHEN WE WERE DOING THE HOWARD FRANKLIN STUDY THAT WE WOULD BUILD THE STRUCTURE SO IT WOULD ACCOMMODATE IT IN THE FUTURE SO THAT WE DIDN'T HAVE TO COMPLETELY BUILD A NEW STRUCTURE, INCLUDING THE PIERS AND THE STRUCTURAL SUPPORT. SEGMENTS FOUR IS ONE OF THE TWO MAJOR INTERCHANGES TO BE REPLACED.

IT'S THE I-275 STATE ROAD 60 MEMORIAL INTERCHANGE.

THE CONNECTIONS MADE HERE WILL ALLOW THE GENERAL PURPOSE LANES TO FLOW THREE LANES THROUGH THE INTERCHANGE.

RIGHT NOW IT BOTTLENECKS DOWN TO TWO, WHICH OBVIOUSLY CAUSES A SIGNIFICANT BACKUP.

IT WILL ALSO ALLOW THE EXPRESS LANES TO CUT THROUGH.

IT WILL ALSO CONNECT DIRECTLY TO THE AIRPORT, AND IT WILL CONTINUE EASTWARD TOWARDS DOWNTOWN.

SECTION 5 IS THE PROJECT THAT YOU SEE CURRENTLY UNDER CONSTRUCTION BETWEEN WESTSHORE AND DOWNTOWN.

WHAT THE CONSTRUCTION IS DOING NOW IS MOVING GENERAL PURPOSE LANES TO THE OUTSIDE OF OUR RIGHT-OF-WAY, THE MEDIAN WILL BE BUILDING TWO LANES IN EACH DIRECTION, AND THOSE LANES WILL THEN

CONNECT INTO DOWNTOWN OR INTO THE WESTSHORE AREA.

AS PART OF THE COMMITMENTS WE'VE MADE WORKING OVER THE YEARS WITH THE WESTSHORE ALLIANCE, WE ARE LEAVING OPENINGS AT RIO STREET, TRASK, AND OXIDENT SO THAT NORTH-SOUTH CONNECTIONS CAN BE MADE IMPROVING FLOW OF TRAFFIC IN AND AROUND THE WESTSHORE BUSINESS DISTRICT.

SEGMENT 5, DOWNTOWN INTERCHANGE.

TWO EXPRESS LANES.

THE GENERAL -- SORRY.

THE GENERAL PURPOSE LANES BE ABLE TO GO THREE LANES THROUGH THREE LANES THROUGH THE INTERCHANGE AS WELL AS OUT TO I-4.

IT'LL TAKE THE EXPRESS LANES THROUGH THE INTERCHANGE, AND IT WILL ALSO BUILD IN THE TRANSIT ENVELOPE THAT WILL BE NECESSARY IN THE FUTURE FOR PREMIUM TRANSIT.

THERE'S BEEN A LOT OF DISCUSSION ABOUT TBX'S CAUSING THE NEED FOR US TO RECONSTRUCT THE DOWNTOWN INTERCHANGE.

I'VE LIVED HERE FOR 25 YEARS, AND THE DOWNTOWN INTERCHANGE HAS ALWAYS BEEN CALLED MALFUNCTION JUNCTION.

IT HAS TO BE REBUILT TO PROVIDE FOR THE APPROPRIATE CONNECTIVITY OF THE GENERAL PURPOSE LANES AS WELL AS TO ACCOMMODATE THE EXPRESS LANES AND THE CORRIDOR FOR PREMIUM TRANSIT.

SECTION 7, WHICH WENT NORTH FROM DOWNTOWN UP TO BEARS IS ONE LANE IN EACH DIRECTION WITHIN THE EXISTING RIGHT-OF-WAY.

PD&E IS CURRENTLY UNDERWAY.

PD&E IS PROJECT DEVELOPMENT AND ENVIRONMENTAL STUDY, AND THE PUBLIC HEARING WILL BE LATER THIS YEAR.

SEGMENT 8 GOES FROM DOWNTOWN OUT TO JUST EAST OF I-75 AND THE MANGO EXIT, AND THIS WILL ALLOW THROUGH TRAFFIC THAT'S NOT GETTING OFF AT I-75 TO MAKE THEIR COMMUTE ALL THE WAY TO THE OTHER SIDE AND CONTINUE OUT TO I-4.

THE DEPARTMENT IS PROPOSING TO BUILD SECTIONS 3 THROUGH 8 FROM THE HOWARD FRANKLIN BRIDGE UP TO 75 ON THE NORTH AND OUT TO I-75 ON THE EAST.

IN A FIVE TO SEVEN-YEAR PERIOD WHEN ALL THE FUNDING IS PULLED TOGETHER.

NORMALLY THIS WOULD BE A 20-PLUS YEARS OF CONTINUOUS CONSTRUCTION SEGMENT BY SEGMENT BY SEGMENT.

BECAUSE SO MUCH OF THE RIGHT-OF-WAY EXISTS TODAY AND BECAUSE SO MUCH OF THE PROJECT WILL BE BUILT TO THE INSIDE OF EXISTING RIGHT-OF-WAY, THE MAJOR IMPACTS ARE GOING TO BE WHERE THE TWO INTERCHANGES ARE, AND WHEN WE REBUILD THOSE INTERCHANGES ANYWAY, YOU'RE GOING TO STILL HAVE THAT IMPACT AND IN THE CONSTRUCTION AREA.

HERE'S KIND OF A SIDE NOTE A GREAT EXAMPLE OF HOW CONGESTION HAS BUILT -- FOR THE HOWARD FRANKLIN BRIDGE.

WHEN WE INITIALLY BUILT THE BRIDGE BACK IN 1960, THE CONSTRUCTION COST WAS \$16 MILLION.

TWO LANES IN EACH DIRECTION WITH THE VERY LOW BARRIER SEPARATOR

THAT YOU CAN SEE IN THE TOP PICTURE.

THEN WE CAME BACK IN 1990 AND OPENED A LANE AND CONSTRUCTION COST WAS \$15,000,000 25 YEARS AGO.

NOW REBUILDING TO ACCOMMODATE THE TRAFFIC THAT EXISTS TODAY, THE COST IS CLOSER TO \$20 BILLION.

WE WILL BE REINFORCING THE STRUCTURE, THE NORTHBOUND STRUCTURE SO THAT THE LIGHT RAIL, WHATEVER, IF THERE IS A CHANGE TO THAT MOVES FORWARD, THE BRIDGE CAN BE WIDENED ON THE NEWLY BUILT STRUCTURE INSTEAD OF HAVING TO BUILD A WHOLE NEW STRUCTURE.

WHEN OUR SECRETARY TOOK A LOOK AT WHAT WAS GOING ON WITH ALL OF THE FINANCES AT THE STATE TRANSPORTATION TRUST FUND WHICH INCLUDES THE STATE GAS TAXES AS WELL AS THE FEDERAL GAS TAXES, THE WHOLE STRUCTURE HASN'T CHANGED IN THE LAST 50 YEARS AND WE'RE SEEING WITH THE IMPLEMENTATION OF ENVIRONMENTAL FRIENDLY VEHICLES AND OTHER TYPES OF VEHICLES, WE'RE SEEING A DOWNSLIDE ON THE INFRASTRUCTURE FUNDING AVAILABILITY; AND SO THE POLICY CAME OUT THAT ALL NEW CAPACITY PROJECTS WOULD BE FIRST REVIEWED FOR COULD THEY BE TOLLED, WHICH IS WHY THESE FACILITIES WILL BE TOLLED.

A COUPLE YEARS AGO AT A CONSTRUCTION CONFERENCE, THE SECRETARY AT THAT TIME ANNOUNCED TAMPA BAY REGION WAS TEEING UP FOR THE NEXT BIG PROJECT AND THE PROJECT I AM TALKING ABOUT TODAY IS THAT NEXT BIG PROJECT.

HE SAID MIAMI'S HAD THEIRS WITH THE TUNNEL AND RAIL IMPROVEMENTS

AND RAIL YARD IMPROVEMENTS FOR FREIGHT AND SOME OTHER IMPROVEMENTS THAT THEY DID THERE.

FORT LAUDERDALE HAS HAD THEIRS WITH THE I-595 EXPRESS.

AND ORLANDO HAS THEIRS WITH SUN RAIL WEKIVA PARKWAY AS WELL AS THE I-4 ULTIMATE.

KNOWING THAT -- FORGOT MY THING, SORRY.

KNOWING THAT WE HAVE TO MANAGE CONGESTION BETTER, AND KNOWING THAT PEOPLE WANT TO MAKE THEIR OWN CHOICES ON HOW THEY GET WHERE THEY'RE GOING, WE DID DEVELOP AN OVERALL MASTER PLAN AND THAT'S WHERE THE \$9 BILLION NUMBER KEEPS COMING OUT BECAUSE WHEN YOU ULTIMATELY BUILD OUT EVERYTHING, THAT PRICE TAG ON THAT WOULD BE ABOUT \$9 BILLION.

THE PRICE TAG WE ARE PROPOSING IS \$3 BILLION AND IT DOES NOT FULLY BUILD OUT.

THE TRAFFIC PROJECTIONS TAKE IT OUT TO 2040.

AS YOU KNOW FROM THE MANY GO HILLSBOROUGH DISCUSSIONS THAT HAVE GONE ON, THE INTERSTATE SYSTEM IS IT SPINE OF ALL OF THE ECONOMIC DEVELOPMENT THROUGHOUT HICK AND IT ALSO IS THE SPINE OF THE REGION WHEN YOU LOOK AT FROM THE BIGGER PICTURE.

OUR FOCUS FROM THE DEPARTMENT IS ON THE REGIONAL MOVEMENT OF PEOPLE AND GOODS.

A PERFECT COMPLIMENT TO WHAT THE CITY AND THE COUNTY ARE PROPOSING AND AS THEY COME BACK WITH PROJECTS, THEY WILL BE FILLING IN AND BUILDING AROUND THAT SPINE BUILDING VIBRANT

COMMUNITIES, BUSINESS DISTRICTS, AND PEOPLE PLACES VISITORS WILL WANT TO GO TO.

TBX GIVES DRIVERS CHOICES.

THEY CAN TAKE AN EXPRESS BUS, THEY CAN USE A GENERAL USE LANE OR USE EXPRESS LANES.

IT GIVES USERS A COMFORT LEVEL THAT THEY CAN GET WHERE THEY'RE GOING WHEN THEY NEED TO GET THERE.

AND THEY MAKE THAT CHOICE TO DO IT.

A SIDE BENEFIT OF THESE LANES IS THEY FREE UP OR INCREASE THE TRAVEL SPEED IN THE GENERAL PURPOSE LANES.

IT GIVES EXPRESS BUSES A LEG UP WHERE THEY CAN BE COMPETITIVE INSTEAD OF SITTING IN THE SAME CONGESTED LANES AS THE REST OF TRAFFIC AND TBX IS A SAFE ALTERNATIVE ESPECIALLY WHEN DRIVERS FOLLOW THE RULES AND USE THE INGRESS AND EGRESS LOCATIONS AND DON'T TRY AND CUT BACK AND FORTH ACROSS THE FLEX POSTS THAT ARE USED TO SEPARATE THE EXPRESS LANES FROM GENERAL PURPOSE LANES. WE'RE USING THE LESSONS THAT HAVE BEEN LEARNED IN OUR MIAMI EXPERIENCE AS WELL AS ATLANTA AND OTHER PLACES AROUND THE COUNTRY TO MAKE SURE THAT AS WE'RE BUILDING THESE FACILITIES THEY'RE THE SAFEST THEY CAN BE.

TBX AS I MENTIONED PROVIDES DRIVERS WITH CHOICES FOR RELIABILITY.

IF SOMEBODY NEEDS TO CONNECT TO CATCH A FLIGHT, THEY NEED TO PICK THEIR CHILD UP FROM DAY CARE, THEY NEED TO GET TO AN

APPOINTMENT, THEY NEED TO GET SOMEWHERE IN A CERTAIN PERIOD OF TIME, THEY'LL HAVE THE CHOICE TO USE THESE LANES.

WHAT WE FIND IS PEOPLE USE THEM MAYBE TWO TIMES A VEHICLE.

IT'S NOT AN EVERYDAY THING, NOR IS IT EXPECTED TO BE AN EVERYDAY THING T. CONNECTS OUR MAJOR ECONOMIC DISTRICTS, USE INNOVATION DISTRICT, DOWNTOWN, WESTSHORE AND GATEWAY, AIR QUALITY IS IMPROVED WHEN YOU'RE NOT SITTING IN TRAFFIC IDLING.

IMPROVES FREIGHT MOBILITY AND DISTRIBUTION.

AS PORT DIRECTOR PAUL ANDERSON STATED IN THIS EDITORIAL, IN BUSINESS, TIME IS MONEY.

TRAFFIC CONGESTION, THE CRUNCH \$24 BILLION IN DIRECT AND INDIRECT LOSSES.

THE TAMPA BAY EXPRESS PROJECT IS A LEGACY PROJECT THAT WILL DELIVER GENERATIONAL BENEFITS.

EXPRESS BUSES WILL USE THE EXPRESS LANES GIVING THEM THE LEG UP AS I MENTIONED.

AND WE'RE CURRENTLY AWAITING OUR TRAFFIC AND REVENUE STUDY TO DETERMINE TO WHAT EXTEND WE CAN FUND EXPRESS BUS SERVICE NOT ONLY HERE WITH HART AS WELL AS PSTA AND IN PASCO COUNTY BECAUSE ALL OF THE COUNTIES HAVE PEEPING COMING THROUGH THIS REGION. EXPRESS LANES ARE JUST ONE PIECE OF THE PUZZLE TO MOVE PEOPLE AND GOODS HERE IN HILLSBOROUGH COUNTY.

THE OTHER PIECES OBVIOUSLY INCLUDE THE GENERAL PURPOSE LANES, TRANSIT, LOCAL EXPRESS BUSES, METRO RAPID AND BUS RAPID TRANSIT

AND ULTIMATELY, SOME PREMIUM TRANSIT IN THE FUTURE.

MANY OF YOU KNOW THAT THE DEPARTMENT IS ALREADY WORKING WITH THE CITY OF TAMPA ON THE STREET CAR STUDY TO IMPROVE THE STREET CAR MOVEMENTS IN AND AROUND DOWNTOWN AND MAKE IT A VIABLE TRANSIT USAGE FOR THE DOWNTOWN AREA.

IT ALSO COMPLETES ALL THE MAJOR CONSTRUCTION ON I-275 FROM THE WESTSHORE AREA UP TO BEAR UP THROUGH THE BEARS AREA AND IT ALSO COMPLETES ON I-4 OUT TO I-75.

THAT'S HUGE.

MANY BELIEVE THAT MIAMI AND ORLANDO ARE AHEAD OF TAMPA CONGESTION-WISE.

THE LATEST TOMTOM REPORT THAT CAME OUT CLEARLY SHOWS THAT TAMPA IS NUMBER 11 FOR CONGESTION.

THIS MEASURES THE PERCENTAGE OF ADDITIONAL TIME A DRIVER IN THAT CITY CAN ANTICIPATE ADDING TO THEIR OVERALL TRIP.

BY PROVIDING OPTIONS AND REDUCING THE CONGESTION, TBX CAN SHORTEN THE AVERAGE COMMUTE TIME BY 15 TO 35 MINUTES DEPENDING ON THE DISTANCE TRAVELED AND DEPENDING ON THE TIME OF DAY BEING TRAVELED.

FOR EXAMPLE IN MIAMI AVERAGE TRAVEL SPEEDS WENT FROM 20 MILES AN HOUR TO 46 MILES AN HOUR.

ALONG THE BOTTOM OF THIS CHART YOU'LL SEE THE MAJOR INTERSTATES IN THE AREA.

ALONG THE LEFT-HAND SIDE YOU'LL SEE THOUSANDS, THE AVERAGE

ANNUAL DAILY TRAFFIC.

WE HAVE MAXED OUT THE INTERSTATES FOR QUITE SOMETIME FROM EAST OF THE HOWARD FRANKLIN BRIDGE OUT TO I-4 AND I-75.

I-4 IS THE MAJOR FREIGHT ROUTE EXCEEDED CAPACITY ALMOST 10 YEARS AGO.

OUR \$3 BILLION INVESTMENT ADDRESSES THAT WHERE TRAFFIC CONGESTION IS THE WORST AS ONE LARGE PROJECT.

AS YOU CAN SEE FROM THIS CHART, IT'S A COMBINATION OF EMPLOYMENT AS WELL AS THE LATEST -- THE POPULATION AND EMPLOYMENT PROJECTIONS.

YOUR POPULATION IS EXPECTED TO GO UP BY 600,000, AND THE EMPLOYMENT IS EXPECTED TO GO UP APPROXIMATELY 50% OVER THE NEXT 25 YEARS.

AND WITH POPULATION AND EMPLOYMENT INCREASES, OUR TRAFFIC PROJECTIONS ALSO GO UP.

BETWEEN WESTSHORE AND DOWNTOWN, THEY GO UP 50%.

AT THE I-4 INTERCHANGE THEY GO UP 62%, AND FROM DOWNTOWN TO THE USE AREA, THEY GO UP 39%.

THE PROJECT ITSELF BRINGS 84,000 JOBS TO THE REGION CREATING NEW OPPORTUNITIES FOR COMPANIES TO COME TO THIS AREA.

IT'LL BRING HIGHER PAYING JOBS AND IT'LL HELP US TO RETAIN COLLEGE GRADUATES.

AND ALSO THERE ARE \$13 BILLION ECONOMIC BENEFIT FOR THIS PROJECT BEING BUILT IN THE REGION.

IT'LL PROVIDE SEAMLESS CONNECTIONS BETWEEN THE REGION'S INTERSTATES AND THE EXPRESSWAYS, AND DOUBLES THE CAPACITY ON THE INTERSTATE SYSTEM WHEN OUR EXPRESS BUS SERVICE IS USED AT THE LEVEL IT COULD AND SHOULD BE USED.

PEOPLE WHO CHOOSE TO USE THE LANES WILL BE PAYING FOR THEM.

IN ADDITION TO ALL THE BUSINESSES IN THE WESTSHORE AREA, WE'RE ABLE TO OPEN UP TRAFFIC OVER INTO THE GATEWAY AREA AS WELL.

WHEN COMBINED WITH THE WESTSHORE AREA, IT'S THE LARGEST BUSINESS DISTRICT SOUTH OF ATLANTA -- NEXT LARGEST BIGGEST DISTRICT SOUTH OF ATLANTA WITH 11 MILLION SQUARE FEET OF COMMERCIAL OFFICE SPACE, 4,000 BUSINESSES WITH OVER 100,000 EMPLOYEES, AND 2 MAJOR SHOPPING MALLS.

DOWNTOWN TAMPA INCLUDING MR. VINIK \$1.8 BILLION INVESTMENT IN THE CITY OF TAMPA'S ENVISION PLAN, PORTIONS OF THOSE PLANS ARE UNDERWAY.

THERE'S ALSO THE CONNECTION UP TO THE USF INVOCATION DISTRICT, AND THAT IS A KEY ECONOMIC REGION AS WELL.

TWO INTERNATIONAL AIRPORTS, PORT OF TAMPA, AND A MAJOR FREIGHT ROUTE GOING OUT I-4 TO DELIVER FREIGHT AROUND THE REGION.

IT'S ALSO IMPORTANT TO THE AIRPORT.

TAMPA HAS THE BEST OVERALL AIRPORT IN THE COUNTRY.

AND FDOT CONTINUES TO INVEST IN AIRPORT IMPROVEMENTS BECAUSE THE AIRPORT IMPROVEMENTS ARE ALL ABOUT BRINGING VISITORS TO THIS REGION.

IT'S ALL ABOUT THE JOBS HERE LOCALLY AND IT'S ABOUT THE ECONOMIC BENEFITS DERIVED FOR THAT.

TBX WILL ALSO FREE UP CAPACITY ON THE GENERAL USE LANES SO THAT THE FREIGHT THAT COMES OUT OF PORT TAMPA BAY IS ABLE TO MOVE IN AND AROUND THE REGION, AND WHAT IT ACTUALLY GIVES US IS ABOUT A THOUSAND DOLLARS SAVINGS PER CONTAINER FOR THE SHIPMENTS COMING OUT OF THE PORT OF TAMPA.

THIS PARTICULAR AREA THAT THE PORT OF TAMPA PROVIDES FREIGHT TO IS THE LARGEST MARKET IN THE SOUTHEAST 8 MILLION PEOPLE WITHIN 100 MILES.

SO LET'S GO TO THE COMMUNITY INPUT THAT'S NECESSARY TO MAKE THIS, THE OTHER POINT, THAT MAKES THIS PROJECT A WIN.

20 YEARS AGO, THE COMMITMENTS YOU SEE LISTED ON THE SLIDE ARE THE COMMITMENTS THAT WE MADE AS A PART OF OUR TAMPA INTERSTATE STUDY.

THERE WAS EXTENSIVE PUBLIC INVOLVEMENT AND COMMUNITY INVOLVEMENT, AND A LOT OF COMMITMENTS WERE MADE.

WE'RE NOT THE OLD D.O.T. THAT JUST COMES IN AND PLOPS DOWN ROADWAYS AND LIKE IT OR NOT, THIS IS WHAT'S GOING TO HAPPEN. WE WORK EXTENSIVELY WITH THE COMMUNITIES THAT ARE IMPACTED TO ENSURE THAT THEY ALSO GET A WIN OUT OF THE PROJECT.

WE HAVE THE I WOULD CALL IT DUBIOUS PLEASURE OF BEING BETWEEN A ROCK AND A HARD SPOT BECAUSE WE TOO ARE A PART OF THE COMMUNITIES HERE IN THE HILLSBOROUGH AREA, AND WE'RE ALSO AS

A DEPARTMENT OF TRANSPORTATION RESPONSIBLE FOR THE REGIONAL MOVEMENT BETWEEN PEOPLE AND GOODS AND THERE IS A CONFLICT BETWEEN THE TWO AND WHAT WE ARE CHARGED WITH DOING IS FINDING THE BEST SOLUTIONS TO MAKE IT WORK.

WE HAVE MANY OPPORTUNITIES AS A PART OF THIS PROJECT TO MOVE FORWARD WITH SOME COMMUNITY BENEFITS AND I'M GOING TO SHOW YOU SOME EXAMPLES.

FIRST I AM GOING TO SHOW YOU A COUPLE OF THINGS WE HAVE ALREADY BEEN DOING AS WE MOVE FORWARD.

THIS THE HISTORIC STRUCTURE THAT WAS MOVED FROM 19th STREET OVER TO COLUMBUS AVENUE.

NOT ONLY WAS IT RELOCATED.

NOT ONLY DID WE PURCHASE IT, WE RELOCATED IT, AND WE REHABILITATED IT.

THIS WAS OUR VERY FIRST ONE THAT WE DID MANY YEARS AGO.

THE PART THAT'S INTERESTING ABOUT THE RELOCATION OF THE HISTORIC HOMES THAT WE'RE DOING IS THAT WE HAVE WORKED WITH THE CITY OF TAMPA SO THAT WE CAN MITIGATE -- WE HAVE A MITIGATION PLAN WITH THE MOVEMENT OF THOSE HOMES.

WE'VE BEEN INFILLING THE WEST TAMPA, TAMPA HEIGHTS, AND YBOR SO THAT WE CAN HELP PRESERVE AND SAVE THE LANDMARK DISTRICT.

WE'VE ALSO CREATED A CITY OF TAMPA REINVOLVING TRUST FUND, WHICH GETS MONEY FROM THE SALE OF THESE HOMES AFTER THEY HAVE BEEN RELOCATED AND REHABILITATED.

THAT MONEY IS THEN USED TO PROVIDE LOANS TO RESIDENTS TO REHABILITATE THEIR HISTORIC HOMES AND THE REPAYMENT OF THE LOANS IS THEN REUSED SO THAT IT'S A REINVOLVING FUND THAT HELPS WITH THE OVERALL.

>> MS. HUNT, HOW MUCH MORE DO YOU HAVE?

>> FEW MORE SLIDES.

>> BECAUSE WE'RE SITTING AT RIGHT NOW FIVE HOURS OF TESTIMONY FROM THE PUBLIC.

>> FIVE HOURS, YES, SIR.

OKAY, I AM GOING TO SKIP THROUGH A COUPLE OF THINGS.

WHAT YOU WILL SEE ON THE SLIDES ARE THINGS THAT WE'VE ALREADY DONE WORKING WITH COMMUNITIES IN THE AREA.

THIS PARTICULAR ONE IS THE TERRACE GREENWAY THAT WAS COMMITTED AS A PART OF THE PROJECT.

SOME OF THE THINGS WE ARE LOOKING FORWARD TO DO ARE PARTNERSHIPS, COMPLETE STREETS, AND FINDING CONSTRUCTION TECHNIQUES THAT CAN MITIGATE THE CONSTRUCTION.

THIS PICTURE IS AN EXAMPLE OF WHAT WE HAVE DONE IN JACKSONVILLE WHERE I-10 AND I-95 CAME TOGETHER AND WHAT WE'VE DONE IS COVERED ABOVE THE AREA BUT BELOW THE ACTUAL RAMPS SO THAT THEY HAVE A COMMUNITY SPACE THAT CAN BE USED EVEN IN INCLEMENT WEATHER.

WE HAVE PROVIDED SPACES FOR ART, WE HAVE PROVIDED SPACE FOR DOG PARKS, WE CAN LOOK AT BASKETBALL PARKS AND OTHER TYPES AS PROPOSED BY THE COMMUNITY.

LIGHTING IS ALSO A MAJOR FEATURE THAT CAN BE INCORPORATED WAS A PART OF THE PROJECT.

FOR MORE INFORMATION, YOU CAN GO OUT TO TAMPABAYEXPRESS.COM AND YOU WILL BE ABLE TO FIND A WEALTH OF INFORMATION THAT COVERS ALL OF WHAT WE'RE WORKING ON WITH THESE PROJECTS.

ANY QUESTIONS?

>> LES MILLER, JR.: THANK YOU.

ANY QUESTIONS OF MS. HUNT?

SEEING NONE, THANK YOU.

WE'RE GOING TO NOW MOVE IN THE PUBLIC COMMENT.

LADIES AND GENTLEMEN, WE ARE SITTING HERE, I HAVE ABOUT FIVE HOURS' WORTH OF COMMENTS FROM THE PUBLIC.

IT WAS MY INTENT TO GIVE EVERYONE THREE MINUTES.

I DON'T WANT TO CHANGE THAT, BUT FIVE HOURS IS A VERY, VERY LONG TIME A. VERY LONG TIME.

SO WHAT I AM GOING TO ASK YOU, IF YOU FEEL COMPELLED WHEN I CALL YOUR NAME, TO COME UP AND SPEAK.

IF YOU FEEL WHAT YOU ARE GOING TO SAY IS GOING TO BE REDUNDANT JUST STAND UP AND SAY I WAIVE MY TIME AND I GUARANTEE YOU EVERYONE UP HERE WILL BE MORE THAN HAPPY AND OUT THERE WILL LOVE YOU TO DEATH, BELIEVE ME.

FIVE HOURS IS A LONG TIME.

SO WE'RE NOW GOING TO GET IN THE PUBLIC COMMENT.

REFERENCE PLEASE BE RESPECTFUL OF NOT ONLY YOURSELF BUT THOSE

UP HERE AND THOSE IN THE AUDIENCE.

THE FIRST PERSON IS MS. ENRIQUE WOODRUFF.

THAT'S A GOOD POINT.

I AM GOING TO CALL OFF THE NEXT THREE SO YOU CAN BE STANDING AND READY TO GO.

AFTER HIM, MARK SHARP, THEN BRIAN LAMB, FOLLOWED BY KITTY WALLACE.

MR. WOODRUFF.

WHEN YOU COME FORWARD, PLEASE STATEMENT YOUR NAME AND ADDRESS. YOU HAVE THREE MINUTES.

>> CHAIRMAN MILLER, BOARD MEMBERS.

I'M PRESIDENT OF WESTSHORE ALLIANCE, ADDRESS 5005 WEST LAUREL STREET TAMPA, FLORIDA, 33607.

I'M HERE ON BEHALF OF WESTSHORE ALLIANCE TO URGE YOUR SUPPORT AND APPROVAL OF CONTINUING THE TIP AS PRESENTED.

I WOULD LIKE TO READ INTO THE RECORD A LETTER.

DEAR CHAIRMAN MILLER, ON BEHALF OF THE WESTSHORE ALLIANCE I'M WRITING TO EXPRESS OUR SUPPORT OF THE PROPOSED 2016-2017 HILLSBOROUGH COUNTY TRANSPORTATION IMPROVEMENT PROGRAM, OTHERWISE KNOWN AS TIP, AS PRESENTED.

AS HOME TO NEARLY 4,000 BUSINESSES WITH MORE THAN 90,000 EMPLOYEES, A GROWING RESIDENTIAL POPULATION, THE AREA'S LARGEST CONCENTRATION OF HOTELS, SIGNIFICANT REGIONAL INSTITUTIONS INCLUDING TAMPA INTERNATIONAL AIRPORT AND HILLSBOROUGH

COMMUNITY COLLEGE, THE WESTSHORE DISTRICT RELIES ON AN EFFICIENT TRANSPORTATION NETWORK TO PROSPER.

THE REBUILD OF THE I-275 STATE ROAD 60 INTERCHANGE WHICH IS A KEY COMPONENT OF THE TAMPA BAY EXPRESS PROJECT HAS BEEN OUR ORGANIZATION'S TOP TRANSPORTATION PROJECT FOR MANY YEARS.

WITHIN A YEAR, THE CURRENT EXPANSION PROJECT ON THE VETERANS EXPRESSWAY AND I-275 FROM DOWNTOWN TAMPA TO WESTSHORE WILL BE COMPLETE.

YET THE BOTTLENECK AT THE I-275 AND STATE ROAD 260 INTERCHANGE WILL REMAIN.

IT IS VITAL THAT WE CONTINUE TO MOVE FORWARD WITH THIS AND OTHER PROJECTS THAT WILL ENHANCE REGIONAL MOBILITY AND IMPROVE INTERNAL CIRCULATION ON LOCAL STREETS WITHIN WESTSHORE.

CONTINUED PLANNING AND DESIGN OF THE TAMPA BAY EXPRESS AND OTHER REGIONALLY SIGNIFICANT INITIATIVES IN THE TIP IS IMPORTANT FOR THE ECONOMIC PROSPERITY OF WESTSHORE AND THE ENTIRE REGION.

FURTHER STUDY AND DEVELOPMENT OF THESE INITIATIVES WILL PROVIDE THE DETAILED DESIGN INFORMATION NECESSARY TO ADDRESS COMMUNITY CONCERNS AND IMPLEMENT PROJECTS THAT ARE KEY TO THE ECONOMIC FUTURE OF HILLSBOROUGH COUNTY.

WE THANK YOU, CHAIRMAN, AND YOUR COLLEAGUES ON THE MPO BOARD FOR YOUR THOUGHTFUL CONSIDERATION AND LEADERSHIP IN DEVELOPING TRANSPORTATION PRIORITIES THAT WILL PROVIDE ECONOMIC PROSPERITY FOR ALL WHO LIVE AND WORK IN HILLSBOROUGH COUNTY.

SINCERELY, ENRIQUE A. WOODRUFF, PRESIDENT, WESTSHORE ALLIANCE.

THANK YOU AND I WOULD LIKE TO LEAVE IF I COULD THE LETTER TO THE CLERK OR.

THANK YOU VERY MUCH.

>> LES MILLER, JR.: THANK YOU, MR. WOODRUFF.

THANK YOU VERY MUCH.

COMMISSIONER SHARP.

>> IT'S AN HONOR TO BE BACK, SIR.

MR. CHAIRMAN, BOARD MEMBERS, MY NAME IS MARK SHARP.

I'M THE EXECUTIVE DIRECTOR OF THE TAMPA INNOVATION ALLIANCE, WHICH IS AN AFFILIATION OF 65 BUSINESSES IN THE UNIVERSITY AREA DEDICATED TO GROWING OUR ECONOMY AND CREATING OPPORTUNITY FOR THE CITIZENS OF THIS COUNTY.

