



Hillsborough TPO

Transportation Planning Organization

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Plan Hillsborough

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

Meeting of the Livable Roadways Committee

Wednesday, May 25, 2022, 9:00 a.m. – 11:00 a.m.

County Center, 18th Floor – Plan Hillsborough Committee Room

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

Remote participation:

- To view presentations and participate on your computer, tablet or smartphone:

<https://attendee.gotowebinar.com/register/1068652057596981774>

- Register in advance to receive your personalized link, which can be saved to your calendar.
- Dial in LISTEN-ONLY MODE: 1-562-247-8422 Access Code: 491-893-478
- Presentations, full agenda packet, and supplemental materials [posted here](#), or phone us at 813-756-0371 for a printed copy.
- Please mute yourself after joining the conference to minimize background noise.
- Technical support during the meeting: Jason Krzyzanowski at (813) 836-7327 or JasonK@plancom.org.

Rules of engagement:

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

Agenda

- I. **Call to Order and Introductions**
- II. **Roll Call Vote and Declaration of Quorum** (Gail Reese, TPO Staff)
 - A. **Vote of Consent for Remote Member Participation** – *if applicable*

- III. **Public Comment** - 3 minutes per speaker, please

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

- IV. **Approval of Minutes** – April 27, 2022

V. Action Items

- A. Transportation Improvement Program (TIP) Update, FY 2022/23 – 26/27 (Johnny Wong, TPO Staff)
- B. ETDM Project #14493 (Gibson Drive from Fern Hill Drive to US 301) (Allison Yeh, TPO Staff)

VI. Status Reports

- A. City of Tampa MOVES and Vision Zero Action Plan (Brandie Miklus, City of Tampa Staff)

VII. Old Business & New Business

VIII. Adjournment

IX. Addendum

- A. TPO Meeting Summary and Committee Reports
- B. Fact Sheet: I-75 Big Bend Road Interchange construction and announcement of June 7 open house
- C. Fact Sheet: SR60 Median Modification and announcement of June 14 hearing

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

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Persons needing interpreter services or accommodations for a disability in order to participate in this meeting, free of charge, are encouraged to contact Joshua Barber, (813) 576-2313 or barberj@plancom.org, three business days in advance of the meeting. If you are only able to speak Spanish, please call the Spanish helpline at (813) 272-5940 or (813) 273-3774 and dial 1.

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

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**HILLSBOROUGH COUNTY
TRANSPORTATION PLANNING ORGANIZATION
LIVABLE ROADWAYS COMMITTEE (LRC)
HYBRID MEETING OF APRIL 27, 2022**

I. CALL TO ORDER AND ROLL CALL

Chair Citro called the meeting to order at 9:00 AM and led the Pledge of Allegiance.

Members Present In-Person: Councilman Joseph Citro, Cal Hardie, Oona Johnsen, Michael Maurino, David Hey, Emily Hinsdale, Chris Thompson, Larry Josephson, Karen Kress, Jason Jackman, Arizona Jenkins, Sara Hendricks, Krystina Steffen

Members Present Virtually: Matthew Lewis, Carlos Ramirez

Members Absent/Excused: Julie Ham, Melissa Collazo, Scott Drainville, Catherine Coyle, Matthew Pleasant

Other Attendees: Lisa Silva, Beth Alden, Allison Yeh, Elizabeth Watkins, Jason Krzyzanowski, Davida Franklin, Gena Torres, Amber Simmons, Wade Reynolds, Lizzie Ehrreich, Gail Reese (TPO Staff); Christopher DeAnnuntis (HART); Ginger Regalado, Robin Birdsong (FDOT); Tim Heberlein (City of Tampa); Darby Bryant (USF)

There is an in-person quorum.

A. Vote of Consent for Remote Member Participation (*Timestamp 0:01:44*)

Michael Maurino so moved, seconded by David Hey. Voice vote, motion passes unanimously.

II. PUBLIC COMMENT (3 minutes per speaker) (*Timestamp 0:04:35*)

A. **Email from the Sundance Community on US 301 South between SR 674 and the Manatee County Line.** Included following the minutes.

III. APPROVAL OF MINUTES (*Timestamp 0:03:34*) – March 23, 2022.

Michael Maurino moved to approve the minutes of March 23, 2022, seconded by Cal Hardie; the motion passed unanimously by voice vote.

ACTION ITEMS

A. **TPO Membership Apportionment** (Elizabeth Watkins, TPO Staff) *(Timestamp: 0:07:13)*

- Review of background.
- Went over considerations – heard different concerns from the TPO Policy Committee and others.
 - Government in the Sunshine Law
 - Analyzed all MPO/TPO across the state of Florida, Hillsborough County has the least number of elected officials making up the vote.
 - Population growth and the percentage of growth in the unincorporated county.
- Review of three Scenarios.
 - Showed breakdown of proposed votes on the TPO Board and summary table.
- Went over proposed TPO Board votes versus the 2020 census data.

Presentation: [Hillsborough TPO Membership Apportionment Plan](#)

Draft: [TPO Apportionment Plan Draft](#)

Recommendation: Consider and provide comments on the apportionment plan and forward it to the TPO Board.

Discussion:

It was brought up that comparable counties in Florida (Broward, Miami-Dade, MetroPlan Orlando) are the closest to Hillsborough in the % of votes from Elected Officials and the size of counties. Removing agency votes is taking away a citizen representation in the way of non-elected representation. Should consider adding back a Planning Commission seat and a HART member that is not an elected official. Keeps an odd number of members and remains with citizen representation. This suggested make-up would keep transit and land use represented by citizens. This was supported by other members of the committee. The Comprehensive Plan for Tampa and Unincorporated County in the intergovernmental section has numerous policies talking about improving the coordination between agencies and elected officials. It is unclear if this proposed change would further those policies. Chair Citro believes that THEA and HART should be involved in the TPO Board. He also believes that there should be more representation from the City of Tampa due to the fluctuation of the city population primarily from those that come into the city to work (7A – 7P). The City of Tampa has more effective transportation than any other area of Hillsborough County including 2 major highways intersecting. It was asked if the 7 Hillsborough County votes would mean that all the BOCC members would be on the TPO Board. That is correct. It was noted that at least one county district is entirely within the City of Tampa. It was also noted that having a seat from the Planning Commission would consider things from an entire county perspective. It was asked if HART is no longer on the Board along with Sunshine Line and the other transit options, how would they be represented. It was noted that the Hillsborough County BOCC wear multiple hats between the BOCC and the agency boards they sit on. There was quite a bit of discussion about the size of the unincorporated county, the volume of the airport and port traffic, and how the population flows between the municipalities (people from unincorporated county come into the City of Tampa to work). It was asked if the apportionment change is required. It is required to be evaluated every 10 years, but it is not required to change. It was noted that the

status quo does not need to be the CEOs of the agencies but a representative of the agency. Matt Lewis noted that there is no nexus to Livable Roadways on this Action Item; it is a governance issue.

Karen Kress moved that the TPO Board apportionment be left status quo, seconded by Arizona Jenkins. Roll call vote, the motion passes 9 – 0.

B. Public Participation Plan Measures of Effectiveness 2020 – 2021 (Davida Franklin, TPO Staff)
(Timestamp 0:38:30)

- Went over why we do this report, why public engagement is important
- Review of categories
 - Visibility & Productivity – went over statistics and public visibility
 - Participation Opportunities – individuals who have attended Board and Committee meetings, speakers, received agendas, and event participation
 - Public Interest & Feedback – review of activities
 - Public Input – outreach events for studies and how input drives recommendations
 - Community Engagement – FLiP Jr., Remembrance Walk, Garden Steps, Gulf Coast Safe Streets Summit, and many more
 - Input Results – review of recommendations from 2020 – created FLiP Jr. program, One Minute Matters videos, hybrid engagement through pandemic, TIP Amendment pilot.
 - 2022 Recommendations – Increase digital and social media tools to increase engagement, provide more clarity about the TPO’s role and responsibilities in the transportation planning process, use focus groups more often, build a culture of awareness

Presentation: [Public Participation Plan Measures of Effectiveness](#)

Draft: [Measures of Effectiveness Report](#)

Recommendation: Approve the draft report and forward it to the TPO Board for approval.

Discussion:

It was commented that there is a limited-service area of HART and that it could be looked at along with Sunshine Line. It was noted that Plant City does not have HART services and clarified that Plant City does not contribute to HART. Do not know if Sunshine Line serves Plant City.

Michael Maurino made the motion to approve the Public Participation Plan report and move it to the TPO Board, seconded by Oona Johnsen. Voice vote, motion passes unanimously.

C. ETDM Project #14486 (US 3201 from Moccasin Wallow Road to SR 674) (Allison Yeh, TPO Staff)
(Timestamp 0:54:42)

- Review of what an ETDM is. Looking for comment as the TPO is a reviewing body.
- Went over the make-up of the project and the need for this project.
- The project is consistent with TPO plans and studies along with the Future of Hillsborough Comprehensive Plan for Unincorporated Hillsborough County.
- Recommendations are being made for environmental impact

Presentation: [ETDM US 301 Moccasin Wallow Rd to SR 674](#)

Discussion: Public comment was read into the record at the beginning of the meeting.

Improvements will need to be sensitive to the environment but also be multi-modal in design. Extending the large trail north of SR 674 to the south. The timeline was questioned. Reviewing agencies submit reviews to FDOT. If a topic should be highlighted in the review, it would need to be elevated in the review provided. It was asked if this could be brought back after development but before design for additional review and comment. Off-road crashes were asked about. It was clarified that “off-roadway” indicates that a vehicle traveled off the roadway. It can include bike/ped, but it would be classified as such. It was asked if the safety has more to do with the bike/ped coming out of the housing developments along the corridor. It was asked how the widening of the road induces demand for the corridor. It was suggested that the widening should bring in a median to reduce left-turn and head-on crashes. This is a divided highway now. Environmental impacts were brought up with the crossings to make sure that wildlife crossings are included along with vehicular. The majority of this area is outside the urban service area and needs to remain rural in character in Hillsborough County.

Arizona Jenkins moved to submit the comments presented and additional comments made by the committee and public comment, seconded by Cal Hardie. Voice vote, motion passes unanimously.

IV. Status Reports

A. FDOT District 7 Safety Program Update (Ginger Regalado, FDOT) *(Timestamp 1:20:55)*

- Review of safety challenge – vulnerable users
 - Bike, pedestrian, motorcycle – numbers increased from 2019 – to 2021
- What are the safety challenges – increased incapacitating injuries
 - larger coverage; companies provide crowd-sourced maps with data provided by users.
- Hillsborough County hits in the top 10 across every safety category and in the top 5 in most categories across the Highway Safety Matrix. Top 25% of Florida Counties for fatalities and serious injuries for all emphasis areas.
- Local roads represent the majority of crashes in Hillsborough County with state roads not far behind, 49% and 48% respectively.
- Identifying top corridors/ TPO High Injury Network – overlap with each other. Allows working with county and city to see how safety improvements can be done. Also impacts funding for enforcement and education.
- Noted that the IJIA included \$11 billion for safety.
- USDOT National Roadway Safety Strategy – safe road users, safe vehicles, safe speeds, safe roads, post-crash care.
 - State-level – Strategic Highway Safety Plan, Target Zero Behavior Campaign, Florida Design Manual Revisions, Safe Strides 2 Zero – Predictive, Vital Few - Safety
- FDOT has adopted a Target Zero program to expand upon the City of Tampa Vision Zero Action Plan. District 7 is partnering with stakeholders. 14 of the City of Tampa High Injury Corridors are on state roads. FDOT is working in collaboration with partners to improve these corridors.

- Difficulties – equipment, shortage of manpower, are doing ongoing data collection, district-wide lighting levels, working with marked crosswalks and adding more, preparing 319 crosswalk studies
- Working with PSAs, geofencing, law enforcement

Presentation: [FDOT D7 Safety Update](#)

B. FY 23 & FY24 UPWP Preliminary Draft (Amber Simmons, TPO Staff) *(Timestamp: 1:37:50)*

- Defines the transportation planning activities and products to be developed by the TPO.
- Required by federal law under Title 23 CFR 450.314 and Title 49 CFR 613.100 and state law Chapter 339.175 governing TPOs.
- Overview of the draft document.
 - Review of the budget.
 - Showed the six tasks and the new task 7 which is a Regional LRTP (shared funding)
 - Went over the summary of FY 21 and 22 projects
 - Current DBE is at 14.5% of projects, state goal is 10.5%
 - Review of UPWP Development Schedule
 - Showed this year’s partner agency requests for planning and analysis, critical path projects for FY 23 & FY 24, and other recommended projects
 - UPWP coordinates the funding – FDOT planning activities are appendix G, HART will be in H.

Presentation: [FY 23 and FY 24 UPWP Preliminary Draft](#)

Website: [UPWP website](#)

C. Introduction to New TPO Studies (Gena Torres, TPO Staff) *(Timestamp: 1:43:35)*

- Will hear more details in the summer on these projects and will be coming back for action.
- Health Impact Assessment of 2045 LRTP Complete Streets – Joshua Barber
- Freight Supply Chain Resilience Study – Allison Yeh
- Data Sharing Platform Enhancements – Johnny Wong/ Sarah Caper
- Tampa School Transportation Safety Study – Lisa Silva
- Plant City Canal Trail Study – Wade Reynolds
- Hillsborough County Bicycle Network Evaluation – Wade Reynolds/ Abigail Flores

Presentation: [Introduction to TPO Studies](#)

V. OLD BUSINESS & NEW BUSINESS *(Timestamp: 1:49:20)*

- A. **Memo on Government in the Sunshine** – a reminder of the important role, communication protocols, social media posts, etc.
- B. **Live Grow thrive Tampa Comprehensive Plan Update** – the survey is on the internet, please go and take it. [Live Grow Thrive 2045: Tampa Comprehensive Plan Update](#)

- C. **Arizona Jenkins:** Left turn light at Palm and Columbus. Lisa Silva will let the City of Tampa member know. Reminded members that an effective method to report a customer service request is through the respective websites is the best method.
- D. **May is national bike month,** May 4 is national bike to school day.
- E. **Next meeting on May 25, 2022**

VI. **ADJOURNMENT** Meeting adjourned at 10:57 AM

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

Public Comment Email:

From: Lisa Silva

Sent: Monday, April 25, 2022 3:53 PM

To: WeTransfer™; Beth Alden

Cc: David Hey; Gail Reese

Subject: RE: The Sundance Community Perspective on Rt. 301 Widening

Ralph Greenlee: Thanks you for your comments!

From: WeTransfer™ <ralphgreenlee@hotmail.com>

Sent: Monday, April 25, 2022 3:34 PM

To: Beth Alden <aldenb@plancom.org>; Lisa Silva <silval@plancom.org>

Subject: The Sundance Community Perspective on Rt. 301 Widening

Good evening, Beth and Lisa. Per my discussion with you both, I am submitting a community perspective relative to the study which could push forward the widening of Rt. 301 south of Rt. 674. Our community, Sundance, is the southernmost community in all of Hillsborough County with 2,000 residents and twenty-five miles of roads. Please enter the following into the record of the TPO Livable Roadways Committee Meeting on April 27, 2022 @ 9:00 to 11:00 am. Ralph Greenlee (42 years in Sundance)

The Community of Sundance spent 34 months providing input to the Little Manatee South Community Plan and it was adopted by the Hillsborough County Board of Commissioners in November 2010. From our standpoint the single most important problem for our community was that of Transportation, inside of the community and adjacent to the community. 18 wheelers and dump trucks treat our roads as a cut-thru to span the 9.3 miles between Rt.301 and Rt. 41. Closer to home, Rt. 301 has become a racetrack for any and all vehicles, between Rt. 674 and the Manatee County line. We are a rural civic association known to be an equestrian community. We have a 9-acre/40 stall area where residents can exercise and house their horses. When they transport their animals to a horse show and return via Rt 301, they need to reduce their truck/trailer speed to a least 15 mph prior to turning onto Lightfoot Rd. Cars/trucks approaching said combo from the rear don't always see this speed reduction. The same is true for our boating residents and friends before getting to our marina on the Little Manatee River. The same is true for our DIY residents who need to use their utility trailers to take large dead trees to the transfer stations. Finally, the State Park, just 500 feet from the aforementioned turn point, from Rt. 301 to Lightfoot Road, brings an assortment of recreational vehicles to our community. The common

theme here is that a turn-lane is needed, not just for our residents, but for visitors to our area throughout the year.

When you approve widening Rt. 301 for many different reasons, please provide for a turn-lane, on Rt 301, to Lightfoot Road; you will be securing the safety of two thousand residents and hundreds of visitors for many years to come.

Thank you in advance for your help in this very important area.

The Sundance Homeowners Association

DRAFT



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item

Transportation Improvement Program (TIP) Update, FYs 2022/23 – 26/27

Presenter

Johnny Wong, TPO Staff

Summary

Staff has prepared the annual update of the Transportation Improvement Program document for the fiscal year period of 2022/23 – 2026/27. The TIP document includes three important lists, organized into tables, which are integral parts of the plan:

1. Existing Priorities Funded for Construction: these are priorities that are under construction or have funding to begin construction within the next five years. This list also includes partially funded projects, which are included to show community support while they await completion.
2. Candidates for New Funding: these are priorities that need federal and state funding because they have been shown to address urgent transportation needs in the community. This list organizes projects into the appropriate investment program and ranks them in order based on the estimated impact they will have on the community's goals.
3. All Other Projects Funded in the Next 5 Years: this list is quite large and includes projects programmed by the FDOT based on our previous year's priority list. It also catalogs all projects in our partners' local Capital Improvement Programs, even though the TPO does not control what projects appear in the CIPs. The table indicates the status of each project, what type of project it is, and the costs associated with each phase.

Staff will present the updated TIP document, including the three lists mentioned above, and describe any changes and additions made during this annual update.

The TPO Board will hold its annual public hearing to review and adopt the TIP on June 8th, 2022. Following the hearing, the TPO must submit the adopted TIP to FDOT by August 1st. Federal funds expenditure may be authorized using this TIP starting October 1, 2022.

Recommended Action

Approve the FY22/23 – 26/27 Transportation Improvement Program and forward to Board for consideration

Prepared By

Johnny Wong, PhD, TPO Staff

Attachments

[TIP Flyer for June 8 Public Hearing \(English version\)](#)



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Tampa, FL, 33602

[TIP Flyer for Public Hearing \(Spanish version\)](#)

[Draft Transportation Improvement Program for FYs 2022/23-26/27](#)

[Draft Table 1: Existing Priorities Funded for Construction](#)

[Draft Table 2: List of Candidates for Funding \(Priority List\)](#)

[Draft FDOT Work Program Fund Summary](#)

[Priority Request Letters Submitted to the MPO by Local Partners](#)



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

ETDM Project #14493 (Gibson Drive from Fern Hill Drive to US 301)

Presenter:

Allison Yeh, TPO Staff

Summary:

This project proposes the widening of Gibson Drive from four to six lanes from Fern Hill Drive to US 301 in Hillsborough County. Improvements will also include providing bicycle and pedestrian facilities. The project is in Hillsborough County, traversing the Riverview community and is approximately 0.88 mile long. Within the project limits, Gibson Drive is a four-lane, divided urban facility with sidewalks along the westbound lanes of the corridor for the entire length of the project and on the eastbound lanes from Kenda Drive to US 301. Gibson Drive is functionally classified as an urban minor arterial and has an existing speed limit of 45 mph.

The purpose of this project is to address future roadway capacity issues as well as improve safety conditions on Gibson Road, which is an important east-west connection between I-75 and US 301.

This project is listed as a candidate for funding in the Hillsborough Transportation Planning Organization (TPO) FY 2021/2022-2025/2026 Transportation Improvement Program (TIP). Funding for the Project Development and Environment (PD&E) study has been requested and an application for Federal funding has been submitted. The project is also listed in the Cost Feasible Plan of the Hillsborough County TPO's 2045 Long Range Transportation Plan (LRTP). FDOT's State Transportation Improvement Program (STIP) includes an intersection improvement project at Gibson Drive and Fern Hill Drive funded in 2022.

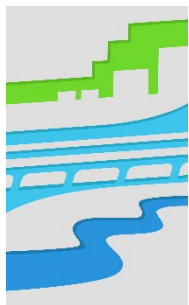
The Hillsborough Transportation Planning Organization (TPO) adopted its [Vision Zero Action Plan](#) ('Action Plan') in 2017. The data-driven Action Plan identified 20 High Injury Network (HIN) corridors to focus on, to ultimately eliminate traffic-related fatalities and severe injuries. In 2020 eight of these HIN corridors were identified by the Hillsborough County for corridor-level analysis and recommendations developed. [Gibson Drive](#) from I-75 to Balm Riverview Road was one of those vision zero corridors.

Recommended Action:

Provide comments to FDOT

Prepared By:

Allison Yeh, AICP, LEED GA



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Attachments:

Advance Notification (AN) Package



Florida Department of Transportation

RON DESANTIS
GOVERNOR

11201 N. MCKINLEY DRIVE
TAMPA, FL 33612

April 8, 2022

Mr. Chris Stahl, Environmental Manager
Florida State Clearinghouse
Department of Environmental Protection
3900 Commonwealth Boulevard, Mail Station 47
Tallahassee, FL 32399-3000

RE: ADVANCE NOTIFICATION
Project Name: Gibsonton Drive from Fern Hill Drive to US 301 PD&E Study, Hillsborough County, Florida
ETDM Number: 14493
Work Program Item Segment Number: 450438-1-22-01

Dear Mr. Stahl:

We are sending this Advance Notification (AN) Package to your office for distribution to State agencies that conduct federal consistency reviews (consistency reviewers) in accordance with the Coastal Zone Management Act and Presidential Executive Order 12372. Although we will request specific comments during the permitting process, we are asking that consistency reviewers examine the attached information and provide us with their comments.

This is a Federal-aid action. The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated December 14, 2016 and executed by the Federal Highway Administration and FDOT. FDOT will determine what type of environmental documentation will be necessary. The determination will be based upon in-house environmental evaluations and comments received through coordination with other agencies. Please provide a consistency review for this project in accordance with the State's Coastal Zone Management Program.

In addition, please review this project's consistency, to the maximum extent feasible, with the requirements of Chapter 163 of the Florida Statutes.

FDOT District Seven is submitting this project through the Programming Screen of the Efficient Transportation Decision Making (ETDM) Environmental Screening Tool (EST) in coordination with this AN Package. The project is listed as **#14493 – Gibsonton Drive from Fern Hill Drive to US 301**. Environmental Technical Advisory Team (ETAT) members should review this project on the ETDM

Improve Safety, Enhance Mobility, Inspire Innovation

www.fdot.gov

Mr. Chris Stahl
April 8, 2022
ETDM #14493
Page 2

website. Non-ETAT agencies can review this project on the public access website located at: <http://etdmpub.fl.a-etat.org/>.

We are looking forward to receiving your comments on the project. Consistency reviewers have forty-five (45) days from the Programming Screen Notification to provide their comments. Once you have received their comments, please submit a consistency determination for the State of Florida within sixty (60) days of the Programming Screen Notification. If you need more review time, please send a written request for an extension to our office within the initial sixty (60)-day comment period.

Your comments should be submitted via EST if you are an ETAT representative, or emailed or mailed to the District contact:

Mrs. Robin Rhinesmith
District Environmental Manager
Florida Department of Transportation, District Seven
11201 N. McKinley Drive
Tampa, Florida 33612
Robin.Rhinesmith@dot.state.fl.us

Your expeditious handling of this notice will be appreciated.

Sincerely,



Robin Rhinesmith
District Environmental Manager

RR/AC/wgl
Attachments

Mr. Chris Stahl
April 8, 2022
ETDM #14493
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ADVANCE NOTIFICATION MAILING LIST

cc:

Federal Emergency Management Agency-Mitigation Division, Chief
Federal Railroad Administration - Director
Federal Railroad Administration
Federal Transit Administrator
Federal Aviation Administration, Airports District Office
U.S. Department of the Interior-Bureau of Land Management, Eastern States Office
U.S. Department of Housing and Urban Development, Regional Environmental Officer
U.S. Department of the Interior-U.S. Geological Survey, Chief
U.S. Environmental Protection Agency - **ETAT Representative**
U.S. Department of Interior-U.S. Fish and Wildlife Service - **ETAT Representative**
U.S. Army Corps of Engineers-Regulatory Branch - **ETAT Representative**
U.S. Department of Commerce-National Marine Fisheries Service- Southeast Regional Administrator
U.S. Department of Commerce-National Marine Fisheries Service – Habitat Conservation Division -
ETAT Representative
U.S. Department of Agriculture – Southern Region
U.S. Department of Interior – National Park Service – Southeast Regional Office – **ETAT Representative**
U.S. Department of Health and Human Services-National Center for Environmental Health
U.S. Department of Interior-Bureau of Indian Affairs-Office of Trust Responsibilities
U.S. Coast Guard – Seventh District – Commander (oan) – **ETAT Representative**
U.S. Forest Service – **ETAT Representative**
Poarch Band of Creek Indians of Alabama
Muscogee (Creek) Nation of Oklahoma
Seminole Tribe of Florida - **ETAT Representative**
Miccosukee Tribe of Indians of Florida - **ETAT Representative**
Seminole Nation of Oklahoma
Florida Fish and Wildlife Conservation Commission - **ETAT Representative**
Florida Department of Environmental Protection - **ETAT Representative**
Florida Department of Environmental Protection – State Clearinghouse
Florida Department of State - **ETAT Representative**
Florida Department of Economic Opportunity - **ETAT Representative**
Florida Department of Agriculture and Consumer Services - **ETAT Representative**
Tampa Bay Regional Planning Council
Southwest Florida Water Management District – **ETAT Representative**
FDOT Environmental Management Office, Engineer/Manager
Local Government Officials

Advance Notification Package

Project #14493 - Gibsonton Drive from Fern Hill Drive to US 301

Programming Screen - Published on 04/08/2022

Printed on: 4/08/2022

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I. Location Maps

Gibsonton Drive from Fern Hill Drive to US 301
Hillsborough County, Florida
WPI Seg. #450438-1-22-01
ETDM #14493
PURPOSE AND NEED
Traffic and Safety Tables

Table 1 – Gibsonton Drive Level of Service Evaluation for Years 2020 and 2045

Limits	Number of Lanes	LOS Standard	2017 AADT	2017 LOS	2020 AADT	2020 LOS	2045 AADT	2045 LOS
Gibsonton Drive from Fern Hill Drive to US 301	4	C	44,600	F	47,200	F	68,600	F

Source: FDOT I-75 at Gibsonton Drive Interchange Modification Report – August 2021

Table 2- Gibsonton Drive Number of Crashes for 2016-2020

Limits	2016	2017	2018	2019	2020*	Total
Gibsonton Drive from Fern Hill Drive to US 301	43	61	67	68	31	339

Source: Signal 4 Analytics

**Crashes in 2020 are substantially less than those in 2019 due to COVID.*

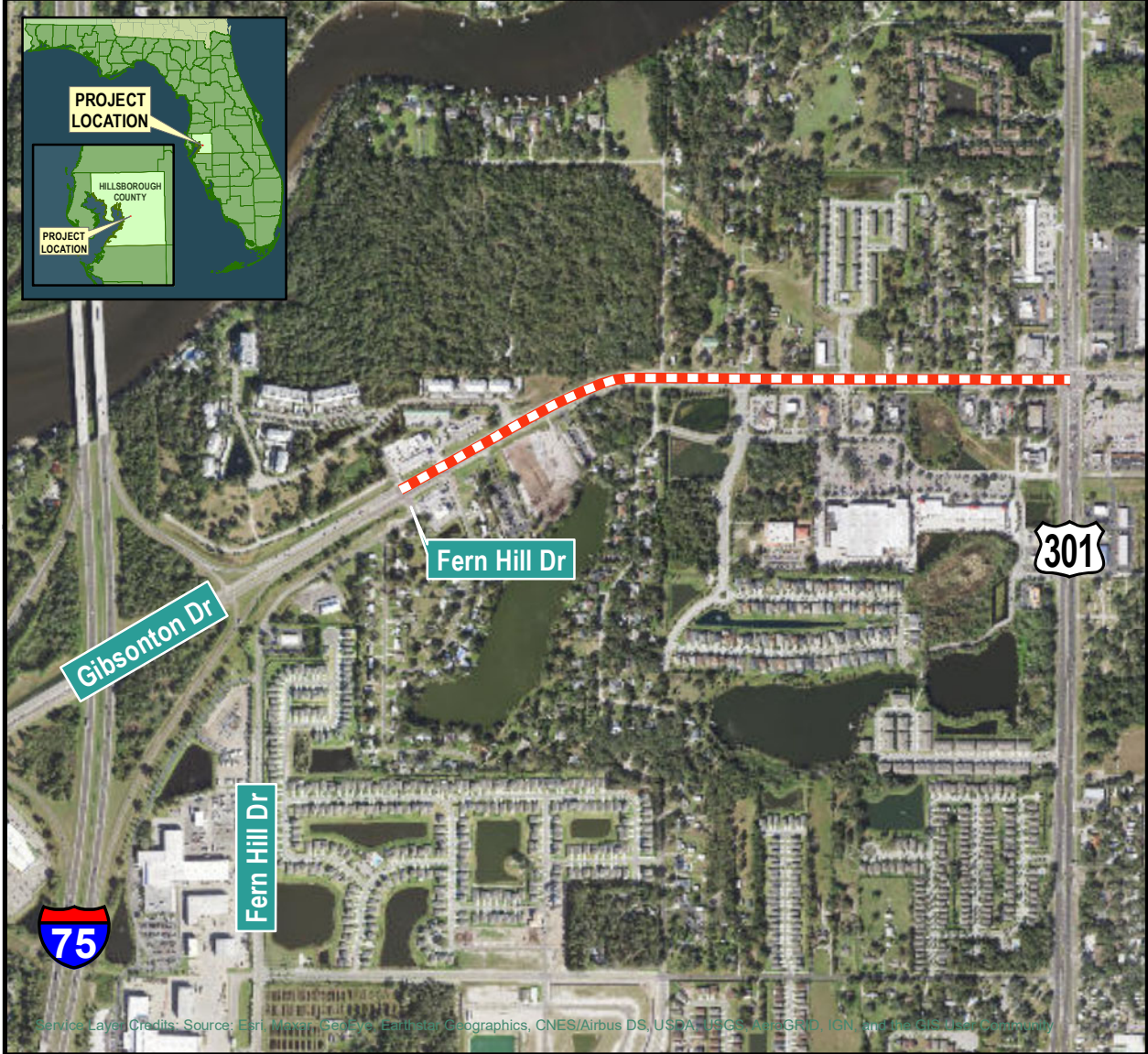
Table 3- Gibsonton Drive Crash Rates for 2016-2020

Limits	2016	2017	2018	2019	2020	2016-2020 Average	Statewide Average
Gibsonton Drive from Fern Hill Drive to US 301	11.51	16.06	17.08	16.66	7.9	13.87	2.09

Source: Signal 4 Analytics

Gibsonton Drive from Fern Hill Drive to US 301

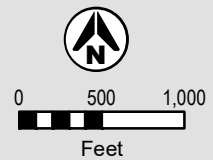
Hillsborough County, Florida
ETDM#14493 Work Program Item Segment No.:450438-1



Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA/USGS, AeroGRID, IGN, and the GIS User Community

LEGEND

 Project Corridor



II. Fact Sheet

The Florida Department of Transportation may adopt this planning product into the environmental review process, pursuant to Title 23 U.S.C. § 168(d) or the state project development process.

Disclaimer

DISCLAIMER: The Fact Sheet data consists of the most up-to-date information available at the time the Advance Notification Package is published. Updates to this information may be found on the ETDM website at <http://etdmpub.fl.a-etat.org>

Special Note: Please be aware of the selected Milestone date when viewing project data on the ETDM website. Snapshots of project and analysis data have been taken for Project #14493 at various points throughout the project's life-cycle. On the website these **Project Milestone Dates** are listed in the the project header immediately after the project contact information. Click on any of the dates listed to view the information available on that date.

Overview

#14493 Gibsonton Drive from Fern Hill Drive to US 301

District: District 7

County: Hillsborough

Planning Organization: FDOT District 7

Plan ID: Not Available

Federal Involvement: FHWA Funding Other Federal Permit

Contact Information: Amber Russo 813-975-6260 amber.russo@dot.state.fl.us

Snapshot Data From: Current Draft Data

Phase: Programming Screen

From: Fern Hill Drive

To: US 301

Financial Management No.: 450438-1-22-01

a. Purpose and Need

Purpose

The Purpose of this project is to address future roadway capacity issues as well as improve safety conditions on Gibsonton Road, which is an important east-west connection between I-75 and US 301.

Need

This project is needed to accommodate traffic volumes for the future year (2045) and to accommodate projected traffic volume increase from the proposed reconstruction of the I-75/Gibsonton Drive interchange. Additionally, this segment experiences significantly high crash rates that are more than six times the statewide average for similar facilities.

Project Status

This project is listed as a candidate for funding in the Hillsborough Transportation Planning Organization (TPO) FY 2021/2022-2025/2026 Transportation Improvement Program (TIP). Funding for the Project Development and Environment (PD&E) study has been requested and an application for Federal funding has been submitted. The project is also listed in the Cost Feasible Plan of the Hillsborough County TPO's 2045 Long Range Transportation Plan (LRTP). FDOT's State Transportation Improvement Program (STIP) includes an intersection improvement project at Gibsonton Drive and Fern Hill Drive funded in 2022.

Roadway Capacity

Within the project limits, Gibsonton Drive currently operates at an unacceptable Level of Service (LOS), LOS F, based on 2020 traffic counts. The segments directly to the east and west of the project limits are six lanes, thus creating a bottle neck. This segment is projected to continue to operate deficiently in the year 2045 at LOS F with no capacity improvements. This analysis is based on the Generalized Service Volume Tables from the FDOT 2020 Quality/Level of Service Handbook and utilizes traffic forecasts from the Tampa Bay Regional Planning Model (TBRPM). Table 1 summarizes the LOS evaluation for this project (attachment).

Safety

Crash data was collected for the years 2016 - 2020 and is included as an attachment. Crash totals were obtained from Signal 4 Analytics for a five-year period and are summarized in Table 2. This segment suffered a high number of crashes considering its short length (0.88 mi.). This is reflected in the very high crash rates summarized in Table 3. The crash rate for this segment (13.87) is, on average, six times higher than the rate for similar state facilities (2.09).

b. Project Description

This project proposes the widening of Gibsonton Drive from four to six lanes from Fern Hill Drive to US 301 in Hillsborough County. Improvements will also include providing bicycle and pedestrian facilities. The project is located in Hillsborough County, traversing the Riverview community and is approximately 0.88 mile long. Within the project limits, Gibsonton Drive is a four-lane, divided urban facility with sidewalks along the westbound lanes of the corridor for the entire length of the project and on the eastbound lanes from Kenda Drive to US 301. Gibsonton Drive is functionally classified as an urban minor arterial and has an existing speed limit of 45 mph.

c. Preliminary Environmental Discussion

i. Social and Economic

1. Social

Project PED Comments

Analysis Area PED Comments

Gibsonton Drive

The Environmental Screening Tool (EST) Sociocultural Data Report (SDR) was used for demographic data (the SDR can be found within the Community Coordination of the EST). The SDR uses the Census 2015 - 2019 American Community Survey (ACS) data and reflects the approximation of the population based on the area of the 500-foot project buffer area intersecting the Census block groups along the project corridor. Using the 500-foot project buffer area, the SDR identified the following demographics:

Population and Income

The SDR identified 146 households with a population of 363 people. The median household income in the project area is \$72,188 compared to the median household income in Hillsborough County of \$58,884. Approximately 6.89% of households are below poverty level. A further review of the US Environmental Protection Agency (USEPA) EJSCREEN Mapping Tool identified low income percentage areas along the project with 24% located along the westbound lanes and 44% located along the eastbound lanes throughout the project limits.

Race and Ethnicity

The minority population makes up 59.59% of the total population of 363 people, within the project area, comprising of "Black or African American Alone" with a population of 50 people (13.77%), "Some Other Race Alone" with 33 people (9.09%), "Claimed 2 or More Races" with 25 people (6.89%), "Asian Alone" with five people (1.38%), and "American Indian or Alaska Native Alone" with two people (0.55%) within the 500-foot project buffer area. There are 115 people (31.68%) that have a "Hispanic or Latino of Any Race" ethnicity.

To conduct a detailed analysis of minority totals within the Census block groups the 2010 US Census block data was utilized since it provides more information than the SDR. This data gives totals for the entire Census block group which may extend outside of the project area and does not reflect the approximation of the population based on area of the 500-foot project buffer area intersecting the Census block groups. This data did not identify any Census blocks which have a minority population greater than 40% within the project area.

A further review of the USEPA EJSCREEN Mapping Tool confirms minority populations are throughout the project ranging from 44% (north of project, along the westbound lanes) to 49% (south of project, along the eastbound lanes) minority.

During the Project Development and Environment (PD&E) study, the FDOT will further analyze improvements in these areas to avoid disproportionately high or adverse effects to any distinct minority populations identified in that area.

Age and Disability

The median age is 32 and persons age 65 and over comprise 9.92% of the population. There are 21 people (8.57%) between the ages of 20 and 64 that have a disability.

Housing

There are 153 housing units. The housing is comprised of single-family units (58%), multi-family units (36%), and mobile home units (6%) that are either owner-occupied (46%), renter-occupied (49%), or vacant (15%).

Language

There are two people (0.61%) that speak English "not at all" and ten people (3.06%) that speak English "not well". Based on US DOT Policy Guidance, the FDOT has identified four factors to help determine if Limited English Proficiency (LEP) services would be required as listed in the FDOT PD&E Manual, Part 1, Chapter 11, Section 11.1.2.2. Based on a review of these factors and the fact that LEP population accounts for 3.67% of the population for this project, LEP services may be required. Refinement of the LEP population totals and requirements will be further evaluated during the PD&E study as part of the public involvement efforts.

The EST Geographic Information System (GIS) analysis identified within the 500-foot project buffer area:

- Community and Fraternal Center Boundaries in Florida - 2015 (Chamber of Commerce - Greater Riverview)
- Community Center (Chamber of Commerce - Greater Riverview)
- Existing Trails (Alafia Scrub Preserve and South US Highway 301)
- Florida Natural Areas Inventory (FNAI) Public Lands in Florida (Alafia Scrub Nature Preserve)
- GEOPLAN School Facilities (Private) (Ace International Academy)
- Geocoded Health Care Facilities (Boyette Walk In Clinic)
- Local Florida Parks and Recreational Facility Boundaries [Alafia Scrub Nature Preserve (Nature Park/Preserve)]
- Religious Centers (Church of Nazarene Riverview and East Bay Church of God)

This project will be developed without regard to race, color, national origin, age, sex, religion, disability, or family status. A proactive public involvement program will be implemented to ensure that all residents and businesses along the proposed corridor can provide input to the project.

The FDOT will conduct a Sociocultural Effects (SCE) Evaluation during the PD&E study. Where there is potential for disproportionately high and adverse effects on minority and low-income populations, proactive measures to involve the affected community in the decisions related to alternative selection, impact analysis, and mitigation will be used. The proposed project is expected to result in moderate involvement with social resources.

2. Economic

Project PED Comments

Analysis Area PED Comments

Gibsonton Drive

The Environmental Screening Tool (EST) Geographic Information System (GIS) identified 15 Planned Unit Developments (PUDs) [five Apartment Tracts, five Planned Developments (PD), and five Planned Developments (PD-C)] within the 500-foot project buffer area. A review of aeriels along this portion of Gibsonton Road does not indicate any new developments are being developed or planned. There are numerous new apartment complexes and businesses, and business

complexes along the corridor.

The University of Florida's Bureau of Economic and Business Research (BEBR) projects that Hillsborough County's 2020 population estimate of 1,478,759 will grow to 1,958,300 by 2045, a 32% increase. As the population increases, increased demand on the surrounding roadway network will occur.

Also, one Enterprise Zone [Hillsborough County (EZ-2902)] within the 500-foot project buffer area. An Enterprise Zone is a specific geographic area targeted for economic revitalizing. Enterprise Zones encourage economic growth and investment in distressed areas by offering tax advantages and incentives to businesses locating within the zone boundaries.

The proposed project could have a beneficial economic impact because the roadway expansion has the opportunity to generate additional employment opportunities, providing connectivity to local and regional employers, and improve level of service to increase access to these areas. Decreased roadway congestion provided by the project could alleviate some traffic on other nearby north-south connectors such as I-75. Therefore, the proposed project will enhance economic resources.

3. Land Use Changes

Project PED Comments

Analysis Area PED Comments

Gibson Drive

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis Water Management District (WMD) Florida Land Use and Land Cover dataset identified Commercial and Services (28.39%); Residential, Medium Density (Two-Five Dwelling Units Per Acre) (16.66%); Transportation (15.29%); Residential, Low Density (Less Than Two Dwelling Units Per Acre) (9.43%); and Open Land (8.74%) as the five-major existing land uses within the 500-foot project buffer area.

Based on Google Street View the project area is primarily commercial with scattered residential and undeveloped land throughout the project limits. The Future Land Use Maps for Hillsborough County shows the future land uses for Gibson Drive as primarily Mixed Use - General, Conservation, and Commercial throughout the project area.

The proposed project is expected to result in minimal involvement with land use resources.

4. Mobility

Project PED Comments

Analysis Area PED Comments

Gibson Drive

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified two existing recreational trails (Alafia Scrub Preserve and South US Highway 301) and the Alafia Scrub Preserve and Trails are located along the eastbound lanes of the project between Alafia Preserve Avenue and Hagadorn Road. The South US Highway 301 Trail runs along the eastern side of US 301.

Sidewalks are present along the westbound lanes of the corridor for the entire length of the project and on the eastbound lanes from Kenda Drive to US 301. There are no designated bike lanes, but the existing paved shoulder could provide opportunities for bicyclists. Capacity improvements to Gibson Drive will evaluate opportunities for bicycle and

pedestrian facilities which would increase safety and could tie into the existing bicycle and pedestrian facilities at the Alafia Scrub Preserve and along US 301.

Currently Hillsborough County does not offer transit service along the project limits.

Currently, the portion of Gibsonton Drive is four lanes. The segments directly to the east and west of the project limits are six lanes, thus creating a bottle neck. In addition, Gibsonton Drive provides an east-west connection to both I-75 and US 301 which are vital north-south corridors within the State.