THIS PROJECT IS VERY IMPORTANT TO US.

THE ABILITY TO CONNECT OUR REGION IS VERY IMPORTANT.

WHEN I SAT ON THIS BOARD, I WAS THRILLED TO BE A MEMBER OF THE MPO AND TO ACTUALLY BE THE CHAIR.

AND IT WAS PROJECTS LIKE THIS THAT CAUSED ME TO WANT TO BE AN MPO MEMBER BECAUSE I KNEW IF WE WERE GOING TO GROW OUR ECONOMY AND COMPETE WITH ALL THE OTHER REGIONS WE TALK ABOUT, WE HAVE GOT TO HAVE CONNECTIVITY.

THIS PROJECT WHICH WE HAVE KNOWN ABOUT AND I HAVE KNOWN ABOUT FOR THE TEN YEARS THAT I SERVED WAS A PRIORITY PROJECT.

JUST AS THE I-4 CONNECTOR WAS A PRIORITY PROJECT TO GET TRUCKS

OFF THE LOCAL STREETS, SO WE COULD GET THEM TO THE INTERSTATE, THE TAMPA BAY EXPRESS PROJECT IS A PRIORITY PROJECT BECAUSE IT'S GOING TO MOVE A LOT OF BOTTLENECK TRAFFIC THROUGH A MALFUNCTIONED AREA, WHETHER IT'S MALFUNCTION JUNCTION OR FROM THE AIRPORT UP TO THE UNIVERSITY AREA.

I INTEND TO USE THAT FOR TRANSIT.

WE ARE GOING TO HAVE EXPRESS BUSES TAKING PEOPLE WHO FLY IN TO TAMPA INTERNATIONAL AIRPORT AND WANT TO GO VISIT OUR UNIVERSITY OR VISIT BUSCH GARDENS OR 4.5 MILLION PEOPLE GO, 33,000 CITIZENS COMMUTE EVERY DAY TO THE UNIVERSITY OF SOUTH FLORIDA IN THAT AREA.

FLORIDA HOSPITAL, MOFFETT CANCER, THE VA, THE HEAVIEST TRAFFIC VA IN THE UNITED STATES, IF YOU CAN'T GET TO IT, YOU CAN'T USE IT.

SO IT'S IMPORTANT THAT WE HAVE FREE FLOW OF TRAFFIC.

I KNOW IT'S CONTROVERSIAL, I KNOW THERE ARE GREAT CITIZENS HERE WHO ARE CONCERNED ABOUT THE IMPACT BUT I CAN TELL YOU, THE IMPACT IF WE DON'T FIX THE BOTTLENECK JUST LIKE WHEN YOU DON'T FIX STORMWATER, YOU HAVE FLOGS WHEN YOU DON'T FIX CLOGGED ARTERIES YOU HAVE HEART ATTACKS, YOU SLOW DOWN TRAFFIC, THE TRAFFIC GETS OFF THE INTERSTATE AND GO ON LOCAL ROADS.

THIS IS IMPORTANT.

I KNOW THERE ARE A LOT OF GOOD POINTS BACK AND FORTH, BUT I WOULD IMPLORE YOU FOR THE GOOD OF BUSINESS, FOR THE GOOD OF OUR

COMMUNITY, FOR THE GOOD OF THE FUTURE OF THIS REGION, PLEASE UNANIMOUSLY SUPPORT THE TAMPA EXPRESS WAY PROJECT.

THANK YOU.

>> BRIAN LAM.

WELCOME, MR. LAM.

>> GOOD EVENING, MR. CHAIRMAN, DISTINGUISHED MEMBERS OF THE BOARD, MY NAME IS BRIAN LAM, I'M A HILLSBOROUGH COUNTY RESIDENT. I'M HERE ON BEHALF OF THE TAMPA BAY MR. PRESIDENT, A REGIONAL ECONOMIC DEVELOPMENT ORGANIZATION.

MANY OF YOU HAVE I'VE HAD A CHANCE TO WORK WITH IN THE PAST AROUND DRIVING TRANSFORMATIONAL CHANGE IN HILLSBOROUGH COUNTY AND AROUND THE TAMPA BAY REGION AND THE STATE OF FLORIDA.

TODAY YOU HAVE THAT OPPORTUNITY AS WELL.

WITH INTENTIONAL CHANGE COMES DIFFICULT DECISIONS AND I REALLY ENCOURAGE YOU AS DOES THE TAMPA BAY PARTNERSHIP AND THE BUSINESS COMMUNITY TO SUPPORT THE TAMPA BAY EXPRESS.

WITH THAT BEING SAID, I THINK YOU'LL HEAR TODAY AND HAVE HEARD CONCERNS FROM THE COMMUNITY.

ALL OF WHICH WE NEED TO LISTEN TO AND WHERE POSSIBLE, WHERE REASONABLE, WE NEED TO PUT ACTIONS IN PLACE, MEASURES IN PLACE SO THAT WE CAN RESPOND TO THOSE CONCERNS IN A REASONABLE FASHION.

I HAVE A TREMENDOUS AMOUNT OF CONFIDENCE IN THIS BOARD.

IN THE LEADERSHIP AND MANY OF YOU THAT HAVE BEEN HERE BEFORE AND MADE TOUGH DECISIONS.

I WANT TO TELL YOU THE, BUSINESS COMMUNITY, THE TAMPA BAY PARTNERSHIP SUPPORTS THIS PROJECT.

WE ENCOURAGE YOU TO SUPPORT THIS PROJECT BUT EQUALLY AS IMPORTANT, CONTINUE THE OUTREACH BE THOUGHTFUL AROUND THE CONCERNS.

WE ABSOLUTELY HAVE TO SUPPORT OUR CITIZENS AND OUR COMMUNITIES. EQUALLY AS IMPORTANT WE HAVE TO COMPLETE NATIONALLY AND GLOBALLY.

WITH THIS PROJECT, WE HAVE THE OPPORTUNITY TO DO THAT.

MR. CHAIRMAN, I ASK FOR YOUR SUPPORT, I ASK FOR THE BOARD'S SUPPORT, BUT I ACTUALLY APPRECIATE YOUR WILLINGNESS TO LISTEN TO THE COMMUNITY AND THEIR CONCERNS AND PUT MEASURES IN PLACE TO RESPOND TO THEM.

THANK YOU, MR. CHAIRMAN, THANK YOU FOR THE BOARD FOR THE OPPORTUNITY.

>> LES MILLER, JR.: THANK YOU, MR. LAM.

NEXT IS KITTY WALLACE FOLLOWED BY LENA YOUNG GREEN, NIT PATEL AND BYRON GRIFFIN.

>> GOOD EVENING, CHAIRMAN MILLER AND BOARD.

MY NAME IS KITTY WALLACE, I'M THE GARDEN COORDINATOR AT THE TAMPA HEIGHTS COMMUNITY GARDEN.

AND HAVE WORKED IN THE AREA FOR MANY YEARS AND KNOW THE RESIDENTS THERE AND I JUST WANT TO SAY THAT THIS IS A TIME TO REALLY THINK ABOUT WHAT THE QUALITY OF LIFE IS ABOUT, WHAT THE HEART OF THE

CITY OF TAMPA IS AND THE NEIGHBORHOODS, THESE ARE THE NEIGHBORHOODS THAT ARE THE HEART OF YOUR CITY.

THE HISTORIC DISTRICTS AND THEY HAVE TO BE GIVEN FULL WEIGHT OF THEIR IMPORTANCE BALANCING THAT WITH ALL THE THINGS THAT HAVE BEEN SAID HERE, THAT'S MY TO I DON'T.

BALANCE THE QUALITY OF LIFE OF THE RESIDENTS THAT LIVE IN THESE HISTORIC DISTRICTS.

MY SECOND CONCERN IS THE FUNDING SITUATION.

WHAT IS FUNDING THIS ROAD?

WE'VE HEARD DIFFERENT THINGS, AND I HEARD TONIGHT, MS. HUNT SAY THAT THE FUNDING IS COMING STRICTLY FROM IF I UNDERSTOOD YOU CORRECTLY FDOT FUNDS.

I HAVE HEARD OTHER THINGS AS INVESTMENT DOLLARS BEING GENERATED FROM OUTSIDE PARTICIPANTS, PRIVATE INVESTORS, THINGS LIKE THAT.

I WANT YOU TO BE VERY SURE, THIS IS MY CONCERN THAT WE ARE NOT FEEDING SOMEBODY'S POCKETS WITH PERCENTAGES OF INTEREST BACK ON INVESTMENT DOLLARS WHEN IT'S ALL COMING OUT OF THE TAXPAYER DOLLARS HERE IN OUR NEIGHBORHOOD TO RUN THIS MASSIVE ROAD THROUGH THE MIDDLE OF OUR TOWN THAT JUST MAKES NO SENSE TO ME AT ALL.

I THINK THAT'S INCUMBENT ON YOU TO BE RESPONSIBLE IN THAT REGARD.

THANK YOU.

>> LES MILLER, JR.: THANK YOU, MS. WALLACE.

[APPLAUSE]

>> GOOD EVENING, MY NAME IS LENA YOUNG GREEN.

DID YOU WANT MY ADDRESS?

NO?

3406 NORTH AVON AVENUE.

I WAS HERE AT YOUR LAST MEETING JUNE 2nd.

I WAS THE ONLY ONE WHO SPOKE, AND HE CAME AFTER.

WHAT A DIFFERENCE WE HAVE TODAY.

AND THIS IS ONLY EIGHT WEEKS LATER.

D.O.T. SUPPOSEDLY HAS BEEN OUT EDUCATING, AND THEY COULD NOT GET THIS KIND OF INVOLVEMENT RESPONSE.

THERE'S A PROBLEM HERE, FOLKS.

I LISTENED TO THE PRESENTATION BY D.O.T., AND I COULD CLOSE MY EYES AND HEAR THE SAME WORDS THAT I HEARD IN 1980s THAT WE WERE NOW DEALING WITH THE ULTIMATE -- THAT'S WHAT WE WERE TOLD.

THAT WAS ULTIMATE.

SO IN OUR COMMUNITY WE WERE PERSUADED TO GIVE UP HISTORIC PROJECTS, SOME OF OUR IMPORTANT PARTS IN THE COMMUNITY, THE PARTS WE WERE WORRIED ABOUT FOR OUR CHILDREN OR OUR GRANDCHILDREN, WE WERE TOLD NO, WE ARE TAKING CARE OF STUFF.

AND THEN TODAY I HEARD THE LANGUAGE THE SAME WAY AGAIN.

WE'VE BEEN LOOKING BACK AT THE HISTORY OF WHAT THIS PROCESS WAS IN 1960s OUR COMMUNITIES WERE SEAMLESS IN THE URBAN CORE OF TAMPA.

WE WERE SEAMLESS.

I GOT PICTURES THAT SHOW THAT WE WERE CONNECTED AS NEIGHBORHOODS.

AND THEN I GOT A PICTURE OF AFTER THE INTERSTATES WERE PUT IN PLACE AND YOU COULD SEE THE CLEAR DIVISION AND SEPARATION WITHIN OUR COMMUNITIES.

NOW WHEN I MOVED TO TAMPA, I LOOKED FOR URBAN AREAS WHERE I WANTED TO RAISE MY CHILDREN.

THAT WAS IMPORTANT TO ME.

THE CULTURE WAS IMPORTANT TO ME.

IT'S NOT RIGHT THAT AN AREA GETS TORN APART IN ORDER TO ACCOMMODATE COMMUTERS AND MOVING OTHER PEOPLE AROUND.

THE MAYOR SAID RECENTLY THAT IN FOUR YEARS, THE CITY OF TAMPA HAD GENERATED \$800 MILLION IN FOUR YEARS WITHOUT THIS MONSTER THAT THE D.O.T. IS TELLING YOU IS GOING TO GENERATE \$13 BILLION. WE IN OUR AREA HAVE SACRIFICED SO MUCH TO MOVE PEOPLE AROUND. THIS IS WHAT IT LOOKS LIKE IN THIS URBAN AREA WHERE WE HAVE ABOUT 300,000 PEOPLE, ABOUT 100,000 IN MY OWN ESTIMATION, I'M NOT AN ECONOMIST AND ALL THAT STUFF, BUT IN MY OWN ESTIMATION, ALMOST 100,000 OF US IN OUR URBAN AREA THAT CARES ABOUT OUR AREA ARE GOING TO BE IMPACTED.

WHY CAN'T D.O.T. LOOK AT THE PROJECT THAT GOES AROUND US RATHER THAN KEEP ON PAVING OVER OUR URBAN AREA?

I ASK YOU TO PLEASE THINK ABOUT IT FROM THAT PERSPECTIVE.

THANK YOU.

[APPLAUSE]

YOUR APPLAUSE ARE GETTING LONGER AND LONGER.

THAT'S DELAYING TIME.

>> WE READY?

>> SANDRA MURMAN:

>> LES MILLER, JR.: MR. PATEL.

>> THE NOTION THAT THIS IS GOING TO BE AN ECONOMIC BENEFIT TO
A REGION IS FALSE.

AND I'LL EXPLAIN MYSELF.

I'M AN ENTREPRENEUR MYSELF.

I HAD A 13th FASTEST GROWING COMPANY IN HILLSBOROUGH COUNTY FROM
2008 TO 2010.

I SIT ON BOARDS AT USF ENTREPRENEURS AND TO TELL ME A \$19 BILLION
TOLL ROAD IS GOING TO CREATE ECONOMIC IMPROVEMENT OR A ROAD
ITSELF IS GOING TO CREATE JOBS IS JUST VERY DISRESPECTFUL.
THE PEOPLE WHO CREATE JOBS ARE ENTREPRENEURS, BUSINESS OWNERS,
COMMUNITY PEOPLE.

THIS ROAD IS A TOL ROAD WHICH IS GOING TO TAKE AWAY DISCRETIONAL
SPENDING.

IT'S GOING TO TAX US FOUR TIMES, WE PAY A LOCAL, A FEDERAL, A
STATE, A GAS TAX.

THAT MONEY WILL BE TAKEN OUT FROM THE LOCAL ECONOMY.

IT WILL HURT THE LOCAL ECONOMY.

NOW THIS ROAD DOES NOT CONNECT A NEW AREA, RIGHT?

THIS ROAD HIGHLIGHTS THE SAME HIGHWAY WE HAVE.
OUR PUBLIC HIGHWAY THAT'S BEEN PAID FOR ALREADY SO THIS ROAD
GOES THE SAME PLACES THAT OUR HIGHWAY CURRENTLY GOES TO.
THAT'S NOT AN ECONOMIC BENEFIT, RIGHT?
AND IT CLOSES OFF EXITS.
IT ACTUALLY RUNS MONEY AWAY FROM HILLSBOROUGH COUNTY.
THIS IS NOT A BENEFIT.
YOU CAN TALK TO THE TAX COLLECTOR.
THIS IS GOING TO RUN PEOPLE OUT OF HILLSBOROUGH COUNTY.
TO SAY THAT THIS IS AN ECONOMIC BENEFIT IS ABSOLUTELY FAULT.
WHEN I GO AROUND AND TALK TO ENTREPRENEURS ALL AROUND THE
COUNTRY, TALKING BILLIONAIRES AND MILLIONAIRES THEY DON'T LOOK
AT Y'ALL AND SAY DO YOU HAVE A \$9 BILLION TOLLED HIGHWAY.
THEY DON'T ASK YOU IF YOU HAVE A TOLLED HIGHWAY AT ALL.
THEY ASK FOR GOOD PUBLIC INFRASTRUCTURE.
PART OF GOOD PUBLIC INFRASTRUCTURE IS MASS TRANSIT.
THAT'S WHAT YOU NEED IF YOU WANT TO DEVELOP FOR A SMART ECONOMIC
PLAN, THAT'S WHAT YOU NEED.
WE ARE IN A SMART REVOLUTION WITH INTERNET, GOOGLE ALL THIS TYPE
OF STUFF SO LET'S TALK --
>> LES MILLER, JR.: LADIES AND GENTLEMEN, LADIES AND GENTLEMEN,
PLEASE, PLEASE, PLEASE, NO INTERRUPTIONS.
>> THEN TO REPRESENT ALL BUSINESSES, WHEN BRUCE B. DOWNS WENT
IN, I HAD A RETAIL BUSINESS, MY BUSINESS FOR THREE YEARS GOT

HURT.

I DIDN'T GET A WARNING FOR FDOT FOR WHOEVER BUILT THAT ROAD.
THEY DIDN'T TELL ME.

I HAD A SUFFER.

I HAD TO PAY GRANT, I HAD ECONOMIC DECISIONS FOR ALL SMALL
BUSINESS OWNERS AND FOR ANYONE TO SAY THAT YOU'VE REACHED OUT
TO SMALL BUSINESSES ALONG THAT CORRIDOR, THAT Y'ALL ARE GOING
TO CONSTRUCT FOR -- IS FALSE.

ALSO I'M AN ENGINEER.

BOTTLENECK IS A DESIGN FLAW.

275 SHOULD'VE NEVER BEEN PUT IN WITH A T JUNCTION.

IF YOU REBUILD IT AGAIN, IT'S GOING TO BE A T JUNCTION AND
CONTINUE TO BE A BOTTLENECK PERIOD.

IF YOU WANT TO FIX A BOTTLENECKS, YOU HAVE TO DO SOMETHING
CIRCULAR.

GET RID OF THE T, THROW IT UP, DIVERT TRAFFIC.

IF YOU WANT TO FIX CONGESTION YOU TAKE PRESSURE OFF THE
BOTTLENECK.

YOU DON'T BUILD A TOLL ROAD TO GO RIGHT THROUGH THE BOTTLENECK
WITH ADDED CONGESTION.

THAT'S GOING TO MAKE THE BOTTLENECK MAGNIFY.

IT'S NOT GOING TO HELP CONGESTION, OKAY?

THIS LIE THAT FDOT SAYS PUTTING TOLL ROADS THROUGH A BOTTLENECK
TO MAKE THE BOTTLENECK BETTER IS JUST GOING TO INDUCE MORE DEMAND

AND ITS CAPACITY ISSUE TOO THEY ARE GOING TO TALK ABOUT THAT.

I GOT TO GO BECAUSE IT'S ONE SECOND BUT THANK YOU.

[APPLAUSE]

>> LES MILLER, JR.: MR. GRIFFIN FOLLOWED BY MS. FLORENCE MASON, MICHELLE COOKSON, AND JASON BALL.

>> HI, MY NAME IS MYRON GRIFFIN I'M A NATIVE FLORIDIAN I WAS BORN IN CLEARWATER MOVED TO TAMPA AROUND 1980 AND LIVED IN AN APARTMENT FOR A COUPLE OF YEARS ON THE RIVER.

DECIDED I WANTED TO BUY A HOUSE HERE.

FELL IN LOVE WITH THE AREA.

I CHOSE SEMINOLE HEIGHTS AS WHERE I WANTED TO LIVE.

I LOVE IT.

BUT WHEN I MOVED INTO IT, I THINK TIME MAGAZINE CAME OUT WITH AN ARTICLE THAT VERY SAME YEAR PICTURING OUR BEAUTIFUL LITTLE POST DECO PUBlix TALKING ABOUT ITS BEAUTY AND DECO STYLING OF IT BUT THE SURROUNDING NEIGHBORHOOD HAD GONE TO SEED.

THIS WAS NOT GOOD NEWS TO ME BUT IT WAS SOMEWHAT TRUE.

BURGLAR BARS WERE ABUNDANT.

NEBRASKA AVENUE AND FLORIDA AVENUE WERE THE HOME TO PROSTITUTION.

GARAGES, HEAVY INDUSTRIAL USAGES, THINGS THAT JUST ARE NOT GOOD MATES WITH THE SURROUNDING BEAUTIFUL NEIGHBORHOODS.

WE LOST HUNDREDS OF HISTORIC HOMES WHENEVER 75 CAME THROUGH BACK IN THE 60s.

HUNDREDS OF THEM AND NOT MANY OF THEM WERE SAVED AT ALL.

OF COURSE THOSE WERE THE DAYS WHEN IT WAS THE BIG BAD FDOT AND THEY CAME THROUGH WITH IMMINENT DOMAIN AND TOOK THESE HOMES.

ANYWAY, WE SUFFERED AND WE OFTEN REFER TO THE INTERSTATE, EVEN I-4 AS THE WOUND THAT HAS NOT HEALED.

IT STILL HAS NOT HEALED TO THIS DAY.

WE HAVE WORKED VERY HARD AND I KNOW YOU ARE AWARE OF THE NEW RESTAURANTS AND BUSINESS ACTIVITY ALONG NEBRASKA AVENUE BUT

IT'S BEEN A LONG, HARD HAUL AND WE STILL HAVE A LONG WAY TO GO.

THE REASON WE HAVE SO MANY USED CAR LOTS AND PAWNSHOPS, IT'S THE CHEAPEST COMMERCIAL PROPERTY IN THE ENTIRE CITY BUT WE ARE MANAGING TO MAKE SOME HEADWAY.

NOW YOU'RE ASKING US TO GO THROUGH ANOTHER ROAD WIDENING PROJECT.

THIS COULD BE DEVASTATING.

ON A STILL NIGHT I CAN HEAR THE INTERSTATE LIKE IT WAS IN MY BACKYARD EVEN THOUGH I'M CLOSE TO A MILE AWAY.

NO NOISE ABATEMENT WALLS WERE IN.

I HAVE BEEN FIGHTING TIRELESSLY WITH THE CITY AND EVERYONE THAT WOULD LISTEN TO ME.

SOME NEIGHBORHOODS HAVE NOTHING MORE THAN A CHAIN LINK FENCE THAN A 24/7 OMNIPRESENT MONSTROUS HIGHWAY.

ALL THE PEOPLE WHO REALLY VALUED THEIR PROPERTY BACK IN THE 60s MOVED TO CARROLLWOOD.

THEY DIDN'T WANT TO BE ANYWHERE NEAR THIS MONSTER.

THANK GOODNESS WE HAVE ENOUGH SURROUNDING NEIGHBORHOODS THAT HAVE BEEN WORKING HARD TO REVITALIZE OURSELVES.

I HATE TO SEE THIS COMING.

I'D LOVE TO SEE MONEY DIRECTED MORE TOWARD ALTERNATIVE FORMS OF TRANSPORTATION.

ABOUT FIVE, SIX YEARS AGO LENA YOUNG GREEN AND MYSELF COFOUNDED THE GREEN ARTERY.

MANY OF YOU MAY HAVE HEARD OF THIS.

IT'S A BICYCLE AND PEDESTRIAN PATH THAT IS 22 MILES SURROUNDING THE CENTRAL CITY JUMPING TO BOTH SIDES OF THE HILLSBOROUGH RIVER.

THESE ARE THE TYPES OF PROJECTS THAT CAN REBUILD COMMUNITIES.

THESE PEOPLE THAT WOULD CHOOSE -- THAT QUICK.

I WAS JUST GETTING STARTED.

THANK YOU VERY MUCH FOR LISTENING.

PLEASE LOOK AT ALTERNATIVE FORMS OF TRANSPORTATION.

>> FLORENCE MASON.

>> HI, I'M FLORENCE MASON.

I LIVE IN SEMINOLE HEIGHTS ON 1022 EAST JEAN STREET.

I TOO AM A MILE FROM THE MONSTROSITY HERE, AND I JUST WANT TO SAY THAT GOOD WEATHER ALONE IS NOT ENOUGH TO MAKE TAMPA THE NEXT GREAT CITY.

TBX IS GOING TO DESTROY HISTORIC STRUCTURES IT'S GOING TO

DECREASE WALKABILITY, IT'S GOING TO INFRASTRUCTURE EXISTING COMMUNITIES AND IT'S GOING TO CREATE AN AUTOMOBILE CENTRIC CITY. WHICH IS NOT WHAT I'M LOOKING FORWARD TO.

I DON'T WANT TO HELP FUND THIS IN ANY WAY AND I THINK WE FIRST NEED DECENT PUBLIC TRANSPORTATION SO WHAT I WANT AT THE VERY LEAST IS THAT YOU ADD A SINGLE WORD TO YOUR MITIGATION RECOMMENDATIONS TO TBX.

IT'S THE WORD FIRST.

I WANT, I WANT FDOT TO ADDRESS THE NEIGHBORHOOD CONCERNS FIRST. I WANT FDOT TO COMMIT TO FUNDING TRANSPORTATION TRANSIT ALONG THOSE CORRIDORS FIRST.

I WANT FDOT TO HELP WITH FUNDING ALTERNATE TRANSPORTATIONS FIRST.

IF YOU ADD THAT WORD TO YOUR MITIGATIONS, I GUESS I WILL HAVE TO GO WITH WHAT YOU GUYS CALL PROGRESS.

THANK YOU.

[APPLAUSE]

>> LES MILLER, JR.: MS. CHERYL COOKSON.

>> GOOD EVENING, MICHELLE COOKSON, 6,002 NORTH -- AVENUE.

PLEASE REMOVE LINE 33 FROM THE TIP.

TBX IS SHORT SIGHTED, TOO COSTLY AND TO THE DETRIMENT OF URBAN CORE HISTORIC NEIGHBORHOODS AND THE HEART OF OUR SIT CITY.

IT WILL ONLY LEAD TO MORE SINGLE OCCUPANCY VEHICLE CONGESTION.

TBX IS IT EXACT WRONG CHOICE FOR A CITY TO MAKE A CRITICAL TURN

TOWARD TRUE MULTIMODAL TRANSPORTATION THAT WILL DRIVE AN UNPRECEDENTED ECONOMIC BOOM.

MANY OF YOU REPRESENT TRANSPORTATION SECTORS CRITICAL TO OUR GROWTH.

YOU KNOW WE NEED TO ATTRACT EMPLOYERS WITH HIGHER WAGE POSITIONS.

THIS IS A REALLY IMPORTANT CROSS-ROADS FOR OUR REGION.

WITH CAR-FOCUSED ONLY TBX AS OUR CHOICE, THIS REGION WILL NEVER BE VIEWED AS TOP TIER.

SEEING OUR COMMITMENT IN INVESTMENT IN MANY MODES OF TRANSPORTATION AND AN EMPHASIS ON A BUILT ENVIRONMENT THAT FOCUSES ON MIXED USE AND URBAN DESIGN PRINCIPLES, THAT'S NOW A KEY FACTOR THAT CORPORATIONS CONSIDERING LOCATING THEIR COMPANY IN THE REGION.

LEADERS KNOW THIS.

RUC KNOWS THIS, DALLAS, CHARLOTTE, MINNEAPOLIS, ALL OF THEM INVESTED IN RAIL AND TRANSIT AND THEY HAVE SEEN IMMEDIATE INVESTMENT BASED ON OUR COMMITMENT.

SALT LAKE CITY'S STREET CAR DREW \$4 MILLION IN INVESTMENT BEFORE BOARDING ITS FIRST PASSENGER.

MORE THAN DOUBLE THE COST OF A LINE, AND THAT WAS BEFORE THEY EVEN OPENED IT.

CLEVELAND RAISED \$5.8 BILLION IN TRANSIT ORIENTED DEVELOPMENT. WHEN THESE PLACES HAVE THE POLITICAL WILL TO COMMIT TO TRANSIT,

THEY SEE IMMEDIATE PRIVATE SECTOR VEMENT.

THAT BOOSTS THE LOCAL ECONOMY AND REAPS BENEFITS FOR THOSE GOVERNING BODIES PRIOR TO ANY TRANSIT SYSTEM CONSTRUCTION.

TRANSIT SYSTEMS DRIVE OTHER ECONOMIC BENEFITS.

HIGHER PROPERTY VALUES, ACCELERATED DEVELOPMENT AND INCREASED CONNECTIVITY TO JOBS AND OTHER OPPORTUNITIES.

PUBLIC TRANSIT GENERATES 31% MORE JOBS PER BILLION DOLLARS INVESTED THAN SIMILAR SPENDING ON HIGHWAYS.

CONNECTING PEOPLE IN PLACES BY MORE THAN JUST ONE CHOICE ATTRACTS PRIVATE SECTOR INVESTMENT INCREASES OUR ECONOMIC COMPETITIVENESS.

WE NEED TO CONTINUE TO SUPPORT THE REVITALIZATION AND GROWING POPULARITY OF OUR URBAN CORE, NOT PAVE IT OVER AND DECIMATE IT.

THE CAR CENTRIC FOCUS MORE SIGNIFICANT SOCIAL DEVELOPMENTS.

AMERICANS ARE WALKING AND BIKING MORE, THE MILLENNIALS WHO WILL MAKE UP THE MAJORITY OF THE WORKFORCE IN OUR REGION DON'T WANT WHAT FDOT IS SELLING TO YOU IN THIS PLAN.

THERE GOES THE BRAIN DRAIN.

ANOTHER TURNOFF FOR TOP TIER FIRMS ANOTHER REASON WE GET CALL CENTERS NOT HEADQUARTERS.

TECH INNOVATORS.

THAT'S WHAT MAKES THE REGION GROW, HIGHWAYS WIDENING DO NOT.

THANK YOU.

[APPLAUSE]

>> JASON BELL, FOLLOWED BY ANDY METS FIRST NAME I CAN'T
RECOGNIZE.

LOOKS LIKE THE LAST NAME IS VILLA.

THEN STAN --

>> THANK YOU SO MUCH.

JUST WANTED TO --

>> YOU WON'T TAKE SLIGHTLY OVER THREE MINUTES.

>> I WANT TO POINT OUT REAL QUICK FIRST THING FDOT KEEPS TALKING
ABOUT CHOICE.

THIS IS THE REAL CHOICE WE WANT.

THE CHOICE WE WANT IS BETWEEN DRIVING A CAR AND HAVING ANOTHER
MODE OF TRANSPORT.

WE DO NOT WANT A FALSE CHOICE BETWEEN DRIVING ON A ROAD PAID
FOR WITH GAS TAXES AND ONE DRIVEN ON PAID FOR WITH TOLLS.

THAT'S NOT A CHOICE.

SECOND OF ALL I WANT TO ADDRESS THE TRAFFIC STATS THAT FDOT IS
CITING FOR THE ENTIRE BASIS OF THIS PROJECT.

THOSE ARE ALL PULLED FROM THE 1990s AS YOU KNOW.

AS YOU CAN SEE ON THE LEFT HERE THIS IS ON PAGE 5 OF THE PACKET
PASSED AROUND ALL THE BOARD MEMBERS.

EXCUSE ME.

THIS WAS DONE IN 1996.

THEY SHOW THE MODEL PROJECTIONS FOR 2010.

THERE'S ALL THESE NUMBERS OVER HERE, 260,000 CARS PER DAY, 250.

COME OVER TO THE LEFT-HAND SIDE, 2012, ALL THE NUMBERS ARE MUCH LOWER.

NOW GRANTED SOME OF THESE DON'T EXACTLY LINE UP BUT IT'S STILL CORRIDOR FOR CORRIDOR THE MOST IMPORTANT PART BEING THE FAR RIGHT-HAND COLUMN.

THIS IS FDOT'S OWN MEASUREMENTS OF WHETHER WE NEED LANES OR NOT. A WHOLE BUNCH OF ZEROS AND THEN TWOS.

FDOT'S OWN NUMBERS SAY ZERO OR TWO.

MORE TO THE POINT, MORE TO THE POINT, FDOT KEEPS TALKING THAT THIS ROAD IS ONLY \$3 BILLION.

THIS IS THE PRESENTATION BOARD THEY HAD AT THE OUTREACH SESSION AND I BELIEVE IT WAS END OF JANUARY BEGINNING OF FEBRUARY.

SHOWING 9.3 DOLLARS BILLION THAT DOESN'T INCLUDE INFLATION, LAND ACQUISITION SO ON AND SO FORTH.

NUMBERS GO ON UP.

JUST LIKE THEY DID THE GATEWAY EXPRESSWAY THEY ARE WORKING ON FROM PINELLAS 338 TO 447 DURING FINAL DESIGN PROCESS A32% PRICE INCREASE.

NOW WE'RE TALKING ABOUT BUSINESS AND WHETHER THIS MAKES ECONOMIC SENSE.

I WANT TO POINT OUT AT THE TOP CHART HERE THIS IS PAGE 8 OF THE PACKET THE BOARD MEMBERS HAVE, EXPENDITURES ON BEHALF OF GOVERNMENT KEEP GOING UP FOR ROADS.

THE INCOME IS GOING DOWN TO PAY FOR IT.

WHICH AS A RESULT IS MAKING THE FEDERAL HIGHWAY TRUST FUND GO BROKE.

THERE'S NOT A FOR PROFIT BUSINESS IN THE WORLD THAT'S GOING TO LOOK AT THESE CHANGING TRENDS AND DECIDE, YOU KNOW WHAT? WE SHOULD TAKE OUT A \$9 BILLION LOAN AND SEE IF WE CAN GET MORE PEOPLE TO DRIVE.

[APPLAUSE]

THEY TALK THAT WE HAVE TO SPEND \$9 BILLION TO GET A \$13 BILLION INVESTMENT?

THAT'S REALLY NOT IMPRESSIVE AT ALL CONSIDERING THE CITY ITSELF JUST THE CITY OF TAMPA'S GOTTEN \$8 BILLION INVESTMENT JUST IN THE LAST FOUR YEARS ALONE.

THAT'S WITHOUT THE HIGHWAY.

THAT'S WITH THE ROAD ALL MESSED UP WITH CONSTRUCTION ON IT.

AS YOU CAN SEE, DOWNTOWN TAMPA HAS ABOUT 10,500 PEOPLE PROJECTED TO LIVE THERE.

NONE OF THOSE PEOPLE ARE EVER GOING TO GET ON THE HIGHWAY.

THEY ARE TO GO HALF A MILE AND

>> THANK YOU VERY MUCH.

PLEASE TAKE THIS OUT OF THE TIP I'M JASON BALL 58202 FOREST LAKE.

THANK YOU.

>> ADAM METS.

>> MY NAME'S ADAM METS, I RESIDE AT 777 NORTH ASHLEY DRIVE, AND I WOULD LIKE TO ASK YOU TO REMOVE TBX LINE 33 FROM THE

TRANSPORTATION IMPROVEMENT PLAN.

I HAVE A BIG PROBLEM WITH IT BECAUSE OF THE FISCAL ASPECTS OF THE PROJECT, AND THE FINANCING.

QUESTIONS HAVE NOT BEEN ANSWERED, AND THE RETURN ON INVESTMENT ON THIS PROJECT I BELIEVE WILL NOT COME ANYWHERE NEAR WHAT FDOT SAYS IT WILL.

I'M A FISCAL CONSERVATIVE, AND THIS PROJECT BOTHERS ME FOR A WHOLE LOT OF REGIONS BUT THE BIGGEST ONE HAS TO BE THE PROBLEMS WITH THE FINANCING AND THE MONEY.

FDOT HAS NOT BEEN ABLE TO ANSWER THE QUESTIONS AND BE CLEAR ABOUT FINANCING AND BE CLEAR ABOUT HOW MUCH THIS IS GOING TO COST BECAUSE THEY HAVEN'T PUT THE CONTRACTS OUT TO BID TO THE PRIVATE CONTRACTORS YET.

AND I UNDERSTAND THAT THEY SAY THIS IS NOT GOING TO BE A P3 PROJECT, BUT IF THAT'S TRUE, THEN THEY SHOULD BE ABLE TO ANSWER THESE QUESTIONS.

THEY CAN'T ANSWER THOSE QUESTIONS.

THEY HAVE NOT PUT THOSE CONTRACTS OUT FOR BID YET SO THEY HAVE NOH NUMBERS.

ALSO IF THIS IS A FUNDING PROBLEM, IF WE NEED TOLLS TO SOLVE OUR FUNDING PROBLEM WHY IS THAT GOING TO CHANGE THINGS WHEN PEOPLE ARE DRIVING SO MUCH LESS NOW NAN THEY EVER HAVE BEFORE? THE GAS TAX IS PLUMMETING.

THAT SHOULD BE A GREAT BIG FLASHING BILLBOARD THAT WHAT WE'RE

DOING IS WRONG AND OUT OF WHACK, AND IT'S COMPLETELY UNBALANCED.
WE NEED TO INVEST IN TRANSIT SEPARATE FROM THE INTERSTATE
INTEGRATED WITH OUR COMMUNITIES.

WE NEED TO TAKE THE PRESSURE OFF THESE FREEWAYS SO THAT WE CAN
GET SOME RETURN ON INVESTMENT IN OUR COMMUNITIES.

THAT'S THE ONLY WAY WE'RE GOING TO BUILD UP OUR TAX BASE.

IF WE DO NOT FOCUS ON BUILDING OUR TAX BASE AND INCREASING THE
RETURN ON INVESTMENT FROM ALL THESE HIGHWAYS AND TOLL LANES THAT
WE ALREADY HAVE LIKE VETERANS AND SUN COAST AND THE SELMON, THEN
THIS PROBLEM WILL NOT BE SOLVED.

IT'S NOT GOING TO SOLVE ITSELF.

IT'S GOING TO REQUIRE VERY DIFFICULT DECISIONS LIKE TAKING TBX
OUT OF THE TIP AND THAT'S THE ONLY WAY THAT WE CAN FOCUS ON RETURN
ON INVESTMENT AND IMPROVING THE GROWING THE TAX BASE AND
IMPROVING OUR TRANSIT SITUATION AND ULTIMATELY TAKING THE
PRESSURE OFF OF THESE HIGHWAYS.

THANK YOU.

[APPLAUSE]

>> LES MILLER, JR.: MR. VILLA.

>> I'M CHRISTOPHER VILLA.

I LIVE NEXT TO THE I-4 I-275 INTERCHANGE AT -- I'M REQUESTING
THE MPO REMOVE LINES 33 AND 34 FROM THE -- FINAL IMPACT STUDY
THAT SIGNIFICANTLY IMPACTS TAMPA'S URBAN CORE.

TBX DOES NOT ADDRESS CURRENT TRANSPORTATION CHOICES OF

HILLSBOROUGH COUNTY RESIDENTS AND THE MPO HAS NOT PROVIDED SIGNIFICANT EVIDENCE THAT THE STREETCAR EXPANSION IS AN EFFECTIVE TRANSPORTATION ALTERNATIVE FOR HILLSBOROUGH COUNTY RESIDENTS WHEN COUPLED WITH TBX.

IMPACTS INCLUDE REMOVAL OF NEARLY 100 PROPERTIES AND INCREASE IN DANGEROUS PEDESTRIAN CROSSINGS AND NO TRESPASS ZONES BETWEEN HISTORIC NEIGHBORHOODS, DECREASED SAFE ACCESS TO COMMUNITY PARKS AND LOSS OF GREEN TRAILS.

TBX AFFECTS ACCESS TO THE ACADEMY PREP CENTER OF TAMPA, REMOVES LA SEGUNDA BAKERY, THE 250,000 SQUARE FOOT RESIDENTIAL COMMUNITY CENTER IN MOBLEY PARK, THE AK HOUSE, TAMPA HEIGHTS COMMUNITY CENTER AND GARDEN, ALL GONE.

TBX CREATES AN ENVIRONMENT THAT DISCOURAGES PEDESTRIAN FOOT TRAFFIC.

ORANGE AVENUE WILL BE REPURPOSED FOR DIRECT ACCESS TO TBX THEREBY DISRUPTING PEDESTRIAN ACCESS TO NEW SKATE PARK AND PLAYGROUND ENCORE.

I-10.

ST. PETER CLEAVER CATHOLIC SCHOOL, OAKLAND CEMETERY, THE INTERNATIONAL LONGSHOREMAN'S.

ADDITIONALLY, THE PEDESTRIANS ATTEMPTING TO ACCESS THESE FACILITIES FROM MARION TRANSIT CENTER WILL BE SIGNIFICANTLY IMPACTED.

TBX DISRUPTS NEIGHBORHOOD CONNECTIONS BY DOUBLING OVERPASS

WINDS FROM -- NONVEHICULAR TRAFFIC AS PEOPLE PASS THROUGH NO
PASS ZONES TO SEEK -- LASTLY, TBX DISREGARDS HILLSBOROUGH
COUNTY'S TRANSPORTATION VISION.

TOLL LANES WERE RANKED DEAD LAST.

RUNNING BRT WILL ONLY AFFORD SIX STATIONS WITHIN 42 MILES PROVIDING
LITTLE NEIGHBORHOOD ACCESS FOR USE.

OWNERSHIP AND BRT FALL OUTSIDE THE \$9 BILLION COST OF TBX.

TOLL COLLECTIONS WILL NOT SIGNIFICANTLY PAY OFF THE \$9 BILLION
DEBT.

OTHER RECENT TOLL PROJECTS IN FLORIDA RELIED ON P3 FUNDING
MODELS.

SUCH INTEREST IN P3 MAY ADD BILLIONS TO THE COST OF TBX.

ALSO AS A FUNDING CHOICE, -- LEFT OUT AS A PREFERENCE ON THE
IMAGINE 2040 SURVEY.

IT IS CLEAR THAT TBX IS NOT A VIABLE CHOICE.

WE NEED ALTERNATIVES THAT WILL NOT HARM OUR HISTORIC AND URBAN
DEVELOPMENT.

THE CITY OF TAMPA IS A STAKEHOLDER TOO.

THANK YOU.

[APPLAUSE]

>> LES MILLER, JR.: I THINK I SKIPPED SOMEONE.

ARE YOU STAN?

WHERE'S DONNA CLARK?

PAPERS WERE STUCK TOGETHER.

NOBODY WANTS TO WAIVE TIME?

UNLESS I CUT IT BACK TO TWO MINUTES WHICH I AM THINKING ABOUT DOING AT THIS POINT BECAUSE IT'S -- I'M GETTING MORE AND MORE CARDS.

SO NO ONE WANTS TO WAIVE GOING TO START LOOKING AT TWO MINUTES PRETTY SOON.

GO AHEAD, SIR.

>> GOOD EVENING CHAIRMAN AND BOARD MEMBERS.

MY NAME IS STAN LASETER --

>> PUT THAT MICROPHONE TO YOUR MOUTH.

>> MY NAME IS STAN LASETER AND I LIVE AT 913 EAST NEW ORLEANS AVENUE IN SEMINOLE HEIGHTS.

I'M A SEMINOLE HEIGHTS HOMEOWNER A SEMINOLE HEIGHTS BUSINESS OWNER AND THE CURRENT PRESIDENT OF SOUTHEAST SEMINOLE HEIGHTS.

I HAVE LIVED IN SEMINOLE HEIGHTS FOR THE PAST 23 YEARS AND LOOKING BACK I CAN SEE THAT WE'VE COME A LONG WAY SINCE THE 90s AND 80s.

WE NOW HAVE THE CITY'S BEST RESTAURANTS, CLUBS, AND SHOPS AND WE HAVE A LOT MORE ON THE HORIZON YET TO BE DEVELOPED.

I'M AGAINST THE TBX PROJECT BECAUSE OUR NEIGHBORHOOD HAS SERVED ENOUGH.

MANY OF YOU HAVE FOUGHT ALONGSIDE US AS WE WALKED NEBRASKA WITH OUR DOGS AS WE WERE NAMED THE BEST NEIGHBORHOOD IN AMERICA BECAUSE WE FOUGHT PROSTITUTES AND WE FOUGHT BLIGHT IN OUR OWN

NEIGHBORHOOD.

THIS PROJECT I THINK WILL DESTROY THE VERY FABRIC OF OUR NEIGHBORHOOD THAT WE'VE FOUGHT SO HARD TO REBUILD.

TODAY WE'RE DISCUSSING A PLAN THAT DOES NOT TAKE ONE CAR OFF THE ROAD.

BUT RATHER SPREADS THEM OUT AS AMERICA'S -- RATHER SPREADS THEM OUT.

AS AMERICA'S NEXT GREAT CITY WE MUST BEGIN TO THINK OF LONG-TERM TRANSPORTATION NEEDS.

MS. HUNT SPOKE ABOUT HOW MANY CARS WOULD BE PULLED OFF OUR SIDE STREETS.

I'M A BUSINESS OWNER ON NEBRASKA, AND I KNOW ALMOST ALL OF MY COMMERCIAL NEIGHBORS.

PULLING CARS OFF OUR SIDE STREET WHILE IT SOUNDS LIKE A GREAT PLAN CAN BE DEATH TO MANY OF MY COMMERCIAL FRIENDS AND NEIGHBORS ALONG NEBRASKA AND FLORIDA AVENUE CORRIDORS.

AS PRESIDENT OF SOUTHEAST SEMINOLE HEIGHTS, LAST SUNDAY I WALKED THE NEIGHBORHOOD DELIVERING 43 WELCOME KITS TO NEW NEIGHBORS THAT HAVE RECENTLY MOVED INTO OUR NEIGHBORHOOD.

WE'RE TALKING SINCE OCTOBER TO TODAY, 42 FAMILIES HAVE MOVED INTO OUR INNER CITY TO SOUTHEAST SEMINOLE HEIGHTS SPECIFICALLY TO CALL IT HOME.

WHEN ASKED WHERE THEY CAME FROM, THEY CAME FROM WESLEY CHAPEL, THEY CAME FROM LUTZ, THEY CAME FROM NORTH TAMPA OR THEY MOVED

TO OUR CITY AND THEY SAID WE WANT TO LIVE IN THE HEART OF TAMPA.
I FIND IT INTERESTING OUR LEADERS PUT THE TRANSIT TAX UP FOR
VOTE WHEN WE LOOKED TO BUILD A RAIL BUT YET THIS PROGRAM OR THIS
PROJECT IS BEING RAMMED DOWN THE NEIGHBORHOOD'S THROAT SAYING
WE ARE GOING TO DO THIS.

WE DON'T GET TO VOTE.

WE DON'T GET A SAY IN WHAT HAPPENS.

FOR MY PROFESSIONAL CAREER I TRAVEL THE COUNTRY AND I TEACH
FORTUNE 100 AND FORTUNE 500 COMPANIES HOW TO ATTRACT AND COACH
EMPLOYEES TO MOVE TO THEIR GREAT CITY.

SO WHAT MY JOB IS IS I GO IN AND I BUILD A HUMAN RESOURCES BRAND
THAT TALKS ABOUT WHY EMPLOYEES WOULD WANT TO MOVE TO THAT CITY
TO WORK FOR THAT PARTICULAR COMPANY.

NOT ONCE HAVE I EVER TALKED ABOUT HOW GREAT A HIGHWAY SYSTEM
IS OR HOW GREAT A ROAD IS.

INSTEAD I TALK ABOUT MASS TRANSIT, WAYS FOR THE MILLENNIALS TO
TRAVEL THROUGHOUT THEIR CITY TO GET FROM POINT A TO POINT B,
SO I DO HOPE YOU TAKE THIS PROJECT OFF AND LISTEN TO ALL THE
NEIGHBORS TALKING THIS EVENING.

THANK YOU VERY MUCH.

[APPLAUSE]

>> LES MILLER, JR.: DONNA STARK FOLLOWED BY KENT BAILEY.

I THINK THIS H.T. LEWIS AND LAURA LAWSON.

>> MY NAME IS DONNA DARK.

MY ADDRESS IS 214 WEST HIGHA STREET, TAMPA.

I AM A RESIDENT OF SOUTH SEMINOLE HEIGHTS, CURRENT PRESIDENT OF ITS CIVIC ASSOCIATION, AND I WORK HERE AT COUNTY CENTER.

BECAUSE OF THE CURRENT PROPOSAL FOR THE I-275 TOLL LANES, I AM AGAINST THE TBX BEING INCLUDED IN TIP 33.

I AM OFTEN ASKED WHY I CARE.

AFTER ALL, MY NEIGHBORHOOD IS NOT DIRECTLY IMPACTED WITH THE LOSS OF BELOVED PROPERTIES.

I CARE BECAUSE MY NEIGHBORS AND I WILL BE IMPACTED BY THE CONSTRUCTION, THE NOISE, THE DELAYS, THE CHANGING TRAFFIC PATTERNS WHEN THE HIGHWAY IS TORN UP TWICE IN TEN YEARS.

I CARE BECAUSE AT THE END OF THE CONSTRUCTION, NO VALUE IS ADDED TO THE QUALITY OF LIFE FOR MY RESIDENTS.

WHERE ENTRANCES ONLY AT BEARS AVENUE, 50th STREET, DOWNTOWN, AND THE HOWARD FRANKLIN BRIDGE THEY CANNOT ACCESS THE TOLL LANES AND NEITHER IMPROVES OUR ABILITY TO INGRESS EGRESS FROM OUR NEIGHBORHOOD NOR DOES IT HELP THOSE WISHING TO PARTAKE IN OUR BUSINESSES AND EVENTS TO REACH US.

I CARE BECAUSE IT IS NOT JUST MY IMMEDIATE NEIGHBORHOOD EXPERIENCING CONNECTIVITY LOSS.

WITH THE FLORA BRAS CAW EXIT CLOSING AND THE VARIABLE TOLL ACCESS ONLY WHAT IMPACT IS NAT GOING TO HAVE ON OUR EXISTING ASSETS IN THESE AREAS?

WHAT WILL THIS DO TO OUR FUTURE DEVELOPMENT, ESPECIALLY THE

1 BILLION-DOLLAR PRIVATE INVESTMENT AS WELL AS THE FUTURE USE
MEDICAL SCHOOL.

I DO NOT HAVE ANY ANSWERS TO THESE QUESTIONS.

A RECENT STUDY HAS NOT BEEN CONDUCTED.

THE LAST ONE WAS COMPLETED CLOSE TO 20 YEARS AGO.

SO MANY ADVANCED IN SOCIOLOGICAL CHANGES HAVE HAPPENED SINCE
THAT TIME THAT THE DATA IS INVALID.

THE ONLY REASON STUDY IS THE PLANNING COMMISSION'S IMAGINE 2040
SURVEY YET I DO NOT SEE THOSE CORE VALUES REFLECTED IN THIS
SOLUTION.

NO THOUGHT HAS BEEN PROVIDED TO OUR GOALS OF MULTIMODAL
TRANSPORTATION BIKE LANES FOR SAFER COMMUTING, SMARTER
INTERSECTIONS AND MORE FREQUENT AND RELIABLE PUBLIC
TRANSPORTATION AND I CARE BECAUSE MY RESIDENTS, COMMUNITY
MEMBERS AND FRIENDS HAVE SPENT TENS OF THOUSANDS OF HOURS
ENVISIONING, INVESTING AND WORKING TO REVIVE OUR URBAN CORE.
THIS PROPOSAL BEFORE US IS THE EXACT OPPOSITE OF GOOD
GOVERNMENT.

INSTEAD IT IS THE EPITOME OF IRRESPONSIBILITY, FAVORITISM, AND
WASTEFULNESS WHICH WHEN COMBINED WITH FDOT'S ATTITUDE TO DATE
HAVE TAINTED PEOPLE'S TASTE OF GOVERNMENT.

IT DOES NOT CONSIDER THE TRANSPORTATION AS A COHESIVE WHOLE AND
IT HAS A POOR FOUNDATION OF FACTS TO SUPPORT IT.

WE DESERVE THE SAME CONSIDERATION AND TREATMENT THAT OTHER

REGIONS LIKE MIAMI AND ORLANDO HAVE RECEIVED.

WE DESERVE THOUGHTFUL EVALUATION, INVESTMENTS AND IMPROVEMENTS THAT ALIGN WITH OUR VALUES AND WE DESERVE OUR ELECTED LEADERSHIP STANDING UP FOR WHAT IS RIGHT FOR OUR DISTRICTS.

I CARE BECAUSE WE CAN NO LONGER AFFORD TO GET IT WRONG.

IT IS TIME FOR US TO STOP FINGER POINTING, COME TOGETHER, AND GET IT RIGHT FROM THE START.

[APPLAUSE]

>> LES MILLER, JR.: KENT BAILEY.

KENT BAILEY.

FOLLOWED BY H.T. LEWIS.

>> GOOD EVENING, KENT BAILEY.

1512 HIGHWAY 301 CHAIR OF TAMPA BAY SIERRA CLUB ON BEHALF OF 10,000 MEMBERS AND SUPPORTERS WHO WONDER HOW CAN ANYONE ASK THESE COMMUNITIES THAT HAVE WORKED SO HARD TO RECOVER FROM THE DEVASTATION OF THE INITIAL CONSTRUCTION OF THE INTERSTATE TO SUFFER ANOTHER ROUND OF DESTRUCTION AND PARTITIONING, AND HOW CAN ANYONE ASK THE CITIZENS OF HILLSBOROUGH COUNTY TO ENDURE ADDITIONAL DECADES OF APPARENTLY ENDLESS HIGHWAY CONSTRUCTION? RATHER THAN MAKING IT FASTER AND EASIER TO COMMUTE FARTHER AND FARTHER, I WILL SUGGEST THAT WE FOCUS ON POLICIES THAT REDUCE VEHICLE MILES TRAVELED.

IF YOU WORK IN TAMPA, YOU SHOULD LIVE IN TAMPA, AND YOU SHOULD PAY TAXES IN TAMPA.

YOU SHOULD NOT ASK TAMPA TO SACRIFICE OUR HISTORIC NEIGHBORHOODS SO YOU CAN PURSUE A TURF GRASS CUL-DE-SAC VISION LEFT OVER FROM THE LAST CENTURY.

THAT BEING SAID, FOR THOSE THAT INSIST ON LIVING THAT DREAM, WE CAN AND WE SHOULD PROVIDE HIGH SPEED 21st CENTURY PUBLIC TRANSPORTATION ALTERNATIVES TO THEIR SINGLE PASSENGER COMMUTER VEHICLES.

WE CAN AND WE SHOULD MAKE CHANGES TO OUR CITY.

THAT MAKE IT A BETTER PLACE TO LIVE.

WITH NEIGHBORHOODS THAT ARE PEDESTRIAN AND BICYCLE FRIENDLY. WALKABLE COMMUNITIES LINKED BY A MODERN MULTIMODAL TRANSIT SYSTEM.

WE NEED COMPLETE STREETS.

WE DON'T NEED 16-LANE MONSTER HIGHWAYS.

OUR TALENTS AND TREASURERS SHOULD BE DEDICATED TO MAKING TAMPA AMERICA'S MOST DESIRABLE PLACE TO LIVE.

NOT THE EASIEST AND FASTEST PLACE TO BLOW THROUGH.

I ASK THAT YOU RESPECT THE COMMUNITY, PROTECT ITS HERITAGE, AND ENHANCE ITS FUTURE WITHOUT TBX.

THANK YOU.

[APPLAUSE]

>> H.T. LEWIS?

>> GOOD EVENING, MR. CHAIRMAN, MEMBERS OF THE BOARD.

I HAVE A PREPARED STATEMENT THAT I ALREADY SENT TO THE BOARD

FOR YOUR CONVENIENCE.

BUT I JUST WANTED TO TELL YOU A LITTLE STORY.

SOMETIME AGO, I MOVED TO SEMINOLE HEIGHTS, ENJOYED IT VERY, VERY MUCH, VERY, VERY WONDERFUL NEIGHBOR OF MINE ACROSS THE STREET, ELDERLY WOMAN.

I GREW VERY FOND OF AND THOUGHT OF HER VERY MUCH LIKE FAMILY. SHE AND I BECAME VERY, VERY CLOSE.

SHE TOLD ME THAT AT TIME THAT HER PARENTS HAD MOVED HER FROM BOSTON AND THEY HAD PURCHASED THE HOME AT 400 EAST IDLE WILD AVENUE, AND HOW THEY, HOW SHE HAD LIVED THERE FOR ALL HER LIFE.

I WAS HAVING A CONVERSATION WITH HER ONE DAY SHORTLY AFTER I WAS HOME RECUPERATING FROM THE HOSPITAL, AND I TOLD HER THAT I WORKED UP ENOUGH ENERGY THAT I ACTUALLY WALKED OVER TO PUBLIX TODAY, AND I FELT REAL PROUD OF MYSELF ABOUT THAT.

SHE LOOKED AT ME AND SHE SAID, YOU KNOW, SHE SAID, I CAN REMEMBER WHEN I WALKED TO PUBLIX TOO WHEN I WAS A LITTLE GIRL.

SHE SAID BECAUSE HERE WE ARE AT THE 400 BLOCK OF EAST IDLEWYLD AND PUBLIX IS OVER THERE AT THE 700 BLOCK OF EAST IDLEWYLD WHY IT WAS JUST A THREE OR FOUR BLOCK WALK DOWN THE STREET.

AND I SAID TO HER WELL, THAT WAS PROBABLY PRETTY CONVENIENT BECAUSE NOW I HAVE TO GO ALL THE WAY UP AROUND HANNAH AND THEN DOWN NEBRASKA TO GET TO PUBLIX, YOU KNOW, AND SO IT'S QUITE A WALK.

WELL, SHE LOOKED AT ME AND SHE SAID YES, SHE SAID I KNOW.

SHE SAID WITH A TEAR IN HER EYE SHE SAID BUT I CAN'T GO TO PUBLIX ANYMORE: AND I SAID TO HER WELL, I UNDERSTAND.

LITTLE DID I KNOW THAT HER YOUNGER BROTHER HAD COME TO TOWN THAT PARTICULAR DAY AND IT WAS ON THAT DAY THAT BECAUSE OF HER AGE, THAT HER BROTHER HAD TAKEN HER CAR KEYS AWAY.

SO I UNDERSTOOD VERY CLEARLY WHAT IT WAS THAT SHE WAS SAYING WHEN SHE SAID I CAN'T GO TO PUBLIX ANYMORE.

NOW IN THAT REGARD, THESE NEIGHBORHOODS HAVE ENDURED ENOUGH. I THINK THAT MS. HUNT CHOSE AN APPROPRIATE STATEMENT WHEN SHE CALLED IT THE SPINE.

WELL, IT'S THE SPINE BUT TO BE HONEST ABOUT IT, THE COMMUNITIES ALONG THE 275 CORRIDOR ARE TIRED OF THEIR BACKS BEING BROKEN BY THIS BROKEN TRANSPORTATION SYSTEM.

THANK YOU.

[APPLAUSE]

LAWSON, DOUGLAS, JESSUP, AND DOREEN JESSUP.

>> LAURA LAWSON, ONE OF THE MEMBERS OF THE CITIZENS ADVISORY COMMITTEE TO THIS BOARD.

IN FACT, THERE IS A MEMO I PREPARED IN YOUR PACKETS, AND I WROTE THAT MEMO BECAUSE THIS, ALL OF THIS CAME TO LIGHT TO ME SOMETIME IN THE VERY END OF MAY AND EARLY JUNE.

THERE ARE A LOT OF ISSUES CITIZENS ARE BRINGING TO YOUR ATTENTION TODAY BUT MY SENSE BASED ON THE PRESENTATIONS THAT WE SAW IN OUR COMMITTEE, WHICH I'M THINKING ARE QUITE SIMILAR TO THE

PRESENTATIONS THIS BOARD HAS SEEN, IS THAT WE HAVEN'T CONSIDERED ALL OF THESE THINGS.

PRIOR TO ALLOWING THIS PROJECT TO GO FORWARD THE PURPOSE OF THIS BODY IS TO DO THAT.

IN FACT, MPOS WERE CREATED AFTER THINGS LIKE I-275 COMING STRAIGHT THROUGH THE MIDDLE OF URBAN COMMUNITIES HAPPENED, AND THE DEVASTATION THAT OCCURRED BECAUSE OF THAT.

WE HAVE A RESPONSIBILITY TO DELIBERATE ABOUT THESE ISSUES AND TALK ABOUT THE URBAN IMPACTS AND LEARN MORE ABOUT THE FINANCING AND LEARN MORE AND CONSIDER ALSO HOW THIS RELATES TO IMAGINE 2040.

YOU ARE GOING TO HEAR A LOT OF PEOPLE BRINGING THAT UP BECAUSE THAT WAS AN AWARD WINNING STUDY DONE BY THIS MPO AND PUT A PROJECT LIKE THIS AS THE LOWEST PRIORITY TRANSPORTATION PROJECT THAT WAS SURVEYED.

IN LIGHT OF THAT, IT DOESN'T REALLY MAKE SENSE THAT WE'RE MAKING SUCH AN EXPENSIVE PROJECT SUCH A HIGH PRIORITY FOR THIS COUNTY.

I DIDN'T EVEN SAY MY ADDRESS.

3 OR 4, WEST HILDA.

I DO HAPPEN TO LIVE IN SEMINOLE HEIGHTS BUT THAT'S NOT THE MAIN REASONING I'M OPPOSING THIS.

I THINK THAT TAMPA, I THINK THAT TAMPA HAS SOMETHING UNIQUE NOT JUST IN HILLSBOROUGH COUNTY BUT IN THE STATE OF FLORIDA.

WE HAVE THESE OLD URBAN NEIGHBORHOODS THAT WERE CREATED PRIOR

TO THE CAR PREDOMINATING OUR CITIES.

AND THAT IS ACTUALLY AN OPPORTUNITY THAT THE STATE OF FLORIDA SHOULD BE INTERESTED IN.

RATHER THAN SPENDING MONEY TO TEAR UP OUR COMMUNITIES, THEY SHOULD BE LOOKING AT THIS AS AN OPPORTUNITY FOR ECONOMIC DEVELOPMENT YOU'VE HEARD ALL THE THINGS THEY SAY ABOUT MILLENNIALS AND HOW THEY WANT TO GET OUT OF CARS AND HOW THEY WANT TO LIVE IN THE MIDDLE OF URBAN AREAS.

WELL, THAT'S THE OPPORTUNITY THAT WE HAVE IN THE HEART OF TAMPA, AND WE NEED TO THINK ABOUT ALL OF THESE THINGS.

I THINK THE MPO NEEDS TO TAKE THIS OUT OF THE TIP AND DO SIGNIFICANT STUDY IN ITS COMMITTEES AND FOR THE BOARD ABOUT THE FINANCING, THE NEIGHBORHOOD IMPACTS, HOW IT RELATES TO IMAGINE 2040, WHO THIS WILL BENEFIT AND WHO IT WILL BURDEN, AND I DON'T THINK THAT WE CAN MAKE THIS DECISION WITHOUT DOING ALL OF THOSE STUDIES.

THANK YOU VERY MUCH AND I DO APPRECIATE BY THE WAY THE FACT THAT Y'ALL MOVED THIS MEETING.

I THINK THAT WAS VERY IMPORTANT TO A LOT OF PEOPLE.

THANKS.

[APPLAUSE]

>> GOOD EVENING, BOARD MEMBERS, TODD JOSCO.

I'M HERE ON BEHALF OF COMMERCIAL REAL ESTATE TRADE ASSOCIATION.

I'LL BE VERY BRIEF.

WE SENT LETTER IN SUPPORT OF THE TIP PRIORITIES.

I WANTED TO JUST ECHO OUR SUPPORT FOR THOSE PRIORITIES,
PARTICULARLY FOR THE TAMPA BAY EXPRESS.

WHAT AN EXCITING, WHAT A CRITICAL PROJECT THIS IS IN TERMS OF
ECONOMIC DEVELOPMENT AND CONNECTIVITY FOR THIS REGION.

CLEARLY THERE ARE SOME CONCERNS FROM THE COMMUNITY, AND THOSE
ARE LEGITIMATE CONCERNS.

I WAS EXCITED AND PLEASED TO SEE THAT THERE WAS A RATHER
AGGRESSIVE SCHEDULE OF PUBLIC TOWN HALL MEETINGS AND PUBLIC
INPUT WITH THE DEPARTMENT.

I SUSPECT THAT THERE'LL BE EVEN ADDITIONAL PUBLIC INPUT TO THE
ONES THAT ARE ALREADY OUTLAID IN THE PRESENTATION, AND CERTAINLY
THIS BOARD SHOULD, YOU KNOW, MAKE SURE THAT THE DEPARTMENT DOES
EVERYTHING THEY CAN TO WORK WITH STAKEHOLDERS, NEIGHBORS TO
ADDRESS THOSE CONCERNS AND THAT PROMISERS MADE SHOULD BE
PROMISES KEPT BUT TODAY TO REMOVE THAT FUNDING PRIORITY BEFORE
THOSE CONVERSATIONS HAVE EVEN STARTED SEEMS LIKE WOULD BE A VERY
BAD DECISION FOR THIS REGION.