Gibsonton Drive is designated as an evacuation route as it is a necessary connection between I-75 and US 301 by the Florida Division of Emergency Management and the Hillsborough County Fire Rescue Office of Emergency Management.

The proposed project will enhance mobility resources and will provide connectivity for major roadway corridors. The proposed project may also provide connectivity of bicycle and pedestrian facilities and improve emergency evacuation within the project area.

5. Aesthetic Effects

Project PED Comments

Analysis Area PED Comments

Gibsonton Drive

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis Water Management District (WMD) Florida Land Use and Land Cover dataset identified Commercial and Services; Residential, Medium Density (Two-Five Dwelling Units Per Acre); Transportation; Residential, Low Density (Less Than Two Dwelling Units Per Acre); and Open Land as the five-major existing land uses within the 500-foot project buffer area. The WMD Residential Areas data shows that residential areas within the project's 500-foot project buffer area include:

Residential Land Use:

Residential, Medium Density (Two-Five Dwelling Units per Acre) - 20.67 acres (16.66%)

Residential, Low Density (Less than Two Dwelling Units per Acre) - 11.70 acres (9.43%)

Residential, High Density (Six or More Dwelling Units per Acre) - 10.33 acres (8.32%)

Total - 42.70 acres (34.41%)

The proposed project is expected to result in minimal involvement with aesthetic resources. If residential relocations are required, the project will look different aesthetically. Aesthetics will be analyzed during the PD&E study. The FDOT will conduct public outreach to solicit opinions and preferences from residents and businesses on potential project effects and general design concepts related to aesthetics.

6. Relocation Potential

Project PED Comments

Analysis Area PED Comments

Gibsonton Drive

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis Water Management District (WMD) Florida Land Use and Land Cover dataset identified Commercial and Services; Residential, Medium Density (Two-

Five Dwelling Units Per Acre); Transportation; Residential, Low Density (Less Than Two Dwelling Units Per Acre); and Open Land as the five-major existing land uses within the 500-foot project buffer area. The WMD Residential Areas data shows that residential areas within the project's 500-foot project buffer area include:

Residential Land Use:

Residential, Medium Density (Two-Five Dwelling Units per Acre) - 20.67 acres (16.66%)

Residential, Low Density (Less than Two Dwelling Units per Acre) - 11.70 acres (9.43%)

Residential, High Density (Six or More Dwelling Units per Acre) - 10.33 acres (8.32%)

Commercial and Services land use consists of 35.21 acres (28.39%) within the 500-foot project buffer area.

While additional right-of-way (ROW) may be required, the project will be designed to avoid/minimize potential relocation impacts to the greatest extent practicable. Any relocation will be evaluated so that there are no disproportionate adverse impacts to any distinct minority, ethnic, elderly, or handicapped groups and/or low-income households. Should residents, businesses, or community structures require relocation, a ROW and relocation program will need to be implemented in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

Although there may be a potential for ROW acquisition, it is not anticipated to result in relocation needs. The proposed project is expected to result in no involvement with relocations; however, the preparation of a Conceptual Stage Relocation Plan (CSRPlan) will be placed in optional services.

7. Farmlands

Project PED Comments

Analysis Area PED Comments

Gibsonton Drive

The Environmental Screening Tool (EST) Geographic Information System (GIS) identified 117.71 (94.90%) acres of Farmland of Unique Importance based on the Natural Resources Conservation Service's (NRCS) Prime Farm Land - Subset of NRCS Specific Soils data, but review of the project on Google Earth does not show any agricultural lands uses. Since the project is located entirely within the Tampa - St. Petersburg Urbanized Area and the Hillsborough County existing land use map did not show agricultural land use adjacent to the project corridor, coordination with the NRCS is not anticipated to be required.

The proposed project is expected to result in no involvement with farmlands.

ii. Cultural and Tribal

1. Section 4(f) Potential

Project PED Comments

Analysis Area PED Comments

Gibsonton Drive

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified the following publicly owned parks and recreational areas:

- Existing Trails (Alafia Scrub Preserve and South US Highway 301)
- Florida Managed Area (Alafia Scrub Nature Preserve)
- Local Florida Parks and Recreational Facility Boundaries [Alafia Scrub Preserve and Trails (Nature Park/Preserve)]

The EST GIS analysis also identified The EST GIS analysis also identified analysis identified the potential one previously recorded historic building within the 200-foot buffer area. This resource is detailed under the Historic and Archaeological Sites topic.

The FDOT will take all measures to develop avoidance alternatives and/or measures to minimize harm to these resources to the greatest extent practicable. If applicable, coordination will occur with the Office of Environmental Management and the Officials with Jurisdiction during the Project Development and Environment (PD&E) study. The proposed project is expected to result in minimal involvement with Section 4(f) resources.

2. Historic and Archaeological Sites

Project PED Comments

Analysis Area PED Comments

Gibsonton Drive

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified one previously recorded historic building within the 200-foot project buffer area. This building (8HI11301) would have been located at 10010 Gibsonton Drive (8HI11301); however, according to aerials, it was demolished in 2010. There are no other previously recorded cultural resources (archaeological or historic sites, resource groups, cemeteries, or bridges) within the 500-foot project buffer area.

There have been nine previous cultural resource surveys conducted between 1979 and 2020 within the 500-foot project buffer area. In 2020, a Historic Resources Survey Update (Survey No. 27061) was conducted for Interstate (I-75) to the west of the current project corridor. This survey included the portion of Gibsonton Drive within the project area between Fern Hill Drive to west of Kenda Drive. Survey No. 11974 (2002) was conducted for Boyette Road. There are two surveys, Nos. 2940 (1984) and 17586 (2009), for intersecting US 301. Survey No. 10759 (2004) and 16427 (2009) are associated with the nearby Alafia Scrub Preserve. Survey No. 816 (1979) was an archaeological and historical survey of the Tampa-Hillsborough 201 Wastewater Treatment Facility plan. The remaining two surveys, Nos. and 3014 (1991) and 5867 (1999), were conducted for a gas and water pipeline, respectively.

Based on Google Earth street views, the project corridor is situated in an urban area and lined with residential and commercial development that is both historic (50 years of age or older) and non-historic in nature. According to EST GIS, there are six parcels within the 500-foot project area that have potential for historic buildings constructed in 1970 or prior. There are seven parcels with potential buildings from 1971 to 1975, and 11 parcels with potential buildings from 1976 to 1980. The project corridor does not appear to include any historic districts that would be potentially eligible for listing in the National Register of Historic Places (NRHP).

A Cultural Resource Assessment Survey (CRAS) will be prepared for this project and will include archaeological and historic resources field survey. The proposed project is expected to result in minimal involvement with historic and archaeological resources.

3. Recreational and Protected Lands

Project PED Comments

Analysis Area PED Comments

Gibsonton Drive

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified the following recreation areas within the 500-foot project buffer area:

- Existing Trails (Alafia Scrub Preserve and South US Highway 301)
- Florida Managed Area (Alafia Scrub Nature Preserve)
- Local Florida Parks and Recreational Facility Boundaries [Alafia Scrub Preserve and Trails (Nature Park/Preserve)]

Capacity improvements to Gibsonton Drive will evaluate opportunities for bicycle and pedestrian facilities which could enhance access to existing bicycle and pedestrian facilities at the Alafia Scrub Preserve and along US 301.

iii. Natural

1. Wetlands and Surface Waters

Project PED Comments

Analysis Area PED Comments

Gibsonton Drive

The National Wetlands Inventory (NWI) dataset of the Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified 4.20 acres (3.38%) of palustrine (freshwater pond), 0.31 acre (0.25%) of palustrine (freshwater emergent wetland), and 0.29 acre (0.23%) of riverine (riverine) wetlands within the 500-foot project buffer area. The Water Management District (WMD) Wetlands classification shows 1.55 acres (1.25%) of freshwater marshes within the 500-foot project buffer area.

Wetlands will be evaluated, and a Natural Resources Evaluation (NRE) will be prepared for this project during PD&E study to document any involvement with wetlands.

The proposed project is expected to result in minimal involvement with wetland resources.

2. Water Resources

Project PED Comments

Analysis Area PED Comments

Gibsonton Drive

Within the 500-foot project buffer area, the Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified:

- Adopted Total Maximum Daily Loads (TMDLs) in Florida [Alafia River Above Hillsborough Bay (WBID: 1621G)]
- Basin Management Action Plans (BMAP) Areas in Florida [Alafia River Basin (Surface Water BMAP)]
- DRASTIC Coverage for the Intermediate, Floridan, and Surficial Aquifer System

- FDEP Watershed Information Network (WIN) Monitoring Location [Ground Water: Rivercrest FLDN (M LOC ID: 18105)]
- Florida Department of Environmental Protection (FDEP) Water Not Attaining Standards (WNAS) [Alafia River Above Hillsborough Bay (WBID: 1621G)]
- FNAI Public Lands in Florida (Alafia Scrub Nature Preserve)
- HUC 12 Subwatershed Boundaries (Alafia River)
- Principal Aquifers of the State of Florida ["Other Rocks" is 124.04 acres (100%)]
- Recharge Areas of the Floridan Aquifer ["Discharge/Less than 1" as 124.04 acres (100%)]
- Three United States Environmental Protection Agency (USEPA) Water Quality Data Monitoring Stations (3)
- United States Geological Survey (USGS) Geologic Units and Structural Features [Hawthorn Group, Peace River Formation (124.04 acres/100%)]
- Verified Impaired Florida Waters: Run 48 - August 2013 [Alafia River Above Hillsborough Bay (WBID: 1621G, enterococci) and Rice Creek (WBID: 1659, escherichia coli)]
- Waterbodies [Alafia River Above Hillsborough Bay (WBID: 1621G) and Rice Creek (WBID: 1659)]
- Potential contamination facilities are listed under Contamination.

The project will be designed to meet state water quality and quantity requirements, and best management practices (BMPs) will be utilized during construction. The proposed project is expected to result in moderate involvement with water quality and quantity resources.

3. Floodplains

Project PED Comments

Analysis Area PED Comments

Gibson Drive

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified 4.62 acres (3.72%) Zone A of D-FIRM 100-year Floodplains within the 500-foot project buffer area. During the PD&E study, engineering design features and hydrological drainage structures will be designed such that stormwater transport, flow, and discharge meet or exceed flood control requirements.

The proposed project is expected to have minimal involvement with floodplain resources.

4. Coastal Zone Consistency

Coastal Zone Consistency Determination is Required: **Yes**

Project is subject to a consistency review as required by **15 CFR 930**.

5. Protected Species and Habitat

For the official list of fish and wildlife designated by the state of Florida as Endangered, Threatened or Species of Special Concern, please refer to sections 68A-27.003, .0031 and 005 in *Rules Relating to Endangered or Threatened Species*, Chapter 68A-27, Florida Administrative Code, <https://www.flrules.org/gateway/ChapterHome.asp?Chapter=68A-27>.

For general information on Florida imperiled species and species conservation programs, go to <https://myfwc.com/wildlifehabitats/wildlife/>

Project PED Comments

Analysis Area PED Comments

Gibson Drive

Within the 500-foot project buffer area, the Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified the entire project as being within the Greater Tampa Bay Ecosystem Management Area (EMA). Florida Natural Areas Inventory (FNAI) element occurrences for 'documented' or 'likely' species include the Florida Goldenaster and 'potential' species include the Gopher Tortoise within the 500-foot project buffer area. Threatened or Endangered Species (Documented or Likely) also identified the Florida Goldenaster. The Alafia Scrub Nature Preserve is a FNAI Public Lands in Florida and a Florida Managed Area within the 500-foot project buffer area. The Scrub Jay Service Area and U.S. Fish and Wildlife Service (USFWS) Consultation Area (124.04 acres/100%), Florida Grasshopper Sparrow Consultation Area (124.04 acres/100%), Wood Stork Core Foraging Area (124.04 acres/100%) are also within the 500-foot project buffer area. The project is within the occasional black bear range within the 500-foot project buffer area.

Wildlife and habitat will be evaluated, and a Natural Resources Evaluation (NRE) will be prepared during PD&E study to document any involvement with protected species and habitat.

The proposed project is expected to result in moderate involvement with wildlife and habitat resources.

6. Coastal and Marine

Project PED Comments

Analysis Area PED Comments

Gibson Drive

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis did not identify any coastal and marine resources within the 500-foot project buffer area. The proposed project is anticipated to have no involvement with coastal or marine resources.

iv. Physical

1. Noise

Project PED Comments

Analysis Area PED Comments

Gibson Drive

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis Water Management District (WMD) Florida Land Use and Land Cover dataset identified Commercial and Services; Residential, Medium Density (Two-Five Dwelling Units Per Acre); Transportation; Residential, Low Density (Less Than Two Dwelling Units Per Acre); and Open Land as the five-major existing land uses within the 500-foot project buffer area. The WMD Residential Areas data shows that residential areas within the project's 500-foot project buffer area include:

- Residential, Medium Density (Two-Five Dwelling Units per Acre) - 20.67 acres (16.66%)
- Residential, Low Density (Less than Two Dwelling Units per Acre) - 11.70 acres (9.43%)
- Residential, High Density (Six or More Dwelling Units per Acre) - 10.33 acres (8.32%)

Commercial and Services land use consists of 35.21 acres (28.39%) within the 500-foot project buffer area.

There are no existing noise barriers.

The EST Geographic Information System (GIS) analysis also identified community features which may be sensitive to potential noise effects within the 500-foot project buffer area. These community features are listed under the Social topic.

The proposed project is expected to result in moderate involvement regarding the traffic noise issue. Traffic noise will be analyzed in detail during the PD&E study and documented in the Noise Study Report as part of the PD&E study in accordance with Part 2, Chapter 18 of the FDOT PD&E Manual.

2. Air Quality

Project PED Comments

Analysis Area PED Comments

Gibsonton Drive

This portion of Hillsborough County has not been designated as nonattainment or maintenance for ozone, carbon monoxide (CO), particulate matter (PM), or any of the National Ambient Air Quality Standards (NAAQS) in accordance with the Clean Air Act.

The proposed project is expected to have no impact on air quality.

3. Contamination

Project PED Comments

Analysis Area PED Comments

Gibsonton Drive

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified the following potential contamination sites located within the 500-foot project buffer area:

- Biomedical waste facilities (6)
- DRASTIC Coverage for the Intermediate, Floridan, and Surficial Aquifer Systems
- Florida Department of Environmental Protection (FDEP) NPDES Stormwater Facilities and Activities
- Hazardous waste facilities (3)
- NPDES Stormwater Permit
- Onsite sewage (8)
- Petroleum contamination monitoring sites (5)
- Storage tank contamination monitoring sites (7)
- Super Act Risk Sources (3)
- US Environmental Protection Agency (USEPA) National Pollutant Discharge Elimination Systems (NPDES) (28)
- USEPA Resource Conservation and Recovery Act (RCRA) Regulated Facilities (5)

Contamination will be evaluated, and a detailed contamination screening evaluation will be conducted during the PD&E study. Any source identified will be assessed to determine the need for remediation before and/or during construction.

The proposed project is expected to result in minimal involvement with potential sources of contamination.

4. Infrastructure

Project PED Comments

Analysis Area PED Comments

Gibson Drive

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified two Electric Power Transmission Lines as infrastructure resources within the 500-foot project buffer area. The two Electric Power Transmission Lines intersect the project between Alafia Trace Boulevard and Oak Ridge Avenue near the end of the project. Utility lines primarily run along the westbound lanes of the corridor at the beginning of the project, then along the eastbound lanes toward the end of the corridor, both with intermittent crossovers throughout the project.

Potential contaminated infrastructure sites are described in the Contaminated Sites PED.

The proposed project is expected to result in minimal involvement with infrastructure resources.

5. Navigation

Project PED Comments

Analysis Area PED Comments

Gibson Drive

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis did not identify any potential navigable waterways within the 500-foot project buffer area. The proposed project is expected to have no involvement with navigation resources.

v. Special Designations

1. Special Designations: Outstanding Florida Waters

Project PED Comments

Analysis Area PED Comments

Gibson Drive

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis did not identify any Outstanding Florida Waters resources within the 500-foot project buffer area. The proposed project is expected to have no involvement with Outstanding Florida Waters resources.

2. Special Designations: Aquatic Preserves

Project PED Comments

Analysis Area PED Comments

Gibson Drive

The EST GIS analysis did not identify any aquatic preserve resource within the 500-foot project buffer area. The proposed project will have no involvement with Aquatic Preserves resources.

3. Special Designations: Wild and Scenic Rivers

Project PED Comments

Analysis Area PED Comments

Gibson Drive

The EST GIS analysis did not identify any Wild and Scenic Rivers within the 500-foot project buffer area. The proposed project will have no involvement with any resources related to Wild and Scenic Rivers.

4. Special Designations: Sole Source Aquifers

Project PED Comments

Analysis Area PED Comments

Gibson Drive

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis did not identify any Sole Source Aquifers within the 500-foot project buffer area. The proposed project will have no involvement with any resources related to Sole Source Aquifers.

d. Anticipated Permits

There are no anticipated permits identified for this project in the EST.

e. Anticipated Technical Studies

Technical Study Name	Type	Comments	Assigned By	Date
Conceptual Design Roadway Plan Set	Engineering		FDOT District 7	03/17/2022
Typical Section Package	Engineering		FDOT District 7	03/17/2022
Public Involvement Plan	Environmental		FDOT District 7	03/17/2022
Noise Study Report	Environmental		FDOT District 7	03/17/2022
Air Quality Report	Environmental		FDOT District 7	03/17/2022
Contamination Screening Evaluation Report	Environmental		FDOT District 7	03/17/2022
Public Hearing Transcript	Environmental		FDOT District 7	03/17/2022
Water Quality Impact Evaluation	Other		FDOT District 7	03/17/2022
Public Hearing Scrapbook	Environmental		FDOT District 7	03/17/2022
Type 2 CE	Environmental		FDOT District 7	03/17/2022
Comments and Coordination Report	Environmental		FDOT District 7	03/17/2022
Preliminary Engineering Report	Engineering		FDOT District 7	03/17/2022
Cultural Resource Assessment Survey	Environmental		FDOT District 7	03/17/2022
Location Hydraulics Technical Memorandum	Engineering		FDOT District 7	03/17/2022
Utility Assessment Package	Engineering		FDOT District 7	03/17/2022
Pond Siting Report	Engineering		FDOT District 7	03/17/2022
Natural Resources Evaluation (NRE)	Environmental		FDOT District 7	03/17/2022
Project Traffic Analysis Report (PTAR)	Engineering		FDOT District 7	03/17/2022

III. Form SF-424: Application for Federal Assistance

Application for Federal Assistance SF-424

* 1. Type of Submission:

- Preapplication
 Application
 Changed/Corrected Application

* 2. Type of Application:

- New
 Continuation
 Revision

* If Revision, select appropriate letter(s):

* Other (Specify):

* 3. Date Received:

04/08/2022

4. Applicant Identifier:

450438-1-22-01

5a. Federal Entity Identifier:

5b. Federal Award Identifier:

State Use Only:

6. Date Received by State:

7. State Application Identifier:

8. APPLICANT INFORMATION:

* a. Legal Name: Florida Department of Transportation

* b. Employer/Taxpayer Identification Number (EIN/TIN):

59-6001874

* c. Organizational DUNS:

8093971020000

d. Address:

* Street1: 11201 N. McKinley Drive

Street2: FDOT, District Seven

* City: Tampa

County/Parish:

* State:

FL: Florida

Province:

* Country:

USA: UNITED STATES

* Zip / Postal Code: 33612-6456

e. Organizational Unit:

Department Name:

Division Name:

f. Name and contact information of person to be contacted on matters involving this application:

Prefix: Mr.

* First Name:

Kirk

Middle Name:

* Last Name:

Bogen

Suffix:

Title: Environmental Management Engineer

Organizational Affiliation:

* Telephone Number: 813-975-6448

Fax Number:

* Email: kirk.bogen@dot.state.fl.us

Application for Federal Assistance SF-424

*** 9. Type of Applicant 1: Select Applicant Type:**

A: State Government

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

* Other (specify):

*** 10. Name of Federal Agency:**

US Department of Transportation- Federal Highway Admin.

11. Catalog of Federal Domestic Assistance Number:

22-205

CFDA Title:

*** 12. Funding Opportunity Number:**

TBD

* Title:

TBD

13. Competition Identification Number:

Title:

14. Areas Affected by Project (Cities, Counties, States, etc.):

Add Attachment

Delete Attachment

View Attachment

*** 15. Descriptive Title of Applicant's Project:**

This project proposes the widening of Gibsonton Drive from four to six lanes from Fern Hill Drive to US 301 in Hillsborough County and is approximately 0.88 mile long.

Attach supporting documents as specified in agency instructions.

Add Attachments

Delete Attachments

View Attachments

Application for Federal Assistance SF-424

16. Congressional Districts Of:

* a. Applicant

* b. Program/Project

Attach an additional list of Program/Project Congressional Districts if needed.

Add Attachment

Delete Attachment

View Attachment

17. Proposed Project:

* a. Start Date:

* b. End Date:

18. Estimated Funding (\$):

* a. Federal	<input type="text" value="0.00"/>
* b. Applicant	<input type="text" value="0.00"/>
* c. State	<input type="text" value="0.00"/>
* d. Local	<input type="text" value="0.00"/>
* e. Other	<input type="text" value="0.00"/>
* f. Program Income	<input type="text" value="0.00"/>
* g. TOTAL	<input type="text" value="0.00"/>

*** 19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

- a. This application was made available to the State under the Executive Order 12372 Process for review on .
- b. Program is subject to E.O. 12372 but has not been selected by the State for review.
- c. Program is not covered by E.O. 12372.