IT'S TOO IMPORTANT OF A PROJECT.

LET'S NOT KID OURSELVES.

THERE IS A LOT OF UNMET TRANSPORTATION NEEDS IN THIS STATE, AND
IF THOSE DOLLARS ARE TAKEN AWAY, THERE IS A GOOD CHANCE THEY
ARE NOT GOING TO COME BACK, SO I THINK THAT THE BOARD SHOULD
DEMAND THAT THE DEPARTMENT WORK WITH RESIDENTS AND ADDRESS

CONCERNS AND HAVE AS MUCH STAKEHOLDER INPUT AS THEY POSSIBLY CAN, BUT TODAY WE ASK YOU TO PLEASE KEEP IN THE TAMPA BAY EXPRESS TO THE TIP PRIORITIES AND MOVE THIS GOOD PROJECT FORWARD.

THANK YOU VERY MUCH FOR YOUR TIME.

>> THANK YOU.

BEFORE WE HAVE MR. DOUGLAS JESSUP COME FORTH, HE IS SPEAKER 20.

WE HAVE 75 MORE TO GO.

>> LONG EVENING.

IF NO ONE WANTS TO WAIVE THEIR TIME, WE'RE GOING TO START CUTTING BACK TO TWO MINUTES PRETTY SOON.

GO AHEAD, SIR.

>> GOOD EVENING, MY NAME IS DOUGLAS JESSUP, I LIVE AT 6,007 NORTH SUWANNEE AVENUE IN TAMPA.

I AM A PROFESSOR AT THE UNIVERSITY OF SOUTH FLORIDA, I HOLD A Ph.D FROM PRINCETON UNIVERSITY, I HAVE RESEARCH INTEREST IN LOGIC AND RATIONAL CHOICE THEORY.

IT IS ON MATTERS OF STATISTICAL MODELING AND CHOICE I INTEND TO SPEAK.

FDOT'S GOAL IS 40 HOURS PER DRIVER PER YEAR OF REDUCTION IN TRAFFIC.

ASSUMING A TYPICAL DRIVE USES I-275 200 DAYS A YEAR, THAT'S EIGHT MONTHS DELAY PER DRIVER.

THE USING FDOT'S DATA AS A BASIS WE CAN GENEROUSLY ASSUME ONE THOUSAND INCONVENIENCED COMMUTERS STAND TO BENEFIT FROM THIS

PROJECT.

WHICH IS TO SAY THAT TBX SEEKS TO SPEND \$90,000 PER COMMUTER TO REDUCE A DELAY OF 8 MINUTES.

THE JUSTIFICATION THAT FDOT HAS GIVEN FOR TBX AMOUNTS TO THIS. THE GREATER TAMPA BAY AREA THEY TELL US FACES A VERITABLE CARMAGEDDON BY 2040 WITH MASSIVE INCREASES IN INTERSTATE TRAFFIC.

THE LOGICAL QUESTION THEN IS WHETHER THERE IS GOOD EVIDENCE TO PREDICT CARMAGEDDON IS SOON TO BE UPON US.

HAVING EXAMINED F D.O.T.'S PLAN I CAN ASSURE YOU THAT THERE IS NO BASIS FOR THE CARMAGEDDON HYPOTHESIS.

FDOT BASES ITS MODELING ON THE TAMPA BAY REGIONAL PLANNING MODEL WHICH WAS CURRENT IN 1997.

THIS USES WOEFULLY OUT OF DATE ASSUMPTIONS.

TO PUT THE MATTER IN A DIFFERENT LIGHT, THE FDOT MODEL ASSUMES THAT FEW TO NO PEOPLE SEEK TO LIVE IN DOWNTOWN OR YBOR SIT CITY OR TAMPA HEIGHTS.

THOSE ASSUMPTIONS ARE MANIFESTLY FALSE.

OTHER STATES HAVE ALSO SEEN DEPARTMENTS OF TRANSPORTATION PROPOSE MASSIVE INTERSTATE CONSTRUCTION ON THE BASIS OF INFLATED TRAFFIC PROJECTIONS.

A RELEVANT CASE COMES FROM WISCONSIN WHERE A FEDERAL JUDGE BLOCKED A CONSTRUCTION PROJECT.

THAT RULING HAS NATIONAL IMPLICATIONS AND THE MPO SHOULD

FAMILIARIZE ITSELF WITH THAT LITIGATION.

IF YOU APPROVE TBX YOU WILL BE ON THE RECEIVING END OF EXACTLY THAT KIND OF LITIGATION.

SPEAKING METAPHORICALLY, YOU SHOULD THINK OF THE TBX STATISTICAL MODELING OF RAW SEWAGE WHICH FDOT IS MARKETING TO YOU AS DOM PERIGNON.

AT A BEAR MINIMUM, A PROJECT OF THIS MAGNITUDE REQUIRES CURRENT SCIENTIFICALLY SOUND MODELING.

IF YOU TAKE YOUR JOBS AS MPO COMMISSIONERS SERIOUSLY, AND I ASSUME YOU DO, YOU MUST RESIST FDOT'S ATTEMPT.

YOU ARE MORE THAN A RUBBER STAMP FOR WHATEVER FUR BALL OF A CONSTRUCTION PROJECT FDOT COUGHS UP.

TAKE YOUR JOB SERIOUSLY AND TAKE THE TBX OUT OF THE TIP.

THANK YOU VERY MUCH.

[APPLAUSE]

WE HAVE DOREEN.

>> I'LL WAIVE.

>> THANK YOU.

[APPLAUSE]

CYNTHIA SUTHERLAND.

>> I'LL WAIVE.

>> THANK YOU.

>> NOW WE'RE GETTING SOMEWHERE.

[LAUGHTER]

IS IT MARV SUTHERLAND?

THANK YOU.

SIR.

LESLIE?

FOLLOWED BY ANNIE HIPSON AND DEBBIE JOHNSON.

YES, MA'AM?

>> GOOD AFTERNOON ON MY PAPER BUT IT APPARENTLY IS NOW EVENING.

GOOD EVENING AND THANK YOU FOR THE OPPORTUNITY TO COMMENT ON THE TIP.

MY NAME IS LESLIE, AND I LIVE AT 409 EAST DAVIS BOULEVARD.

I AM A MOTHER AND I'M THE PRESIDENT OF THE HEIGHTS COLLECTIVE BUT REALLY THE REASON I'M TALKING TO YOU TODAY IS BECAUSE I REALLY WANT TO TALK FROM THE HEART.

I WANT TO TALK ABOUT MY KIDS.

I HAVE TWO TWINS, I HAVE TWINS.

THEY ARE BOTH FIVE.

THEIR NAMES ARE FOX AND WENDY.

I HAVE A 9-MONTH-OLD SON NAMED HENRY, AND EVERY SINGLE DAY I WAKE UP WITH ONE MISSION AND THAT IS TO PUT THEM IN THE POSITION TO HAVE THE MOST SUCCESSFUL LIFE THAT THEY COULD POSSIBLY HAVE.

I DO LOTS OF THINGS LIKE TELL THEM THEY'RE AMAZING AND GIVE THEM KISSES AND READ TO THEM AND I MEAN JUST EVERYTHING THAT YOU WOULD THINK OF A MOM SHOULD BE DOING TO PUT THEIR CHILDREN IN THAT POSITION.

I HAVE THIS HUGE MAP OF THE UNITED STATES IN THEIR ROOM, AND THEY MAKE PLANS FOR CITIES THAT THEY ARE GOING TO AND PLACES THEY WANT TO VISIT.

THEY HAVE A GIANT HEART CIRCLED AROUND FLORIDA, WHICH AT THIS POINT MAKES ME KIND OF QUESTION THAT.

WHY SHOULD THEY LOVE THIS PLACE SO MUCH THAT SEEMS TO WANT TO HARM THEIR FUTURE SO GREATLY.

CONSIDERING WHO I AM, A YOUNG PERSON WITH A FAMILY.

>> EXCUSE ME.

SHE'S SPEAKING.

BE RESPECTFUL OF HER WHETHER YOU'RE FOR IT OR AGAINST IT.

PLEASE.

GO AHEAD, MA'AM.

>> SURE.

CONSIDERING WHO I AM, A YOUNG PERSON WITH A FAMILY, WORKING AS A MARKETING DIRECTOR FOR A FORTUNE 100 COMPANY, LOVING ART AND MUSIC AND CULTURE AND HISTORY, I DEFINITELY SHOULD HAVE LEFT TAMPA BY NOW BECAUSE EVERYONE KNOWS THAT TAMPA ISN'T THE CITY THAT IT SHOULD BE.

BUT I'M NOT LIVING BECAUSE THIS IS MY HOME AND I AM COMMITTED THE PLACE MY CHILDREN GROW UP IS WORTHY OF THEIR LIVES AND THEIR FUTURE.

THEIR FUTURE ISN'T WHAT OURS WAS.

AT 16 WE WANTED CARS AND THE COLLEGE EXPERIENCE AT LEAST THAT'S

WHAT I WANTED TO.

AT 16 MY KIDS WON'T SEE DRIVING AS A PRIORITY.

ACCORDING TO THE U.S. PERG, THE PERCENTAGE OF 16 TO 24-YEAR-OLDS WITH A DRIVER'S LICENSE HAS PLUMMETED SINCE 1997 AND IT IS NOW ALL BELOW 70% SINCE THE 60s, WHEN LITTLE DEUCE COUPE WAS A BIG HIT.

AT 16 MY KIDS WILL LIKELY BE HALFWAY THROUGH THEIR COLLEGE DEGREES WHILE THEY ARE STILL IN HIGH SCHOOL.

THEY WILL BE HALFWAY TO THE MOON.

THE TBX HAS SO MANY POINTS OF FAILURE BUT THE MOST DAMNING IS THAT IT'S BASED ON THE PROJECTION MODEL MADE IN 1997 CALCULATED FROM DATA IN 1996 AND BEYOND 1989.

FOR \$9 BILLION I'M MAKING LIFE COMMITMENTS AND PROMISING MY CHILDREN'S FUTURE TO THE IMPLEMENTATION OF PLAN THAT'S ALREADY TWO DECADES OLD AND THAT IS LUNACY.

THE ACTION I SUPPORT IS BRINGING TO LIFE THE PLACE WE IDEATED IN ENVISION AND IMAGINE 2040.

A PLACE THAT LEVERAGES THESE CHARACTERISTICS TO CREATE OPPORTUNITIES FOR ECONOMIC DEVELOPMENT AND GROWTH.

A PLACE THAT IS KNOWN FOR BEING INNOVATIVE AND FUTURE THINKING, KNOWN FOR GOVERNMENT LEADERS WHO HAVE THE SMARTS AND THE GUTS TO DO WHAT IS RIGHT FOR THEIR COMMUNITIES.

THEY HAVE BIG IDEAS, HUGE IDEAS LIKE MAKING LIGHT RAIL SYSTEMS THAT CONNECT TO FERRY SYSTEMS THAT CONNECT TO BUS SYSTEMS THAT

HAVE Wi-Fi AND POWER OUTLETS AND LOTS OF ENTRY POINTS ALONG THE CITY.

AMENITIES THAT HEADACHE IT POSSIBLE FOR A CULTURE OF CAR LOVES TO INVEST IN THE GENIUS OF MOVING MORE PEOPLE MORE QUICKLY IN LESS TIME AND FOR LESS LONG-TERM COST.

SET US IN FUTURE GENERATIONS UP FOR FUTURE SUCCESS BY IMAGINE 2040 AND ENVISION.

BE THE LEADERS YOU PROMISED YOU WOULD BY AND PLEASE REMOVE TBX FROM THE TIP.

I DON'T WANT A PSEUDO CHOICE FOR A MORE EXPENSIVE COMMUTE.

I WANT TO FULFILL THE PROMISE I MAKE TO MY CHILDREN EVERY DAY.

I PROMISE THEM A BETTER FUTURE.

[APPLAUSE]

[APPLAUSE]

>> ANNIE HIPSON.

ANNIE HIPSON.

>> I WAIVE.

>> DEBORAH JOHNSON?

FOLLOWED BY BILL HUNTER.

HEATH.

AND JACKIE HUGHES.

YES, MA'AM?

>> MY NAME IS DEBBIE JOHNSON.

I LIVE AT 504 EAST BRIARSON AVENUE IN TAMPA.

SEMINOLE HEIGHTS AND I'M THE PRESIDENT OF THE OLD SEMINOLE HEIGHTS NEIGHBORHOOD ASSOCIATION.

I'M KEEP MY COMMENTS VERY BRIEF.

THIS IS THE THIRD MEETING THAT I'VE BEEN TO IN THE LAST SEVERAL WEEKS THAT HAS BEEN OVER CAPACITY TO DISCUSS THIS TOPIC.

OUR NEIGHBORHOOD ASSOCIATION SPONSORED COMMUNITY EVENT LAST WEEK, AND WE HAD OVER 250 PEOPLE IN ATTENDANCE.

THAT TELLS YOU HOW CONCERNED WE ARE ABOUT THE URBAN CORE OF TAMPA.

I'D LIKE TO READ A QUOTE TO YOU FROM A ST. LOUIS NEWSPAPER THAT WAS WRITTEN WHEN THEY WERE HAVING SIMILAR ISSUES.

WHEN A CITY DEFERS ITS SELF-IDENTITY TO HIGHWAY BUILDING YOU GET HIGHWAYS.

AT SOME POINT, RESIDENTS OF THE CITY MUST UNDERSTAND AND SPEAK TO THEIR OWN INTERESTS.

THIS TYPE OF DESTRUCTIVE AND WASTEFUL DEVELOPMENT ISN'T ANY CITY'S FATE.

IT'S A CHOICE.

AND IF A CHOICE ISN'T MADE A VISION NOT ARTICULATED AND FOUGHT FOR, WELL, THE HIGHWAY DEPARTMENT GETS TO PLAN YOUR CITY.

DON'T LET THE HIGHWAY DEPARTMENT PLAN OUR CITY.

I'VE HEARD SEVERAL PEOPLE SAY THAT WE DON'T HAVE A VOTE.

BUT WE DO HAVE A VOTE.

YOU'RE OUR VOTE.

YOU CAN SEE BY THE NUMBER OF PEOPLE HERE WE DO NOT WANT TBX IN THE TIP.

[APPLAUSE]

[APPLAUSE]

>> BILL HUNTER.

>> MY NAME'S BILL HUNTER I LIVE AT 5806 NORTH BRANCH AVENUE IN SEMINOLE HEIGHTS.

I'VE HEARD THE TBX PRESENTATION TWICE NOW, AND IT SOUNDS PRETTY GOOD, BUT OF COURSE IT WOULD.

IT'S FDOT'S PLAN SO IT WOULD NATURALLY SOUND GOOD BUT IT'S THEIR PLAN NOT OURS.

AS I SAID, IT SOUNDS GOOD BUT THEIR PLAN HAS ONE MAJOR AND BASIC FLAW, IT FOCUSES ENTIRELY ON MOVING CARS.

WITH THE SMALL EXCEPTION OF LETTING BUSES USE SOME OF THE LANES. WE DO HAVE A TRAFFIC PROBLEM.

I DON'T THINK ANYBODY WOULD ARGUE WE DON'T.

BUT YOU KNOW IF YOU GIVE A TRAFFIC PROBLEM TO AN ORGANIZATION THAT BUILDS ROADS, THEIR SOLUTION IS GOING TO BE TO BUILD ROADS. ONE DEFINITION OF INSANITY IS TO KEEP DOING THE SAME THING OVER AND OVER AND EXPECTING A DIFFERENT RESULT.

I'VE LIVED IN TAMPA SINCE 1971 AND I'VE WATCHED US BUILD ROADS, I'VE WATCHED THE INTERSTATE BE EXPANDED, I'VE WATCHED MALFUNCTION JUNCTION BE REBUILT AND STILL BE MALFUNCTION JUNCTION SO I THINK WE DEFINITELY NEED TO REFOCUS AND LOOK AT

SOMETHING OTHER THAN SIMPLY BUILDING MORE AND MORE HIGHWAYS IN ORDER TO MAKE OUR CITY THE BETTER PLACE THAT IT SHOULD BE. THANK YOU.

[APPLAUSE]

>> LES MILLER, JR.: JACKIE HUGHES FOLLOWED BY DAVID CUTLER, JAMES SHIRK.

AND AMANDA BROWN.

I'M JACKIE HUGHES.

I LIVE IN PASCO COUNTY.

AND MY CONCERN IS FIRST OF ALL, THE VETERANS EXPRESSWAY IS BACKED UP.

YOU GO A FEW MILES YOU HAVE TO STOP PAY A TOLL, YOU GO A FEW MORE MILES, YOU HAVE TO STOP, PAY A TOLL.

SO MOST PEOPLE WHO WORK IN WESTSHORE AND LIVE IN PASCO GO ALL THE WAY UP TO 75.

IT'S QUICKER.

AND PLUS YOU DON'T HAVE TO PAY EXTRA.

WHAT I SAY IS WHY DON'T WE USE SOME OF THAT MONEY, YOU KNOW, THERE'S \$9 MILLION TO TEAR DOWN THE TOLLBOOTHS AND LET EVERYBODY JUST GO 75 MILES AN HOUR, AND GET HOME ON THE VETERANS.

[APPLAUSE]

ALSO, I WAS DRIVING DOWN HERE AT 4:30 IN THE AFTERNOON, AND I WAS COMING ON THE RIGHT-HAND LANE.

I PASSED FLETCHER, AND EVERYBODY FROM FLETCHER HAS TO YIELD INTO

275.

SO THERE WERE THREE OR FOUR CARS COMING.

I HAD TO SLAM ON MY BRAKES OR CUT THEM OFF, YOU KNOW, AND THEY WERE SLOWING DOWN, SO I HAD TO SLOW DOWN TO 35 MILES AN HOUR, AND THEN GO DOWN TO FOWLER AND THEN EVERYBODY HAS TO GO BACK OVER THERE WHO WANTS TO GET OFF ON FOWLER.

WHY CAN'T WE JUST USE PART OF THAT \$9 BILLION TO JUST MAKE A LITTLE LANE BETWEEN FLETCHER AND FOWLER SO PEOPLE CAN JUST GO DOWN THE ROAD.

IT'S JUST KIND OF A NO-BRAINER.

WHY DON'T WE JUST FIX THE PROBLEMS THAT WE HAVE INSTEAD OF CAUSING THIS HUGE, HUGE MESS FOR THE NEXT 15 YEARS.

THANK YOU.

[APPLAUSE]

>> GOOD EVENING, MY NAME IS DAVE CUTLER.

I LIVE IN THE HAMPTON TERRACE DISTRICT OF SEMINOLE HEIGHTS.

I OPPOSE THIS PROJECT BECAUSE FROM ONE, IT WOULD -- THE LOSS OF PROPERTY VALUES WOULD BE FAR TOO GREAT FOR ALL THE CONSTRUCTION THAT WOULD BE NEEDED.

IT WOULD ALSO, I BELIEVE, TAKE AWAY TOO MUCH IN THE WAY OF HISTORICAL VALUE, AND HISTORICAL BUILDINGS TO BE MOVED.

AS A SEMINOLE HEIGHTS RESIDENT I DON'T MIND THINGS BEING BUILT IN MY BACKYARD I WANT TO BE ABLE TO USE THINGS IN MY BACKYARD AND WHILE MOST PEOPLE SAY THEY ARE CONTINUAL RESIDENTS IN THIS

AREA I HAVE THE OPPORTUNITY FROM 2009 TO 2012 TO LIVE IN PHOENIX, ARIZONA, WHERE THEY DO HAVE LIGHT RAIL.

THE TICKETS TO THE PHOENIX SUNS, THE DIAMONDBACKS GAMES.

THERE MAY ALSO BE THE HOCKEY TEAM MAYBE MOVING INTO THE DOWNTOWN AREA THERE AS WELL SO IMAGINE IF YOU WOULD LIGHT RAIL GOING TO RAYMOND JAMES STADIUM WHERE I AM A SEASON TICKETHOLDER TO THE BUCCANEERS, TO THE BOLTS GAME AND POSSIBLY THE RAYS GAMES DEPENDING WHAT HAPPENS THERE.

IMAGINE PEOPLE LEAVING THEIR CARS IN THEIR NEIGHBORHOODS WHERE THEY TRUST IT AND TAKING THE LIGHT RAIL AND SIGNIFICANTLY ALLEVIATING THAT TRAFFIC PROBLEM?

WHEN I WAS OUT THERE AS WELL THE COMPANY THAT I WAS EMPLOYED WITH AT THE TIME LAB CORPS, THEY ALSO PROVIDED FOR REIMBURSEMENT FOR THE COST OF METRO RAIL SO I USED THAT TONS.

AS FDOT SAID, THIS MAY BE USED ONCE OR TWICE, A FEW TIMES A WEEK. THE LIGHT RAIL IN PHOENIX IS USED EVERY SINGLE DAY AND ALSO IT WOULD SIGNIFICANTLY IMPROVE THE HEALTH OF THE TAMPA BAY AREA RESIDENTS BECAUSE PEOPLE WOULD BE WALKING MORE INSTEAD OF USING THEIR CARS AND PARKING AND WALKING SHORT DISTANCE.

THEY WOULD BE WALKING A LOT MORE.

THANK YOU SO MUCH.

[APPLAUSE]

>> LES MILLER, JR.: JAMES, IS IT SHIRK?

FOLLOWED BY AMANDA BROWN.

>> GOOD AFTERNOON, COMMISSIONERS.

THANK YOU VERY MUCH.

MY NAME'S JIM SHIRK I LIVE AT 8705 COVE COURT AND WHILE I'M VERY CONCERNED ABOUT THE IMPACT OF THE TBX LANES ON SEMINOLE HEIGHTS AND THE REST OF THE CITY, I'M REALLY CONCERNED ABOUT THE FINANCING.

IF YOU'LL NOTICE THIS WHOLE IDEA, THIS IS NOT A TRANSPORTATION PROJECT.

THIS IS AN INVESTMENT PROJECT THROUGH THE PUBLIC-PRIVATE PARTNERSHIPS TO CREATE INVESTMENT VEHICLES THAT ARE GOING TO WIND UP COSTING THE REGION \$600 MILLION A YEAR BECAUSE BASED ON THE EXPERIENCE IN MIAMI, THE TOLLS GO NOWHERE NEAR PAYING FOR THE COST OF THE ACTION.

SO THESE PUBLIC-PRIVATE PARTNERSHIP INVESTMENT INSTRUMENTS ARE GOING TO HAVE, THEY'RE GOING TO HAVE RIGHTS TO ALL THE TAX MONEY IN THE STATE OF FLORIDA, SO THIS IS MONEY IS NOT GOING TO BE SPENT ON OUR NEEDS FOR EDUCATION OR OTHER INVESTMENTS, THIS IS STRICTLY TO INFLATE THE PROFITS OF SOME INVESTORS IN EUROPE T. DOES NOTHING FOR US, AND FRANKLY, IF WE'RE GOING TO SPEND MONEY, LET'S SPEND IT ON PUBLIC TRANSIT BECAUSE THIS \$600 MILLION A YEAR IS OVER SEVEN TIMES HART'S TOTAL ANNUAL BUDGET.

IT'S JUST MONEY THAT GOING TO BE FLUSHED INTO EUROPE, NOT SPENT AT HOME.

THANK YOU.

[APPLAUSE]

>> AMANDA BROWN FOLLOWED BY PAT KEMP.

JOHN TENNYSON AND THIS FIRST NAME I CAN'T MAKE IT OUT BUT THE
LAST NAME IS WALTON.

YES, MA'AM.

>> THANK YOU.

MY NAME IS AMANDA BROWN, 6503 NORTH 21st STREET 33610.

I'M HERE TODAY TO TALK TO YOU TO ASK YOU TO REMOVE THE INTERCHANGE
EXPANSION AND THE TBX PROJECT FROM THE TIP LINE ITEM NUMBER 33
REMOVE IT COMPLETELY.

I WANT TO TALK TODAY ABOUT HISTORIC PROPERTIES FDOT HAS BEEN
DEMOLISHING PROPERTIES FOR ALMOST TWO DECADES WITH THREE MORE
JUST DEMOLISHED WITHIN THE PAST TWO MONTHS.

THEY'RE JUSTIFYING THIS BASED ON PLANS THAT ARE 20 YEARS OLD.
AND THEY SHOULD BE FORCED TO STOP ACQUIRING MORE PROPERTIES
WITHOUT UPDATING PLANS.

DID YOU KNOW THAT THE DESTRUCTION OF MORE HISTORIC STRUCTURES
FROM YBOR OR TAMPA HEIGHTS OR WHAT FDOT IS CALLING MITIGATION
BY REMOVING PROPERTIES JEOPARDIZING THE HISTORIC DESIGNATIONS
OF THESE AREAS.

IF WE CONTINUE TO DESTROY WHAT ARE CALLED CONTRIBUTING
STRUCTURES TO THESE HISTORIC DISTRICTS, THE FEDS WILL REVOKE
THE NATIONAL HISTORIC DISTRICT DESIGNATION.

I THINK WE CAN ALL AGREE YBOR IS A TRUE GEM IN THIS COMMUNITY,

ONE OF THE MOST UNIQUE PLACES IN ALL OF THE COUNTRY AND WE DO NOT WANT TO SEE ITS NATIONAL HISTORIC DESIGNATION JEOPARDIZED. SO THANK YOU.

PLEASE REMOVE THIS PROJECT FROM THE TIP.

THANK YOU.

[APPLAUSE]

>> HI, I'M PAT KEMP, 5605 NORTH SEMINOLE AVENUE IN TAMPA.

I'D LIKE TO THANK COMMISSIONER MILLER FOR THIS EVENING FOR ALLOWING US TO COME AND TALK ABOUT THIS.

I THINK IT'S VERY IMPORTANT TO HEAR FROM THE COMMUNITY, AND I'M VERY PROUD OF ALL THE PASSIONATE, WELL-RESEARCHED, AND ALL THE GOOD INFORMATION THAT HAS GOTTEN OUT HERE.

I'M SOMEWHAT DISAPPOINTED THAT EARLIER AT SOME POINT THAT FDOT DIDN'T MAKE A MORE COMPREHENSIVE PRESENTATION SO PEOPLE WOULD HAVE SOME IDEA OF WHAT THIS PROJECT WAS.

IT'S VERY HARD GETTING INFORMATION.

WHAT I HEARD TONIGHT WAS A REAL PLEA FOR TRANSIT, AND I HOPE THAT WE TAKE THIS VERY SERIOUSLY.

THE PROPOSED HALF-CENT SALES TAX NOW WITH ONLY A 25% GOING TO A TRANSIT SYSTEM IS INADEQUATE, WON'T DO WHAT WE NEED TO DO, AND I THINK IT'S TIME TO REALLY LOOK AT THAT.

I'D ALSO LIKE TO TALK ABOUT THE FINANCING OF THIS.

WHEN I HEARD ABOUT IT, I LOOKED AT WHAT THE ROADS WERE AROUND THE COUNTRY, WHAT WAS HAPPENING FROM SAN DIEGO, REGIONAL

GOVERNMENT PURCHASES, A BANKRUPT 10-MILE TOLL ROAD FOR \$345 MILLION FROM THE L.A. TIMES IT BECAME A CAUTIONARY TALE ABOUT RISKY ASSUMPTIONS.

DESIGNERS, ENGINEERS, LAWYERS, CONSULTANTS AND CONSTRUCTION COMPANIES MADE THEIR MONEY IN DEVELOPMENT AND CONSTRUCTION AND THEN LEFT THE RESULTING MESS TO A PHONY PUBLIC-PRIVATE ENTITY WITHOUT ANY REAL OWNERS.

IN SOUTHERN CALIFORNIA, AFTER MONTHS OF SECRET DELIBERATIONS BOARD MEMBERS UNVEILED A \$1.2 BILLION PACKAGE OF LOANS AND PAYMENTS TO BAIL OUT THE STRUGGLING SAN JOAQUIN GREENWAY.

THE DULLES GREENWAY HAS NEVER BEEN ABLE TO PAY OFF THE DEBT HELD BY MAJOR INSURANCE COMPANIES.

IT GOES ON AND ON.

IN VIRGINIA, JUST RECENTLY A 55-MILE TOLL ROAD WAS CANCELED AND TAXPAYERS WERE LEFT ON THE HOOK FOR \$260 MILLION WITHOUT A SHOVEL OF DIRT TURNED AND JUST FROM NOVEMBER 2014, IN THE JOURNAL OF TRANSPORTATION, TEN PROJECTS ON VARIABLE TOLL LANES AROUND THE COUNTRY, INCLUDING MIAMI, OUT OF THE TEN, FOUR OF THEM ACTUALLY LOST MONEY AND HAD TO BE TAXPAYER SUBSIDIZED.

THE OTHER SIX MADE SMALL AMOUNTS OF MONEY, INCLUDING IN MIAMI BUT FROM THE NUMBERS I SAW IN MIAMI THERE WAS A \$15 MILLION IN EXPENSES, \$7.5 MILLION IN REVENUE AND TAXPAYERS SUBSIDIZED IT THE MOST IN THE COUNTRY 2.6 MILLION, I ASSUME FLORIDA TAXPAYERS. WE NEED TO REALLY LOOK AT THE FINANCING AND THE COST.

I ALWAYS HEAR ABOUT THE COST OF TRANSIT BUT NOT ABOUT THE COST OF THESE ROADS.

I'D ALSO LIKE TO HAVE SOME OF THE PRESENTATION I THOUGHT WAS INTERESTING TO HEAR TONIGHT, BUT I'D REALLY LIKE TO BE THINKING ABOUT VETERANS AND I-75 WHERE THEY WEREN'T EVEN ANTICIPATED WHEN THIS WAS PLANNED AND WHERE THEY HAVE ROOM FOR EXPANSION COULD WE DONE.

I KNOW I-4 ON THE WEST SIDE HERE IS ALREADY REALLY WIDENED AND REALLY FULL.

SO THAT YOU KNOW YOU COULD BE THINKING ABOUT THOSE BUT THINKING ABOUT ALSO ELIMINATING LANES IN OTHER PLACES AND MAKING IT A LESS IMPACTFUL PROJECT ON THE AREAS.

THANK YOU.

>> LES MILLER, JR.: JOHN TENNYSON.

HOLD ON.

HOLD ON.

JOHN TENNYSON IS NEXT, MA'AM.

OKAY, ARE YOU MS. WALTON?

OKAY, GO AHEAD.

>> HELLO, MY NAME IS MS. WALTON AND I HAVE BEEN A MEMBER OF THE TAMPA HEIGHTS CIVIC ASSOCIATION IF THE PAST TEN YEARS.

I BELIEVE THAT IF FDOT PASSES THE TBX PROJECT IT WILL CREATE AN UNWANTED IMPACT ON FUTURE GENERATIONS FUTURE AND EDUCATION. THE TAMPA HEIGHTS COMMUNITY HAS THE MAIN FOCUS OF THE CHILDREN

AND THEIR FUTURE AND IF FDOT PASSES THE ACT IT WILL NOT ONLY PAVE OVER THE MOBILE PARK APARTMENTS, WHICH IS THE MAIN HOUSING FOR THE STUDENTS THAT ATTEND THJRCA, IT WOULD ALSO TAKE DOWN THE NEW BUILDING WE'VE BEEN WORKING ON SINCE 2010.

THE CHURCH LOCATED ON PALM AND LAMAR STREET.

THE CHURCH WILL BE AN EDUCATIONAL AND AFTER-SCHOOL SUMMER PROGRAM FOR LOCAL TEENAGERS WITH THE HELP OF LOCAL VOLUNTEERS AND STUDENTS WE ARE CLOSER TO COMPLETION THAN WE HAVE EVER BEEN IN THE PAST.

SORRY.

HOW WOULD YOU FEEL IF YOU PUT IN FIVE YEARS OF HARD WORK AND NEARLY THOUSAND OF DOLLARS IN CONSTRUCTION THEN WATCHED YOUR OWN HOME GET DESTROYED?