*** 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes," provide explanation in attachment.)**

- Yes
- No

If "Yes", provide explanation and attach

Add Attachment

Delete Attachment

View Attachment

21. *By signing this application, I certify (1) to the statements contained in the list of certifications and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1001)**

** I AGREE

** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

Authorized Representative:

Prefix: * First Name:
Middle Name:
* Last Name:
Suffix:

* Title:

* Telephone Number: Fax Number:

* Email:

* Signature of Authorized Representative:

* Date Signed:

IV. Transmittal List

Official Transmittal List

	Organization	Name
1.	FDEP - State 404 Program	Popak, Allan
2.	FDEP - State 404 Program	Walton, Jennipher
3.	FDOT District 7	Rhinesmith, Robin
4.	FDOT Office of Environmental Management	Bianco, Brittany A.
5.	FDOT Office of Environmental Management	Bradley, Catherine
6.	FDOT Office of Environmental Management	McGilvray, Peter
7.	FDOT Office of Environmental Management	Pennington, Michael
8.	FDOT Office of Environmental Management	Woodward, Deena
9.	Federal Aviation Administration	Vernace, Bart
10.	Federal Emergency Management Agency	Director, Region IV Mitigation Division
11.	Federal Rail Administration	Director, Office of Public Engagement
12.	Federal Rail Administration	Regional Administrator, Region 3
13.	Federal Transit Administration	Taylor, Yvette
14.	FL Department of Agriculture and Consumer Services	Camposano, Brian
15.	FL Department of Agriculture and Consumer Services	Kiser, Mark
16.	FL Department of Agriculture and Consumer Services	Morris, Vincent
17.	FL Department of Economic Opportunity	Preston, Matt
18.	FL Department of Environmental Protection	Stahl, Chris
19.	FL Department of State	McManus, Alyssa
20.	FL Department of State	Rooney, Clete
21.	FL Department of State	Welch, Marcy
22.	FL Fish and Wildlife Conservation Commission	DiGruttolo, Laura
23.	FL Fish and Wildlife Conservation Commission	Ganey, Jessica
24.	FL Fish and Wildlife Conservation Commission	Gilbert, Terry
25.	FL Fish and Wildlife Conservation Commission	Hight, Jason
26.	FL Fish and Wildlife Conservation Commission	Irving, Robert
27.	Hillsborough TPO	Alden, Beth
28.	Hillsborough TPO	Yeh, Allison
29.	Miccosukee Tribe of Indians of Florida	**Donaldson, Kevin
30.	Muscogee (Creek) Nation	**Historic & Cultural Preservation Department
31.	National Marine Fisheries Service	Amendola, Kim
32.	National Marine Fisheries Service	Rydene, David A.
33.	National Park Service	Barnett, Anita
34.	Natural Resources Conservation Service	Giuliani, Isabelle
35.	Poarch Band of Creek Indians	**Haikey, Larry D.
36.	Seminole Nation of Oklahoma	**Yahola, Ben
37.	Seminole Tribe of Florida	Backhouse, Paul N.
38.	Seminole Tribe of Florida	Mueller, Bradley M.
39.	Seminole Tribe of Florida	Simon, Danielle A.
40.	Southwest Florida Water Management District	LaRiche, Chastity
41.	Southwest Florida Water Management District	Ritter, Monte
42.	Tampa Bay Regional Planning Council	Meyer, John M.
43.	US Army Corps of Engineers	Beech, Veronica d.
44.	US Army Corps of Engineers	Dimitroff, Matt
45.	US Army Corps of Engineers	Gilbert, Michelle L.
46.	US Army Corps of Engineers	Kizlauskas, Andrew A.

- | | | |
|-----|--|--|
| 47. | US Army Corps of Engineers | Turner, Randy |
| 48. | US Coast Guard | Bridges, Marty |
| 49. | US Coast Guard | Kowalczyk, Lisia |
| 50. | US Coast Guard | Maris, Andi |
| 51. | US Coast Guard | Overton, Randall D. |
| 52. | US Coast Guard | Zercher, Jennifer |
| 53. | US Department of Health and Human Services | National Center for Environmental Health Centers for
Disease Control and Prevention |
| 54. | US Department of Housing and Urban Development | Gonzalez Maldonado, Hector |
| 55. | US Department of Housing and Urban Development | Quade, John |
| 56. | US Department of Interior | Connelly, Kyle |
| 57. | US Department of Interior | Massey, Gant |
| 58. | US Department of Interior | Stewart, Heather |
| 59. | US Department of Interior | Sumner, David M. |
| 60. | US Environmental Protection Agency | Kajumba, Ntale |
| 61. | US Environmental Protection Agency | Singh-White, Alya |
| 62. | US Environmental Protection Agency | Somerville, Amanetta |
| 63. | US Fish and Wildlife Service | Cantrell, Mark |
| 64. | US Fish and Wildlife Service | Rivera, Jose |
| 65. | US Fish and Wildlife Service | Williams, Zakia |

* Hardcopy recipient

** External email recipient



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

City of Tampa MOVES and Vision Zero Action Plan

Presenter:

Brandie Miklus, City of Tampa

Summary:

In 2019, Mayor Castor and the City's Transportation Advisory Team released five strategic recommendations to address a number of mobility related issues facing the City of Tampa. These recommendations include:

- Implement strategic transit projects
- Focus on trails and greenways as transportation options
- Adopt Vision Zero as a citywide policy
- Reinvent urban parking & mobility
- Enhance neighborhood engagement

Tampa MOVES (Mobility, Opportunity, Vision, Equity, and Safety) is the City of Tampa's new transportation plan to address these recommendations. The new plan will cover all the ways to get around the city. Once completed, Tampa MOVES will outline transportation objectives and initiatives for the next 30 years, with an emphasis on memorializing the City's strategic vision and engaging the public to meet its mobility goals.



A major component of the MOVES effort is to implement Vision Zero. The City recently completed its first ever Vision Zero Action Plan, which details the strategies the City and its partners will take in the short-term to reach the goal of zero roadway fatalities and severe injuries.

Recommended Action:

None. For information only.

Prepared By:

Gena Torres, TPO staff

Attachments:

[City of Tampa MOVES webpage](#)
[City of Tampa Vision Zero webpage](#)

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

**HILLSBOROUGH TRANSPORTATION PLANNING ORGANIZATION BOARD
HYBRID MEETING, APRIL 13, 2022
DRAFT MINUTES**

I. CALL TO ORDER, PLEDGE OF ALLEGIANCE (Timestamp 1:35:22)

Commissioner Cohen, called the meeting to order at 10:02 AM and led the pledge of allegiance. The regular monthly meeting was held in-person and virtual via WebEx.

II. ROLL CALL (Timestamp 1:35:46) (Gail Reese, TPO Staff)

The following members were present in person: Commissioner Harry Cohen, Commissioner Pat Kemp, Commissioner Kimberly Overman, Commissioner Gwen Myers, Councilman Guido Maniscalco, Councilman Joseph Citro, Vice Mayor Cheri Donohue, Gina Evans, Adale Le Grand, Greg Slater, Charles Klug, Planning Commissioner Cody Powell

The following members were present virtually: Commissioner Mariella Smith, Bob Frey

The following members were absent/excused: Commissioner Nate Kilton, School Board Member Jessica Vaughn

A quorum was met in person.

A. Vote of Consent for Remote Member Participation.

Commissioner Overman moved to approve consent for remote member participation; seconded by Councilman Maniscalco. Voice vote, motion passes unanimously.

III. APPROVAL OF MINUTES (Timestamp 1:36:45) – March 9, 2022

Chair Cohen sought a motion to approve the March 9, 2022 minutes. Councilman Maniscalco so moved, seconded by Councilman Citro. Voice vote: motion carries unanimously.

IV. PUBLIC COMMENT (Timestamp 0:00:00) (30 minutes total, with up to 3 minutes per speaker)

- Rick Fernandez – Written comments were submitted on Monday. Noted comments from previous TPO Board meeting re: widening of US 301 through wildlife corridors. Is waiting to hear the same passion for highway widening through human corridors. He stands in opposition to the widening of I-275 and the DTI. Public comment on this topic has been robust. The CAC has taken action twice, once in January and once in March, to address this intrusion. There has been no change from FDOT and no intervention from the TPO Board. Residents asked why Tampa Heights and the DTI were not on the TPO Agenda for today's meeting. FDOT and the community are not likely to have a meeting of the minds and the community is not going to go away before or after the election. The power in the room comes from the constituents and they need the Board's advocacy.

- Nicole Perry – Resident of Tampa Heights. Is one of the people who were surprised that the widening of I-275 and the DTI was not on the agenda today. Is against the widening of the highway and the intrusion of the barrier walls being moved further into the neighborhood. The number of citizens calling in for these meetings is not reflective of how people feel about this issue. It is difficult to take the time to attend these meetings for comment. People from all around Tampa are opposed to what is happening in the urban corridor. Everyone wants transit but it is never prioritized. The citizens do not believe their voice is being heard. Believes that is the goal of FDOT, to wear people down until things go away. Hopes the TPO Board would put citizens' requests first.
- Mauricio Rosas – Noted that the highway expansion has nothing to do with the All For Transportation tax being passed. The Board had asked FDOT to look into Osbourne and Chelsea underpasses. FDOT said that those underpasses could not be made vertical; later, it was determined that the only reason those were not vertical was due to cost. That was identified six months ago. It was noted that those areas are dangerous for the kids going to school. Is asking that D and E of the GreenARTery be included in the TIP. Asked that the landscape funding be identified now. With inflation, at the completion of the project, there will be no budget for landscaping. Asking that FDOT widen the sidewalks at the ramps at Hillsborough Avenue and MLK underpass. (3 minutes expired) Chair Cohen asks that Mr. Rosas submit the remaining comments in writing. (Included in the [Email](#) section)

V. COMMITTEE REPORTS & ADVANCE COMMENTS (Bill Roberts, CAC Chair; Davida Franklin, TPO Staff; Beth Alden, TPO Executive Director) (*Timestamp 1:47:33*)

A. CAC – Bill Roberts, CAC Chair (April 6, 2022 meeting)

- In-person quorum voted to allow virtual members to participate.
- Approved the US 301 PD&E letter, the Smart Cities Plan, recommending the Certificate of TPO Process with an amendment to delete bullet point number 2. The CAC is a very active committee representing a wide cross-section of the county; there is a high level of engagement from your appointees. Did not approve the Storm and Shelter-in-Place Study; not yet “ripe” for consideration based on concerns with the strategies for shelter-in-place, concerns about the sample size, and no mention of transit for people to evacuate).
- The committee asked staff to provide an update on the status of the Boulevard Study that is included in the UPWP.
- CAC established a subcommittee for the TIP review for May and June along with a special workshop. District 7 representatives have been invited to the process.

Discussion: Clarification was asked about the opposition to the widening of US 301 north of Fowler that was noted by Mr. Fernandez. There was no additional action taken on that item.

B. TAC – April 4, 2022 (Davida Franklin, TPO Staff)

- Approved Storm Evacuation and Shelter-in-Place Final Report, Smart Cities Mobility Plan Update, and the Annual Certification of Metropolitan Transportation Planning Process.

- Status reports heard – the City of Tampa MOVES and Vision Zero Action Plan, IJJA Grant Opportunities, FY23, and FY24 UPWP Preliminary Draft, and the Introduction to new TPO Studies.

C. LRC – March 23, 2022 (Davida Franklin, TPO Staff)

- Approved the US 301 PD&E Study Letter of Comment.
- Status reports heard – Low-Cost Air Quality Monitoring Pilot Project, FDOT Westshore Interchange Pedestrian, and Trail Connections, Storm Evacuation and Shelter-in-Place Study, and 2045 Plan Funding Scenarios Refresher.

D. BPAC – March 23, 2022 (Davida Franklin, TPO Staff)

- Virtual meeting.
- Status reports heard – FDOT Westshore Interchange Pedestrian and Trail Connections, US 301 PD&E Study, and the 2045 Plan Funding Scenarios Refresher.

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

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

F. TPO Policy Committee – April 13, 2022 Meeting (Beth Alden, TPO Executive Director)

- Started with presentations from local jurisdictions for TIP prioritizations.
- Next month will be the preliminary draft of the TIP.
- Reviewed a draft of the apportionment plan and supported a draft that will be presented to the committees.
- Reviewed a draft letter for the I-75 PD&E studies. It is on the consent agenda. It is being pulled off of the consent agenda due to a modification request.

VI. CONSENT AGENDA (Timestamp 2:00:01)

A. Committee Appointments

- TAC – Sarah Caper, by the Hillsborough County Community and Infrastructure Dept., with Richard Ranck as the alternate; Marcelo Tavernari as an alternate member by Hillsborough County Public Works; Chris DeAnnuntis by the Hillsborough Area Regional Transit Authority
- LRC – Tony Monk as an alternate member for the City of Tampa Parks and Recreation and Conservation Department.
- BPAC – Kelly Fearon by the City of Tampa Transportation Division

B. Letter requested by Policy Committee regarding I-75 PD&E Studies – removed from Consent Agenda.

Commissioner Overman moved to approve the Consent Agenda, seconded by Commissioner Myers. Voice vote, motion to approve the Consent Agenda in total passes unanimously.

ACTION ITEMS (Timestamp 2:00:21)

A. US 301 PD&E Study from Fowler Ave to SR 56 and TPO Letter of Comment (Kirk Bogen, FDOT and Gena Torres, TPO Asst. Director) (Timestamp 2:00:27)

- Review of purpose and need of the project: capacity, improved safety, improved mobility for bike/ped, designated by Hillsborough and Pasco Emergency Management as an emergency evacuation route, connects regional centers.
- Currently no transit service.
- 13.1 miles – Review of Existing Typical Section
- Went over the importance of the US 301 north-south corridor in Hillsborough and Pasco Counties.
- Review of crash statistics of this section of road.
- Showed preferred roadway typical sections 1 (Fowler to Stacy, 55 mph) and 2 (Stacy to SR 56, 65 mph); directional median openings, will require 106 acres of right-of-way to be acquired.
- Review of TPO Committee and Staff Concerns
 - Outside Urban Service Boundary
 - Not in cost feasible LRTP
 - Congestion localized at two intersections
 - Higher priorities
 - Better options for safety
 - Wetlands and wildlife
 - Trail conflicts

Presentation: [US 301 PD&E Study from Fowler Avenue to State Road 56](#)

Project Site: [US 301 PD&E Study Project Site](#)

Recommended Action: Approve the letter with comments

Discussion:

It was asked if there are wildlife corridor specifications included in this study and/or the design. There is a significant wildlife corridor along this stretch. It impacts wildlife and water. We have seen the impact of I-4. FDOT is working with the wildlife agencies on the state and federal levels to identify wildlife crossings and features in the study. The state does have criteria. It was noted that a sign that says "Deer Crossing" on a road that is listed as 65 mph is not adequate. It was noted that making this road safer is something everyone is concerned with. However, the project that is proposed will not make it safer because it is raising the speed limit. Putting in the median can help but there are other methods that could be used such as center barriers, lighting, and sidewalks. The community concerns are primarily at the bookends, and they are looking for signalized intersections. There are better ways to improve safety as it goes outside the urban core and does not promote sprawl in areas where there are protected wildlife corridors. Noted that the CAC, TAC, and BPAC all approved this letter. The TPO Board has also received a letter from the Audubon Society expressing grave concerns about the wildlife corridor. This is also where water comes from the Green Swamp and into the Hillsborough River, which is the main source of drinking water for the City of Tampa. These things need to be addressed. This corridor is not in

District 7 Good Movement plan and it is not clear that this will help evacuation based on past studies.

Commissioner Smith moved to approve the letter to FDOT, seconded by Councilman Maniscalco.

Discussion:

It is not understood why this is on the list when there are so many other projects that need addressing. It's not on the LRTP. It bisects the wildlife preserve. There is a parallel route, I-75 with express lanes being proposed. This area is the most scenic roadway to go through the county. The majority of the public comment is about safety. The Audubon Society sent a letter expressing concerns but is not opposed. FDOT is looking at how to reduce the footprint along with dropping the speed to 45 mph. Looking at signaling three intersections at Stacey, McIntosh, and Harney. Will be working on the wildlife crossings by using underpasses and possibly overpasses. The project was looked at because speed is a challenge that has led to crashes. Looking for ways to slow it down. There is a lot of development outside Hillsborough County that would utilize this corridor. The funding is not there; looked at the roadway to see what could be done for the future. The demand is going up. The funding being put in now is the signaling at high crash intersections. Are not ignoring it because of the traffic forecast and crash rates. The land use in Pasco County is a prime driver which is showing in the projections now. Signals reduce the capacity.

Roll call vote, motion passes 11 – 0.

B. FY21 & FY22 Unified Planning Work Program Amendment with De-obligation (Amber Simmons, TPO Staff) *(Timestamp 2:32:53)*

- Current UPWP is in effect until June 30m 2022. De-obligation will allow the unused funds to be available on July 1, 2022.
- TIP will be modified with the following: Task 2 (System & Corridor Planning), Task 3 (LRTP), and Task 6 (Coordination) – projects that were started but will not be complete by fiscal year-end.
- Examples of projects that will not be completed were presented.
- Total is \$220,170.

Presentation: [FY 2021 & FY 2022 Unified Planning Work Program \(UPWP\) Amendment \(planhillsborough.org\)](https://planhillsborough.org)

Recommended Action: Approve the Amendment to the FY 21 and FY 22 UPWP to de-obligate planning funds and related TIP amendment.

Councilman Maniscalco motioned to approve the FY 21 and FY 22 UPWP de-obligation; seconded by Commissioner Myers. Roll call vote, motion passes 11 – 0.

C. **Annual Certification of Metropolitan Transportation Planning Process** (Beth Alden, TPO Exec Director)

- In-depth review is done every four years. In between, there is an annual check.
- MPO/TPOs receive federal money and grants.
- Do an annual check-in with FDOT to check anything that has been flagged.
- Summary in the agenda packet – no corrective actions identified, there were notable achievements and a couple of recommendations including how consultant procurements are done. Federal law notes that additional points would not be given to disadvantaged businesses. Have not heard back from District 7 on the procurement process at this time. This is a state-wide topic. The other points have to do with committee members and board members and the role of the TPO.

Recommended Action: Support the re-certification of the TPO and authorization for the TPO Chairman to sign the Joint Certification Statement.

Motion to approve from Councilman Maniscalco; seconded by Commissioner Myers.

Discussion:

It was noted that meetings can go long but it is generational decisions being made. Florida has the Sunshine Law and does not allow for discussion outside of the meetings. Other states also have Sunshine but allow anything but a quorum to get together and discuss items. It was noted that it is not the length of the meeting, but it is that the agenda items are not addressed when consultants have been scheduled and paid to be available. The point is to get to the agenda items.

Roll call vote, motion passes 11 – 0.

D. **Letter to FDOT on I-75 Express Lanes** (Beth Alden, TPO Exec Director) (*Timestamp 2:44:17*)

- Letter has been updated with language from the TPO Policy Committee.

Councilman Maniscalco moves to accept the letter; seconded by Commissioner Kemp. Roll call vote, motion passes 11 – 0.

VII. **STATUS REPORTS** (*Timestamp 0:00:00*)

A. **Introduction to new TPO Studies** (Gena Torres, TPO Asst. Director)

- Will hear more details in the summer on these projects.
- Health Impact Assessment of 2045 LRTP Complete Streets – Joshua Barber
- Freight Supply Chain Resilience Study – Allison Yeh
- Data Sharing Platform Enhancements – Johnny Wong/ Sarah Caper
- Tampa School Transportation Safety Study – Lisa Silva
- Plant City Canal Trail Study – Wade Reynolds
- Hillsborough County Bicycle Network Evaluation – Wade Reynolds/ Abigail Flores

Presentation: [Introduction to TPO Studies](#)

B. Bylaws Amendment: Code of Conduct (Beth Alden, TPO Executive Director) *(Timestamp 2:53:02)*

- Requested by Board members at previous meetings. This is the first reading of two.
- There are current clauses in existence but no specific Code of Conduct.
- Recommendation is to adopt something similar to the Code of Conduct used by the Hillsborough Planning Commission.

Code: [Code of Conduct of Hillsborough County City-County Planning Commission](#)

Discussion:

It was noted that there need to be some adjustments made from the current example. Clarification was asked if the Code of Conduct applies to the Board and all the TPO Committees. It does apply to the committee members as well. Ms. Alden will work with the county attorney and then bring it back to the Policy Committee.

VIII. OLD & NEW BUSINESS *(Timestamp 2:58:58)*

- A. Chair Cohen went over community engagement meetings with FDOT coming up.
- FDOT and East Tampa Community Conversation Meetings, April 19 and 21, 5:30 PM.
 - FDOT and Tampa Heights Community Conversation Meetings, April 26 and May 3 (changed from April 28), 5:30 PM.
- B. **Next meeting May 11, 2022**, from 10:00 AM – 12:00 Noon.

IX. ADJOURNMENT – The meeting adjourned at 11:29 PM

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

Social Media

Facebook

3/11

Regarding a post on the URBN Tampa Bay Facebook page about safety concerns about painted bike lanes

Vela Christopher:

A lot of N & S routes in Tampa are like this. It is pretty much impossible to bike anything west of Himes as a direct route in order to live and tell about it the next day.