THAT'S EXACTLY HOW WE FEEL.

WE FEEL HOPELESS AND WE FEEL LIKE WE CANT DO ANYTHING TO PREVENT IT.

HOW CAN WE GAIN SOMETHING FROM THIS PROJECT IF YOU ARE TEARING DOWN OUR PROJECT?

HOW ARE YOU BUILDING A STRONGER COMMUNITY BY TEARING ONE DOWN?

WHY TEAR US DOWN AND WASTE BILLIONS OF DOLLARS ON TRANSPORTATION INSTEAD OF GETTING MORE TEENS OFF THE STREETS?

THE IDEA OF EXTENDING HIGHWAYS IS AS GREAT IDEA I BELIEVE, BUT WHY NOT BUILD IT AROUND THIS AMAZING COMMUNITY INSTEAD OF PAVING OVER IT?

WE HAVE A GARDEN, MULTIPLE EDUCATION PROGRAMS AND WE HAVE COME SO FAR TO WATCH IT BE TAKEN AWAY FROM US.

THANK YOU.

>> LES MILLER, JR.: EXCUSE ME.

HOW OLD ARE YOU?

>> I'M 15.

>> LES MILLER, JR.: YOU'RE INVOLVED ALREADY.

[APPLAUSE]

>> GOOD EVENING, MY NAME'S JOHN TENNYSON 5102 NORTH CENTRAL AVENUE IN SEMINOLE HEIGHTS.

FOR DECADES, HILLSBOROUGH COUNTY HAS BEEN TRYING TO MANAGE, RESTRICT, LIMIT, SUBURBAN SPRAWL FOR GOOD REASONS.

THIS IS AN EXTREMELY EXPENSIVE THING TO BE HAPPENING IN A COUNTY WHERE WE'RE PROVIDING AND MAINTAINING FAR FLUNG SYSTEM OF INFRASTRUCTURE TO SUPPORT THESE DEVELOPMENTS.

AS A DEVELOPER AND AN ARCHITECT I CAN TELL YOU THERE ARE THREE THINGS THAT CAUSES AND GIVE RISE TO THESE TYPES OF DEVELOPMENTS. ONE IS GROWTH, THE OTHER IS CHEAP LAND AND THE THIRD IS ACCESSIBILITY.

GROWTH IS GOING TO HAPPEN, IT WILL HAPPEN, WE EXPECT TO HAPPEN. CHEAP LAND, IT MAY BE CHEAP BUT IT'S LESS EXPENSIVE IN THE OUTER REGIONS OF THE COUNTY THAN IT IS IN THE URBAN CORE.

ACCESSIBILITY IS ONE THING THAT WE CAN CONTROL.

BUILDING AND EXPANDING THE INTERSTATE HIGHWAY, WHICH I MIGHT

ADD THE INTERSTATE HIGHWAY IS A WONDERFUL MODE OF TRANSPORTATION FOR INTERSTATE TRAVEL.

INTRACITY TRAVEL IS NOT WELL PLACED ON INTERSTATE HIGHWAYS. THE DEVELOPMENT OF LIMITATION ON OUTER PARCEL OF THE COUNTY AND INTO THE NEIGHBORING COUNTIES SUCH AS THE 56 AND 54, 275 INTERCHANGES AND IF YOU'VE BEEN THERE, YOU'RE SEEING GROWTH EXPONENTIALLY.

THOSE PEOPLE WILL ACCESS JOBS VIA THE INTERSTATE.

FDOT HAS EXPLAINED THEY ARE BUILDING EXPRESS LANES.

THEY BEGIN IN THE UNIVERSITY AREA.

THEY END IN DOWNTOWN OR IN WESTSHORE AREA OR OVER IN PINELLAS COUNTY.

THE POINT IS THE PEOPLE THAT ARE GOING TO BE ACCESSING THOSE TOLL LANES, THOSE EXPRESS LANES AREN'T GOING TO BE PRE DOMINANTLY FROM THE NORTHERN REACHES OF THE COUNTY AND INTO PASCO COUNTY.

PASCO COUNTY RESIDENTS DON'T PAY TAXES IN HILLSBOROUGH COUNTY. THEY DON'T SUPPORT ANY INFRASTRUCTURE IN HILLSBOROUGH COUNTY BUT YET WE ARE BEING ASKED TO BARE THE COST AND THE BURDEN OF PROVIDING THAT TRANSPORTATION SYSTEM FOR THOSE RESIDENTS.

I DON'T THINK IT'S FAIR, IT'S NOT RIGHT, AND WE SHOULD CERTAINLY TRY TO LIMIT THAT TYPE OF ACCESSIBILITY.

THANK YOU.

[APPLAUSE]

>> RICARDO TYSON, JR.

FOLLOWED BY JEFF AND JEFF I WISH I COULD READ YOUR LAST NAME.
STARTS WITH A Z.

RICARDO WAIVES.

OKAY, JEFF, YOU'RE UP.

AND THEN FOLLOWED BY CARLA GORMAN.

>> HELLO, COMMISSIONER MILLER AND THE BOARD MEMBERS.

THANK YOU FOR LETTING US SPEAK TODAY.

I WOULD LIKE TO TELL YOU MY NAME IS JEFF.

I'M AT 777 NORTH ASHLEY DRIVE IN SKY POINT.

I'M HERE TO ASK YOU TO REMOVE LINE 33 FROM THE TRANSPORTATION
PLAN.

I'M ALSO PRESIDENT OF THE ASSOCIATION AT SKY POINT JUST A FEW
BLOCKS AWAY.

AND WE PRESENTLY RECENTLY PASSED A RESOLUTION IN SUPPORT OF
OPPOSING THE TBX LANES.

SO I WANT TO READ A LITTLE BIT OF THAT FOR YOU, AND IT'S ON THE
OVERHEAD BOARD AS WELL.

SORRY, LITTLE NERVOUS.

ENTIRE SKY POINT COMMUNITY HAS BEEN WORKING FOR YEARS TO HELP
BUILD A VIBRANT URBAN AND WALKABLE DOWNTOWN COMMUNITY.

AND THE ASSOCIATION CONSIDERS THE TBX LANES TO BE DESTRUCTIVE
TO DOWNTOWN TAMPA SURROUNDING NEIGHBORHOODS, AND ADJACENT
BUSINESSES.

ASSOCIATION CONSIDERS TBX LANES TO BE INCOMPATIBILITY WITH THE ENVISIONED MASTER PLAN FOR THE ASHLEY ENTRANCE AND EXIT RAMP. AND THE ASSOCIATION CONSIDERS TBX LANES TO BE SUPPORTIVE OF URBAN SPRAWL.

THE ASSOCIATION CONSIDERS RAIL TO BE A MUCH MORE VIABLE LONG-TERM OPTION.

WE ASK THAT YOU REMOVE THIS FROM THE TIP AND TODAY WHEN YOU DO YOUR VOTING.

YOU KNOW, THERE'S LOT OF TALK ABOUT FINANCING OF THESE, OF THIS \$9 BILLION PROJECT, AND IT'S ABOUT PEOPLE IN THESE COMMUNITIES. IN TAMPA HEIGHTS AND SOUTH SEMINOLE HEIGHTS AND EVEN DOWNTOWN. THIS IS WHAT D.O.T. DID LAST TIME TO THESE NEIGHBORHOODS. THIS WAS RIGHT HERE THERE WAS A HOUSE THERE THAT MADE WAY FOR A BILLBOARD.

IT'S BEAUTIFUL, ISN'T IT?

THIS IS WHERE PEOPLE LIVE, AND THIS IS WHAT FDOT LEAVES US WITH. DEAD END GO NOWHERE STREETS.

THAT GO NOWHERE, ARE FULL OF WEEDS, THEY DON'T EVEN TAKE CARE OF THE UNDERPASSES UNDER MALFUNCTION JUNCTION.

WE ARE GOING TO GET MORE OF THIS.

AND THE ENVISION PLAN IS VERY IMPORTANT TO DOWNTOWN TAMPA AND OUR SURROUNDING NEIGHBORHOODS.

THE ENVISION PLAN NEVER CONTEMPLATED THAT ASHLEY DRIVE WOULD BE EXPANDED IN THE VISION PLAN ACTUALLY CONTEMPLATES PUTTING

ASHLEY DRIVE, THERE'S A RENDERING OF WHAT IT COULD LOOK LIKE,
AS AN ON GRADE RAMP, SO STREET LEVEL.

SO IF YOU SEE HERE, THIS IS WHAT WE HAVE RIGHT NOW, WHICH CREATES
BOTTLENECKS.

ENVISION GOES THIS WAY TO SPREAD ABOUT THE TRAFFIC AND NOT
DESTROY THE COMMUNITIES.

SO PLEASE VOTE NO ON THE TIP.

[APPLAUSE]

>> LES MILLER, JR.: NEXT PERSON IS CARLA GORMAN.

LET ME SAY SOMETHING HERE NOW.

WE HAVE ABOUT THREE MORE HOURS OF SPEAKERS AT THREE MINUTES A
PIECE.

AFTER MS. GORMAN I AM CUTTING IT DOWN TO TWO MINUTES.

WE WILL BE HERE UNTIL AFTER 11:00.

BE HAVEN'T EVEN GOTTEN TO THE BOARD DISCUSSION YET, SO AFTER
MS. GARMAN, WE ARE GOING TO TWO MINUTES A PIECE, A PERSON, OKAY?
MS. GARMAN.

SHE WILL BE FOLLOWED BY JUSTIN, I THINK IT'S RICHY, RACHEL MONTY,
AND RON WEAVER.

>> GOOD AFTERNOON BOARD, AND THANK YOU FOR TAKING YOUR TIME.
AGAIN, MY NAME IS CARLA GORMAN.

I RESIDE AT 506 WEST OSBOURNE AVENUE, TAMPA, FLORIDA, 33603.

I'M A RESIDENT OF SOUTH SEMINOLE HEIGHTS.

AND I JUST WANT TO SAY THE PEOPLE -- THIS IS MY THIRD MEETING

ALSO REVIEWING ALL OF THE MATERIAL THAT THE MPO AND FLORIDA
D.O.T. HAS PUT UPON US.

I WOULD LIKE FOR YOU TO LOOK AT HISTORICAL VALUE AND OUR
COMMUNITY FEELING GOING AND LISTENING TO HOW THEY'VE TREATED
TAMPA YBOR CITY, SEMINOLE HEIGHTS, AND ALL THE DIFFERENT
HEIGHTS.

I WOULD LIKE FOR YOU TO ALSO REMEMBER A PLACE CALLED ROBERT CITY.
ROBERT CITY NO LONGER EXISTS BECAUSE OF THE FLORIDA INTERSTATE.
I DON'T WANT TAMPA HEIGHTS TO NO LONGER EXIST BECAUSE THEY
DECIDED THAT THEY COULD DO IT AGAIN.

WE HAVE NEIGHBORS WHO REMEMBER THAT OLD NEIGHBORHOOD, AND IT'S
IMPORTANT FOR OUR KIDS TO BE ABLE -- SORRY.

I AM REALLY UPSET ABOUT THIS.

I WANT YOU TO VOTE NO TO THE TBX IN OUR TIP, AND I WANT YOU TO
REMEMBER IN OUR OWN YBOR CITY MUSEUM THERE IS AN ENTIRE DISPLAY
THAT TALKS ABOUT THE DEVASTATION THAT 275 DID TO YBOR, TO TAMPA
HEIGHTS, AND TO OUR WEST TAMPA NEIGHBORHOODS.

PLEASE DO NOT DO IT AGAIN.

REMEMBER IT IS TIME FOR US TO STEP UP WHEN OUR FOREFATHERS DID
NOT, AND THEY ALLOWED THAT DEVASTATION TO HAPPEN.

PLEASE DON'T ALLOW IT AGAIN.

THANK YOU.

>> WE ARE NOW GOING TO TWO MINUTES.

JUSTIN RICKY.

>> THANK YOU, BOARD MEMBERS.

SORRY, DIDN'T WEAR MY SUIT TODAY.

I JUST WANTED TO SAY REALLY QUICK, I TWEETED YOU GUYS A STUDY THAT WAS DONE IN 2009 ABOUT INCREASING HIGHWAYS IN REGARDS TO TRAFFIC MITIGATION, AND IT SHOWS THAT IT DOES ABSOLUTELY NOTHING.

THIS PLAN IS 20 YEARS OLD.

WE'RE SUPPOSED TO BE ABOUT INNOVATION.

THIS IS NOTHING INNOVATIVE.

THERE IS NOTHING INNOVATIVE ABOUT THIS.

YOU'VE HEARD EVERYBODY FROM -- WHEN FDOT DID THIS PLAN, THEY SHOULD'VE CONSULTED THE RESIDENTS.

WE HAVE HAD PROFESSORS, WE HAVE HAD EVERY PERSON FROM EVERY WALK OF LIFE FROM EVERY PROFESSION.

YOU HAVE HAD SCIENTISTS, I MEAN, GUYS, COME ON.

YOU ARE GOING TO GO WITH THIS PLAN?

THIS IS RIDICULOUS.

I MEAN, COME ON.

IT'S 2015, NOT 1974 AND I REALLY HOPE YOU GUYS MAKE THE RIGHT DECISION TODAY.

LISTEN TO YOUR CONSTITUENTS AND NOT THE LOBBYISTS BECAUSE WE ARE THE ONES WHO VOTE FOR YOU AT THE END OF THE DAY.

[APPLAUSE]

>> GOOD EVENING, I AM GOING TO GO A LITTLE OFF SCRIPT OF WHAT

I HAVE HANDED OUT AND WHAT I THINK I AM GOING TO SAY.

I HEAR SO MANY THINGS THAT AREN'T REALLY CORRECT.

FIRST OF ALL, THE \$9.5 BILLION IS FOR SOMETHING AFTER 2040.

NOT WHAT'S IN YOUR TIP.

YOUR TIP IS A \$2.5 BILLION PROJECT THAT HAS ONE LANE GOING NORTH ON I-275 IS NOT OUTSIDE OF THE RIGHT-OF-WAY ON

MARTIN LUTHER KING IN THE CENTER SO IT'S NOT TAKING OUT PROPERTIES IN THAT AREA.

THE HOWARD FRANKLIN BRIDGE GATEWAY, THE PART BETWEEN DOWNTOWN AND WESTSHORE, THE BOUNDARIES ARE ALREADY THERE.

THE ENVISION PLAN WAS PLANNED AROUND THOSE BOUNDARIES, AND THE SAME THING EAST OF YBOR CITY T. SEEMS TO ME THAT THE FOCUS IS REALLY ON THE INTERCHANGE IN DOWNTOWN TAMPA WHERE ALL THE PROBLEMS ARE IN TAMPA HEIGHTS.

I KNOW THAT FDOT CAN WORK HARD WITH THAT NEIGHBORHOOD TO TRY TO IMPROVE EVEN THE EXISTING SITUATION.

THE DESIGN OF THE INTERSTATE IN THE 1960s WAS A BAD DESIGN. IT DID DESTROY THOSE NEIGHBORHOODS.

THEY'VE COME BACK, BUT WE CAN DO SOMETHING THAT INCLUDES AMENITIES LIKE LANDSCAPING AND OTHER THINGS OF THAT NATURE TO ACTUALLY MAKE IT A BETTER PROJECT.

IF YOU LOOK AT THE WAY OUR NEW INTERSTATES LOOK --

>> EXCUSE ME.

>> THROUGH YBOR CITY.

>> EXCUSE ME.

>> OKAY.

>> WE TALKED ABOUT RESPECT BEFORE.

PLEASE GIVE HIM THE RESPECT THAT HE DESERVES JUST LIKE THEY GAVE
RESPECT TO YOU, IF YOU HAVEN'T SPOKEN YET.

>> HE IS MAKING UP NUMBERS, IT IS NOT THE RIGHT NUMBER.

>> SORRY, I WILL TELL YOU WHAT.

IF YOU ARE DONE, YOU CAN LEAVE, PLEASE.

WE ARE NOT GOING TO HAVE ANYMORE OUTBURSTS LIKE THAT.

ANYMORE OUTBURSTS, WE ARE GOING TO CLEAR THE ROOM.

WE HAVE BIB HERE A LONG TIME, AND WE HEARD WHAT YOU HAVE TO SAY
AND YOU HEAR WHAT WE HAVE TO SAY.

SO PLEASE BE RESPECTFUL.

I AM ASKING YOU FOR THE LAST TIME, PLEASE BE RESPECTFUL OF WHAT
EVERYONE HAS TO COME UP AND SAY, WHETHER YOU AGREE WITH WHAT
THEY SAY OR DISAGREE.

PLEASE GIVE THEM THE RESPECT.

>> BASICALLY I THINK IF WE FOCUS ON THAT AREA AND FDOT WORKS
WITH THAT COMMUNITY, THEY CAN HAVE A WIN-WIN SITUATION.

FROM A REGIONAL PERSPECTIVE, I HAVE TO TELL YOU, WE'RE A REGION
OF 4 MILLION PEOPLE.

WE HAVE THOUSANDS OF PEOPLE WHO COME TO THE AIRPORT EVERY DAY.

IT'S NOT THAT THEY ARE LIVING IN URBAN SPRAWL.

THEY COULD BE LIVING IN DOWNTOWN SARASOTA IN A HIGH RISE

APARTMENT BUT WE CREATED STADIUMS AND HIGH RISE.
WE HAVE TO HAVE A REASONABLE TRANSPORTATION SYSTEM.
I AM A BIG TRANSIT ADVOCATE.
THIS GETS US TO EXPRESS BUSES QUICKER THAN RAIL.
THANK YOU.

>> LES MILLER, JR.: THANK YOU.

RON WEAVER.

AFTER RON WEAVER, I THINK WE NEED TO START PULLING PEOPLE IN
FROM DOWNSTAIRS THAT WERE DOWNSTAIRS THAT ALSO SIGNED UP, SO
AFTER RON WEAVER, THOSE PEOPLE THAT ARE DOWNSTAIRS NEED TO START
COMING UP SO WE CAN GET TO THEM.

MR. WEAVER.

>> MR. CHAIRMAN.

RON WEAVER, 401 EAST JACKSON STREET.

THESE LANES, THESE GREAT NEIGHBORS, RIGHTLY ARE CONCERNED ABOUT
IN THEIR NEIGHBORHOOD NEED YOU TO FIND YOUR WORLD-CLASS NOISE
AND VIEW BUFFERS AND TO USE TOLL MONEY FOR PROTECTION OF THESE
NEIGHBORHOODS BUT THESE LANES HAVE EIGHT GREAT NEEDS.

THESE LANES WE HAVE NOW, WISH WE COULD HAVE RAIL.

WE WILL HAVE RAIL SOON I HOPE, BUT UNFORTUNATELY, THE PEOPLE
OF THIS COUNTY HAVE SPOKEN, 6,000 OF THEM AND UNFORTUNATELY 94%
OF THEM SUPPORTED 1 CENT WHICH MIGHT'VE INCLUDED RAIL INSTEAD
OF MORE ROADS, AND ONLY 40% SUPPORTED 1 CENT.

WE HAVE MORE ROADS TO BUILD BEFORE WE CAN GET TO THE RAIL.

RAIL LET'S DO IT AS SOON AS WE CAN BUT WE MUST IN THE INTERIM,
WHEN I FLY CHRISTMAS, I'LL TAKE THE ULTRALIGHT.

WE CAN'T HAVE THE 737.

THE RAIL WE NEED WE MUST EVENTUALLY HAVE WE ONLY HAVE THESE ROADS
THESE LANES THEY WILL HAVE BUSES IN THEM.

THOSE BUSES WILL CONTAIN THE DISABLED.

BUT WE CAN'T AFFORD A CAR.

IT'LL MEAN OUR MOST DISADVANTAGED CITIZENS WHO I WISH COULD BE
ON RAIL AND I WISH WE COULD SUBSIDIZE THE RAIL SO THEY COULD
RIDE FREE.

UNTIL THEN WE HAVE GOT TO LET THEM RIDE BUSES IF THEY CAN'T AFFORD
A CAR.

ALL OVER THIS AREA, WE NEED THOSE LANES FOR OUR DISABLED.

WE NEED THOSE LANES TO PREVENT AIR POLLUTION IN THESE VERY
NEIGHBORHOODS THAT NEED PROTECTED BY WORLD-CLASS BUFFERS OF
NOISE AND WORLD-CLASS BUFFERS OF VIEW.

BUT LET'S NOT CREATE AIR POLLUTION IN THESE VERY NEIGHBORHOODS
AND PREVENT THE VERY PEOPLE WHO DO NOT HAVE A CAR DO NOT HAVE
A JOB AND ARE DISABLED FROM HAVING THESE LANES UNTIL WE CAN
FINALLY GET OUR ACT TOGETHER AND THE PEOPLE HAVE THE POLITICAL
WILL AND POLITICAL COVERAGE TO HAVE RAIL AS SOON AS POSSIBLE
BUT IN THE INTERIM TO FLY HOME FOR CHRISTMAS IF WE CAN'T GET
ON THE 737 GET ON THE ULTRALIGHT.

THANK YOU, MR. CHAIRMAN.

>> WE HAVE ROBIN MACOWITZ, MICHAEL NEWETT AND JOHN NOVAK.

>> HI, THANK YOU FOR LETTING US SPEAK TODAY.

MY NAME IS ROBIN.

I LIVE AT 914 EAST HAMILTON AVENUE IN SEMINOLE HEIGHTS.

THANKS.

EVERYBODY HAS PRETTY MUCH SAID WHAT I WANTED TO SAY TODAY, BUT WHEN I HEARD IS IT MS. DAY SPEAK, THERE WERE A COUPLE OF THINGS I HAD ISSUE WITH.

SHE SAID THAT THEY REFERRED TO AN HOV STUDY THAT SAYS HOV LANES DON'T WORK.

I FOUND A LOT OF STUDIES THAT SAID THAT THEY DO.

AND THOSE STUDIES ACTUALLY SAY THAT THEY WORK WHEN THE WHOLE PLAN INCLUDES A MULTIMODAL PLAN.

SO IF WE'RE GOING TO SAY THAT HOV AND ALL THE OTHER THINGS YOU GUYS ARE PUTTING INTO PLAY ARE GOING TO WORK, THEY'RE ACTUALLY -- I GOT CONFUSED THERE.

I THINK YOU GUYS JUST NEED TO TAKE THE TBX OFF.

THANKS.

[APPLAUSE]

>> MICHAEL NEWETT.

MICHAEL NEWETT.

JOHN NOVAK?

JOHN NOVAK.

FOLLOWED BY KIMBERLY OBERMAN.

S. CHOI.

MANNY.

>> GOOD EVENING.

I'M ONE OF THE FUTURE D.O.T. VOLUNTEERS THEY HAVE TO RELOCATE FOR THIS MESS.

WHICH IS KIND OF WEIRD BECAUSE WHEN I MOVED TO MY ADDRESS I WAS TOLD WOW WE DON'T NEED ANYMORE LAND.

MY QUESTION TO YOU IS IS THE OVERALL GAME PLAN TO COPY LOS ANGELES?

WE HAVE A VIEW OF THE CITY WITH A BIG MASSIVE INTERCHANGE AND COMMUNITIES ISOLATED BY INTERSTATES THAT DON'T FUNCTION?

PEOPLE ARE RIGHTISM.

TAMPA IS ONE OF THE FEW CITIES WITH FUNCTIONING NEIGHBORHOODS.

PEOPLE MOVE BACK AND FORTH, BACK AND FORTH.

A FAILED PLAN FROM THE BEGINNING IS STILL A FAILED PLAN.

MORE AND MORE MONEY TO A FAILED SOLUTION IS A FAILED PLAN.

I LOOKED EVERYWHERE AND I CAN'T FIND ANYTHING THAT SAYS REGIONAL TRAFFIC SHOULD BE SHOVED THROUGH THE CENTER OF THE CITY.

WHERE IS THAT COMING FROM?

D.O.T.?

BECAUSE THE PERSON FROM D.O.T., A SECRETARY D.O.T. A POLITICAL PERSON.

THERE'S A LOT OF SOLUTIONS.

A REGIONAL BELTWAY, WHICH MOST CITIES HAVE, MOVE TRAFFIC AROUND

THE REGION WOULD WORK, AND THEN MAYBE YOU CAN PUT A REGIONAL RAIL SYSTEM IN LIKE THE EUROPEAN CITIES HAVE, WHICH THEN FEED THE FEEDERS.

AND MOST PEOPLE COMPLAIN ABOUT THE TRAFFIC UP NORTH, THEY CAN DO WHAT I DID.

THEY MOVED TO DOWNTOWN TAMPA.

I DON'T HAVE A TRAFFIC PROBLEM ANYMORE.

NOW YOU GUYS WANT TO TAKE, NOT ONLY MY HOUSE.

YOU WANT TO ISOLATE COMMUNITIES BY A WALL OF CONCRETE.

AND THE LAST TIME I CHECKED, I HAVEN'T SEEN THE HIGHWAY PAY TAXES, FIX THINGS, OR VOTE.

NOW, IN ALL THE BUDGETARY THINGS THAT'S IRRELEVANT BECAUSE I HAVEN'T SEEN A PROJECT DONE BY D.O.T. ANYWHERE IN THE UNITED STATES THAT HAS BEEN DONE ON TIME AND ON BUDGET.

>> LES MILLER, JR.: THANK YOU, SIR.

THANK YOU.

>> THANK YOU.

HAVE A NICE AFTERNOON.

[APPLAUSE]

>> LES MILLER, JR.: KIMBERLY OBERMAN.

FOLLOWED BY S. CHOI.

>> GOOD EVENING, I'M KIMBERLY OBERMAN, I RESIDE AT 4610 NORTH CENTRAL AVENUE.

RECENTLY MOVED TO A HOME RIGHT ACROSS THE TREATMENT FROM THE

SEMINOLE HEIGHTS LIBRARY.

I FACE THE INTERSTATE.

I'M ALSO THE PRESIDENT OF THE BUSINESS GUILD THAT REPRESENTS THE BUSINESSES WITHIN THE HEIGHTS AREA.

[CAPTIONER TRANSITION]

>> THE RESIDENTIAL VALUE AND THE BUSINESS VALUE THAT THE HEIGHTS AREA HAS GROWN OVER THE LAST 30 YEARS SINCE IT WAS DESTROYED WHEN THE INTERSTATE WAS PUT THROUGH IN THE FIRST PLACE.

THE HOME THAT I PURCHASED TWO WEEKS AGO FOR ALMOST HALF A MILLION DOLLARS WAS VALUED AT \$84,000 WHEN FDOT DID ITS STUDY.

THAT MATTERS.

THAT'S A LOT OF TAX REVENUE.

AND THAT COULD HAPPEN AGAIN.

IF WE DON'T PAY ATTENTION TO THE PRIORITIES THAT HAVE BEEN OUTLINED BY THE DIVISION PROJECT AND BY 2040 AND MAKE TRANSIT AN OPPORTUNITY.

OUR FDOT REPRESENTATIVE MADE MENTION THAT THERE WAS A PRIORITY OF MAKING SURE THAT ROADS HAD TO PAY FOR THEMSELVES USING, FOR EXAMPLE, TOLL ROADS.

SO THE LAST TIME I CHECKED I COULDN'T GET ON A TRAIN WITHOUT PAYING A FARE.

>> THANK YOU, MA'AM.

>> THANK YOU.

[APPLAUSE]

>> LESLEY MILLER, JR.: IS IT CHOI FOLLOWED BY MANALATO AND ASHER MONTGOMERY AND FOLLOWED BY WILE RONICK.

>> COMMISSIONER MILLER AND MEMBERS OF THE BOARD, THANK YOU FOR HAVING US HERE.

I WOULD LIKE TO HARKEN BACK TO MISS HUNT'S PRESENTATION OF THE TBX WHERE SHE SAID THE INTERSTATE IS THE SPINE WHICH OUT OF WHICH BUSINESSES ON COMMERCE GROWS, AND I WOULD LIKE TO SAY WE'VE ALREADY BEEN BUILDING THESE BUSINESSES AND WE'VE ALREADY BEEN CREATING THIS COMMERCE, AND WE ARE CONTINUING TO DO IT NOW. YOU SEE, I AM THE OWNER OF CAFE A, AND I AM THE FAMILY THAT OWNS THE OCEANIC SUPERMARKET WHICH WE HAVE BEEN DOING BUSINESS IN TAMPA HEIGHTS FOR THE LAST 30 YEARS.

THIS IS SLATED TO BE DEMOLISHED BY THE TBX AND A LOT OF THE OTHER MAIN STAYS OF THAT AREA WILL ALSO BE RAISED.

SO THE VIBRANT COMMUNITY OF TAMPA HEIGHTS WILL HAVE A DEATH SENTENCE ESSENTIALLY, BECAUSE OF TBX AND I URGE YOU TO STRIKE IT FROM THE TIP.

THANK YOU.

[APPLAUSE]

>> LESLEY MILLER, JR. MANNY LATTO?

>> GOOD EVENING, THANK YOU FOR HAVING ME.

MY NAME IS MANNY LATTO.

I LIVE IN RIVERSIDE HEIGHTS AND I'M HERE TO ASK YOU TO REMOVE THE TBX EXPANSION FROM THE TIP.

A LOT OF NUMBERS HAVE BEEN THROWN AROUND JUST TO RECAP, THAT

CAR OWNERSHIP AMONG MILLENNIALS IS DECLINING.

YOUNG PROFESSIONALS ARE ABANDONING THE SUBURBS.

THAT THE CITIES LIKE MILWAUKEE, CLEVELAND, PORTLAND, DETROIT AND D.C. ARE ACTUALLY REMOVING INTERSTATE LANES NOT ADDING THEM AND HOW TAMPA'S IN-TOWN POPULATION HAS SURGED BY DOUBLE DIGITS IN THE LAST DECADE.

BUT INSTEAD OF THE NUMBERS WHAT I WANT TO ASK YOU IS WHEN YOU LOOK AT THIS PLAN ARE WE PROUD?

ARE WE PROUD THAT MINORITY-OWNED BUSINESSES LIKE OCEANIC AND OTHERS WILL BE DEMOLISHED?

ARE WE PROUD THAT WATERWORKS PARK, A PROJECT THE CITY OF TAMPA JUST SPENT \$8 MILLION ON WILL BE PARTIALLY DEMOLISHED.

ARE WE PROUD THAT AFTER 60 YEARS OF HIGHWAY EXPANSION THE DOT IS UNABLE TO EVEN HINT AT AN ALTERNATIVE SOLUTION?

ARE WE PROUD TO COMMIT \$9 BILLION IN TAXPAYER DOLLARS TO BUILD 80 MILES OF ASPHALT?

THAT'S 100 MILLION DOLLARS PER MILE ALMOST.

YOU KNOW, WE TEND TO TALK ABOUT URBAN PLANNING PROJECTS IN TAMPA LIKE WE TALK ABOUT NATURAL DISASTERS.

WE SAY URBAN RENEWAL HAPPENED.

WE SAY CENTRAL AVENUE WAS DEMOLISHED.

BUT THESE THINGS DIDN'T HAPPEN.

THEY RAILROAD ACTS OF GOD.

THEY ARE ACTS OF PEOPLE.

PEOPLE LIKE THOSE SITTING ON THE BOARD RIGHT NOW.

THEY MADE CHOICES AND TODAY WE LIVE WITH THE CONSEQUENCE OF THOSE CHOICES.

EACH OF YOU IS AN AGENT, AN AGENT FOR CHANGE.

EACH OF YOU IS EMPOWERED BY THIS COMMUNITY.

THIS COMMUNITY, THE COMMUNITY DOWNSTAIRS.

TO CAREFULLY AND PROUDLY GUIDE ITS FUTURE.

ARE YOU PROUD?

>> LESLEY MILLER, JR.: THANK YOU, SIR.

[APPLAUSE]

>> ASHER MONTGOMERY?

ASHER MONTGOMERY?

BEFORE YOU START, HOW OLD ARE YOU?

>> 11.

>> LESLEY MILLER, JR.: VERY GOOD.

>> HELLO, I AM ASHER MONTGOMERY.

I KNOW YOU ARE PROBABLY TIRED OF LISTENING TO PEOPLE TALK, BUT YOU ONLY HAVE LIKE ABOUT 30 MORE.

I HAVE BEEN LIVING IN OLD SEMINOLE HEIGHTS, 324 WEST JEAN STREET FOR NINE YEARS AND I'M REPRESENTING THE KIDS OF TAMPA WHO DISAGREE WITH THE DESTRUCTION OF THE HISTORICAL SITES TO MAKE WAY FOR THE 16-LANE HIGHWAY.

NOT ONLY IS THIS PLAN DESTROYING HISTORICAL SITES BUT THE BEAUTIFUL COMMUNITY GARDENS MADE BY THE HARD-WORKING CONTRIBUTING TAMPA CITIZENS.

AT LEAST ONCE EVERY YEAR MY ELEMENTARY SCHOOL, LEE, HAS A

GET-TOGETHER AT THE GARDEN TO RAISE MONEY FOR OUR SCHOOL.
WE HAVE MUSIC AND THE GARDEN GETS MORE CONTRIBUTORS EACH TIME.
WE SHOULD CONSIDER USING THE MONEY THAT WILL BE -- THAT MIGHT
BE BEING USED TO EXTEND THE HIGHWAY FOR BETTER THINGS LIKE THE
TAMPA HEIGHTS COMMUNITY GARDENS.

WE MIGHT PLANT ENOUGH FOOD TO FEED THE WHOLE NEIGHBORHOOD OR
USE THE MONEY TO PRESERVE TAMPA HISTORY OR CREATE MORE SMALL
BUSINESSES OR EVEN DONATE A HELP SCHOOLS.

ANOTHER POINT IS I KNOW A LOT OF PEOPLE WHO LIKE TO BIKE AND
WALK INCLUDING ME.

AND NOTHING IS WORSE TO LOOK AT WHILE WALKING THAN 16 LANES OF
TRAFFIC.

ALSO MORE HIGHWAY MEANS MORE PEOPLE WILL BE CONVINCED TO DRIVE
CREATING MORE GAS POLLUTION AND MORE PEOPLE BEING HIT BY CARS.
I HOPE THE IDEA OF EXTENDING THE HIGHWAY IS CANCELLED SO I AND
MANY OTHERS CAN CONTINUE TO ENJOY THE BEAUTIFUL HISTORICAL
NEIGHBORHOOD, CAFE A AND AIR NOT POLLUTED BY THE CITY CALLED
TAMPA WHO CARES TOO MUCH ABOUT CARS TO CARE ABOUT THE HISTORY
AND THE PEOPLE OF THE CITY.

[APPLAUSE]

>> LESLEY MILLER, JR.: THANK YOU.

SHE FINISHED WITH TWO SECONDS LEFT.

BOB?

FOLLOWED BY CHRISTIAN SMITH AND SUSAN LONG.

>> I WAS HOPING YOU WOULD CALL SOMEBODY BETWEEN THAT YOUNG LADY

AND ME BUT HERE WE GO.

I'M BOB, PRESIDENT AND CEO OF THE GREATER TAMPA CHAMBER OF COMMERCE AND I'M HERE REPRESENTING OUR 1200 MEMBERS WHO EMPLOY OVER 500,000 PEOPLE PRIMARILY IN HILLSBOROUGH COUNTY BUT IN SURROUNDING COUNTIES AS WELL.

THE CHAMBER URGES THE MPO TO KEEP THE TIP PRIORITIES AND SPECIFICALLY THE TAMPA BAY EXPRESS IN THE PLAN.

IT IS IMPORTANT TO OUR OVERALL COMMUNITY.

IT IS IMPORTANT TO THE GENERAL COMMERCE OF OUR REGION AND IT IS IMPORTANT TO THE HUGE COMMERCE DRIVERS, PORT TAMPA BAY AND THE TAMPA INTERNATIONAL AIRPORT AS WELL AS THE COMMUNITIES WHERE OUR WORKERS ARE AROUND THE AREA.

HOWEVER, IT IS IMPORTANT THAT WE REMEMBER THIS PROJECT IS NOT IN A STERILE ENVIRONMENT.

IT IS NOT SOMETHING THAT IS JUST A ROADWAY.

IT DOES IMPACT THE COMMUNITIES NEAR AND FAR.

WE AS A GREATER COMMUNITY NEED THE TAMPA BAY EXPRESS PROJECT.

WE AS A COMMUNITY NEED TO LOOK FOR SOLUTIONS THAT HELP THE COMMUNITIES THAT ARE IMPACTED BY THIS PROJECT.

WE CAN'T MAKE THINGS PERFECT BUT WE CAN HELP MAKE THEM BETTER AS A COMMUNITY ALL OF US WORKING TOGETHER AND WE NEED TO LOOK AT THE COMMUNITY AND THE ROADS TOGETHER.

THE CITIZENS OF THIS COMMUNITY VOTED DOWN LIGHT RAIL BUT WE'RE TALKING A LOT ABOUT IT TONIGHT BUT THE PEOPLE HAVE VOTED IT DOWN.

THE CITIZENS DIDN'T WANT TO HAVE IT.

OUR GOVERNOR REJECTED HIGH SPEED RAIL MONEY FOR OUR AREA WHICH WOULD HAVE HELPED WITH THE COMMUTER RAIL SYSTEM.

A MAJORITY OF THE VOTERS HAVE SAID NO AS WE LOOK AT THE ISSUES WITH GO HILLSBOROUGH AND WHAT ROAD IMPROVEMENTS WE NEED.

THE STUDY IS SAYING THAT THE CITIZENS HAVE TOLD GO HILLSBOROUGH THAT THEY DON'T WANT COMMUTER RAIL.

THAT'S AN UNFORTUNATE REALITY.

WE THINK IT IS SOMETHING WE NEED.

WE URGE YOU TO SUPPORT THE TAMPA BAY EXPRESS AND TO CONTINUE TO WORK WITH THE COMMUNITY TO FIND SOLUTIONS.

THIS ISN'T AN EITHER/OR.

WE HAVE TO FIND A WAY TO MAKE THINGS WORK TOGETHER.

THANK YOU FOR YOUR SERVICE AND YOUR TIME HERE TONIGHT.

[APPLAUSE]

>> LESLEY MILLER, JR.: CHRISTIAN SMITH FOLLOWED BY SUSAN LONG.

>> I AM CHRISTIAN SMITH FROM 1408 CHAR LANE TARPON SPRINGS, FLORIDA.

I LEAD A GROUP CALLED TAMPA CONNECT.

THIS IS MY PACK.

THE REASON WHY I HAVE THIS PACK IS BECAUSE I MADE A THREE HOUR 27 MINUTE AND 57 SECOND TRIP FROM TARPON SPRINGS A DRIVE THAT IS 45 MINUTES BY CAR.

ABSOLUTELY RIDICULOUS.

WHAT IS MORE RIDICULOUS IS THE REASON WHY I CAME OUT HERE.

MY GREAT GRANDMOTHER FOUGHT THIS FIGHT IN THE 'SIGNATURES WHEN

THEY WERE GOING TO DESTROY HER NEIGHBORHOOD WITH THE INTERSTATE HIGHWAY SYSTEM.

THIS IS NOT A TRANSIT PROJECT.

BE UNDER NO ILLUSION.

THIS PROJECT WAS CLEARLY MADE FOR CARS AND TRANSIT WAS INCLUDED LATER ON.

THEY ARE NOT GOING TO BUILD A RAIL LINE.

THEY ARE NOT GOING TO MAINTAIN THE RAIL LINE AND IF YOU ARE NOT GOING TO RUN THE RAIL LINE.

THAT BILL IS ON YOU AND THE CITY OF TAMPA.

30 YEARS AGO, THERE WAS -- THIS IS WHEN THESE STUDIES WERE MADE IN 1989.

THOSE PROJECTIONS FOR TRAFFIC ARE NO WHERE NEAR THOSE PROJECTIONS.

CURRENT TRAFFIC IS NOT -- THE DEMAND ON INTERSTATE HIGHWAYS HAS GONE DOWN AND THIS WILL ACTUALLY BE ROUTED TO THE COMMUNITIES OF TAMPA HEIGHTS, SEMINOLE HEIGHTS AND THE DAMAGE WILL RADIATE EVEN INTO DOWNTOWN.

THESE PROJECTS HAVE BEEN PROVEN WORLDWIDE TO NOT DECREASE TRAFFIC IN URBAN CORES THEY ACTUALLY INCREASE TRAFFIC IN THE URBAN CORE BY INCREASING THE BOTTLENECK THAT WE ARE CURRENTLY SEEING.

THIS IS NOT ACTING CONNECTIVITY THESE ARE ON CURRENT ROADWAYS THAT ARE ALREADY THERE.

JUST ADDING AN EXTRA LANE FOR PEOPLE IN THE SUBURBS OF CARILLON

HEIGHTS SO THEY CAN STREAMLINE PAYING \$2 A MILE WHILE THE PEOPLE IN THE NEIGHBORHOOD OF TAMPA HEIGHTS HAVE THEIR COMMUNITY DESTROYED AGAIN FOR A SECOND TIME.

SO PEOPLE REQUEST TAKE EIGHT MINUTES OFF OF THEIR COMMUTE.

I PUSH THAT THE COMMISSION TAKES THIS OUT OF THE TIP, BALLS IT UP AND THROWS IT IN THE TRASH BECAUSE THAT'S WHAT THIS PLAN IS, TRASH.

THANK YOU.

[APPLAUSE]

>> LESLEY MILLER, JR.: SUSAN LONG AND THEN INGRID SMITH.

>> SUSAN LONG.

I LIVE IN SEMINOLE HEIGHTS.

921 EAST BROAD STREET.

I WROTE A TWO-PAGE LETTER WITH REFERENCES AND I'M GOING TO SKIP MOST OF IT AND GET TO THE PERTINENT POINTS BECAUSE MOST OF IT YOU HAVE ALREADY HEARD.

MY PRIMARY POINT IS THIS PROJECT IS NOT GOING TO SOLVE MALFUNCTION JUNCTION.

IT IS NOT GOING TO DO IT.

FDOT HAS BEEN WORKING ON IT FOR AS LONG AS I CAN REMEMBER AND I HAVE LIVED IN TAMPA FOR 32 YEARS.

IT ISN'T ANY BETTER TODAY THAN IT WAS WHEN THEY STARTED.

IT IS NOT GOING TO WORK.

ACCORDING TO COMMISSIONER MURMAN AT THE POLICY COMMITTEE LAST WEEK, ONE OF THE REASONS THAT WE DON'T HAVE LIGHT RAIL OR SOME

OTHER PUBLIC TRANSIT IS THAT THE COUNTY HASN'T PUT TOGETHER A DETAILED PLAN THAT FITS IN WITH THE OTHER ROADS THAT EXIST AND HAS NO SEED MONEY.

IF THAT'S TRUE, YOU GUYS ON THE COUNTY COMMISSION NEED TO GET TOGETHER AND DO THAT.

I'M VERY DISAPPOINTED AT THAT.

CAN'T WE FIGURE OUT A WAY TO PLAN TO MOVE THE VEHICLES AROUND? THE OTHER ISSUE IS ONE OF THE WAYS YOU CAN SOLVE THE PROBLEM AT MALFUNCTION JUNCTION IS YOU HAVE TO REDUCE THE NUMBER OF VEHICLES GOING THROUGH THERE.

YOU DON'T DO THAT BY ADDING SIX OR SEVEN MORE LANES.

YOU DO THAT BY EITHER HAVING HOV LANES OR PUBLIC TRANSPORTATION THAT GOES THROUGH, SOMETHING THAT PENALIZES THE PEOPLE THAT DRIVE YOU IN YOUR CAR, ME IN MINE, HIM IN HIS, HER IN HERS, ONE PERSON PER CAR.

WE NEED SOME WAY TO GET MULTIPLE PEOPLE PER VEHICLE.

THE CITY OF TAMPA AND THE COUNTY OF HILLSBOROUGH WERE JUST AWARDED A LARGE BP SETTLEMENT.

MILLIONS OF DOLLARS.

WHY CAN'T WE TAKE SOME OF THAT MONEY AND PUT IT TOWARD TRANSPORTATION?

WHY CAN'T WE USE SOME OF THAT AND MAYBE HAVE THAT MONEY STAY IN THIS AREA TO HELP THE TOURISM THAT YOU CLAIM WAS HINDERED BY THE BP SPILL AND I AGREE THAT IT WAS.

TAKE THAT MONEY AND MAKE IT SO WHEN I FLY INTO TAMPA

INTERNATIONAL AIRPORT I DON'T HAVE TO HAVE MY OWN CAR OR PAY
FOR A TAXI.

THOSE THINGS I THINK ARE IMPORTANT.

CAN WE DO SOME OF THIS?

MAYBE WE SHOULD PUT THIS UP FOR A REFERENDUM AND SEE WHAT
HAPPENS.

THANK YOU.

>> LESLEY MILLER, JR.: RICARDO VONILLA?

NOT HERE?

OKAY.

INGRID SMITH?

JOSEPH RAAUC?

>> HE LEFT.

>> LESLEY MILLER, JR.: HE LEFT?

OKAY.

LARRY SHANNON?

LIZ JOHNSON.

LIZ JOHNSON?

THAT'S YOU?

OKAY.

FOLLOWED BY FOLLOWED BY AMY ESPINOSA AND THEN RICHARD FERNANDEZ.

YES, MA'AM?

>> HELLO.

LIZ JOHNSON, 5708 RIVER TERRACE.

THANK YOU FOR THE OPPORTUNITY TO SAY A FEW WORDS TODAY.

I KNOW THIS IS A BIG CHUNK OUT OF EVERYONE'S DAY.

AS I MENTIONED, I AM A RESIDENT OF OLD SEMINOLE HEIGHTS WHERE I LIVE WITH MY HUSBAND AND DAUGHTER.

IN THE HOUSE BUILT BY MY GRANDFATHER ON PROPERTY GIVEN TO HIM BY HIS MOTHER.

THAT MAKES MY DAUGHTER THE FOURTH GENERATION OF MY FAMILY TO LIVE IN THIS HOUSE AND THE FIFTH GENERATION TO LIVE IN THIS NEIGHBORHOOD.

SO WHEN I SAY WE HAVE ROOTS IN OLD SEMINOLE HEIGHTS IT IS NO EXAGGERATION.

I LOVE BEING A PART OF THIS NEIGHBORHOOD.

SEEING HOW OLD SEMINOLE HEIGHTS AND OTHER NEIGHBORHOODS OF TAMPA'S URBAN CORE HAVE RECOVERED FROM THE ORIGINAL DEVASTATION OF 275 AND DEVELOPED BEYOND NEIGHBORHOODS INTO TRUE COMMUNITIES IS INSPIRING.

IT IS THESE AREAS WHERE EXCITING NEW GROWTH IS FINALLY GETTING A FIRM Foothold THAT MOST, THAT WILL BE MOST BRUTALLY AFFECTED BY TBX.

I WON'T REITERATE ALL OF THE POINTS MY LIKE-MINDED NEIGHBORS HAVE SAID.

THEY HAVE SAID IT FAR MORE ELOQUENTLY THAN I COULD BUT I DO SPEAK FOR MYSELF AND MY FAMILY WHEN I SAY WE ECHO OUR NEIGHBOR'S CONCERNS ABOUT THE FACTS OF THE MANY NEGATIVE EFFECTS THAT TBX WILL HAVE ON OUR COMMUNITIES.

WE ARE OPPOSED TO TBX.

WE RESPECTFULLY REQUEST THAT TBX BE REMOVED FROM THE TIP.

THANK YOU.

[APPLAUSE]

>> LESLEY MILLER, JR.: AMY SPINOSA?

RICK FERNANDEZ?

>> GOOD EVENING AND THANK YOU ALL FOR THE TIME YOU HAVE DEVOTED TO THIS AND MY SHOUT OUT TO OUR HOMIES DOWNSTAIRS BECAUSE I'M NOT SURE THAT YOU FOLKS HAVE BEEN HERE IN THE BUBBLE ALL NIGHT KNOW THAT THERE IS A GROUP DOWNSTAIRS AT LEAST THE SIZE OF THE GROUP THAT WAS HERE AND I HOPE YOU HAVEN'T LOST SIGHT OF THAT. I LIVE AT 2906 NORTH ELMORE IN TAMPA HEIGHTS.

IT IS A HOME I PURCHASED IN 2012.

I AM 60 YEARS OLD, AND I SHARE THAT NOT BECAUSE I'M PARTICULARLY PROUD OF THAT FACT BUT BECAUSE I'M 60 YEARS OLD HAVING BEEN BORN AT THE HOSPITAL IN YBOR CITY AND I WAS RAISED IN TAMPA HEIGHTS ABOUT A BLOCK AWAY FROM THE PARK.

I AM JUST OLD ENOUGH TO REMEMBER AMONG MY EARLIEST CHILDHOOD MEMORIES WHAT THAT NEIGHBORHOOD WAS LIKE BEFORE AND WHAT IT WAS LIKE AFTER.

I-275, I-4 AND THEN OF COURSE URBAN RENEWAL WHICH WAS THE END. I NEVER THOUGHT I WOULD BE FACING THAT AGAIN WHEN IN 2012 I CHOSE TO PURCHASE A HOME ABOUT THREE BLOCKS FROM MY BOYHOOD HOME HOPING TO REINVEST, REINVIGORATE MY NEIGHBORHOOD.

THE FIRST TIME I HEARD ABOUT TBX WAS IN MAY OF THIS YEAR AND I WAS IN SHOCK.

SO HERE WE ARE AGAIN, AND AS MUCH AS I HAVE TRIED TO FIGURE OUT A WAY NOT TO HAVE TO GET UP HERE TODAY BECAUSE CERTAINLY PLENTY OF PEOPLE HAVE SPOKEN AND I DID NOT WANT TO BE REDUNDANT, THERE IS A POINT THAT I THINK HAS NOT BEEN RAISED AND THAT IS THE ISSUE OF IMPACT ON THE COMMUNITY.

MUCH OF WHAT WE HAVE SPOKEN ABOUT IS IMPACT ON THE COMMUNITY AND IN A PROSPECTIVE WAY.

PLEASE DON'T LOSE SIGHT OF THE FACT THAT WE HAVE A BLACK CLOUD HANGING OVER OUR HEADS RIGHT NOW.

IF I KNEW ABOUT TBX, IN 2012 I WOULD NOT HAVE PURCHASED MY HOME AND I SUSPECT THERE ARE PEOPLE WHO ARE THINKING IT IS LOOKING AT TAMPA HEIGHTS AND WEST TAMPA AND YBOR CITY AND SEMINOLE HEIGHTS AND THEY ARE HAVING THE SAME DOUBTS.

WHEN I ASK YOU TO REMOVE TBX FROM THE TIP I'M ASKING YOU TO REMOVE THAT BLACK CLOUD FROM OUR HOMES.

>> LESLEY MILLER, JR.: THANK YOU, SIR.

>> PLEASE.

[APPLAUSE]

>> LESLEY MILLER, JR.: LOUISE RAVAMAN FOLLOWED BY CHRISSY TAYLOR AND TROY TAYLOR.

>> GOOD EVENING.

ABOUT 15 YEARS AGO, MY SON WAS A BICYCLE COMMUTER IN THIS COMMUNITY.

THAT IS WHAT HE USED TO GET TO WORK, TO GET TO SCHOOL EXCLUSIVELY.

THREE TIMES HE WAS HIT BY A VEHICLE.

TWO OF THEM WERE DRIVE-OFFS.

SO I HELPED HIM GET A CAR.

JUST THIS YEAR HE GOT RID OF THAT CAR AND HE IS RETURNING TO BICYCLING ONLY BUT HE IS IN A DIFFERENT CITY.

THIS IS THE THING THAT I HATE THE MOST ABOUT THIS TOWN IS THE RELIANCE ON THE AUTOMOBILE.

EVERY REVERENCE GOES TOWARDS THE AUTOMOBILE.

THIS PLAN WE'VE BEEN DISCUSSING TONIGHT IS JUST TO ACCOMMODATE THE AUTO, THE AUTOMOBILE IS SUPPOSED TO BE AN ACCESSORY OF OUR LIVES, BUT WHEN WE SUPPORT THE DEPENDENCY WE HAVE ON IT, HOW IS THAT FOR PEOPLE?

I ALSO WANT TO EXPRESS THAT FDOT DID A PROJECT ABOUT TWO OR THREE YEARS AGO UP NEAR MORRIS BRIDGE ROAD.

REMOVING EVERY ONE OF THE PINE TREES WHICH SHIELDED ALL OF THE HOMES FROM EVEN SEEING I-75.

THEY READILY PUT THE GRASS, THEY PUT THE SOD BACK IN BUT EVEN THOUGH WE HAD SIGNATURES OF PEOPLE EVEN THOUGH I SPOKE TO MY SENATOR AND STATE SENATOR AND SENATOR NELSON, WE COULD NEVER GET ANY RESOURCE.

IT IS STILL ONLY SOD.

THEY JUST ABANDONED IT.

RETURNED NO PHONE CALLS.

PLEASE ABANDON THIS IDEA.

FOR THE SAKE OF THE COMMUNITY AND FOR PEOPLE.

NOT FOR AUTOMOBILES.

THANK YOU.

[APPLAUSE]

>> CHRISSY TAYLOR?

CHRISSY TAYLOR?

TROY TAYLOR?

ANGELA RUBER?

FOLLOWED BY MATTHEW SUAREZ AND LAUREN SUAREZ.

>> HELLO.

I'M ANGELA ROBER AND I AM HERE TONIGHT REPRESENTING A COMPANY CALLED STRATEGIC PROPERTY PARTNERS.

YOU PROBABLY KNOW THE COMPANY BECAUSE IT IS THE COMPANY THAT IS DOING THE CHANNELSIDE DEVELOPMENT, MR. VINIK'S PROJECT.

I'M HERE TONIGHT TO SAY THAT WE SUPPORT THIS PROJECT.

REPORTS THIS TIP.

WE SEE THIS AS AN INVESTMENT IN TAMPA AND I WILL KEEP IT SHORT.

SO THAT'S ALL I HAVE TO SAY.

>> LESLEY MILLER, JR.: MATTHEW SUAREZ?

MATTHEW SUAREZ?

FOLLOWED BY LAUREN SUAREZ?

>> FIRST OF ALL I WANT A SHOW OF HANDS FROM THIS BOARD IN RELATION TO THE THIS DOCUMENT.

TAMPA BAY EXPRESS, MASTER PLAN DRAFT DOCUMENT PRODUCED BY YOUR FLORIDA DEPARTMENT OF TRANSPORTATION I WOULD LIKE TO SEE A SHOW OF HANDS HOW MANY PEOPLE HAVE READ THIS DOCUMENT ON THIS BOARD? HOW MANY PEOPLE?

PLEASE SHOW YOUR HANDS.

>> LESLEY MILLER, JR. DO YOU WANT TO TALK, SIR?

>> I AM ASKING FOR HANDS TO BE SHOWN.

I JUST WANT TO GO AHEAD AND IDENTIFY A COUPLE OF THINGS IN
RELATION TO THIS DOCUMENT.

THAT IS TO MY UNDERSTANDING OR MY COMPREHENSION A DIS SERVICE
TO THE GENERAL PUBLIC OF THIS COUNTY AND I WANT ALL OF THE
CHAMPIONS IN THE ROOM TO LISTEN UP.

THIS DOCUMENT ON PAGE 9-3 IDENTIFIES THAT AS FAR AS WHEN IT COMES
TO PROVIDING INFORMATION OR PROVIDING FEEDBACK THAT IT WILL
IMPORTANTLY ONLY REQUEST INPUT BY AGENCIES, COMMITTEES,
ECONOMIC DEVELOPMENT AND CIVIC GROUPS THAT ARE IN A POSITION
TO CHAMPION PUBLICLY ENDORSED AND OR SUPPORT TBX.

WHAT WILL YOU SAY, LADIES AND GENTLEMEN OF THE BOARD TO THE
INDIVIDUALS THAT WERE HERE THAT DO NOT SUPPORT THIS PROJECT?
DOES THEIR OPINION NOT COUNT?

LADIES AND GENTLEMEN OF THE BOARD.

MISS MURMAN, DOES THEIR OPINION NOT COUNT?

I AM WITHIN YOUR DISTRICT AND I LIVE AT 402 SOUTH ARMENIA AVENUE
WITHIN THE SO JO DISTRICT.

ONE OF THE FLOODED STREETS.

I WOULD LIKE TO GO AHEAD AND STATE THAT THIS AGENDA AND THIS
IS FROM DIRECTLY FROM WHAT HAS BEEN PRODUCED BY THE DEPARTMENT
OF TRANSPORTATION.

ALSO DOESN'T RELATE TO MAP 21.

>> LESLEY MILLER, JR.: THANK YOU.

LAUREN SUAREZ?

[APPLAUSE]

GREG PIPER?

FOLLOWED BY PETER I WISH I COULD READ YOUR LAST NAME.

YOU LIVE AT 117 I THINK IT IS WEST, AND I CAN'T READ THAT EITHER.

>> I LIVE IN OLD SEMINOLE HEIGHTS AND I'VE LIVED THERE FOR 25 YEARS.

I'VE SERVED AS PRESIDENT OF OLD SEMINOLE HEIGHTS, THE BUSINESS GUILD, BEEN THERE FOREVER.

I'M ALSO A REALTOR.

I'M THE LEADING REALTOR IN THAT NEIGHBORHOOD AND WHEN I LOOK AT WHAT POTENTIALLY IS GOING TO HAPPEN WITH A PROJECT THAT WANTS TO BYPASS A NEIGHBORHOOD OR BYPASS TAMPA HEIGHTS OR BULL DOSE THINGS IT TALKS ABOUT THIS INVESTMENT.

WE'VE HAD A LITTLE BIT OF MENTION ABOUT THAT BUT THAT'S WHAT HAPPENED IN THIS COMMUNITY.

THAT'S WHAT HAPPENED IN CITIES ALL ACROSS THIS COUNTRY WHEN THE INTERSTATE WENT THROUGH THE MIDDLE OF THEM.

IT CAUSED BLIGHT AND IT CAUSED GHETTOS.

YOU ARE TAKING THE NEIGHBORHOODS BACKWARDS.

YOU'RE THREATENING THE VERY PROGRESS WE ARE BEGINNING TO HAVE.

DOT ALREADY OWNS THAT LAND THAT THEY WANT TO PUT LANES IN.

YOU KNOW WHAT?

WHY DON'T YOU PUT A LIGHT RAIL SYSTEM RIGHT DOWN THE MIDDLE OF

IT ON THAT SPINE.

WE DID IT WITH THE CROSSTOWN EXPRESSWAY.

PUT SOMETHING THAT THERE IS USEFUL AND DOESN'T FURTHER ENCROACH
ON THE ROADS.

IF PEOPLE ARE GOING TO PAY \$2 A MILE FOR A TOLL I THINK THEY
COULD PAY A BUS PASS AND IT IS A BETTER LONG-TERM SOLUTION RATHER
THAN JUST BUILDING AND BUILDING AND BUILDING ROADWAYS IT IS A
DEPARTMENT OF TRANSPORTATION.

IT IS NOT THE DEPARTMENT OF AUTOS AND TRUCKS.

THANK YOU, FOLKS.

[APPLAUSE]

>> LESLEY MILLER, JR.: IS IT PETER NEUFER?

HE LEFT?

SCOTT MILLER?

FOLLOWED BY TARAN SABIA.

YES, SIR, GO AHEAD.

>> OKAY.

THANK YOU, SO MY NAME IS SCOTT MILLER I LIVE AT 5909 ON THE
FABULOUS SUWANNEE AVENUE IN SEMINOLE HEIGHTS, TAMPA.

33604.

A LOT OF GREAT EMOTIONAL ARGUMENTS AND BY THE WAY THANK YOU FOR
BEING HERE SO LATE FOR US AND STUFF.

BUT THERE WAS SOME REALLY GOOD POINTS MADE BY SOME PEOPLE ALSO
THAT KIND OF DROVE AT THE NUMBERS.

AND SO I WANT TO ASK FIRST OFF I GOT MY LITTLE STICKER SO THAT'S

WHAT I AM HERE FOR.

REMOVE TBX FROM TIP.

LET ME SAY THAT FIRST.

I ASK THAT YOU REALLY GET INTO THE NUMBERS.

THE VERY SPECIFIC NUMBERS, YOU KNOW, YOU LOOK AT THE RATIO FIRST OFF OF PEOPLE HERE TONIGHT SAYING NO TBX TO THE PEOPLE HERE WHO BY THE WAY DIDN'T COME HERE REPRESENTING THEMSELVES AS A CITIZEN CAME HERE REPRESENTING SOME CHAMBER, SOME BUSINESS NOT AS A RESIDENT.

LOOK AT THAT RATIO AND GET INTO THE NUMBERS YOU KNOW THEY TALKED -- THE FDOT SPOKESMAN TALKED ABOUT CHOICES, GIVING DRIVERS MORE CHOICES AND YOU KNOW ONE OF THE STAPLES OF THE AMERICAN PHILOSOPHY IS BEING FREE TO CHOOSE, RIGHT?

PEOPLE THAT CHOSE TO BUY A HOME IN PASCO AND CHOSE TO GET A JOB IN LARGO, THEY MADE A CHOICE.

IT IS NOT YOUR RESPONSIBILITY TO ENABLE THEM, YOU KNOW, SAYING THAT ADDING MORE LANES IS GOING TO REDUCE CONGESTION IS ALMOST LIKE SAYING GIVING A HEROIN ADDICT MORE HEROIN IS GOING TO EASE THEIR ADDICTION.

IT DOESN'T.

SO THANK YOU.

[APPLAUSE]

>> LESLEY MILLER, JR.: TA RAN SABIA.

>> I AM TA RAN SABIA.

I LIVE AT 2809 NORTH CENTRAL AVENUE IN TAMPA HEIGHTS.

I AM HERE AS A CONCERNED CITIZEN, BUT ALSO AS A COMMUNITY ADVOCATE.

EIGHT YEARS AGO I COFOUNDED A NONPROFIT ORGANIZATION THAT MANY OF YOU ARE FAMILIAR WITH CALLED THE URBAN CHAR RETTE.

WE'VE BEEN DEDICATED TO BRINGING URBAN DESIGN TO THE FOREFRONT OF THE TAMPA BAY AREA, AND TRYING TO MAKE THE NEED FOR DESIGN SOMETHING THAT IS UNDERSTOOD BY THIS COMMUNITY.

I AM UNBELIEVABLY PROUD OF THE NUMBER OF YOUNG PROFESSIONALS THAT HAVE GOTTEN UP HERE AND SPOKEN TO YOU TONIGHT FROM OUR COMMUNITY.

SO ARTICULATELY.

THIS IS NOT SOMETHING THAT HAPPENS OFTEN BUT I THINK IT IS SOMETHING YOU ARE GOING TO SEE A LOT MORE OF.

AT LEAST I HOPE SO.

PROJECTS LIKE THIS AND PROJECTS WHERE THE CITIZENS FEEL LIKE THEY HAVEN'T BEEN HEARD ARE GOING TO HURT THAT PROCESS.

IT IS NOT GOING TO BE A CITY THAT YOUNG PROFESSIONALS WILL WANT TO BE IN IF THEY FEEL THAT COMMUNITY ENGAGEMENT IS NOT VALUED.

IF THEY FEEL THAT IMAGINE 2040 DOESN'T HOLD ANY VALUE IN THOSE SURVEYS AND IF THEY FEEL LIKE FDOT WILL DO PROJECTS WITHOUT TAKING INTO ACCOUNT THE LOCAL CONCERNS AND THE REASON I SAY THAT IS BECAUSE WE REALLY HAVE NOT BEEN ENGAGED BY FDOT.

SMALL PRESENTATIONS WITH LACK OF INFORMATION, INCOHERENT PLANS AND LITTLE DETAIL IS NOT ENGAGEMENT.

THERE IS A LOT OF MITIGATION THAT WILL NEED TO HAPPEN.