Speaking of Himes, that isn't fun as well. I sidewalk that on bike most of the time.

I have no idea what our mobility department is doing and the Hillsborough TPO too.

3/12

In his post on the Transit Now Tampa Bay Facebook page

Vela Christopher:

From Mauricio Rosas on Twitter land.

For years I've been saying the I4 exit from South bound I 275 is still only one lane. But No one listens. This is all already backing up big time in my head before it is built.

It is not that I want FDOT to build more lanes.

It is the fact the Hillsborough TPO board has allowed a plan set-to-fail reckoned to be wider later. They could have just killed the project....just look at the map a little harder.

No offense, this is probably one the stupidest things in county ruling history...all time.

3/16

In a post on the Transit Now Tampa Bay Facebook page about traffic exiting from I-275 to eastbound I-4

Vela Christopher

Walter John Slupecki east Ybor and Tampa is not thinking about the local impacts of 14th and 15th being street light dictated by the interstate. Or cars blocking intersections. So this backup will occur in non-BRT places like neighborhoods. You add Brightline on Nuccio that could also impact signalization.

All members of this Hillsborough TPO are responsible for one the worst and dangerous decisions they could have made.

3/20

In response to a post about the mayor's Bike to Work Day along the Green Spine

Vela Christopher:

I rode this about a day or so after it was done so way before this event.

Though I like cycle tracks, I opposed this project because of FDOT's interests of diverting I275 south bound traffic on Nuccio (where this track is located) under TBNEXT which will be extremely dangerous to future users. Also Brightline presented at the TPO to use this road for

their rail connection into Tampa. This rail connection would lead to a overhead bridge of rail road tracks along nuccio including potentially 1000s of parking spaces for using the train.

This all means Nuccio, for being already dangerous with poor sight lines, speed and curves, will have much much more cars and more complexities at its intersections.

None of the residents in northwest Ybor can easily access these bike lanes since FDOT shut down 13th. It has title Vi written on it. Why? Because who would use this track? Only the few that can safely access it.

It takes two complicated mergers and one wrong way direction 'against traffic' (seriously no lie) route to access the this cycle track going south bound.

Cass and Nebraska is another intersection where you could get easily hit as the cycle track transitions to west along Cass street.

Though I initially supported this project that quickly shifted when I realized FDOT was never going to let go of using 14th and 15th street as a interstate exit.

What the Hillsborough TPO City of Tampa and FDOT want to do is create an LA cocktail of highway traffic and pedestrian activity in a single corridor with dangerous access and with no substantial improvements to the intersections. Despite I wrote emails and made my calls for change, the TPO and city seemed not to care. But before people become victims of crashes along this dangerous corridor, I'm sure this project will be gloated as game changer.

It really isn't. It is foolish.

Walter John Slupecki:

Vela Christopher it'll be even worse than what you wrote when you factor in the possibility of this entire road being further redone to add in lanes for #FakeBRT routes.

3/17

Regarding a post about the City's unveiling of the Vision Zero Action Plan

Tatiana Morales:

All these plans and nothing that actually changes.

Dayna Sparkle-Pony

Tatiana Morales 100% completely agree. It's so frustrating to live and advocate in Tampa. It's our elected leaders who make all the decisions - and I'm just going to say it, some of the more influential city and county staff who have been there for decades and have antiquated ideas of how things must be done. The planners pictured here are folks at the TPO who I know and have seen in action, they have a rough go of it, watching their plans sit on the shelf. They don't actually get to fund anything. We need to elect better decision makers ASAP.

Rick Fernandez

Tatiana Morales nothing on that poster constitutes a plan ... nothing for which anyone could be held accountable ... might as well flip it over and finger paint ... just another photo op for Castor's collection ... irony of the day is capturing David Gwynn's signature on this nothing burger ... did they have fireworks? There are some good people in the TPO system ... but ... the system is broken ...

Tatiana Morales

Rick Fernandez I read the entire 60 page plan and its mostly just saying this what we should do but nothing is real or being done

Rick Fernandez

Tatiana Morales The plan has been presented to the Tampa Heights Civic Association and TPO CAC over the years ... My impression of legacy over the last 20+ years: We study things (constantly, expensively) ... meanwhile, ideas and people die ... Accountability is illusive or non-existent. What I want from the people in these pictures and from our elected representatives is anger, righteous indignation, passion, zeal, advocacy. Enough with the photo opportunities. Good luck finding any of those characteristics at the City or County ... but hope springs eternal ... every election cycle offers another opportunity for the citizens to let folks like Kimberly Overman Patricia Kemp Harry Cohen Mariella Smith Gwen Myers know how we feel. Blue and Red mean nothing to me anymore ... there are people all along the color spectrum that simply do not deliver ... and a precious few who do

The next thing to look for out of the TPO Staff is a Code of Conduct ... I guess so that when we get pissed off we have to be gentile about it ... sure thing ...

Forward Pinellas

Way to go! #VisionZero

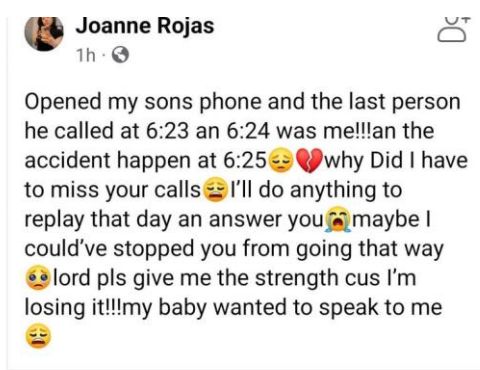
Dave Justask

This is Josiah Pinner's mother just today. We have to do better. Nothing could be clearer of the overlords sticking it to us than a cop doing 66, taking a child, with complete impunity.

Aarown Matthys

Let me know when something actually changes. Until then... this is just a plan with no action.

Dave Justask- Shared screen shot below:



3/23

In response to a post about the FDOT public hearing in the US 301 widening study:

Tatiana Morales:

We dont need widened roads we need to restart out train routes so freight can go on trains not trucks that deteriorate the roads

We should look into expanding bus service to reduce traffic

Bill Mattull:

Road should have been widened to 4 lanes 10 years ago

3/29

Regarding the City of Tampa’s public forum on the Green ARtery:

Andrew Guilbert:

Not bad

4/8

Regarding a post on the Transit Now Tampa Bay Facebook page about rising pedestrian deaths:

Vela Christopher:

Also in 2021 out Hillsborough TPO did nothing to stop TBNEXT which is so dangerous that it would be illegal for actual pedestrians to use. But in all seriousness from that actual truth (law) local roads will be quite dangerous by the interstate's exits where the TPO's Vision Zero Hillsborough hopes that paint saves lives.

Jesus...the world we live in.

"California, Florida and Texas led the nation in the number of pedestrian traffic fatalities in the first half of last year, accounting for 1,289, or 37%, of all pedestrian deaths."

4/12

Regarding I-75 PD7E studies (posted on the Transit Now Tampa Bay Facebook page with a photo of a comment letter)

Vela Christopher:

In case you are wondering there are express lanes being planned on I75 in Hillsborough County.

Unlike how TBX started with the Hillsborough TPO not compelled to care about some of us urbanites, these more rural communities already get a running start.

It is all bad, but if I were FDOT, I could tell the TPO to shut it because they neglected unconditional promises of rail, sound walls, or other improvements in the inner city and more urban parts of the county. They will already express lane other parts of the county because our Board is too concerned about what Tallahassee thinks. So it has been done, why can we not do more?

Anyways, my at-large commissioners once again treat the inner city like an invisible population when it comes to these matters.

Kinda strange that some of them live in the city.

Twitter

3/17

In response to two posts about the City of Tampa's Vision Zero Action Plan

Roc King: Beyond the signatures a robust attack should follow.

tampabaybeat: "Vision Zero?" Really? Do any of her handlers have one ounce of sense?

3/28

Regarding a post about the Hillsborough BOCC approval to draft a transportation tax ordinance

Roc King: That's gutsey but good.

3/30

Regarding a post about HART rolling out new buses, shelters, and maintenance facility

Tolar Manufacturing: (Applause emoji)

3/30

Regarding a post about the court's rejection of a proposal to distribute 2018 transportation surtax money

Roc King: You go judge.

4/1

Regarding a post about protected intersections

Bruce Wright:

This morning visited this intersection, with double turn lanes on each leg, to discuss how to fix it for pedestrians. Could be a protected intersection. Also should remove the extra turn lanes.



Apr 5

Regarding a post about Brightline's plan to connect Orlando to Tampa via rail

tampabaybeat: "not for several years." Try 15 minimum.

Apr 6

Regarding a driver awareness post about pedestrian safety at crosswalks

Roc King: Crank it on.

Apr 7

Regarding a Tampa Bay Times post about Tampa Bay mayors addressing climate change

tampabaybeat: Read this and get on the right track—not the light rail one. Your refusal to become educated is stunning. (Linked Vox article: <https://t.co/RLrChUbg1J>)

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

Email

From: Lena Young

To: calvin.hardie@tampagov.net

Cc: [Beth Alden](#); [Christopher Thompson](#); [Rhonda Triplett](#); [Adam Davidson](#); [Brian Seel](#)

Subject: Completion of The Green ARTery Perimeter Trail

Date: Friday, March 18, 2022 8:07:37 PM

Good Afternoon Calvin. I hope all is well with you. It feels so much better now that we seem to be looking COVID in the rearview mirror. We are all anxious to get back being 'normal' again.

Now that the 2022 legislative session is complete, I understand there may be some resolution to the All for Transportation funds collected during the period when the program was in place. If this is so, would you kindly let us know if the next sections of the Green ARTery Perimeter Trail will be included for funding from that pot? We know that we must wait for the new language to be placed on this year's ballot and for its passage by voters in November. As we did before, we will be working hard towards this end and anticipate its approval again this time around. I will be asking our Tampa Heights Civic Association President Brian Seel to extend an invitation to you to bring an update to our general meeting at the most appropriate time. Would you let us know as soon as you are ready to do so?

Thank you as always. Thank you for serving the citizens of our city.

LYG (813) 538-3219

From: Rick Fernandez

To: [Gwynn, David](#); justin.hall@dot.state.fl.us; calvin.hardie@tampagov.net; "Adam Klinstiver"; jane.castor@tampagov.net; janecastor@tampagov.net; Orlando.Gudes@tampagov.net; Charlie.Miranda@tampagov.net; Joseph.Citro@tampagov.net; CohenH@HCFLGov.net; [Kimberly Overman](#);

KempP@HCFLGov.net; "Mariella Smith"; guido.maniscalco@tampagov.net;

myersg@hillsboroughcounty.org;

alana.brasier@gmail.com; [Gena Torres](#); alana.brasier@tampagov.net; steven.benson@tampagov.net;

[Beth](#)

Alden; Johnny Wong

Cc: "Brian Seel"; "Lena Young"; "Tim Keeports"; "Mauricio Rosas"; "Michelle Cookson"; "CM Vela"; "Taryn Sabia";
Reuben Bryant; "Shane Ragiel"; honclive@gmail.com; "Brenda Christian"; "Tampa Heights Civic Association";
"Brenda Christian"; Cady Gonzalez; "William Dobbins"; Bill.Carlson@tampagov.net; Lynn Hurtak; "Matt Suarez";
Erik Lacayo (FHWA); "Resler, Kevin (FHWA)"; Nichole Mcwhorter (FHWA); Tony Krol; Dayna Lazarus; Connie
Rose; Fadia Patterson; "Sowers, Lloyd"; justin@cltampa.com; chad.mills@wfts.com; Ariana Skibell; Adam Fritz ;
"Anthony Krol"; BrownAK@hillsboroughcounty.org; Bill.Carlson@tampagov.net; Cameron Clark; candacesavitz@yahoo.com; Candy Lowe; "William Dobbins"; Doreen Jesseph; Ellie Baggett; "Elaine Illes"; "Faith
Wind"; frank.joshua1@gmail.com; garrett.a.tozier@gmail.com; helenannetravis@gmail.com; hqueen@bizjournals.com; Reva Iman; Lone Townsend; "Justin Ricke"; Jim Shirk;
jessica.vaughn@hcps.net; "Kitty
Wallace"; Kathy Castor ; "Kareem Young"; "Linda Saul-sena"; "LIFE Malcolm";
LawsonL@hillsboroughcounty.org;
luis.viera@tampagov.net; "Mauricio Rosas"; "Michelle Cookson - Professional Account"; "Michael Spokas"; Nicole
Perry; Niki Childs; "Robert Miley"; "Kristin Hoffman"; Paul Guzzo; Reuben Bryant; rick@rpeterika.com;
"Matt
Suarez"; "Tim Keeports"; tampanativesshow@gmail.com; vsalaga@atelieraec.com; "Yvette Lewis"

Subject: Construction Vibration And the manifest inefficiencies

Date: Friday, March 25, 2022 11:51:02 AM

As a follow up to my comments yesterday ... let it be a matter of record that today, March 25, 2022, brings the most obtrusive level of Interstate construction related vibration to date in Tampa Heights ... My home has been vibrating since early this morning. Windows are shaking, china is rattling in cabinets and pendant lights are swaying in the kitchen ... for all of this I hold David Gwynn and a complicit group of local politicians accountable ...

I am advised all this is related to **"the contractor ... doing some work on the H-pile wall on the opposite side of the interstate today. Should be a one day operation over there. Sorry for the inconvenience."** Begging the question: What happens when FDOT finds its way to our side (west side) of the interstate in a few months ...

My partner, Connie Rose, is a trainer and conducts classes out of our second floor suite where the rattling is even more pronounced than on the first floor ... if this continues her business and income earning potential will be impacted negatively ... As I type these words in my down stairs office, my keyboard is shaking under my fingers ... This is unacceptable ...

The elected officials allowing this to continue are failing us ... Your jobs are participatory ... stop observing the mess you have allowed to move forward for seven years and start doing something to represent the interests of the constituents who voted for you, contributed to your campaigns and trusted you.

Closing today as I did yesterday: **We have suffered disparate impacts at the hands of road building interests for generations. The pattern and practice continues daily. Tampa Heights is part of highly diverse, majority-minority districts (City and County). Disparate impacts are felt by communities of concern all along the corridors formed by Interstates 4, 275 and the Crosstown Expressway ... These impacts manifest in ways including but not limited to: poor air quality,**

adverse health consequences, food deserts, limited access to good paying jobs, poor public transit options, reduced property values, lack of affordable housing and deadly roadways. The list goes on. Our patience does not.

For those at FHWA please review the [Plan Hillsborough Nondiscrimination and Equity Plan](#) ... in particular Appendix F _ History of Discriminatory Planning ... and beginning at page 197 the discussion of "Highway Construction in Hillsborough County: I-275, I-4 and the Crosstown Expressway" ...

Most Sincerely ...

Rick Fernandez
2906 N. Elmore Ave.
Tampa, FL 33602

From: Rick Fernandez <rick@fernandezconsulting.net>

Sent: Thursday, March 24, 2022 4:50 PM

To: Gwynn, David <David.Gwynn@dot.state.fl.us>; 'Hall, Justin' <Justin.Hall@dot.state.fl.us>; 'Calvin Hardie' <Calvin.Hardie@tampagov.net>; 'Adam Klintstiver' <aklintstiver@consoreng.com>; 'jane.castor@tampagov.net' <jane.castor@tampagov.net>; 'janecastor@tampagov.net' <janecastor@tampagov.net>; 'Orlando.Gudes@tampagov.net' <Orlando.Gudes@tampagov.net>; 'Charlie.Miranda@tampagov.net' <Charlie.Miranda@tampagov.net>; Joseph.Citro@tampagov.net; 'CohenH@HCFLGov.net' <CohenH@HCFLGov.net>; Kimberly Overman <overmank@hcflgov.net>; 'KempP@HCFLGov.net' <KempP@HCFLGov.net>; 'Mariella Smith' <smithMa@hcflgov.net>; 'guido.maniscalco@tampagov.net' <guido.maniscalco@tampagov.net>; 'Gwen Myers' <MyersG@hillsboroughcounty.org>; 'alana.brasier@gmail.com' <alana.brasier@gmail.com>; 'Gena Torres' <torresg@plancom.org>; 'alana.brasier@tampagov.net' <alana.brasier@tampagov.net>
Cc: 'Brian Seel' <brianseel@gmail.com>; 'Lena Young (lenayoung@thjca.org)' <lenayoung@thjca.org>; 'Tim Keeports' <tim.keeports@gmail.com>; 'Mauricio Rosas' <mrosas1001@mac.com>; 'Michelle Cookson' <uppitygal@mac.com>; 'CM Vela' <cmvela311@gmail.com>; 'Taryn Sabia' <tarynsabia@gmail.com>; Reuben Bryant <yellowtakesflight7@gmail.com>; 'Shane Ragiel' <shane9218@gmail.com>; 'honclive@gmail.com' <honclive@gmail.com>; 'Brenda Christian' <brenda@myhistorictampa.com>; 'Tampa Heights Civic Association' <tampaheightscivicassociation@gmail.com>; 'Brenda Christian' <brenda@myhistorictampa.com>; Cady Gonzalez <cadymgonzalez@gmail.com>; 'William Dobbins' <dobbins.william.j@gmail.com>; 'Bill.Carlson@tampagov.net' <Bill.Carlson@tampagov.net>; Lynn Hurtak <lynn.hurtak@gmail.com>; 'Matt Suarez' <suarez.matthew@outlook.com>; Erik Lacayo (FHWA) <erik.lacayo@dot.gov>; 'Resler, Kevin (FHWA)' <kevin.resler@dot.gov>; Nichole Mcwhorter (FHWA) <nichole.mcwhorter@dot.gov>; Tony Krol (illsoltpa@gmail.com) <illsoltpa@gmail.com>; Dayna Lazarus <daynalaz@gmail.com>

Subject: The manifest inefficiencies/failures of our local government agencies _ just steps from my front door at 2906 N. Elmore Ave. in Tampa Heights _ Title VI Complaint # 2022-0193 _ Disparate Impacts

Greetings:

Living, as I do, only steps from the intersection of Floribraska Ave. and I-275, I have a front row seat to daily reminders of government and agency inefficiencies/failures ... this documents images captured during five minutes on the afternoon of March 24, 2022.

1. The underpass at Floribraska and 1-275 in Tampa Heights: Note the retention walls are sloped. Ongoing construction is part of the FDOT I-275 **capacity project** north of I-4 to north of Hillsborough. The walls are supposed to be completely vertical. I am told local streets without interstate exit/entry ramps get the sloped treatment. Yet Floribraska, local or not, has

both an exit and an entry ramp. Ramps or no ramps, we were told the walls were to be fully vertical so as to allow for aesthetic treatments such as murals, better lighting and better security. Promises made. Promises in the process of being broken. This applies to the underpass at Lake Ave. as well. Also to underpasses north of Tampa Heights in the Seminole Heights community.

2. Floribrasca complete street project: Tampa Heights has been promised a complete street makeover for Floribrasca for years. The project was finally to proceed this year (2022). As of last week, we have learned that FHWA and FDOT and the City of Tampa have now collaborated to discover that Floribrasca intersects with I-275. Who knew? As a result, a traffic study is needed. The traffic study will put the complete street project off for an undetermined period of time (at least a year).

3. North Elmore Ave: Elmore is an Interstate frontage road along the eastern boundary of Tampa Heights. Elmore is also a residential street, connecting Floribrasca Ave. and Columbus Drive. Thanks to the FDOT's DTI Quick Fix project, Tampa Heights is now facing a retention wall intrusion, starting along Elmore Ave. and continuing along the entire interstate arc to south of 7th Ave. While that is enough of a fight, most days ... there are other issues:

a. Elmore is posted as a "no truck" route ... yet trucks (as seen in the attached photo) routinely exit I-275 at Floribrasca and use Elmore Ave as a pass through to Columbus. When stopped and questioned (as this trucker was), truckers often use the excuse that "my GPS brought me this way". There has never been enforcement of the trucking prohibition, until today. Thanks to the tree overhanging Elmore at Robles Ave (a tree butchered by TECO), this trucker was not able to complete his transit to Columbus and spent the better part of 20 minutes trying to back his way out of the predicament.

b. Elmore is posted for maximum speed of 25 mph: Vehicles routinely exit I-275 at Floribrasca and slingshot across Floribrasca onto Elmore at Interstate speeds (estimated at 50 mph +/-). This creates an inherently dangerous condition. Historically, the intersection of Floribrasca and Elmore has been a high traffic accident area. It is only a matter of time before the speeders along Elmore Ave. create a crack in our Vision Zero plans. We have requested traffic calming measures. Most recently, a "pork chop" was planned at the Floribrasca/I-275 exit to divert traffic east and west, prohibiting pass through traffic onto Elmore. Now, thanks to recent discovery of the intersection of Floribrasca and I-275, that traffic calming device will likely be delayed and the dangerous condition will be allowed to continue.

This was an easy, if troubling, list of issues to compile. And I have only scratched the surface. If any of our elected representatives or salaried city/county/state employees would care to discuss solutions, please reach out. Tampa Heights is hungry for answers and effective representation.