RECENT STUDIES HAVE COME OUT PARTICULARLY IN THE STATE OF WISCONSIN LOOKING AT NEIGHBORHOODS.

THOSE NEIGHBORHOODS WERE ASSESSED BASED ON THEIR PROXIMITY TO INTERSTATE EXPANSION PROJECTS AND WHAT WAS DETERMINED IS THAT THOSE NEIGHBORHOODS LOST PROPERTY VALUE BETWEEN 7 TO 43% THAT'S AN ENORMOUS AMOUNT OF TAX BASE THAT WE PROBABLY WILL LOSE AS YOU'VE HEARD TONIGHT AND THOSE ARE THE CONCERNS.

SO WE WOULD EXPECT THAT FDOT WOULD BE WILLING TO MITIGATE THAT ECONOMIC DEVELOPMENT AND LOSS.

>> THANK YOU.

[APPLAUSE]

>> LESLEY MILLER, JR.: MATTHEW TACK?

NICOLE RICE?

NICOLE RICE?

FOLLOWED BY MCLANE EVANS.

>> HI.

I KNOW YOU ARE TIRED AND I'M TIRED, TOO.

EVERYBODY IS TIRED WE'VE ALL BEEN HERE ALL NIGHT.

I AM NICOLE RICE AND I LIVE AT 6009 AND 6012 NORTH ORANGE BLOSSOM. AND I AM GOING TO ASK YOU AND I HAVE SAT HERE FOR A WHILE NOW JUST TO BE ABLE TO SAY TO YOU PLEASE REMOVE TBX FROM LINE 33 IN THE TIP.

NOW, EARLIER WHEN YOU ASKED FOR A SHOW OF HANDS I THINK IT IS KIND OF DIS HEARTENING THAT SO MANY PEOPLE I HOPE YOU JUST WEREN'T RAISING THEM FOR WHATEVER REASON BUT IT IS REALLY

DISHEARTENING TO ME AS A CONSTITUENT THAT ALL OF US WHO VOTE TO DETERMINE WHO REPRESENTS US AND OUR COMMUNITY THAT YOU HAVE NOT READ ALL OF THE REPORTS AND ALL OF THE INFORMATION IN RELATION TO THIS AND KIND OF HOLD THE FUTURE OF THIS COMMUNITY IN YOUR HANDS.

I'M ALSO SHOCKED TONIGHT THAT BOB BUCKTHORN, WHERE IS HE? BECAUSE HE IS CONSTANTLY TALKING ABOUT HOW TAMPA IS GETTING ITS SWAGGER BACK.

HE SHOULD BE SITTING RIGHT HERE AND AS SOMEBODY WHO LIVED IN THIS CITY.

WE'RE GETTING OUR SWAGGER BACK.

WE'RE REVITALIZING DOWNTOWN.

REPRESENTATIVE VINIK AND SOME OF THE OTHER PEOPLE THAT CAME THROUGH SAYING THIS IS A GREAT IDEA.

IT IS GOING TO HELP PEOPLE AT THE UNIVERSITY AND HELP DOWNTOWN AND IN WHAT WAY, SHAPE OR FORM?

WE'VE JUST DISCUSSED YOU CAN GET ON THERE AND GET OFF DOWNTOWN AND EVERYONE ELSE LOST TWO EXITS AND IT IS GOING TO CON JEST THE WHOLE THING UP.

WHAT UNIVERSITY STUDENTS THAT LIVE IN THE MIDDLE OF THE CITY IS ACTUALLY GOING TO GO NORTH TO GO, I MEAN IT DOESN'T MAKE SENSE. WHO IS USING THIS?

70% OR MORE ARE PEOPLE FROM PASCO COUNTY.

I DON'T KNOW WHO YOU ARE GOING TO REPRESENT TONIGHT IN YOUR VOTE BUT I HOPE IT IS THE PEOPLE WHO LIVE IN THIS COMMUNITY AND I

HOPE THAT TONIGHT IT WAS INTERESTING TO SEE A YOUNG GIRL HERE
MAKE A POLITICAL SPEECH AT THAT AGE.

I MADE MY FIRST ONE AT EIGHT.

MICHAEL, AND I HOPE SHE DOESN'T LEARN TONIGHT THAT THIS CITY
IS RUN BY PEOPLE IN COATS WITH THEIR OWN PERSONAL INTEREST WHO
DON'T CARE ABOUT THE COMMUNITIES.

AND THAT WE DO CARE ABOUT THE REVITALIZATION OF DOWNTOWN.

ALL OF THE MONEY WE POURED INTO CHANNELSIDE, FRANKLIN, THE
HEIGHTS AREA, THE SURROUNDING REGIONS ARE WE GOING TO INVEST
OR THAT OR NOT INVEST.

IT IS OUTRAGEOUS.

[APPLAUSE]

>> MCLAIN EVANS.

MCLAIN EVANS?

ERIC HOLSINGER?

ERIC HOLSINGER?

BRUCE YOUNG?

>> GOOD EVENING, COMMISSIONERS, THANK YOU FOR HOSTING US THIS
EVENING.

MY NAME IS BRUCE YOUNG AND I LIVE AT 405 EAST PARK AVENUE AND
THAT IS IN TAMPA HEIGHTS.

MY FAMILY OF FOUR CHILDREN AND MY WIFE AND I MOVED FROM SOUTH
TAMPA TWO YEARS AGO AND WE ABSOLUTELY LOVE OUR NEW NEIGHBORHOOD.

WE LOVE THE COMMUNITY.

WE LOVE OUR NEIGHBORS.

WE LOVE THE TAMPA HEIGHTS GARDEN AND THE COMMUNITY CENTER AND THE TAMPA HEIGHTS CIVIC ASSOCIATION.

THERE IS NOT ANYTHING ABOUT THIS NEIGHBORHOOD THAT WE DO NOT LIKE WITH THE EXCEPTION OF THIS POTENTIAL PROJECT THAT COULD RIP THROUGH OUR NEIGHBORHOOD.

JUST TO STATE MY CASE PLEASE TAKE THE TBX OUT OF THE TIP PROGRAM. DO NOT DESTROY THE NEIGHBORHOOD ANY MORE THAN THEY HAVE BEEN DESTROYED.

SOMEONE TALKED ABOUT VOTING FOR LIGHT RAIL AND IT WAS TURNED DOWN.

BUT IF WE TOOK A VOTE ON THIS PROJECT WOULD WE WANT THIS PROJECT SO IF DOT CAN FORCE THIS DOWN OUR THROATS WHY COULDN'T THEY FORCE LIGHT RAIL DOWN OUR THROATS?

WHICH WOULD BE A WELCOME ADDITION TO OUR COMMUNITY.

I LIVED IN ATLANTA FOR SIX AND A HALF YEARS.

I LOVED THE MARTA SYSTEM.

I THOUGHT IT WAS AMAZING AND I SEE THAT POTENTIAL HERE WHEN YOU LOOK AT THE DISTRICTS ON THE MAP HOW THEY COULD BE CONNECTED WITH LIGHT RAIL.

THERE ARE SEVEN OR EIGHT PEOPLE IN FAVOR OF THIS BUT NONE OF THEM WERE LOCAL RESIDENTS OF TAMPA HEIGHTS, SEMINOLE HEIGHTS IN THE LOCAL BUSINESS COMMUNITY.

NO ONE ON NEBRASKA CAME AND SAID THIS WILL SUPPORT MY LOCAL BUSINESS.

NO ONE CAME THROUGH FROM SEMINOLE HEIGHTS AND SAID I AM A

RESIDENT AND I WELCOME THIS PROJECT.

SO WHO ARE WE CATERING TO AND WHY WOULD WE WANT TO RIP APART
THESE NEIGHBORHOODS?

THAT'S ALL I HAVE TO SAY.

THANK YOU VERY MUCH.

[APPLAUSE]

>> SHERRY SIMONS?

IS PATRICK FOSTER HERE?

PATRICK THORPE?

WHAT ABOUT BRIAN WILLIS?

YOU ARE NEXT.

BRIAN WILLIS HERE?

OKAY.

GO AHEAD, MA'AM.

>> THANK YOU FOR ALLOWING THIS MEETING.

BEFORE I START, I'M DEFINITELY AGAINST THIS.

BUT I AM AN ACTIVIST SINCE I MOVED INTO THE SOUTHEAST SEMINOLE
HEIGHTS NOW ABOUT 14 YEARS AGO.

I HAVE BEEN EIGHT YEARS ON THE -- SERVED AS THE ASSOCIATION
PRESIDENT.

I STARTED TASTE OF THE HEIGHTS AND I STARTED SEMINOLE HEIGHTS
URBAN ART PARTNERS AND I SERVE AS VICE-PRESIDENT OF THE SEMINOLE
HEIGHTS FOUNDATION.

I AM -- I HAVE BEEN TO EVERY MEETING FOR WIDENING NEBRASKA, ET
CETERA, SO I'M INTERESTED AND THE THING I FOUND TONIGHT THAT

NOBODY SAID IS I CAN'T IMAGINE WHY YOU TRUST FDOT.

IF YOU GET OFF OF THE INTERSTATE AND LOOK AT THE GROUND THAT THE INTERSTATE SITS IN, IN THE NEIGHBORHOODS DON'T TELL ME THEY ARE GOING TO MAKE THINGS PRETTY AND MITIGATE ANYTHING.

THEY ARE GOING TO LEAVE GARBAGE.

THEY ARE NOT GOING TO CLEAN.

THEY ARE NOT GOING TO MOW UNLESS WE HAVE A SUPER BOWL.

I DON'T TRUST ANYTHING THEY SAY AND I WILL TELL YOU THIS.

YOU DRIVE THE SAME MALFUNCTION JUNCTION THAT I DRIVE ALL OF THE MONEY THAT WAS THROWN AT IT, ALL OF THE WONDERFUL IMPROVEMENTS THAT WE WERE NOT GOING TO BE ABLE TO WAIT UNTIL IT WAS DONE IT IS WORSE THAN IT WAS.

IT NEEDS A STOPLIGHT BECAUSE EVERY TIME I DRIVE THROUGH IT AND I DON'T CARE WHAT TIME OF DAY IT IS, THE TRAFFIC IS DRIVING ABOUT TEN MILES PER HOUR.

SO ALL I'M SAYING IS WE WEREN'T ASKED, OBVIOUSLY, WE WERE AVOIDED BUT WE ARE SPEAKING OUT AND I AM GOING TO TELL YOU I DON'T TRUST THEM.

THANK YOU.

[APPLAUSE]

>> LESLEY MILLER, JR.: PATRICK THORPE?

>> I WANT TO THANK EVERYBODY FOR THEIR TIME TONIGHT AND I WANT TO SAY THAT I'M THE VICE-CHAIR OF THE MPO CITIZENS ADVISORY COMMITTEE.

YOU HAVE HEARD FROM LAURA LAWSON AND WHAT WE ASKED THE FULL MPO

BOARD TO DO WHICH IS TO REMOVE TBX FROM THE TIP AND THE REASON WE'VE ASKED YOU TO DO THAT IS BECAUSE IT IS A QUESTION OF PRIORITIES.

OVER AND OVER AGAIN IN RECENT YEARS THE MPO BOARD, THE CITY OF TAMPA, THE COUNTY COMMISSION HAVE SAID WE WANT BALANCED PRIORITIES.

THE TIP REPRESENTS THE BALANCED PRIORITIES.

THERE IS TRANSIT IN THERE, TBX AND ROADS, IT REPRESENTS TRANSIT AND ROADS AND THE ENVISION PLAN REPRESENTS BALANCE.

WHAT FDOT HAS COMMUNICATED PUBLICLY AND TO PEOPLE THROUGH THE MEETINGS AND IN THE PRESS IS THAT IF WE LEAVE THE TBX PROJECT IN THE TIP THAT THEIR NUMBER ONE PRIORITY IS GOING TO BE TBX. AND THAT DOESN'T REPRESENT THE BALANCED PRIORITIES THAT THIS COMMUNITY KEEPS REPEATING AND REPEATING AND REPEATING THAT IT WANTS.

SO TAKING THE TBX PROJECT OUT OF THE TIP IS AN OPPORTUNITY FOR THIS BOARD, FOR THE MPO, TO ASSERT WHAT THIS LOCAL COMMUNITY PRIORITIES ARE.

IT ISN'T SAY THIS PROJECT GOES AWAY OR THAT FDOT CAN'T PLEAT THE COMMUNITY CONCERNS AND COME BACK BUT WHAT IT SAYS IS THAT FDOT WHICH HAS COMMUNICATED THAT THEIR PRIORITY IS GOING TO BE TBX AND NOT THE OTHER BALANCED PROJECTS THE COMMUNITY HAS BEEN PUSHING NEEDS TO LISTEN TO THE LOCAL COMMUNITY CONCERNS AND COME BACK WITH A BALANCED PLAN.

THANK YOU VERY MUCH.

[APPLAUSE]

>> LESLEY MILLER, JR.: LANNY WHEELEN?

OKAY.

>> GOOD EVENING, THANK YOU FOR BEING HERE.

I LIVE ON 777 NORTH ASHLEY DRIVE DOWNTOWN TAMPA.

AND EVERY MORNING BEFORE I GO TO WORK I WALK MY DOG, AND WHEN I WALK MY DOG I HAVE TO DODGE TRAFFIC JUST TO GET ACROSS THE STREET TO THE PARK.

I GET TO OBSERVE STOP AND GO TRAFFIC.

IT SEEMS TO TAKE ABOUT 15 MINUTES FROM SOMEBODY TO GET OFF OF THE EXPRESSWAY TO WHERE THEY ARE GOING EITHER AT KENNEDY OR DOWNTOWN OR TO DAVIS ISLAND.

AND THEN I DREAM AND I DREAM OF SOME POSSIBLE VEHICLE SOME WAY THAT THESE PEOPLE WHO ARE IN SINGLE ONE-PERSON IN ONE CAR COULD ACTUALLY IF THERE IS A VEHICLE THAT A WHOLE BUNCH OF THEM COULD BE IN THAT COULD TRANSPORT THEM TO DOWNTOWN TO SOMEWHERE AND THEN BACK HOME AGAIN AND THEN WHEN THEY ARE OFF TO, YOU KNOW, TO VISIT AREAS FOLLOW ENTERTAINMENT, FOR DINNER, OR JUST TO VISIT THEIR FRIENDS.

IF THERE IS SOME SORT OF VEHICLE THAT POSSIBLY THE LEADERS OF OUR COMMUNITY COULD COME UP WITH THAT MIGHT BE THE NUMBER ONE PRIORITY NOT DOWN THE LIST SOMEWHERE BUT THAT COULD ACTUALLY TAKE SOME OF THOSE, THOSE ENVIRONMENTALLY UNFRIENDLY SINGLE PERSON VEHICLES OFF OF THE ROAD AND MAYBE IMPROVE THE CONGESTION ON OUR STREET INCLUDING DOWNTOWN WHICH I CAN'T TELL YOU HOW MANY

TIMES I'VE ALMOST BEEN HIT BY IMPATIENT SINGLE PERSON VEHICLES TRYING TO RUSH TO WORK AND FEELING THAT THEY HAVE PRIORITY OVER A PEDESTRIAN OR A BICYCLIST.

THANK YOU AND PLEASE I HOPE YOU WILL RECONSIDER AND THINK OF ANOTHER WAY BESIDES INCREASING THE ROADS.

THANK YOU.

[APPLAUSE]

>> JANET ALTMAN?

SUSAN GOTT?

ADAM FRITZ?

>> GOOD EVENING, MPO BOARD, THANK YOU VERY MUCH FOR HEARING ALL OF OUR CITIZENS THAT ARE HERE TODAY.

YOU GUYS ARE STANDING WHERE YOU HAVE TO MAKE A DECISION, A VERY IMPORTANT DECISION BUT YOU WILL BE JUDGED ON THIS DECISION THAT YOU ARE MAKING RIGHT NOW.

WILL YOU INVEST IN A DYING TECHNOLOGY, A TECHNOLOGY YOU'VE ALREADY SEEN THE NUMBERS OF HIGHWAYS THAT ARE ALLUDING VEHICLE MILES.

WE'VE LOOKED AT THESE.

275 NUMBERS WOULD BE DOWN AS WELL.

INVESTING IN THIS WOULD BE LIKE BUYING A MILLION CONDOR 64'S AND TRYING TO FIND A HIGH SCHOOL TO GIVE THEM TO BECAUSE YOU'RE TRYING TO GIVE US MORE.

MORE TRAFFIC DOES NOT SOLVE PROBLEMS BUT IT MEANS MORE TRAFFIC SO IF YOU TAKE ALL OF THE EQUATION, EVERYONE OUT OF THE EQUATION

TONIGHT JUST ALL OF THE PEOPLE WHICH I HOPE YOU DON'T BECAUSE THERE HAD ARE SO MANY MILLENNIALS AND YOUNG PEOPLE LOOKING FOR ALTERNATIVES AND FOR YOU TO COME UP WITH THESE IDEAS THEY'VE ALREADY SPOKEN IN THE 2040 LONG-RANGE PLAN.

THEY WANT FIXED RAIL TRANSIT WE ALL KNOW THAT THAT BRINGS EVERYTHING THAT BRINGS MONEY THAT BRINGS TAX BASE AND IT BRINGS PEOPLE AND JOBS.

THE JOBS THEY ARE LOOKING FOR BUT WAYS WE CAN TRULY UNITE OUR COMMUNITY SO I'M ASKING YOU ARE YOU WILLING TO INVEST THIS AMOUNT OF MONEY IN A DYING TECHNOLOGY AND NOT EVEN CONSIDER ANY OTHER ALTERNATIVES OR LOOK AT WHAT THE CITIZENS HAVE ALREADY TALKED TO YOU ABOUT IN THE 2040 LONG-RANGE PLAN?

PLEASE, PLEASE CONSIDER REMOVING THIS PROJECT FROM THE TIP.

THANK YOU VERY MUCH.

I APPRECIATE YOUR TIME.

[APPLAUSE]

>> LESLEY MILLER, JR.: YENCI BONILA?

IS IT KYLE BECKER?

SANDRA METTLES.

BRITTANY LUBIER.

>> HI, I'M BRITTANY LUIER I LIVE ON WEST NORTH BAY STREET IN SOUTH SEMINOLE HEIGHTS A BLOCK NORTH OF MLK.

I AM HERE TO SAY PLEASE REMOVE TBX FROM THE TIP FIRST OFF THAT'S THE IMPORTANT PART.

NOT ONLY WILL IT HAVE INCREASED NOISE I LIVE A MILE FROM THE

HIGHWAY AND I HEAR THE HIGHWAY CONSTANTLY ALL NIGHT WHEN WE MOVED HERE IN SEPTEMBER, I COULDN'T SLEEP FOR ABOUT FOUR WEEKS BECAUSE I HEAR THE HIGHWAY ALL NIGHT LONG BECAUSE THERE IS NO TYPE OF WALLS OR ANYTHING PUT THERE TO MINIMIZE THE NOISE.

IF THE HIGHWAY IS EVEN WIDER IT WILL BE CLOSER TO MY HOUSE AND ALL OF OUR HOMES AND WE WILL HEAR IT EVEN MORE.

WHAT BOTHERS ME ABOUT THIS IS URBAN RESIDENTS WILL BE UNABLE TO USE THESE EXPRESS LANES THAT WILL CUT THROUGH TAMPA HEIGHTS THROUGH SOUTH SEMINOLE HEIGHTS AND SEMINOLE HEIGHTS EVENTUALLY AND IT WILL DESTROY HISTORIC BUSINESSES AND HOMES AND LOSE YBOR'S HISTORIC DESIGNATION MOST LIKELY.

MY GROCERY STORE WHERE I CAN GO TO BUY QUAIL EGGS EIGHT MINUTES FROM MY HOUSE IS OCEANIC AND I CAN GET ALL KINDS OF THINGS TO COOK WITH THAT WILL GO AWAY AS WELL SO IT IS REALLY GOING TO AFFECT US.

WHEN I'VE LOOKED AT STUDIES AND BEEN TO THE MEETINGS IN THE PAST IT SEEMS WE'RE GOING TO SPEND A LOT OF MONEY ON A ROADWAY WHICH IS GOING TO BE USED BY PROJECTED 65% WESLEY CHAPEL RESIDENTS. I WOULD REALLY LIKE TO SEE THIS MONEY GO TOWARDS A FORM OF TRANSIT THAT WILL BENEFIT ALL OF CITIZENS OF THE AREA NOT JUST THOSE THAT CAN AFFORD TO PAY A VARIABLE TOLL RATE.

I WORK AT A BIKE SHOP SO I DON'T MAKE A LOT OF MONEY BEFORE I LIVED OR WORKED AT IKEA, PICTURE SOMEONE TRYING TO USE THAT TOLL ROAD TO GET TO IKEA TO WORK.

THEY ARE A CASHIER AND THEY PROBABLY MAKE 9.75 AN HOUR.

THAT'S NOT A CHOICE.

THEY CAN'T CHOOSE TO USE THAT TOLLWAY BUT THEY COULD CHOOSE TO USE A TRAIN.

SOMEONE WITH A VISUAL IMPAIRMENT CAN CHOOSE TO USE A TRAIN.

AN ELDERLY PERSON WHO CANNOT DRIVE ANY MORE DUE TO HEALTH ISSUES CAN CHOOSE TO USE A TRAIN.

THEY CAN'T CHOOSE TO USE THE TOLL ROADS.

THAT'S NOT A CHOICE SO PLEASE TAKE IT AWAY.

[APPLAUSE]

>> LESLEY MILLER, JR.: ROSHELLE GROSS?

FOLLOWED BY MEGAN FERNANDEZ BECKER.

>> HI, I LIVE AT 1804 SOUTH HABANA AVENUE SEMINOLE HEIGHTS, NOT TAMPA HEIGHTS.

WHEN PEOPLE STAND UP HERE AND SAY WE NEED THE TBX LANES AND SUPPORT THEIR STATEMENTS BY TYING IT TO VOTERS REJECTING MASS TRANSIT INITIATIVES I'M NOT SURE OF THEIR LOGIC.

I AM SURE, HOWEVER, THAT THE SAME PEOPLE WHO WON'T PAY A PENNY FOR A TRAIN ARE CERTAINLY NOT GOING TO PAY A DOLLAR FOR A TOLL. AND ANYONE ON THE EXPRESS LANES HEADED TO BUSCH GARDENS IS UNDOUBTEDLY LOST BECAUSE THERE WILL BE NO BUSCH BOULEVARD EXIT. ONE OF FDOT'S STAT SHEETS SHOWED TAMPA AS A CITY WITH THE 11TH WORST TRAFFIC IN THE COUNTRY.

I NOTICED THAT LA WAS NUMBER ONE.

YEARS AGO, LA WIDENED THEIR 405 FREEWAY WHICH DID NOTHING TO ALLEVIATE THEIR TRAFFIC.

WHEN GOVERNOR SCOTT TURNED DOWN THE FEDERAL GOVERNMENT'S OFFER OF SIGNIFICANT FUNDS FOR OUR MASS TRANSPORTATION CALIFORNIA GRABBED THE OPPORTUNITY.

LA IS ALREADY RUNNING TEST TRAINS ON THEIR NEW TRACK FROM SANTA MONICA TO DOWNTOWN WITH MONEY THAT PROBABLY SHOULD HAVE BEEN OURS.

BECAUSE THEY KNOW THAT ENDLESS FREEWAYS DON'T SOLVE TRAFFIC ISSUES.

WE DON'T NEED FREEWAYS WITHIN FREEWAYS FOR AN EXORBITANT COST. WE NEED LIVEABLE URBAN ENVIRONMENTS TO MAKE A GREAT CITY AND WE NEED MASS TRANSIT.

YOU HAVE HEARD SO MANY INTELLIGENT PEOPLE STAND UP HERE TONIGHT AND GIVE YOU SO MANY REASONS BASED ON STUDIES AND OTHER CITIES EXPERIENCES, FACTS WHO ALL ARE ASKING YOU TO PLEASE REMOVE LINE 33 FROM THE TIP AND THE PEOPLE THAT I HAVE HEARD WHO ARE SUPPORTING THIS ARE JUST SAYING THEY SUPPORT IT BECAUSE IT IS GOING TO BE GOOD AND I JUST QUITE FRANKLY DON'T UNDERSTAND WHY. THANK YOU.

[APPLAUSE]

>> LESLEY MILLER, JR.: MEGAN FERNANDEZ BECKER.

>> MEGAN FERNANDEZ BARKER.

I AM A YOUNG ATTORNEY IN THE AREA, A NEWLYWED THINKING ABOUT BUYING A HOUSE.

I AM YOUR FUTURE.

THE PEOPLE WHO YOU HAVE HEARD SPEAK TODAY, THEY ARE YOUR FUTURE.

IF WE WERE TO ASK YOU TODAY TO PLEASE, NO MORE FUNDING FOR TOLL
ROADS.

NO MORE EXPANDING OUR INTERSTATES, WIDER AND WIDER.

NO MORE CUTTING THROUGH THE HEARTS OF SOME OF OUR COMMUNITIES.

YOU HEARD SOME OF THESE GENTLEMEN GET UP TODAY AND SAY THAT THIS
NEW INTERSTATE SYSTEM IS THE SPINE OF OUR COMMUNITY.

WE'RE THE HEART AND SOUL AND WE'RE GOING TO ASK YOU TO LISTEN
TO US TODAY.

WE HOPE YOU'VE HEARD US.

WE HOPE YOU TAKE THIS OFF OF THE VOTE.

THANK YOU SO MUCH.

[APPLAUSE]

>> LESLEY MILLER, JR.: STEVEN SCOTT?

SUSAN SMITH?

SUSAN SMITH?

SUSAN PIREUR?

IS THAT WHAT THAT IS?

FARRAH STOKES.

JOE FERRELL?

MARY GOTLET?

ERIC WEAVER, IS THAT WHAT THAT IS?

TOMMY HARMON SIEBEL?

PARDON ME?

TAMMY, OKAY, I'M SORRY.

MR. AND MRS. BERGMAN.

I CAN'T MAKE THAT FIRST NAME OUT.

JENNIFER HART?

JENNIFER HART?

JESSICA VAUGHN?

>> GOOD EVENING.

I APPRECIATE YOU GUYS TAKING THE TIME TO LISTEN TO US.

I HOPE THAT'S WHAT YOU ARE ACTUALLY DOING HERE.

I ACTUALLY DON'T LIVE IN SEMINOLE HEIGHTS I LIVE IN TAMPA PALMS AND I HAVE BEEN LIVING IN A CONSTRUCTION ZONE FOR SIX YEARS NOW. WHILE THEY WIDEN THE ROADS TO TRY TO HELP WITH THE CONGESTION OVER THERE.

PRETTY MUCH IT HAS DRIVEN ME INSANE WHILE I WAITED FOR SIX YEARS TO SEE SOME RELIEF OF TRAFFIC WHICH I HAVEN'T SEEN AND SO I HAVE SEEN THE AREAS THAT I LIKE DESTROYED, THE NATIONAL THINGS THAT MADE THAT PART OF TOWN ACTUALLY LOVELY BEING DESTROYED AND I HAVE SEEN BUSINESSES CLOSE BECAUSE PEOPLE AREN'T COMING BECAUSE OF THE TRAFFIC.

THERE ARE SO MANY THINGS WRONG WITH THIS BUT I HONESTLY DON'T KNOW WHERE TO START.

I'VE HEARD PEOPLE TALK ABOUT GOING TO THE GO HILLSBOROUGH THING WHICH I ATTENDED ALL OF THOSE AND I LEARNED IT IS NOT THAT PEOPLE ARE AGAINST LIGHT RAIL BUT THEY ASK THEM TO PRIORITIZE IT AGAINST FIXING THE ROADS THEY ALREADY HAD OR OTHER PROBLEMS THAT WE HAD AND PEOPLE CHOSE THOSE AS THEIR NUMBER ONE PRIORITY.

IT IS NOT THAT THEY ARE AGAINST LIGHT RAIL.

ALSO WHAT I LEARNED AT THE MEETINGS IS THAT WIDENING ROADS IS THE WORST WAY TO TRY TO IMPROVE ANY SORT OF TRAFFIC CONGESTION. SO HERE WE ARE TRYING TO TRYING TO WIDEN THE ROAD AND ONLY ALLOW PEOPLE WHO HAVE MONEY TO GO THROUGH IT FASTER AND DIS IN FRANCHISE THE PEOPLE WHO CAN'T AFFORD IT.

THAT'S WHAT YOU WANT OUR TOWN TO BE REPRESENTED AS.

I'VE BEEN IN THIS TOWN MY WHOLE LIFE AND I HAVE WATCHED MY FRIENDS WHO ARE YOUNG ARTISTS, ENTREPRENEURS AND PEOPLE WHO COULD HELP MAKE THIS CITY THRIVE MOVE AWAY NUMBER ONE BECAUSE WE HAVE NO INFRASTRUCTURE TO SUPPORT THEIR LIFESTYLES WHICH MEANS WANTING TO BIKE OR WANTING TRANSPORTATION OR SOMETHING OTHER THAN A CAR. SO I HOPE YOU HAVE HEARD US.

THANK YOU FOR YOUR TIME.

[APPLAUSE]

>> DAVID SINCLAIR?

>> GOOD EVENING.

MY NAME IS DAVID SINCLAIR, PEBBLE CIRCLE, TAMPA 33615.

52 MONTHS AGO, I VOLUNTARILY TOOK MY CAR OFF OF THE ROAD BECAUSE I TRUST THE PUBLIC TRANSIT SYSTEM AND I KNOW WE NEED BETTER BUT I TRUST HIM.

THE FUTURE IS NOT IN THE PRIVATE VEHICLE OF THE COMMUNITY TODAY HAS SPOKEN FROM THEIR HEART.

WHEN I HEARD ABOUT THE TBX MY HEART HURT BECAUSE THAT'S NOT WHERE OUR FUTURE SHOULD BE.

THE COMMUNITY TRUSTS YOU, PLEASE, TODAY SHOW HOW YOU TRUST THEIR

JUDGMENT AND LET'S PROTECT THE COMMUNITY.

LET'S DO POSITIVE THINGS.

PLEASE, WE DO NOT NEED THE TBX AT THIS MOMENT.

WE DO NOT NEED IT THE WAY IT IS.

THANK YOU.

[APPLAUSE]

>> LESLEY MILLER, JR.: THE LAST SPEAKER CARD I HAVE IS FOR APRIL CRAIG?

IF THERE ARE OTHERS THAT WISH TO SPEAK AFTER HIM YOU NEED TO GO BACK OUT AND GET A CARD.

>> HELLO.

GOOD EVENING.

THANK YOU FOR LISTENING TO US ALL HERE TODAY.

WHEN I CAME HERE TODAY I WASN'T PLANNING ON SPEAKING I JUST CAME TO HEAR AND LISTEN.

HOWEVER, IT SADDENS ME TO KNOW THAT I WAS INVOLVED WITH THE HILLSBOROUGH YOUTH COLLABORATIVE WHEN I WAS 16, 17 YEARS OLD AND IT IS A GROUP OF YOUTH AND HIGH SCHOOL STUDENTS WHO TALK ABOUT THE ISSUES THAT ARE IMPORTANT TO US AND ONE OF THE BIGGEST ISSUES WAS IMPROVING PUBLIC TRANSIT AND IMPROVING HAVING A LIGHT RAIL AND STEMS LIKE THAT AND THAT WAS SIX, SEVEN YEARS AGO AND I HAVEN'T SEEN ANY IMPROVEMENTS TO THIS SYSTEM AND NOW WE'RE TALKING ABOUT HIGHWAYS AND WE'VE USED MIAMI AS A MODEL SYSTEM. HOWEVER, I WENT TO THE UNIVERSITY OF MIAMI AND I HAVE SEEN I-95 AND I HAVE SEEN EXPRESS LANES AS WELL AND I'VE SEEN THEIR

FAILURES HOW THEY HAVE GONE THROUGH AND TORE APART HISTORIC BLACK COMMUNITIES SUCH AS OVERTOWN AND JUST GOT RID OF PEOPLE'S HOUSES, PUSHED THEM ASIDE AND DID NOT CARE ABOUT THEM AND IT IS ALWAYS THOSE SAME COMMUNITIES AND ALWAYS THE COMMUNITIES WHERE THE PEOPLE DON'T HAVE REPRESENTATIVES WHO ARE WATCHING OVER THEM WHO DON'T CARE ABOUT THEM.