We have suffered disparate impacts at the hands of road building interests for generations. The pattern and practice continues daily. Tampa Heights is part of highly diverse, majority/minority districts (City and County). Disparate impacts are felt by communities of concern all along the corridors formed by Interstates 4, 275 and the Crosstown Expressway ... These impacts manifest in ways including but not limited to: poor air quality, adverse health consequences, food deserts, limited access to good paying jobs, poor public transit options, lack of affordable housing and deadly roadways. The list goes on. Our patience does not.

Rick Fernandez

Transportation Committee Chair, Tampa Heights Civic Association

TPO CAC Vice Chair

2906 N. Elmore Ave

Tampa, FL 33602

786.837.3818

From: Calvin Hardie

To: Rick Fernandez; Nina Mabileau

Cc: Gwynn, David; justin.hall@dot.state.fl.us; "Brian Seel"; lenayoung@thjca.org; "Shane Ragiel"; Orlando Gudes; MyersG@HCFLGov.net; "Mariella Smith"; KempP@HCFLGov.net; Kimberly Overman; Joseph Citro; Johnny Wong; hqueen@bizjournals.com; "Adam Klinstiver"; janecastor@tampagov.net; Jane Castor; steven.benson@tampagov.net; tarynsabia@gmail.com; Beth Alden; CohenH@HCFLGov.net; BrownAK@hillsboroughcounty.org; LawsonL@hillsboroughcounty.org; Wes Hughes; Jason Marlow; "Tim Keeports"; "Mauricio Rosas"; "Michelle Cookson"; "CM Vela"; "Matt Suarez"

Subject: RE: [EXTERNAL] FLORIBRASKA AVE FROM N TAMPA ST TO 9TH ST Bike Lane/Sidewalk; FPN: 436640-1; CIP#

1001531 | Why is FDOT gumming up this project in Tampa Heights?

Date: Friday, March 18, 2022 9:55:30 AM

Rick,

It's a procedural step required by FHWA near any interchange. FDOT is not requiring; it's a federal requirement. The FDOT Operations staff doesn't necessarily review all Local Agency Projects. On this one, it just got caught late. The City was not aware of the requirement, but that does not mean that it's not valid. The FHWA contact that I'm referring to is FDOT Central Office FHWA Liaison. She did not initiate the request, and she has been helpful with trying to expedite this process.

I know this is not ideal, but it wasn't in any way malicious, and FDOT has been accommodating to get the project done. I know your concerns over the I275 project, I understand your frustrations, but on this, I ask for your patience. Communication on this project is a City responsibility, and we were not ready to do that until we had a schedule nailed down. That did not happen until last week. I will continue to meet with the neighborhood, as we have done throughout the project. We can talk any time.

Cal Hardie, P.E.

Capital Projects Manager, Mobility Department

City of Tampa / 306 E. Jackson Street, 6E / Tampa, Florida 33602

p: 813-274-3280 / e: calvin.hardie@tampagov.net

From: Rick Fernandez <rick@fernandezconsulting.net>

Sent: Thursday, March 17, 2022 5:50 PM

To: Calvin Hardie <Calvin.Hardie@tampagov.net>; Nina Mabileau <Nina.Mabileau@tampagov.net>

Cc: Gwynn, David <David.Gwynn@dot.state.fl.us>; 'Hall, Justin' <Justin.Hall@dot.state.fl.us>; 'Brian Seel' <brianjseel@gmail.com>; lenayoung@thjca.org; 'Shane Ragiel' <shane9218@gmail.com>; Orlando Gudes <Orlando.Gudes@tampagov.net>; MyersG@HCFLGov.net; 'Mariella Smith' <smithMa@hcflgov.net>; KempP@HCFLGov.net; Kimberly Overman <overmank@hcflgov.net>; Joseph Citro <Joseph.Citro@tampagov.net>; Johnny Wong <wongj@plancom.org>; hqueen@bizjournals.com; 'Adam Klinstiver' <aklinstiver@consoreng.com>; janecastor@tampagov.net; Jane Castor <Jane.Castor@tampagov.net>; steven.benson@tampagov.net; tarynsabia@gmail.com; Beth Alden <aldenb@plancom.org>; CohenH@HCFLGov.net; BrownAK@hillsboroughcounty.org; LawsonL@hillsboroughcounty.org; Wes Hughes <HughesWE@HCFLGov.net>; Jason Marlow <MarlowJ@hillsboroughcounty.org>; 'Tim Keeports' <tim.keeports@gmail.com>; 'Mauricio Rosas' <mrosas1001@mac.com>; Rick Fernandez <rick@fernandezconsulting.net>; 'Michelle Cookson' <uppitygal@mac.com>; 'CM Vela' <cmvela311@gmail.com>; 'Matt Suarez' <suarez.matthew@outlook.com>

Subject: [EXTERNAL] FLORIBRASKA AVE FROM N TAMPA ST TO 9TH ST Bike Lane/Sidewalk; FPN: 436640-1; CIP# 1001531 | Why is FDOT gumming up this project in Tampa Heights?

Cal: Am I understanding this correctly? FDOT and the City have not been coordinating their activities? As a result, a project we have been anticipating in Tampa Heights for years (improving the Floribraska corridor) is being delayed, yet again? For at least another year?

Is that about the up-shot of it?

Please know, the idea that FDOT is not communicating with the community is not novel to us in Tampa Heights. Even as I type, they are screwing up the overpass at Floribraska with retention walls that do not meet our neighborhood standards. That said, please help us understand what it is FDOT is doing that could impact the Floribraska project. It's not as if I-275 sprung up overnight. Nor is it news that the I-275 corridor north of I-4 has been the subject of expansion related controversy for years.

Can it really be that the FDOT operations team is claiming they were not in the loop? Left out of the discussion? Perhaps there was a term definition they did not understand?

Seriously?

Also, please advise: who is the "FHWA Lead" you reference in your email? By all means, let's get them in the email loop.

FDOT is threatening to damage Tampa Heights through further Interstate retention wall intrusion. We learned that in November 2021. Now we are learning that, as of November 2021, they have also become a potential obstacle to a long awaited Floribraska enhancement. None of this is good news. All of it is vintage FDOT. And all of it seems to be happening secondary to multiple malfunctions at multiple governmental and agency levels. Color me frustrated, annoyed ... but not surprised.

Finally, shouldn't TPO staff also be in on this discussion? It seems the Floribraska project has been in documents I have been reviewing for years on the TPO CAC ... please elaborate if possible.

Let me be very clear. You, Cal, have been one of the few bright spots in the transportation universe for us (and me personally) over the last few years (dating back to my time as THCA President). I am not blaming you for any of this. You seem to be in the "don't kill the messenger" role. That said, there is something very "squirrely" going on here and my tolerance for further FDOT related nonsense is non-existent. Floribraska is 100 feet north of my front door and FDOT is planning to tear down retention walls 300 feet south of my front door. My house has already been vibrating to the beat of pile drivers. You can, I think, understand my thirst for information as well as the "**over my dead body**" level of zeal I feel over this human life ecosystem (and corridor) we lovingly refer to as Tampa Heights.

Let's talk. Soon. Please.

Rick Fernandez

786.837.3818

Begin forwarded message:

From: Calvin Hardie <Calvin.Hardie@tampagov.net>

Date: March 17, 2022 at 15:28:18 EDT

To: Floribraska Project <FloribraskaProject@tampagov.net>, Shane Ragiel <shane9218@gmail.com>

Cc: Tampa Heights Civic Association <tampaheightsciviccassociation@gmail.com>, Brian Seel <brianjseel@gmail.com>, Justin Ricke <jwricke@gmail.com>

Subject: RE: [EXTERNAL] Update 20-C-00035; FLORIBRASKA AVE FROM N TAMPA ST TO 9TH ST Bike Lane/Sidewalk; FPN: 436640-1; CIP# 1001531

All,

This is all new information, we've been ironing out the details and the schedule update, which is why we haven't updated the website yet. Basically, through the reviews, the project was never seen by

the operations team at FDOT. We got an email from them in November, and we have been working with their FHWA lead to figure out a path forward. Regardless, the traffic study will let us know what, if any, changes need to be incorporated, and we can proceed from there. We will share the revised plans when they are available later this summer.

Sincerely,

Cal Hardie, P.E.

Capital Projects Manager, Mobility Department

City of Tampa / 306 E. Jackson Street, 6E / Tampa, Florida 33602

p: 813-274-3280 / e: calvin.hardie@tampagov.net

From: Floribraska Project <FloribraskaProject@tampagov.net>

Sent: Thursday, March 17, 2022 2:45 PM

To: Shane Ragiel <shane9218@gmail.com>

Cc: Tampa Heights Civic Association <tampaheightscivicasociation@gmail.com>; Brian Seel <brianjseel@gmail.com>; Justin Ricke <jwricke@gmail.com>; Calvin Hardie <Calvin.Hardie@tampagov.net>; Floribraska Project <FloribraskaProject@tampagov.net>

Subject: RE: [EXTERNAL] Update 20-C-00035; FLORIBASKA AVE FROM N TAMPA ST TO 9TH ST Bike Lane/Sidewalk; FPN: 436640-1; CIP# 1001531

Mr. Ragiel,

Greeting on this St. Patrick's Day. Thank you for inquiring about this upcoming capital improvement project.

Due to the project's intersection with I-275, the City is conducting additional traffic analyses which should be completed by September 2022. Depending on the results, the design plans may have to be revised further. To accommodate for the additional traffic analysis, the project has been delayed for approximately one year. The City anticipates advertisement for this Local Agency Program (LAP) project's construction in March 2023. Note that in the current environment, construction costs have radically increased which has caused many construction projects to be deferred. As the project schedule has recently been updated, we will soon update the project website.

Can you please re-send any open questions relative to stamped sidewalks, landscaping, lighting, crossing treatments, and how to navigate the separated bikeway and driveways, particularly near I-275?

The DRAFT May 2021 Pavement Marking plans, prior to future adjustment based on the traffic analysis, are attached.

Sincerely,

Nina Mabileau, E.I.

Transportation Project Coordinator, Mobility Department

City of Tampa / 306 E. Jackson St., MC290A6E / Tampa, Florida 33602

Desk: (813) 274-8542 / Mobile: (813) 415-4197

e: nina.mabileau@tampagov.net

Please note: This e-mail is public record.

From: Shane Ragiel <shane9218@gmail.com>

Sent: Wednesday, March 16, 2022 6:01 PM

To: Floribraska Project <FloribraskaProject@tampagov.net>; Nina Mabileau <Nina.Mabileau@tampagov.net>; Calvin Hardie <Calvin.Hardie@tampagov.net>

Cc: Tampa Heights Civic Association <tampaheightscivicasociation@gmail.com>; Brian Seel <brianjseel@gmail.com>; Justin Ricke <jwricke@gmail.com>

Subject: [EXTERNAL] Floribraska Ave. Complete Streets Project Update

Hey There,

I am reaching out regarding an update on the Floribraska Ave Project. Back in June 2020, I served as the Civic Association President & we received a presentation on the project, but now I am just serving as a resident of Floribraska, with my home on the south side between Central Ave and 275. My understanding from the most recent documents on the [site](#) is that we should expect construction in the coming weeks, but I am not seeing any updates to the plans or any additional detail. If you could share any insight to the timelines, any updates to design, or what we should anticipate, it would be greatly appreciated. I know that the plans presented nearly 2 years ago were not completed and it would be nice to see the final design. I believe there were still open questions about stamped sidewalks, landscaping, lighting, crossing treatments, and how to navigate the separated bikeway and driveways, particularly near 275.

I am including the THCA as well as the current President & VP on this thread should there be any pertinent information that would be helpful to share with the neighborhood. I appreciate your insight and, as you can tell, I am very excited to see Floribraska receive some love.

Thanks!

Shane Ragiel

From: Lopez, Luis D. (FHWA)

To: CM; Christian, Jamie (FHWA)

Cc: Bogen, Kirk; Gwynn, David; Lena Young; Mauricio Rosas; Michelle Cookson; Orlando Gudes; Kemp, Pat; Rich

Clarendon; Rick Fernandez; Smith, Mariella; Suarez, Matthew; Beth Alden; vik.bhide@tampagov.net

Subject: RE: Noise Study Report Update

Date: Wednesday, March 9, 2022 11:07:05 PM

Good evening Mr. Vela,

Thank you for your patience while we worked on addressing your email on February 6, 2022.

Below (*italics*) you will find the questions and/or concerns that we identified in your communication followed by our response.

1. In response to your answer to question one, abatement is not required because traffic noise "does not exceed the NAC in the year 2045." To verify this means FDOT can value engineer (VE) out the sound walls from this project with no NAC penalty, correct? Is FDOT required to inform the TPO in advance if sound walls were to be omitted at the final design project due to costs?

FDOT does not use the Value Engineering (VE) process to remove sound walls from a project. VE is defined as a systematic process of review and analysis of a project, during the concept and design phases, by a multidiscipline team of persons not involved in the project, that is conducted to provide recommendations for:

1. providing the needed functions safely, reliably, efficiently, and at the lowest overall cost;
2. improving the value and quality of the project; and
3. reducing the time to complete the project.

During final design phase, FDOT must confirm the need for and the feasibility and reasonableness of providing barriers as abatement by preparing a more detailed noise analysis on the latest design. FDOT could review and adjust their design and, based on the results of the revised noise study for these areas, it is a possibility that the new design wouldn't exceed the NAC or the barriers may no longer be feasible or cost-reasonable to construct.

The FDOT has checkpoints in place to guarantee that the design is performed following the description approved in the Record of Decision (ROD) and that the environmental

commitments are tracked along the entire project development and delivery. FDOT is not required to inform the TPO of changes to sound walls, but the final design noise study are always available to the public.

2. I also have concerns about the effectiveness of the sound walls as "to be considered feasible, at least two impacted receptors must be benefited." However, there couldn't be two impacted receptors at the downtown interchange. If you look at your attachment I marked, there is no sound wall on the southbound I274 ramp to I4.

I'm not sure exactly what you mean with this statement but I can tell you that the sensitive sites were identified and included in the analysis. The results doesn't support requiring noise abatement.

3. In response to your answer to question two, according to Code of Federal Regulations (CFR) Title 40 Chapter I Subchapter C Part 81 Subpart C § 81.310., Hillsborough County does not meet federal guidelines for total suspended particles (TSP). So wouldn't a CO study would still have to be mandated?

As indicated in the previous email, the entire state of Florida is currently in attainment for CO and most transportation improvement projects reduce delay and congestion making the CO analysis not a requirement. However, FDOT still conducted a CO screening and the results are included in the Air Quality Tech Memorandum.

In response to your answer to question three, FHWA admits idling would be acceptable at these transitional frontage roads due to safety concerns. Since vehicle idling conflicts with the Sociocultural Effects Evaluation Report, has there been a study done where idling **and** traffic transitional safety features are addressed?

The SCE Report points to the benefits that reduction of idling (due to congestion) along the mainline of I-275 and I-4, where over 200,000 cars will pass through each day. Without the DTI safety and operational improvements on the interstate, we would expect spillover into the local roadways and more idling (due to congestion) on the local streets closer to the neighborhoods. The idling at the new intersection at 14th/15th Street would have much lower volumes than the interstate mainline and would be controlled by a new traffic signal.

4. In response to your answer to question four, I am confused why FHWA doesn't consider the DTI portion of the preferred alternative a capacity project. Under the 'Purpose and Need' portion of the SEIS on page 41, it is stated, "Without improvements to the primary interstate system, other freeways, expressway, and arterials as provided for in Hillsborough MPO's Imagine 2040: LRTP (2014) will fail to provide the necessary capacity to relieve congestion and system connectivity." It is further stated, "The proposed improvements are needed to improve freeway capacity in the TIS SEIS Project study area to accommodate the increasing travel demand." There are other references of the use capacity through the SEIS document, including on portions of FDOT's website. The downtown interchange falls into the TIS SEIS Project Study, so why does FHWA claim it isn't a capacity project?

The Downtown Tampa Interchange section is the only section of the TIS SEIS that is not approved as a capacity project, but as a safety and operational improvement. This portion of the project will address operational improvements that will manage more efficiently the congestion of the area. The remainder of the project is adding capacity from Howard Frankland Bridge to east of the Hillsborough River.

If you should have any additional comments or questions feel free to reach out at your convenience.

Respectfully,

Luis D. López-Rivera, P.E.

Senior Environmental Specialist
U.S. Department of Transportation
Federal Highway Administration
Florida, Puerto Rico and US Virgin Islands Division Offices
400 W. Washington Street | Suite 4200
Orlando, FL 32801
t. 407.867.6420

From: CM <cmvela311@gmail.com>

Sent: Thursday, February 17, 2022 3:37 PM

To: Christian, Jamie (FHWA) <Jamie.Christian@dot.gov>; Lopez, Luis D. (FHWA) <Luis.D.Lopez@dot.gov>

Cc: Bogen, Kirk <kirk.bogen@dot.state.fl.us>; Gwynn, David <David.Gwynn@dot.state.fl.us>; Lena Young <lenayoung211@yahoo.com>; Mauricio Rosas <mrosas1001@gmail.com>; Michelle Cookson <upittygal@mac.com>; Orlando Gudes <Orlando.Gudes@tampagov.net>; Pat Kemp <kempP@hillsboroughcounty.org>; Rich Clarendon <clarendonr@plancom.org>; Rick Fernandez <rick@fernandezconsulting.net>; Smith, Mariella <SmithMa@hillsboroughcounty.org>; Suarez, Matthew <suarez.matthew@outlook.com>; aldenb plancom.org <aldenb@plancom.org>; vik.bhide tampagov.net <vik.bhide@tampagov.net>

Subject: Re: Noise Study Report Update

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or

open attachments unless you recognize the sender and know the content is safe.

Luis and James,

I hope you are doing well. We are probably going to have more of these emails from time to time. I know it isn't easy but we are trying to better understand FHWA's decisions.

May I get a follow up?

Thanks,

Chris

On Sun, Feb 6, 2022 at 22:42 CM <cmvela311@gmail.com> wrote:

Luis,

Thank you for the follow-up on my questions. Your responses have resolved some queries while raising additional ones. To keep this compact, I will respond in the same order as I presented my questions.

In response to your answer to question one, abatement is not required because traffic noise "does not exceed the NAC in the year 2045." To verify this means FDOT can value engineer (VE) out the sound walls from this project with no NAC penalty, correct? Is FDOT required to inform the TPO in advance if sound walls were to be omitted at the final design project due to costs?

I also have concerns about the effectiveness of the sound walls as "to be considered feasible, at least two impacted receptors must be benefited." However, there couldn't be two impacted receptors at the downtown interchange. If you look at your attachment I marked, there is no sound wall on the southbound I274 ramp to I4.

In response to your answer to question two, according to Code of Federal Regulations (CFR) Title 40 Chapter I Subchapter C Part 81 Subpart C § 81.310., Hillsborough County does not meet federal guidelines for total suspended particles (TSP). So wouldn't a CO study would still have to be mandated?

In response to your answer to question three, FHWA admits idling would be acceptable

at these transitional frontage roads due to safety concerns. Since vehicle idling conflicts with the Sociocultural Effects Evaluation Report, has there been a study done where idling **and** traffic transitional safety features are addressed?

In response to your answer to question four, I am confused why FHWA doesn't consider the DTI portion of the preferred alternative a capacity project. Under the 'Purpose and Need' portion of the SEIS on page 41, it is stated, "Without improvements to the primary interstate system, other freeways, expressway, and arterials as provided for in Hillsborough MPO's Imagine 2040: LRTP (2014) will fail to provide the necessary capacity to relieve congestion and system connectivity." It is further stated, "The proposed improvements are needed to improve freeway capacity in the TIS SEIS Project study area to accommodate the increasing travel demand." There are other references of the use capacity through the SEIS document, including on portions of FDOT's website. The downtown interchange falls into the TIS SEIS Project Study, so why does FHWA claim it isn't a capacity project?

Sincerely,
Chris

On Fri, Feb 4, 2022 at 5:21 PM Lopez, Luis D. (FHWA) <Luis.D.Lopez@dot.gov> wrote:
Mr. Vela,

Thank you for being so patient while we worked on the questions you sent us on January 24, 2022. We have worked in coordination with FDOT to provide you with accurate responses supported by the regulation and the analysis prepared for the TIS Project. Below you can find our responses.

1. How come only certain portions of the DTI can be sound abated. You are claiming a waiver will not have to be submitted for the portions that can't be abated. Why?

The SEIS traffic noise study was performed in accordance with Title 23, Part 772 of the Code of Federal Regulations (23 CFR 772), using methodology in FDOT's *Project Development and Environment Manual*, Part 2, Chapter 18 (January 2019) and can be accessed at: www.tampainterstatestudy.com. When predicted traffic noise levels "approach", meet, or exceed the Noise Abatement Criteria (NAC) or, when predicted noise levels increase substantially as a direct result of a transportation project, the FHWA requires that noise abatement measures be considered. Even though results from the SEIS noise analysis indicated that a substantial increase in traffic noise (15 dB(A) or more above existing conditions) would not occur at any receptor, traffic noise abatement was considered for all the receptors for which the highway traffic noise level was predicted to approach, meet, or exceed the NAC in the year 2045.

While there are multiple methods of abating traffic noise impacts, noise barriers were determined to be the only viable noise abatement measure in TIS SEIS noise study. To effectively reduce traffic noise, a barrier must be relatively long, continuous (with no intermittent openings), and of sufficient height. There are different types of noise barriers, such as right of way barriers (e.g. I-275 NB north of Busch Blvd.) and shoulder barriers (e.g. I-4 just east of I-4/I-275 interchange). For a noise barrier to be considered acoustically feasible and cost reasonable, the following minimum conditions should be met:

- To be considered feasible, at least two impacted receptors must be benefited by a traffic noise reduction of 5 dB(A) or more.
- To be considered reasonable, a noise barrier must provide sufficient insertion loss so that the Noise Reduction Design Goal (NRDG) is achieved. The FDOT's NRDG is

the achievement of at least 7 dB(A) for at least one benefited receptor.

- To be considered cost effective (a reasonableness consideration), the FDOT established a cost effectiveness criterion of \$42,000 per benefited receptor as an upper limit. The current unit cost to construct a noise barrier is \$30 per square foot (sq. ft.).

As a result of the SEIS traffic noise study, FDOT recommended further evaluation of several new noise barriers and replacement/relocation of some of the existing barriers, contingent on the detailed noise analysis to be performed during the final design phase. During the final design phase, the process must support the need for, and the feasibility and reasonableness of, providing the barriers as abatement under the following conditions:

- The detailed analysis demonstrates that the cost of the noise barrier will not exceed the cost-effective limit
- The residents/property owners benefitted by the noise barrier desire that a noise barrier be constructed
- All safety and engineering conflicts or issues related to construction of a noise barrier are resolved

If these conditions are not met, FHWA and FDOT cannot financially participate in the construction of the noise barrier.

In addition, the improvements to I-275 and I-4 would require that portions of the existing noise barriers be removed. In these areas, where the noise barrier evaluation indicated that barriers would not be a feasible and reasonable abatement measure, the FDOT also commits to further evaluating comparable replacement walls.

The Design Noise Study Report Update was completed in September 2021 (see attached). This update confirmed FDOT's recommendation of constructing several new noise barriers and replacement/relocation of some of the existing barriers in the Downtown Tampa Interchange area. There are variety of reasons why an area did not meet the criteria for noise abatement, including but not limited to the following:

- Limited number of receptors in the area or proximity of receptors to the highway
- Barrier did not provide the appropriate benefit to receptor (not enough reduction in noise level)
- Barrier was too costly
- Prohibitive constructability and/or maintenance issues
- No highway construction adjacent to the neighborhood
- Neighbors do not want the barrier

On my email from January 13, 2022 I included an excerpt from the design noise update. That graphic depicts the construction of replacement noise barriers on the shoulder of the new ramp from I-275 SB to I-4 and 14th and 15th Streets. In addition, FDOT is planning to build visual barrier on the shoulder of the new ramp to 14th and 15th Streets.

2. Has FDOT submitted any CO reports that include the frontage roads? I would like to see CO revised under the scenario with frontage roads if they haven't. And further, beyond CO, I want to see that include all airborne particulates with no further action and the preferred alternative.

The Clean Air Act (CAA) establishes primary and secondary National Ambient Air Quality Standards (NAAQS) for what are referred to as "criteria" air pollutants including: ozone (O3), carbon monoxide (CO), nitrogen dioxide (NO2), sulfur dioxide (SO2), particulate matter (PM), and lead (Pb). These standards are intended to protect the public health and welfare. Under federal regulations, areas that violate primary NAAQS are designated as nonattainment areas.

The proposed project is located in an area of the City of Tampa and Hillsborough County that are currently designated as being attainment for all of the NAAQS; therefore, the Clean Air Act conformity requirements do not apply to this project.

In accordance with FDOT's PD&E Manual, Part 2, Chapter 19, project level CO analysis is only required for federal projects in non-attainment and maintenance areas. However, even though the entire state of Florida is currently in attainment for CO, and most transportation improvement projects reduce delay and congestion, FDOT conducted a CO screening anyway. The SEIS CO screening used CO Florida 2012 (based on EPA MOVES software) to perform a project level analysis of intersections and interchanges that incorporates emission factors to estimate ambient CO conditions. The screening focused on "worst-case" conservative assumptions in terms of traffic (2045 volumes/delay), temperature (January time frame), meteorology (wind speed, stability, etc.), and location (close-in receptors from 10 to 150 feet from the edge of the roadway).

FDOT and FHWA selected the five interchange locations due to current and predicted traffic volumes and proximity to receptors. They did not include the frontage road because the team agreed that the model might estimate a lower concentration of CO at the interchange than would actually exist because the ramp intersections would disperse the results over a larger area and this would not be a "worst-case" scenario.

If the CO NAAQS are not exceeded during screening, the intersection passes the screening test and no detailed modeling has to be performed. In all locations tested for this CO screening, the project "passes" the screening model, meaning the one-hour concentrations do not exceed 35 parts per million of CO (ppm) and the eight-hour concentrations do not exceed 9 ppm.

Because the individual frontage roads have much lower volumes than the mainline, it is assumed that CO concentrations would also be lower and would pass the screening test.

FDOT also performed a Mobile Source Air Toxics (MSAT) emission evaluation to compare the project alternatives potential emissions of nine priority compounds including: benzene, formaldehyde, acetaldehyde, diesel particulate matter/diesel exhaust gases, acrolein, 1, 3-butadiene, diesel PM plus diesel exhaust organic gasses, ethylbenzene, naphthalene, and polycyclic organic matter. FDOT performed a macro-level (Scenario 1-full project limits) and micro-level (Scenario 2-five specific locations throughout the project corridor) analysis for years 2018 and 2045. FDOT and FHWA selected five locations that had the highest vehicle miles travel and the slowest speeds (where MSAT would be the highest).

Results of the MSAT were consistent between Scenario 1 and 2. In general, the 2045 No Further Action Alternative showed improved levels over 2018 Existing Conditions in both scenarios in average decrease in all toxins combined by approximately **60 percent**. All four Design Options (A, B, C, D & E) for the 2018 Express Lane Alternative showed an improvement in MSAT emissions when compared to the 2045 No Further Action Alternative by an average decrease of approximately **50 percent**. **The results also** show that there is a decrease in emission levels for each of the nine MSAT toxins, but not a substantial difference in total MSAT emissions for the five Design Options (A, B, C, D, & E) for the 2018 Express Lane Alternative.

It is important to reemphasize that the MSAT evaluation was a high-level, project-wide analysis based on conceptual plans and traffic forecasts. Details such as geometric design, changes in traffic patterns, variations in speed, and congestion levels can all impact actual MSAT emissions. While the analysis was conducted with as much information as practical, there are some limitations in evaluating specific locations along the project corridor. However, on a regional basis, USEPA's vehicle and fuel regulations, coupled with fleet turnover, would over time cause substantial reductions that would cause region-wide MSAT levels to be significantly lower than today. More details can be found in the Air Quality Technical Memorandum at:

www.tampainterstatestudy.com.

Florida is in attainment for PM, both PM2.5 and PM10, therefore no project level analysis is needed. Particulate emissions associated with construction activity are considered temporary in nature and are minimized by adherence to applicable state regulations and to the FDOT Standard Specifications for Road and Bridge Construction.

3. Why is FDOT idling interstate traffic in particular so close to neighborhoods by forming newly managed intersections when the Sociocultural Effects Evaluation Report is concerned with idling? Per your latest preferred alternative, the EB I4 ramp from SB I275 is undeniably servicing these exits and those will be signalized.

The new off-ramps at 14th and 15th Streets have been planned in coordination with the City of Tampa and the Hillsborough TPO. While idling is generally not favored in the context of air quality, slower speeds and traffic calming is favored when transitioning from a high-speed interstate to lower speed local roadways. FDOT has also conducted a roadway safety audit in this area to identify other ways to make the transition safer and we have incorporated those recommendations into the plans. In addition, we are also looking at technology improvements in this area and adjacent roadways to better management traffic on the local roadway without adding capacity.

4. Though marginally the preferred alternative shows that air quality is made poorer with the preferred alternative disproportionately to other neighborhoods, some are already challenged as identified by Hillsborough County Planning Commission and under a local CRA. This disproportion will only grow through the effects arising from construction activities, sound, air quality, traffic, and other life safety issues on local roads. Why did FHWA signed off on this?

We understand that assuming that the preferred alternative makes air quality “poorer” is not a correct. The preferred alternative for the DTI is not a capacity project and it is located in an area of the City of Tampa and Hillsborough County that are currently designated as being attainment for all of the NAAQS; therefore, the Clean Air Act conformity requirements do not apply to this project. FDOT conducted additional analysis, such as the CO screening and the MSAT evaluation. In all locations tested for the CO screening, the project “passes” the screening model, meaning the one-hour concentrations do not exceed 35 parts per million of CO (ppm) and the eight-hour concentrations do not exceed 9 ppm. At a project level, the MSAT also noted improvement in emissions in all alternatives.

Air quality impacts associated with construction activity are considered temporary in nature and are minimized by adherence to applicable state regulations and to the FDOT Standard Specifications for Road and Bridge Construction.

Due to the ambient nature of these noise and air quality, neighborhood demographics are not a part of the decision making criteria and it would be difficult to say there are disproportionate impact to one neighborhood over another adjacent to the interstate. FDOT and FHWA have followed the prescribed process for noise and air quality issues and have documented the process in the technical reports referenced previously and in the SEIS. While these issues are very important to us and the community, they are only two of numerous considerations in the NEPA process when selecting a preferred alternative. FDOT and FHWA have selected the safety and operational improvements versus capacity improvements for the Downtown Tampa Interchange to address some of the key safety concerns while minimizing impacts to the local community.

If you should have any additional comments or questions feel free to reach out at your convenience.

Respectfully,

Luis D. López-Rivera, P.E.
Senior Environmental Specialist
U.S. Department of Transportation
Federal Highway Administration
Florida, Puerto Rico and US Virgin Islands Division Offices
400 W. Washington Street | Suite 4200
Orlando, FL 32801
t. 407.867.6420

From: CM <cmvela311@gmail.com>

Sent: Monday, January 24, 2022 12:51 PM

To: Lopez, Luis D. (FHWA) <Luis.D.Lopez@dot.gov>

Cc: Bogen, Kirk <Kirk.Bogen@dot.state.fl.us>; Gwynn, David <David.Gwynn@dot.state.fl.us>; Lena Young <lenayoung211@yahoo.com>; Mauricio Rosas <mrosas1001@gmail.com>; Michelle Cookson <uppitygal@mac.com>; Orlando Gudes <Orlando.Gudes@tampagov.net>; Rick Fernandez <rick@fernandezconsulting.net>; Smith, Mariella <SmithMa@hillsboroughcounty.org>; Suarez, Matthew <suarez.matthew@outlook.com>; vik.bhide <vik.bhide@tampagov.net>; Pat Kemp <kempP@hillsboroughcounty.org>; aldenb <aldenb@plancom.org>; Rich Clarendon <clarendonr@plancom.org>

Subject: Re: Noise Study Report Update

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on

links or open attachments unless you recognize the sender and know the content is safe.

Luis,

I am following up on this. The Interchange, despite some vacant lots, is surrounded by various neighborhoods. How come those areas cannot have sound abatement? Also, I noticed FDOT's Air Quality Technical Memorandum did not include the frontage roads for Howard and Armenia avenues & 21st and 22nd street exits for CO models.

"...interchanges, ignoring the short frontage road connecting the ramp terminal intersections. This is believed to be conservative as the model will estimate a higher concentration of CO than would actually exist with the ramp intersections spread out."

The above statement is concerning since TIS, FDOT has established a pattern of diamond interchanges with frontage roads throughout our local interstate system. The proximity of these new frontage roads has brought vehicle operations closer to various neighborhoods, and as we know, vehicles emit sound, and aside from CO, other airborne particulates. There is an expectation of idling interstate and *local* traffic on these frontage roads due to new signalization. In fact we see this today. FDOT is proposing that the DTI will be short frontage roads, as we have seen elsewhere throughout the southern portion of I275 over the past 20 years. This design philosophy seems to run against the overall goal of TBNEXT, which is **"Improving traffic flow also reduces the time vehicles spend idling, which generally produces the maximum emissions per unit time."** Cited on page 134 in your Sociocultural Effects Evaluation report.

Has FDOT revealed any CO models that include the frontage roads?

Lastly, both tables on page 11 of your Air Quality Technical Memorandum show the

exits closest to Rick Fernandez, and I have even less CO under no build than any options FDOT has presented. This is concerning.

So to recap:

- 1. How come only certain portions of the DTI can be sound abated. You are claiming a waiver will not have to be submitted for the portions that can't be abated. Why?**
- 2. Has FDOT submitted any CO reports that include the frontage roads? I would like to see CO revised under the scenario with frontage roads if they haven't. And further, beyond CO, I want to see that include all airborne particulates with no further action and the preferred alternative.**
- 3. Why is FDOT idling interstate traffic in particular so close to neighborhoods by forming newly managed intersections when the Sociocultural Effects Evaluation Report is concerned with idling? Per your latest preferred alternative, the EB I4 ramp from SB I275 is undeniably servicing these exits and those will be signalized.**
- 4. Though marginally the preferred alternative shows that air quality is made poorer with the preferred alternative disproportionately to other neighborhoods, some are already challenged as identified by Hillsborough County Planning Commission and under a local CRA. This disproportion will only grow through the effects arising from construction activities, sound, air quality, traffic, and other life safety issues on local roads. Why did FHWA signed off on this?**

Thanks,
Chris Vela

On Thu, Jan 13, 2022 at 8:19 AM CM <cmvela311@gmail.com> wrote:

Thank you for your response Mr. Lopez. In regards to this cited statement, "The analysis showed that noise abatement measures were not warranted."

May you tell me how was this determined? In other words, is the report suggesting only certain areas qualify for abatement?

Thank you,
Chris

On Thu, Jan 13, 2022 at 07:39 Lopez, Luis D. (FHWA) <Luis.D.Lopez@dot.gov> wrote:

Mr. Vela,

Thank you for your January 11, 2022, inquiry on the Tampa Interstate Project and your feedback on the noise report associated with the planned roadway improvements near your neighborhood.

For the referenced CNE 37, FDOT evaluated replacement noise barriers that were both acoustically reasonable and cost feasible. The analysis showed that noise abatement measures were not warranted. Despite not meeting both measures, FDOT committed to install replacement barriers in areas where barriers were proposed for removal.

Please see the paragraph following the portion that you cited in your email on page 31 and page iii in the executive summary for the commitment to replacement noise barriers. As this commitment is a part of the TIS SEIS, and remains in place after the design phase, there is no need to execute a waiver or bypass. Further, there is a visual barrier planned for the residences which are part of CNE 37. Please see the attached concept which illustrates the placement of noise barriers and a visual barrier intended to benefit the homes between N. Nebraska Avenue and N. 13th Street.

Please let me know if you should have any additional comments or questions.

Respectfully,

Luis D. López-Rivera, P.E.

Senior Environmental Specialist

U.S. Department of Transportation

Federal Highway Administration

Florida, Puerto Rico and US Virgin Islands Division Offices

400 W. Washington Street | Suite 4200

Orlando, FL 32801

t. 407.867.6420

From: CM <cmvela311@gmail.com>

Sent: Tuesday, January 11, 2022 10:06 AM

To: Lopez, Luis D. (FHWA) <Luis.D.Lopez@dot.gov>; Bogen, Kirk <kirk.bogen@dot.state.fl.us>

Cc: Suarez, Matthew <suarez.matthew@outlook.com>; Rick Fernandez <rick@fernandezconsulting.net>; Gwynn, David <David.Gwynn@dot.state.fl.us>; Michelle Cookson <uppitygal@mac.com>; Smith, Mariella <SmithMa@hillsboroughcounty.org>; Mauricio Rosas <mrosas1001@gmail.com>; Orlando Gudes <Orlando.Gudes@tampagov.net>; vik.bhide <tampagov.net> <vik.bhide@tampagov.net>; Lena Young <lenayoung211@yahoo.com>

Subject: Noise Study Report Update

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Mr. Lopez,

I am contacting you because it appears that under Noise Study Report (attached), there is no solution for residents off of segment 2b, immediately south of the I4 between Nebraska and 13th street.

Please note the quote from the report below:

"Because the elevation of I-275 in this area would not allow for a ROW barrier with an effective height to be constructed, only a structure mounted shoulder barrier was evaluated. The results of the evaluation indicate that a shoulder barrier would not provide sufficient reduction in traffic noise such that the NRDG would be met. Therefore, a noise barrier is not considered a reasonable abatement measure for CNE 37."

I am highly disappointed that neither my TPO nor FDOT had informed us of these challenges in advance before our TIP Hearing. My neighborhood is also under a 'community of concern' under our Count's TPO. Am I assuming a waiver would be issued to bypass this issue? Please let me know the next step to take appropriate action.

Thanks,

Chris Vela

--

Christopher

--

Christopher

From: Beth Alden

To: Charlotte Greenbarg
Cc: Gena Torres; Allison Yeh; Johnny Wong
Subject: RE: New message from Plan Hillsborough contact form
Date: Friday, April 1, 2022 1:36:00 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)

That portion of the sales tax funding was allocated to HART, and the HART board had not (and still has not, to my knowledge) made any specific decisions about how that funding should be used after year 1.

Regarding year 1 -- all of the proposed spending for year 1 of the 2018-approved sales tax (including the funds set aside for transit in dedicated right-of-way) is shown in the annual report of the Independent Oversight Committee. For clarity -- none of those dollars were actually spent, and the funding remains in escrow accounts.

From: Charlotte Greenbarg <cgreenbarg@outlook.com>

Sent: Friday, April 1, 2022 11:50 AM

To: Beth Alden <aldenb@plancom.org>

Cc: Gena Torres <torresg@plancom.org>; Allison Yeh <yeha@plancom.org>; Johnny Wong <wongj@plancom.org>

Subject: Re: New message from Plan Hillsborough contact form

Thanks Ms. Alden

So if there are known proposed rail lines, and there are rough estimates per mile for funding purposes, why shouldn't they be shown in the LRTP?

Charlotte Greenbarg
Get [Outlook for iOS](#)

From: Beth Alden <aldenb@plancom.org>

Sent: Friday, April 1, 2022 10:10:53 AM

To: Charlotte Greenbarg <cgreenbarg@outlook.com>

Cc: Gena Torres <torresg@plancom.org>; Allison Yeh <yeha@plancom.org>; Johnny Wong <wongj@plancom.org>

Subject: RE: New message from Plan Hillsborough contact form

Good morning, Ms. Greenbarg,

The LRTP major investments category does not include numerous rail projects. Include means that a segment is specifically listed with a cost estimate, funding source, and timeframe. This is not the case. What the LRTP includes is a forecast of the funding available for such projects, through 2045, based on the sales tax approved by the voters the year before the LRTP was adopted. For informational purposes, the LRTP also provides some examples of projects which would be eligible for this funding and which have been previously studied by various agencies.

Renewal of the Community Investment Tax is a possibility discussed in the Funding Tech Memo (<https://planhillsborough.org/wp-content/uploads/2017/10/TM-HillsboroughMPO-2045LRTPFunding.pdf>). Historically, Hillsborough County has allocated a portion of the funds from the CIT to transportation, focusing on congestion reduction on major roads. The LRTP assumed that this trend continues into the future. So, the forecast of traffic congestion without the Charter County & Regional Transportation Surtax does assume that some CIT funds continue to be available to address congestion.

Best,
Beth

From: Charlotte Greenbarg <cgreenbarg@outlook.com>
Sent: Friday, April 1, 2022 8:04 AM
To: Beth Alden <aldenb@plancom.org>
Cc: Sharon Snyder <snyders@plancom.org>; Gena Torres <torresg@plancom.org>; Allison Yeh <yeha@plancom.org>;
Subject: Re: New message from Plan Hillsborough contact form
Thanks Beth,

I appreciate the links. Please confirm the LRTP includes in the major investments category numerous rail projects and the LRTP also includes over a Billion dollars of reauthorized CIT, aka stadium infrastructure tax, that expires in 2026 to fund road widening and extension projects.

Beat,
Charlotte
Get [Outlook for iOS](#)

From: Beth Alden <aldenb@plancom.org>
Sent: Thursday, March 31, 2022 10:28:47 AM
To: cgreenbarg@outlook.com <cgreenbarg@outlook.com>
Cc: Sharon Snyder <snyders@plancom.org>; Gena Torres <torresg@plancom.org>; Allison Yeh <yeha@plancom.org>
Subject: RE: New message from Plan Hillsborough contact form

Good morning, Ms. Greenbarg,
More information about the long range transportation plan (LRTP) is available in the Executive Summary posted at:
<https://planhillsborough.org/wp-content/uploads/2020/07/ExecSum-LRTP2045-HMPO-032020-4.pdf>

And links to supporting analyses are on the project page:

<https://planhillsborough.org/2045lrtp/>

To briefly address your question, the first four programs in the LRTP are performance-based investment programs. That means that the Plan does not identify specific projects (such as where a road should be repaved or where an intersection should be made safer) but rather the total amount of funding available, the total amount of need countywide, and how much the countywide performance measures can be improved with the available funding. These estimates are based on data provided by the local governments and transportation agencies in 2018 and 2019. We update the analysis every five years when the Plan is updated.

The fifth program, Major Investments for Economic Growth, contains the projects that are required to be specifically itemized in the Plan. These include road widening projects and extensions and fixed guideway transit projects. The Executive Summary provides a quick overview of what that means.