THAT'S THE REASON I BECAME A LAWYER SO THESE PEOPLE COULD HAVE VOICES AND AS THE REPRESENTATIVES WE NEED YOU TO PROTECT OUR INTERESTS.

THAT'S WHAT WE NEED YOU TO DO TODAY AND WE HOPE YOU ARE LISTENING TO EVERYONE HERE BECAUSE WE NEED YOU TO PROTECT OUR INTEREST. SO I ASK YOU NOT TO LISTEN TO THE PEOPLE WHO TRY TO MAKE THE PRESENTATIONS AND IN THEIR SUITS AND TIES BUT LISTEN TO THE PEOPLE WHO YOU REPRESENT, THE PEOPLE WHO PUT THEIR HEARTS, THEIR TIME AND THEIR LOVE THEIR COMMUNITIES I HAVE LIVED IN TAMPA FOR 23 YEARS AND I LOVE TAMPA AND I WOULD HATE TO SEE IT BECOME SOMEWHERE WHERE IT IS JUST HIGHWAYS AND JUST ROADS AND DOESN'T HAVE AN HISTORIC BACKGROUND.

THANK YOU.

>> LESLEY MILLER, JR.: THAT WAS THE LAST SPEAKER CARD THAT I HAVE.

I DON'T SEE ANYONE GOING OUTSIDE TO GET ANY MORE.

I'M GOING TO ASK GENA TORRES TO COME IN AND COMMENT ON THOSE THAT ARE COMMENTING ON LINE.

>> THANK YOU.

GENA TORRES, MPO STAFF AGAIN.

OVER THE EVENING 65 PEOPLE AT DIFFERENT TIMES HAVE LISTENED IN. ONLY FIVE HAVE MADE COMMENTS, YOU KNOW, ACCORDING TO THE TOPIC OF THE TIP AND ALL FIVE WERE OPPOSED TO THE TBX PROJECT IN THE TIP.

I'M NOT GOING TO READ THEIR COMMENTS BUT WE WILL HAVE THEM, YOU KNOW, I THINK ACTUALLY SOME OF THEM HAVE COMMITTED WRITTEN COMMENTS PRIOR TO THE MEETING AND I JUST WANTED TO SUMMARIZE.

>> LESLEY MILLER, JR.: THANK YOU.

WE'RE GOING TO CLOSE THE PUBLIC HEARING AND GO ON THE BOARD COMMENTS.

I'M GOING TO PASS THE GAVEL TO THE VICE CHAIR BECAUSE I HAVE STATEMENTS I WANT TO MAKE.

THIS IS A DIFFICULT ISSUE.

I AM 64 YEARS OLD AND I WAS BORN IN TAMPA ON 18TH AVENUE RIGHT OFF OF 22ND STREET.

MY WIFE, GRANDMOTHER OWNED A HOME ON 13TH AVENUE RIGHT OFF OF 22ND STREET.

YOU FIGURE THAT AGE THAT WAS BEFORE ANY INTERSTATE CAME THROUGH OR ANY URBAN REMOVAL.

WHEN THE INTERSTATES DID COME THROUGH IN THE 1960'S, THERE WERE NO PUBLIC HEARINGS, PEOPLE COULDN'T COME DOWN AND TALK AND THAT INTERSTATE CAME RIGHT DOWN IN FRONT OF MY WIFE'S MOTHERS HOME AND THEY HAD TO LOOK AT THE INTERSTATE BEING BUILT.

THERE WAS NO DISCUSSION WITH THE PUBLIC AT ALL.

NOTHING WHATSOEVER.

THAT IS WHAT WE HAD TO DEAL WITH.

SO I UNDERSTAND THE ANXIETY THAT THE TEMPLE HEIGHTS AND THE SEMINOLE HEIGHTS PEOPLE ARE FEELING TODAY BECAUSE I KNOW WHAT WENT THROUGH THAT NEIGHBORHOOD WHEN I WAS GROWING UP.

I ALSO KNOW HOW IMPORTANT THIS PROJECT IS FOR THE FUTURE OF OUR REGION AND THE ECONOMIC DEVELOPMENT AND JOB CREATION AND ACCESS TO THE PORTS AND AIRPORTS.

THAT'S IMPORTANT.

IF WE ARE GOING TO DEVELOP THIS AREA.

OUR COUNTY COMMISSION HAS BEEN TALKING ABOUT REDEVELOPMENT AND JOBS FOR A VERY LONG TIME SINCE I'VE BEEN HERE.

I KNOW THAT THE TRAFFIC IS GOING TO DOUBLE IN THE NEXT 20 TO 25 YEARS IN HILLSBOROUGH COUNTY AS WE APPROACH THE 2 MILLION CITIZENS MARK IN THIS COUNTY.

WHERE I FIND MYSELF TODAY IS A NEED TO BALANCE THE FUTURE REVITALIZATION OF THIS COMMUNITY AND OUR FUTURE OPPORTUNITIES TO CREATE JOBS, FOSTER TOURISM AND GROW AS A REGION.

OUR COMMUNITY REPRESENT AS VALOR ASSET TO WHAT WE DO AND HOW WE DO IT BUT I ALSO UNDERSTAND THAT \$3 BILLION INVESTMENT IS CRITICAL FOR THE USE TO MOVE FORWARD, FOR US TO MOVE FORWARD. THEREFORE, I'M GOING TO MAKE A MOTION HERE, I'M GOING TO PUT CAVEATS WITH IT.

SOME PEOPLE MIGHT LIKE IT AND SOME PEOPLE MIGHT NOT AND WE WILL HOPEFULLY GET A SECOND SO WE CAN DISCUSS.

I WOULD LIKE TO MOVE THAT WE ACCEPT THE TIP WITH THE TBX PROJECT INCLUDED WITH CONDITIONS.

WITH CONDITIONS.

AND WITH THIS MOTION I ASK THAT OUR COMMUNITY REPRESENTATIVES AND THE FLORIDA DEPARTMENT OF TRANSPORTATION REPRESENTATIVES COME TO THE TABLE TO WORK TOGETHER TO ENHANCE THE COMMUNITY THROUGH THIS PROJECT.

AGAIN I WILL SAY THAT THE COMMUNITY REPRESENTATIVES AND THE FLORIDA DEPARTMENT OF TRANSPORTATION REPRESENTATIVES COME TOGETHER TO WORK TOGETHER ON THIS PROJECT.

I UNDERSTAND THAT THE 20-YEAR-OLD STUDY WAS DONE AND THE PROJECT WILL BE REEVALUATED AND WE'RE GOING TO HOLD FDOT TO THAT.

THAT THE PROJECT WILL BE REEVALUATED.

SO AS PART OF THIS REEVALUATION I ASK THAT FDOT LOOK AT THIS COMMUNITY IMPACT AND INCLUDE A ROBUST OUTREACH INITIATIVE TO INCLUDE, ONE, SIGNIFICANT SOCIAL AND PHYSICAL CHANGES IN THE PROJECT AREA.

SECOND, CHANGES TO IMPACT CAUSED BY THE PROJECT.

THIRD, ANTICIPATE POPULATION AND DEPARTMENT GROWTH.

FOURTH, LAND USE AND COMPREHENSIVE PLANS.

FIFTH, AND MOST IMPORTANTLY, THE PUBLIC AND EFFECTIVE COMMUNITIES AND COMMUNITY -- EFFECTIVE COMMUNITY AND COMMUNITY COMMITMENTS.

I ALSO REQUEST THAT FDOT WORK WITH THE CITY OF TAMPA TO LOOK AT THE POSSIBILITIES WITH THE FUTURE DESIGN OF REDESIGN OF

FLORIDA AVENUE, TAMPA STREET THAT THIS COMMUNITY IS TO PROVIDE FOR MORE OPPORTUNITIES FOR PEDESTRIAN, BICYCLE AND TRANSIT OPERATIONS.

HAVING SAID THAT, FDOT HAS TO COME BACK TO THIS BOARD IN NOVEMBER AND MAY.

IF THESE THINGS HAVE NOT BEEN DONE I WILL MAKE THE MOTION TO TAKE IT OUT OF THE TIP.

YOU HAVE TO WORK WITH THIS COMMUNITY.

WE CAN'T HAVE WHAT HAPPENED IN THE '60S.

WE'VE GOT TO WORK TOGETHER AND I'M HOPING THAT WE CAN ALL COMPROMISE AND COME UP WITH SOMETHING THAT WE CAN LIVE AND WORK TOGETHER IN THIS CITY AND IN THIS COUNTY.

IF WE WANT TO BE NUMBER ONE WE HAVE TO COME TOGETHER AND WORK BUT IF WE CAN'T COME TOGETHER AND WORK I WILL BE THE FIRST ONE TO SIT HERE IN NOVEMBER AND MAY OF NEXT YEAR AND IF IT IS NOT WORKING TO MAKE THAT MOTION TO REMOVE IT FROM THE TIP.

SO THAT'S MY MOTION.

[APPLAUSE]

>> WE HAVE A MOTION FROM COMMISSIONER MILLER SECONDED BY DIRECTOR LOPANO.

IS THERE A DISCUSSION ON THE MOTION?

COUNCILMEMBER MONTELIONE?

>> THANK YOU, MR. CHAIR, AND I AGREE WITH EVERYTHING THAT YOU SAID, COMMISSIONER MILLER.

I WOULD LIKE TO EXPAND AND MAYBE OFFER AN AMENDMENT TO SOME OF

THE THINGS YOU ASKED FOR.

BECAUSE IN MY MEETINGS WITH THE FLORIDA DEPARTMENT OF TRANSPORTATION, MUCH OF WHAT YOU SAID WERE THE THINGS THAT THEY WERE AGREEING THAT WAS NEEDED, BUT IN MY DISCUSSIONS WITH THE DEPARTMENT OF TRANSPORTATION, I WAS ASKING FOR SOME SPECIFICS, AND SOME OF THOSE SPECIFICS REFLECT THE ACTIONS OF THE CITY OF TAMPA'S CRA SEVERAL WEEKS AGO.

YOU RECEIVED A LETTER FROM OUR CHAIR REGARDING THE -- THIS CRA AND I PROVIDED COPIES OF THOSE LETTERS TO MISS HUNT AND TO MR. GOUGHT AND THEY OUTLINED THINGS THAT THE CRA HAD DISCUSSED AND SOME OF THE THINGS THAT THE CRA WAS NOT HAPPY WITH.

THE LETTER TO YOU, COMMISSIONER MILLER, WAS TO THAT THE CRA VOTED UNANIMOUSLY TO TAKE THE PROJECT OUT OF THE TRANSPORTATION IMPROVEMENT PLAN.

HOWEVER, I THINK THAT IN SOME WAYS REQUIRING AS YOU DID SOME BENCHMARKS AND SOME CONDITIONS AT THIS POINT IN TIME AS WE MOVE FORWARD THROUGH THE PROCESS BECAUSE IT WILL COME BACK, IT HAS GOT TO GO TO THE STATE AND COME BACK HERE, BUT I WOULD LIKE TO MAKE SURE THAT WHAT IS OUTLINED IN A DOCUMENT THAT MR. GOUGHT PROVIDED TO ME A FEW DAYS AGO IS THE SCOPE OF SERVICES PROJECT DEVELOPMENT AND ENVIRONMENTAL STUDY OF THE PD AND E WHICH IS THE OUTLINE WHAT WOULD BE INCLUDED IN THE SCOPE FOR THE CONTRACT OF THE CONSULTING COMPANY THAT IS CHARGED WITH AND FROM WHAT -- AND ANY OF THE DEPARTMENT OF TRANSPORTATION FOLKS CAN CORRECT ME IF I'M WRONG BUT OUTLINE THE SCOPE OF THAT

REEVALUATION YOU MENTIONED IN YOUR MOTION.

AND IT APPEARS TO ME SINCE THIS DOCUMENT EXISTS THAT THE REEVALUATION MAY ALREADY BE UNDER WAY, AND IT TALKS ABOUT SOME OF THE SPECIAL PUBLIC INVOLVEMENT REQUIREMENTS AND ONE OF THEM IS A REEVALUATION KICK-OFF.

SO MY QUESTION ACTUALLY FOR THE DEPARTMENT IS IF THIS SCOPE OF SERVICES HAS BEEN OUTLINED, HAS THE CONTRACT WITH THE COMPANY THAT THE SCOPE OF SERVICES, BECAUSE I JUST HAVE THE ATTACHMENT, THE EXHIBIT A, I DON'T HAVE THE WHOLE CONTRACT.

WHEN WAS THAT KICK-OFF OR HAS IT HAPPENED YET?

IS THERE A SCHEDULE FOR THE KICK-OFF FOR THE REEVALUATION AND I'M CURIOUS AS TO WHAT OF THE ALSO THINGS THAT COMMISSIONER MILLER MENTIONED TO THE SOCIAL PARAGRAPH 3.2 AND FOR WHOEVER I THINK HE LEFT BUT WHOEVER SAID THAT WE DON'T READ DOCUMENTS LET ME ASSURE YOU WE READ DOCUMENTS.

THE COMMUNITY COHESION, COMMUNITY FACILITIES FOCAL POINTS, SAFETY, EMERGENCY RESPONSE, TITLE 6, COMMUNITY GOALS AND QUALITY OF LIFE WOULD ALL BE A PART OF WHAT WOULD BE EVALUATED. SO I AGREE THAT EXTENSIVE COMMUNITY OUTREACH AND COMMUNITY INVOLVEMENT HAS TO TAKE PLACE AND IT SEEMS LIKE IN THE SCOPE OF SERVICES THAT THOSE THINGS ARE SUPPOSED TO HAPPEN.

I'M JUST NOT CLEAR IF THEY ARE ALREADY HAPPENING OR NOT.

THE OTHER THING I WOULD LIKE TO ASK FOR IS THAT THERE BE PART OF THIS AND IT IS THE SAME THING THAT WE TALKED ABOUT AT THE POLICY COMMITTEE OR THAT I TALKED ABOUT AT THE POLICY COMMITTEE

IS THE NEBRASKA, FLORIDA AND TAMPA STREETS AND LOOKING AT PART OF THE IMPROVEMENT AND FUNDING OF THOSE -- THE STUDIES, COMPLETE STREETS AND ALL OF THE AMENITIES SINCE THEORETICALLY ALTHOUGH ONE OF THE GENTLEMEN I THINK HE OWNS GLEN'S APOTHECARY SAID IT WOULD HURT HIS BUSINESS TO TAKE CARS OFF OF THE ROAD.

IF CARS LIKE ME ARE ONLY GOING TO BE HEADED HOME AND I'M HEADED TO THE BUSCH GARDENS AREA I'M NOT LOOKING TO STOP AT BUSINESSES BUT JUST TO GET HOME SO I MIGHT TAKE THE TOLL LANE IF I AM IN A HURRY SO I WOULD LIKE THAT ADDRESSED.

AND THE LAST AND YOU CAN TIE THIS ALONG WITH THE OTHER IS FUNDING AGAIN LOOKING AT FOR THE THAT CORRIDOR THAT WE ALWAYS TALK ABOUT THAT WAS IN ONE OF THE FIRST SLIDES, THE TRANSIT CORRIDOR WHICH WOULD BE THE STREET CAR I-275.

SO I WOULD ASK AS PART OF THE MOTION THAT THOSE THINGS, THE INVOLVEMENT OF THE CRA, AS WE HAD REQUESTED AND DISCUSSED MAYBE AS A MEMBER OF THE DESIGN REVIEW COMMITTEE, THE DRC, AND THE NEBRASKA FLORIDA TAMPA TWO-WAY PAIRS AND COMPLETE STREETS AND THE INCLUSION OF THE STREETCAR EXTENSION ON I-275 AS PART OF THOSE BENCHMARKS.

>> I'M GOING TO TRY TO ANSWER THAT QUESTION.

>> GO AHEAD AND ANSWER THE QUESTIONS AND THEN WE WILL RETURN TO THE MAKER OF THE MOTION AND GET HIS INPUT ON WHETHER OR NOT HE WILL ACCEPT THOSE AMENDMENTS.

>> OKAY.

THANK YOU.

DEBBIE HUNT, FLORIDA DEPARTMENT OF TRANSPORTATION AGAIN.

TO ANSWER YOUR FIRST QUESTION ABOUT THE CONTRACT, YES, WE DO HAVE A CONTRACT UNDERWAY.

IT WAS EXECUTED TWO MONTHS AGO IN THE NEXT FEW MONTHS WE WILL HAVE THE KICK-OFF MEETING ONCE WE'VE GATHERED ALL OF THE BACKGROUND DATA SO WE CAN GO OUT AND START WORKING WITH THE PUBLIC.

ESPECIALLY THE TAMPA HEIGHTS AND SEMINOLE HEIGHTS COMMUNITIES. SECOND OFF, YOUR REQUEST, THE SECOND REQUEST HAVING TO DO WITH TAMPA AND FLORIDA AVENUE I BELIEVE WERE ALREADY INCLUDED IN THE MOTION WITH US WORKING WITH THE CITY OF TAMPA ON THOSE FACILITIES.

>> IT WAS FOR ME IT WAS A LITTLE VAGUE SO, WORKING WITH THE CITY IS THE CITY COULD MEAN ADMINISTRATION AND THE CRA AND THE CITY COULD MEAN DEPARTMENT STAFF.

I'M LOOKING TO NAIL DOWN THE SPECIFICS.

>> THAT'S GOING TO BE UP TO THE CITY WHEN WE GET THERE.

>> SIR, IT WAS THE CRA THAT SPECIFICALLY REQUESTED IT IS A DIFFERENT BODY THAN THE CITY COUNCIL ON THE CITY ADMINISTRATION THE CRA IS A DIFFERENT AGENCY IN A LEGISLATIVE BODY.

>> AGAIN WHICH ONE IS THE CITY OF TAMPA?

>> FOR THE THIRD IF I MAY AND FOR THE THIRD ISSUE THAT YOU RAISED THE STREETCAR WERE CURRENTLY UNDER WAY WITH A STUDY FOR THE STREETCAR WITHIN THE DOWNTOWN AREA AND I THINK WE NEED TO GET THROUGH THAT STUDY BEFORE WE EXPAND IT THROUGH THE I-275

CORRIDOR.

WE NEED TO DETERMINE FEASIBILITY FIRST.

>> I THINK IT IS UP NOW TO THE MAKER OF THE MOTION TO DETERMINE WHETHER OR NOT THEY WANT TO ACCEPT THE AMENDMENT.

>> FIRST AND FOREMOST THE PART ABOUT THE CITY OF TAMPA I'M NOT GOING TO DICTATE WHAT PART OF THE CITY OF TAMPA, THE MAYOR AND THE CITY COUNCIL AND THE CRA WHATEVER THE CASE MAY BE BUT I JUST DESIGNATE THE CITY OF TAMPA.

YOU WANT IT TO BE DICTATED TO WHOM?

>> I'M SORRY WE HAVE TO SHARE A MICROPHONE.

>> GO RIGHT AHEAD.

>> THANK YOU.

COUNCILMEMBER.

I AM SPECIFICALLY MENTIONING THE CRA BECAUSE IT IS THE CRA AS A BODY THAT IS CHARGED WITH THE ADMINISTRATION OF THE AREAS THAT ARE MOST AFFECTED TAMPA HEIGHTS AND THE CRA IS THE ONE WHO VOTED UNANIMOUSLY TO ASK THE MPO TO TAKE THE PROJECT OUT SO I'M TRYING TO TAKE A STEP OFF OF THAT COMPLETE TAKE THE PROJECT OUT TO SPECIFICALLY WORK WITH THE CRA BECAUSE IT IS THE CRA WE HAVE OUR ECONOMIC DEVELOPMENT MANAGERS WHO ADMINISTER THIS COMMUNITY ADVISORY COMMITTEES WHO ARE MEMBERS OF TAMPA HEIGHTS THAT WOULD BE AFFECTED.

SO IT IS A MORE SPECIFIC ASK THAN JUST A BLANKET TO THE CITY OF TAMPA.

>> YOU ARE A CITY COUNCIL PERSON AND YOU KNOW ABOUT THAT BETTER

THAN I DO SO TO BE PROCEDURALLY RIGHT ABOUT THIS WHOLE THING YOU WOULD NEED TO MAKE YOUR AMENDMENT AND THEN WE WILL MAKE AN AMENDMENT ON THE MOTION BUT I UNDERSTAND WHAT YOU ARE SAYING NOW BUT IF YOU ARE GOING TO DO THIS YOUR MOTION IS A PART OF IT.

>> THERE WAS SOME QUESTIONS I WANTED THE DEPARTMENT TO ADDRESS AS WELL.

>> LESLEY MILLER, JR.: I THINK SHE HAS ANSWERED THE MOTION AND IT WILL VOTE ON THAT AND IF IT RECEIVES A SECOND THEN WE WILL CONTINUE ON TO THE MAIN MOTION.

>> SO PARLIAMENTARY IF I DO A MOTION TO AMENDMENT THAT WOULD HAVE TO BE TAKEN ON THE FULL MOTION.

SO MY MOTION TO AMEND WOULD BE TO SPECIFICALLY REQUEST THE DEPARTMENT OF TRANSPORTATION TO WORK WITH THE COMMUNITY REDEVELOPMENT AGENCY OF THE CITY OF TAMPA.

THAT IT WOULD BE CONSIDERED FOR THE CRA TO BE PART OF DESIGN REVIEW COMMITTEE AND INVOLVED IN THE COMMUNITY OUTREACH.

IS THAT SPECIFIC ENOUGH FOR THE CRA?

THE OTHER TWO WE ALREADY SEEM TO HAVE SOME COMMITMENT FROM YOUR ANSWER.

SO --

>> YES, MA'AM.

>> SO YOU SEE YOU ARE REALLY LOSING YOUR VOICE THERE NOW.

SO THAT WOULD BE MY MOTION TO AMEND.

>> OKAY.

SO WE HAVE A MOTION FROM COUNCILMEMBER MONTELIONE.

DO WE HEAR A SECOND?

THAT MOTION DIES FOR LACK OF A SECOND.

>> I TRIED.

>> LET'S RETURN TO THE MAKER OF THE ORIGINAL MOTION.

>> THAT MOTION HAS BEEN SECONDED BY DIRECTOR LOPANO.

IS THERE ANY ADDITIONAL DISCUSSION ON THE ORIGINAL MOTION?

>> WE HAVE TO DO A ROLL CALL VOTE.

>> SEEING NONE WE WILL DO A ROLL CALL VOTE ON COMMISSIONER
MILLER'S MOTION.

SECONDED BY DIRECTOR LOPANO.

AND MAYOR CHILLURA IS ON THE PHONE.

[ROLL CALL]

[APPLAUSE]

>> LADIES AND GENTLEMEN, WE'RE IN THE MIDDLE OF THE VOTE.

[ROLL CALL]

>> MOTION CARRIES.

>> OKAY.

THANK YOU VERY MUCH.

ANY OTHER DISCUSSION ON THE TIP?

COMMISSIONER BECKNER?

>> KEVIN BECKNER: THANK YOU, MR. CHAIR.

MISS HUNT, I HAD ONE OTHER QUESTION FOR YOU.

YOU'VE HEARD THERE HAS BEEN A LOT OF EXTENSIVE DISCUSSION ABOUT
WANTING TO INVEST MORE IN OTHER TRANSIT OPTIONS FROM THE STATE

OTHER THAN JUST ON ROADS.

WHAT IS -- COULD YOU NUMBER ONE WHAT IS THE PERCENTAGE HERE IN HILLSBOROUGH THAT THE STATE WILL BE INVESTING IN OTHER TRANSIT OPTIONS OTHER THAN ROADS AND THEN WHAT DO YOU NEED DIRECTION FROM US IF WE WANT TO MORE HEAVILY PRIORITIZE THE INVESTMENT AND TRANSIT VERSUS ROADS IN THE FUTURE?

>> OKAY.

THE RESPONSE?

>> THANK YOU VERY MUCH.

GREAT QUESTIONS ON THE PERCENTAGES WE HAVE INVESTED IN OTHER MODES I WOULD HAVE TO GET BACK TO YOU ON THAT PERCENTAGE.

I DON'T KNOW IT OFF OF THE TOP OF MY HEAD.

I DON'T HAVE IT WITH US.

HOWEVER, WE DO INVEST HEAVILY IN THE AIRPORT, THE PORTS AS WELL AS HART.

THE ANSWER TO YOUR OTHER QUESTIONS, VERY TOUGH QUESTION, AND THE REASON BEING IS FOR THE DEPARTMENT AND I THINK THIS IS WHAT YOU ARE ASKING, FOR THE DEPARTMENT TO INVEST IN PREMIUM TRANSIT AM I ON THE RIGHT TRACK?

FOR THE DEPARTMENT TO INVEST IN PREMIUM TRANSIT THEN THE CITY AND THE COUNTY HAVE TO FIRST AGREE UPON A PLAN TO MOVE FORWARD AND THEY ALSO HAVE TO AGREE UPON HOW TO FUND THE LONG-TERM OPERATING AND MAINTENANCE.

AT THAT POINT WE WILL WORK WITH YOU ON DEVELOPING SOME SORT OF A PLAN BUT FOR US TO INVEST IN CAPITAL WHICH WOULD BE BUILDING

IT AND PROVIDING ROLLING STOCK THEN WE WOULD HAVE TO KNOW THAT THERE IS A LONG-TERM OPERATING AND MAINTENANCE PLAN FOR IT TO HAPPEN.

>> COULD YOU GET THE NUMBERS TO ALL OF THE BOARD MEMBERS?

>> ABSOLUTELY.

>> THANK YOU.

>>> YOU'RE WELCOME.

>> ANY OTHER COMMENTS ON THE TIP?

LET ME THANK EVERYONE FOR COMING OUT TONIGHT.

WE APPRECIATE YOUR COMMENTS WHETHER YOU WERE PRO OR CON AND GETTING INVOLVED IN THE PROCESS.

WE STILL HAVE ANOTHER SECTION TO GO IN OUR MEETING.

THE EXECUTIVE DIRECTOR'S REPORT.

LET'S WAIT UNTIL EVERYONE CLEARS OUT.

>> THANK YOU.

I WILL MAKE THIS BRIEF.

AND THANK YOU ALL FOR COMING TONIGHT.

YOU ASKED IF WE ARE PROUD AND I AM VERY PROUD TO BE PART OF THIS COMMUNITY WITH ALL OF ITS COMMITMENT TO MAKING THIS A BETTER PLACE.

WE HAD A COUPLE OF REGIONAL AND STATE-WIDE MEETINGS OVER THE LAST TWO MONTHS.

ONE WAS THE MPO CHAIR'S COORDINATING COMMITTEE WHICH DID APPROVE PRIORITIES FOR THE TRANSPORTATION REGIONAL INCENTIVE PROGRAM AND THE MULTI-USE TRAILS PROGRAM FOR DISTRICT 1 OF THE DOT AND

ALSO SENT A LETTER TO TBARTA IN YOUR PACKETS ABOUT REGIONAL CONSOLIDATION.

AND I WANTED TO LET YOU KNOW THAT WE HAVE PARTNERED WITH QATAR AND ARE GOING TO STUDY SOCIAL EQUITY IN TRANSPORTATION.

WE WILL BE KICKING OFF THAT STUDY THIS COMING FALL.

WE HAVE ALSO WORKED OUT AN ARRANGEMENT WITH THE USF URBAN PLANNING PROGRAM TO CREATE A FELLOWSHIP FOR A PART-TIME GRAD STUDENT TO THE MPO THIS YEAR.

AND I'M ALSO VERY HOPEFUL THAT WE WILL BE ABLE TO HAVE OUR SCHOOL BOARD REPRESENTATIVE SEATED WITH THE BOARD NEXT AT NEXT MONTH'S MEETING.

THE REST OF MY REPORT IS IN YOUR FOLDER.

OUR POLICY COMMITTEE MEETING WILL BE ON THE 25TH OF AUGUST AT 9:00 A.M. AND THE NEXT TRANSPORTATION MANAGEMENT AREA LEADERSHIP GROUP MEETING WILL BE SEPTEMBER 4TH AT 9:00 A.M.

>> LESLEY MILLER, JR.: ANY QUESTIONS?

>> SANDRA MURMAN: I JUST HAVE A COMMENT.

THIS WAS OBVIOUSLY A HEARING THAT WAS I KNOW TOUGH FOR YOU AND YOU HANDLED IT WELL.

YOU TREATED EVERYBODY WITH RESPECT, AND WE GOT THROUGH IT SMOOTHLY, AND WE SHOWED PEOPLE THAT WE CARE ABOUT THEM IN THIS COMMUNITY.

AND I JUST WANT TO SAY THAT I THINK THAT IT IS SO IMPORTANT AS WE MOVE FORWARD THAT WE CONTINUE TO WORK TO SPEAK WITH ONE VOICE IN THIS COMMUNITY.

THIS IS WHY OTHER COUNTIES DO BETTER THAN US IN TRANSPORTATION FUNDING, FEDERAL, STATE, LOCAL, WHATEVER IT IS.

AND THIS IS A STEP TODAY TO GET THERE SO I JUST WANT TO OFFER THAT BUT I DO WANT TO THANK YOU.

>> LESLEY MILLER, JR.: THANK YOU, I APPRECIATE THAT.

YES, MAYOR?

>> I THOUGHT YOU SHOWED GREAT LEADERSHIP TONIGHT SO THANK YOU VERY MUCH.

>> LESLEY MILLER, JR.: THANK YOU VERY MUCH.

I APPRECIATE THAT.

ANY OLD BUSINESS TO COME BEFORE US TONIGHT?

ANY NEW BUSINESS?

MR. BOWERS, IS THIS YOUR FIRST MEETING?

[LAUGHTER]

>> LESLEY MILLER, JR.: ARE YOU COMING BACK?

>> BAPTISM BY FIRE.

>> LESLEY MILLER, JR. LET'S WELCOME MR. WATERS BAUERS WHO HAS BEGIN HIS HEART TO THE MPO.

I HAVE KNOWN HIM FOR YEARS AND HE IS AN ASSET TO THE BOARD AND YOU REALLY GOT DUMPED IN ON YOUR FIRST MEETING BUT WELCOME TO THE BOARD.

ANYTHING YOU WOULD LIKE TO SAY?

>> NO, I JUST IT IS A PLEASURE TO SERVE ON THIS BOARD AND I THINK I WAS REALLY BAPTIZED WELL TODAY.

>> MR. CHAIR?

>> LESLEY MILLER, JR.: I WOULD LIKE TO THANK YOU FOR RUNNING THIS MEETING IN A SMOOTH AND RESPECTFUL MANNER.

I THINK WE GOT OUT OF HERE A LOT EARLIER THAN ANY OF US THOUGHT WE WOULD.

I WANT TO THANK MISS ALDEN FOR ALL OF THE WORK SHE HAS PUT IN AND HER STAFF FOR PREPARATION FOR THIS MEETING.

LYNN, GINA, LINDA, EVERYBODY WHO IS HERE AND FOR REALLY WORKING OUT HOW THE PUBLIC AND THE MAYOR COULD PARTICIPATE WITHOUT BEING IN THE ROOM GIVING EVERYBODY A CHANCE WHETHER THEY COULD BE IN THE CHAMBER OR NOT TO SPEAK, AND ONE LAST THANK YOU TO MR. ANDERSON FOR PUTTING OFF HIS VACATION FOR A DAY TO BE HERE WITH US SO THANK YOU.

>> LESLEY MILLER, JR.: BEFORE WE ADJOURN, CAMERON, YOUR WIFE DID NOT HAVE THAT BABY WHILE WE WERE SITTING HERE.

>> NO, SHE DID NOT.

>> LESLEY MILLER, JR.: HE WAS WORRIED.

SO IF THERE IS NOTHING ELSE TO COME FORWARD, WE'RE ADJOURNED.