Also noted in the Executive Summary is the source of the funding forecast for fixed guideway transit. This number was based on the set-aside in the 2018-voter-approved surtax for fixed guideway transit, also called transit in dedicated right-of-way. Like all funding forecasts in the LRTP, it is a total amount from the present through the year 2045, including inflation (i.e. "year of expenditure" dollars) as required under federal regulations.

Best,
Beth

Beth Alden | AICP

Transportation Planning Organization

Executive Director

she/her

813.547.3318 (o)

813.748.5081 (c)

planhillsborough.org

[Plan Hillsborough logo](#)

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

From: Plan Hillsborough contact form <webmaster@plancom.org>

Sent: Tuesday, March 29, 2022 3:17 PM

To: Sharon Snyder <snyders@plancom.org>

Cc: Christopher English <englishc@plancom.org>

Subject: New message from Plan Hillsborough contact form

Name: Charlotte Greenbarg

Email: cgreenbarg@outlook.com

Subject: Public Records Request

Message: This chart was at the public meetings recently held regarding transportation.

Why are there no numbers on that TPO chart associated with the Green category titled "Major Investments for Economic Growth" like there is for all the other categories on that chart and please confirm that in the TPO's details for that TPO chart the County used that category (Major Investments for Economic Growth) includes over \$1.7 Billion for rail projects?

Date: March 29, 2022

Time: 3:16 pm

Page URL: <https://planhillsborough.org/contact-us/>

User Agent: Mozilla/5.0 (Windows NT 10.0; Win64; x64) AppleWebKit/537.36 (KHTML, like Gecko)

Chrome/99.0.4844.74 Safari/537.36 Edg/99.0.1150.55

Remote IP: 72.187.24.212

Powered by: Elementor

From: [Erin Bilgili](#)

To: [Rick Fernandez](#)

Cc: [southby5](#); [Michael Coleman](#); [Cheryl Wilkening](#); [Tampa Heights Civic Association](#)

Subject: Re: Robles Park Barrier Wall _ inquiries from Michael Coleman and Erin Bilgili

Date: Monday, March 28, 2022 4:03:50 PM

Rick,

Thank you so much for the thorough information. I am definitely interested in getting more involved in the THCA.

Let me know how else I can be supportive.

Best,

Erin

On Mar 28, 2022, at 11:47, Rick Fernandez <rick@fernandezconsulting.net> wrote:

Michael: Not sure who you mean by "they" but let me take a stab ...

There are monthly meetings of the THCA, and the TPO Board and the TPO CAC ... FDOT

holds meetings at the drop of a hat and usually with very little or no notice ...
TPO@plancom.org can give you meeting information for the TPO Board and CAC and other advisory boards as well ...

You can tap into all things Tampa Heights through
tampaheightsciviccassociation@gmail.com ... we do hold regular monthly meetings the fourth Thursday of the month starting at 7PM, 2005 N. Lamar Ave. ...

Thank you ... Rick

From: southby5 <southby5@aol.com>

Sent: Sunday, March 27, 2022 4:27 PM

To: Rick Fernandez <rick@fernandezconsulting.net>; Erin Bilgili <erin.bilgili@gmail.com>

Cc: 'Brian Seel' <brianjseel@gmail.com>; 'Lena Young' <lenayoung@thjca.org>; 'Hall, Justin' <Justin.Hall@dot.state.fl.us>; 'Pat Kemp' <kempP@hillsboroughcounty.org>; Beth Alden <aldenb@plancom.org>

Subject: RE: Robles Park Barrier Wall _ inquiries from Michael Coleman and Erin Bilgili
Thank you Rick I definitely plan to stay involved. Do they post meetings notices?

Sent from my Galaxy

----- Original message -----

From: Rick Fernandez <rick@fernandezconsulting.net>

Date: 3/26/22 3:39 PM (GMT-05:00)

To: 'Michael Coleman' <southby5@aol.com>, Erin Bilgili <erin.bilgili@gmail.com>

Cc: 'Brian Seel' <brianjseel@gmail.com>, 'Lena Young' <lenayoung@thjca.org>, "'Hall, Justin'" <Justin.Hall@dot.state.fl.us>, 'Pat Kemp' <kempP@hillsboroughcounty.org>, Beth Alden <aldenb@plancom.org>, Rick Fernandez <rick@fernandezconsulting.net>

Subject: Robles Park Barrier Wall _ inquiries from Michael Coleman and Erin Bilgili

Erin/Michael: Following up with you on the Robles Park Barrier Wall issue ...

I have copied the FDOT lead on this issue, Justin Hall. Also copied is County

Commissioner Pat Kemp, she has had the most to say on this issue at the

Transportation Planning Organization Board Meetings ...

Other relevant politicians on the TPO Board include Chair (County Commissioner) Harry

Cohen and Commissioners Kimberly Overman and Mariella Smith ... also our City

Council rep Orlando Gudes ... and District 3 County Commissioner Gwen Myers ...

Another person copied here is Beth Alden. Beth is the Director of our Transportation

Planning Organization. I believe she is pursuing administrative remedies to try to

overcome bureaucratic obstructions to a traditional wall build ... that said, not

everyone living around Robles Park is crazy about the idea of building a standard "noise wall" to buffer park from Interstate.

Also copied is our THCA President Brian Seel and Lena Young Green (THCA Board Member and resident bordering Robles Park on the West.)

FDOT presented alternatives for the barrier wall during the TPO Board meeting on

January 11, 2022 ... this is a link to the YouTube video of that meeting ... If I have copied

the URL correctly, the video should start up at time stamp 1:17:36 with Justin Hall

showing pictures of the options. <https://youtu.be/BFCN89SVMZo?t=4656> ...

For reasons too weedy to get into here, FDOT claims it can't build the type of wall some

might like along the eastern park perimeter ... there are, however, options they can

build ... those are the options being discussed in the video ...

My best advice is to stay connected to the THCA and to me for now to stay in the

information flow ... I post on Facebook on these issues and the Interstate widening all the time so "friend me" or follow ... I'll try to find you guys on Facebook and send you invites ...

My phone number is 786.837.3818 ... always open to a coffee at King State ... Or a phone or Zoom chat ...

Hope you'll stay involved ... we need more voices speaking up for Tampa Heights ...
Best, Rick Fernandez

From: Rick Fernandez

To: "southby5"; "Michael Coleman"

Cc: Cheryl Wilkening; "Tampa Heights Civic Association"; Erin Bilgili

Subject: RE: Robles Park Barrier Wall _ inquiries from Michael Coleman and Erin Bilgili

Date: Monday, March 28, 2022 11:47:57 AM

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Sent: Sunday, March 27, 2022 4:27 PM

To: Rick Fernandez <rick@fernandezconsulting.net>; Erin Bilgili <erin.bilgili@gmail.com>

Cc: 'Brian Seel' <brianseel@gmail.com>; 'Lena Young' <lenayoung@thjca.org>; 'Hall, Justin' <Justin.Hall@dot.state.fl.us>; 'Pat Kemp' <kempP@hillsboroughcounty.org>; Beth Alden <aldenb@plancom.org>

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Date: 3/26/22 3:39 PM (GMT-05:00)

To: 'Michael Coleman' <southby5@aol.com>, Erin Bilgili <erin.bilgili@gmail.com>

Cc: 'Brian Seel' <brianseel@gmail.com>, 'Lena Young' <lenayoung@thjca.org>, "'Hall, Justin'" <Justin.Hall@dot.state.fl.us>, 'Pat Kemp' <kempP@hillsboroughcounty.org>, Beth Alden <aldenb@plancom.org>, Rick Fernandez <rick@fernandezconsulting.net>

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Other relevant politicians on the TPO Board include Chair (County Commissioner) Harry Cohen and Commissioners Kimberly Overman and Mariella Smith ... also our City Council rep Orlando Gudes ... and District 3 County Commissioner Gwen Myers ...

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My phone number is 786.837.3818 ... always open to a coffee at King State ... Or a phone or Zoom chat ...

Hope you'll stay involved ... we need more voices speaking up for Tampa Heights ... Best, Rick Fernandez

From: Beth Alden

To: Andrew Morris

Subject: RE: Tampa Bay Passenger Rail Update

Date: Tuesday, March 15, 2022 9:07:00 AM

Good morning, Mr. Morris,

I appreciate your comments and the links you sent. You ask a great question about Amtrak. The FRA Corridor Development program that is to be established May 14 should provide a path for regional organizations (like MPOs) and states to work with Amtrak. FRA has said that the likely applicant for that program would be the state DOT, in collaboration with an operator and an owner of a freight track. However, I think in our area TBARTA could also lead such an application; they are an eligible recipient, and politically positioned for that kind of project, if not positioned from a staff expertise perspective. They of course would still need an operator (Amtrak) and owner (CSX) as well as FDOT as a partner, and they would need some local government partners to help with putting a funding package together since they don't have their own funding. I can't speculate on how likely that is. You might talk with the TBARTA staff about it.

Thanks,

Beth

From: Andrew Morris <amorrisrollins@gmail.com>

Sent: Monday, March 14, 2022 5:59 PM

To: Beth Alden <aldenb@plancom.org>

Subject: Tampa Bay Passenger Rail Update

Beth Alden,

I hope you are doing well. I recently listened to Brightline's presentation they did at the TPO Board Meeting and the rail discussion at the Sun Coast Transportation Alliance TMA Leadership Group Meeting. I also saw that FDOT will be doing listening sessions for the Rail System Plan update.

I do think there is room for both Amtrak and Brightline to compete in Florida for intercity passenger travel.

Many Western European Countries have switched to an open access rail infrastructure model that keeps infrastructure ownership and passenger rail operators separate. This allows for multiple passenger rail operators to compete on the same corridor, which leads to lower ticket costs for passengers and more frequent service. I think the Florida Intercity Passenger Rail Vision Plan from 2006 is still relatively decent. In that plan there is proposed direct service between Tampa and Miami that would be much quicker compared to what Brightline's travel times would be via Orlando. I did notice that dedicated tracks along the I-4 Corridor were recommended to avoid dealing with CSX restricting frequency of the service. I think that previous plan is closer to what Amtrak should be proposing to do in Florida compared to what Amtrak is proposing in their current Vision Plan. It also aligns decently with the FRA's Southeast Regional Rail Plan.

I still see the only way regional rail/rail transit would happen in the Tampa Bay Metro Area is if the rail infrastructure is upgraded for Amtrak to serve Clearwater and St. Petersburg. Amtrak has access to those tracks by right and would not require a lease deal to access them. It is frustrating how CSX makes any passenger rail/rail transit expansion difficult.

I am still trying to stay optimistic that we will see some passenger rail expansion in Florida including in the Tampa Bay Metro Area. I just hope these projects are coordinated in a reasonable manner to improve multimodal connectivity and maximize the amount of federal funding we can get. What would be the best way to advocate for the proposed Amtrak service to connect to Tampa, Clearwater, and St. Petersburg? Do you think Amtrak, the FRA, Forward Pinellas, TBARTA, and FDOT would be interested in pursuing that?

Sincerely,

Andrew Morris

FRA Southeast Regional Rail Plan (2020)

https://www.southeastcorridor-commission.org/_files/ugd/f32a1d_6e2bd26333cc4562b9edd8cf6e42e7ac.pdf

FDOT Florida Intercity Passenger Rail Vision Plan (2006)

<https://fdotwww.blob.core.windows.net/sitefinity/docs/defaultsource/content/rail/publications/plans/06visionplan/excreportfinal.pdf>

Spain's high-speed railway revolution (2021)

<https://www.cnn.com/travel/article/spain-high-speed-rail-network/index.html>

From: Rick Fernandez

To: Cheryl Wilkening; CohenH@HCFLGov.net; KempP@HCFLGov.net; Kimberly Overman; "Mariella Smith";

MyersG@HCFLGov.net; guido.maniscalco@tampagov.net; Joseph.Citro@tampagov.net;

Lynn.Hurtak@tampagov.net; luis.viera@tampagov.net; Bill.Carlson@tampagov.net;

Charlie.Miranda@tampagov.net; Orlando.Gudes@tampagov.net; jessica.vaughn@hcps.net; Erik Lacayo (FHWA);

Kathy Castor ; jane.castor@tampagov.net; "Stephen Benson"; calvin.hardie@tampagov.net

Cc: brianjseel@gmail.com; lenayoung@thjca.org; tarynsabia@gmail.com; Adam Fritz ;

tim.keepports@gmail.com;

"Mauricio Rosas"; shane9218@gmail.com; Reuben Bryant; honclive@gmail.com;

brenda@myhistorictampa.com;

Nicole Perry; Tony Krol; "William Dobbins"; "Justin Ricke"; Cady Gonzalez; "Matt Suarez"; Dayna Lazarus;

adriannerodriguez62@hotmail.com; alana.brasier@tampagov.net; "CM Vela"; Cameron Clark;

candacesavitz@yahoo.com; Doreen Jesseph; "Faith Wind"; frank.joshua1@gmail.com; "Kristopher

Gallagher";

helenannetravis@gmail.com; Wes Hughes; Reva Iman; Jim Shirk; "Kitty Wallace"; "CM Vela"; "Kareem Young";
"LIFE Malcolm"; "Michelle Cookson - Professional Account"; "Michael Spokas"; "Robert Miley"; "Old Seminole
Heights Neighborhood Association Email"; "Tampa Heights Civic Association";
tampanativesshow@gmail.com;
rick@rpeterika.com; "Michelle Cookson"; vsalaga@atelieraec.com; Rick Fernandez;
hqueen@bizjournals.com;
justin@cltampa.com

Subject: Rick Fernandez Public Comment _ TPO Board Meeting April 13, 2022 _ Tampa Heights retention walls,

underpasses, community outreach, etc. _ Title VI Complaint # 2022-0193

Date: Monday, April 11, 2022 1:01:22 PM

Attachments: [FDOT Community Conversation Invitation03302022161219.pdf](#)

[Resolution-Supporting-Racial-Justice.pdf](#)

[Executed Resolution _ CAC-1-5-22.pdf](#)

[Motion To Strike TIP Amendments _ rev 2 13 2022 _ Final.docx](#)

To: TPO Board | Tampa City Council | FHWA Title VI Program Analyst:

From: Rick Fernandez, 2906 N. Elmore Ave, Tampa, FL 33602 (Tampa Heights)

Summary:

With this message I document a series of concerns regarding the FDOT's past, ongoing and future activities in the historic, urban core community of Tampa Heights. This list is not exhaustive but it does reflect the observations of one very concerned and involved Tampa Heights resident. If the TPO Board, City Council and others take nothing else away from a reading of this message, take this: **there is nothing happening to address the issues pending between FDOT and Tampa Heights. If elected and other officials are hoping for a resolution by leaving the parties to fend for themselves, that hope is terribly misplaced.**

The TPO Citizens Advisory Committee has twice recommended that the TPO Board take action to stop further interstate retention wall intrusion in Tampa Heights (see attached "Executed Resolution" and "Motion to Strike TIP Amendments"). As a highly diverse, majority-minority community, we await that action by the TPO Board, in keeping with the letter and spirit of the 2020 Resolution Supporting Racial Justice (see attached).

Though filed as public comment responsive to the scheduled TPO Board meeting on April 13, 2022, this message is also being distributed to other officials for information and appropriate action.

List of Concerns

1. FDOT's unilateral scheduling of a Community Conversation with Tampa Heights: See the attached invitation to elected officials and staff. The series of meetings referenced in the letter were not cleared with THCA or the TH community at large. As originally published, the scheduling was replete with conflicts (some of which FDOT has attempted to address). The undersigned found this letter, strictly by accident, while reviewing the TPO CAC Agenda Package for April 6, 2022. The two page letter appeared at pages 102-103 of the 103 page agenda package. The topic was not on the agenda for discussion.
2. Tampa Heights has been looking forward to a Town Hall-style meeting with the TPO Board and other elected and administrative officials (state, county and city), to address issues pending with the FDOT, including, but not limited to, the issue of retention wall intrusion along the TH eastern boundary. To date, no such gathering has been advanced and the FDOT-hosted meetings, noted in paragraph 1, do not check that box.
3. The FDOT's Justin Hall suggested a meeting with Brian Seel (THCA President), Taryn Sabia and the

undersigned to discuss key issues of importance to Tampa Heights. This meeting to take place before a community wide engagement. No such planning meeting has taken place.

4. The in person meeting FDOT has unilaterally scheduled for Wednesday, April 27 (see attached letter) is to run from 11AM – 3PM and offers a decidedly unattractive scenario. First, and most obviously, this is the middle of a work day. FDOT is scheduling for minimal attendance. Second, FDOT plans to be “on site along Elmore Avenue (my street) to talk with neighbors about the planned improvements that are part of the Downtown Interchange project”. In other words, anyone able to get out to Elmore Ave. that morning/afternoon will be told by FDOT staff where the retention walls along Elmore Ave will be relocated. There are already stakes in the ground marking the planned outward movement of the walls. We don’t need to know where FDOT plans to move the wall along Elmore. We need to know what FDOT plans to do to keep the wall movement from occurring at all. That said, the wall movements planned by FDOT in Tampa Heights impact the entire eastern boundary of the community. The area along North Elmore Ave., though near and dear to me personally, makes up only a small portion of the impact corridor. No accommodation has been suggested for residents south of Columbus Drive to south of 7th Ave to Jefferson Street. No accommodation or notice has been suggested for residents all along the immediate impact corridor and within a reasonable (quarter mile) walk shed of the current Interstate “footprint”.

5. There is one positive suggestion in the attached letter invitation to Elected Officials and their staff. If ever a true community conversation can be planned, along the lines of the “Town Hall” gathering suggested at the TPO Board meeting weeks ago, participation by City of Tampa representatives would be beneficial. We have recently seen a disconnect between/among the City, FDOT and FHWA, resulting in an apparent delay in a long awaited complete street project on Floribraska Ave. This is just the latest example of the common thread running through Tampa Heights’ experience with FDOT over the decades. We are burdened with projects that hurt us and denied projects (even small elements) that benefit us.

6. Dysfunctional communications and poor community relations are both symptoms and causes of the FDOT’s loss of credibility in the Tampa Heights Community. Much time over the last four months (since November 17, 2021) has been devoted to making a record of FDOT’s acts and omissions vis-à-vis Tampa Heights. I will not revisit the narrative here. The reader is invited to review the YouTube video capturing the TPO Board meeting of February 9, 2022.

7. If there is to be a constructive way forward, we must see an end to the FDOT pattern and practice of telling the community what is going to happen, coupled with non-binding “promises” of future mitigation. That was the way when TBX was first rolled out in 2015. It is the way now. A group of us went to St. Louis in 2017 to learn lessons from the Missouri DOT on how to work together with a community through road construction projects. It would seem none of those lessons took root.

8. We expect the Florida Department of Transportation (in conjunction with the City of Tampa and Hillsborough County) to develop good faith solutions/proposals to address the concerns of the Tampa Heights Community including but not limited to the following:

- a. Stop the planned further intrusion of Interstate retention walls along the Tampa Heights eastern boundary (action recommended twice by the TPO CAC in January and March 2022);
- b. Construct fully vertical retention walls for the underpasses at Floribraska Ave. and Lake Ave.;
- c. Install historically appropriate underpass and retention wall treatments throughout Tampa Heights (see examples in West Tampa and Ybor City);
- d. Install context appropriate visual and sound barrier along eastern boundary of Robles Park;
- e. Install enhanced lighting and art work at underpasses and along retention walls;
- f. Extend the Tampa Heights Greenway where possible north of Columbus Drive to MLK;
- g. Install lush landscaping, trees, throughout the Tampa Heights interface with Interstate infrastructure (obstruct/obscure view of the retention walls as much as possible);

- h. Expedite the Floribraska Ave. Complete Street Project;
 - i. Divert traffic to east and west ("porkchop" installation) at the I-275/Floribraska Exit (no through traffic onto N. Elmore Ave.);
 - j. Traffic Calming and red brick street treatment on Elmore Ave (posted 25 mph/no truck/residential street) where speeds commonly exceed 45mph and trucks are a constant;
 - k. Placemaking initiative for remaining FDOT Right-of-Way holdings (parks, benches, water features, covered shelters, lighting);
 - l. Noise wall closing the gap between Amelia and Ross (in vicinity of the Community Garden);
 - m. Secure underpass areas throughout the Tampa Heights community so as to deter overnight encampments. (vertical retention walls, lighting);
 - n. Begin divestiture of FDOT ROW and release of any remaining FDOT owned housing stock;
 - o. Fund and timely stage the above items ... the community should not be expected to wait until completion of current projects (five years plus) for mitigation and enhancements to be realized ...
- Tampa Heights is a valuable part of the City of Tampa and County of Hillsborough. We expect to be treated as full partners in any decisions impacting our future and we expect our preferences to be honored. After sixty years of abuse at the hands of road building interests and neglect at the hands of County and City leadership, we have earned nothing less.

This is my list of concerns and it evolves daily. Will leave it to others to offer their own thoughts regarding Tampa Heights, Seminole Heights, Ybor and other historic, urban core communities.

Respectfully Submitted,
Rick Fernandez
2906 N. Elmore Ave
Tampa, FL 33602
786.837.3818

From: neil.cosentino@icloud.com

To: [Favero, Chelsea](#); [Beth Alden](#)

Subject: SOS Save Our Solar Array Bridge ...it is not a good thing and sad that .gov does not consider Opportunity Costs in their decision making

Date: Sunday, April 3, 2022 1:42:58 PM

REF: \$335,000,000 at stake ...on the table

Good Morning

By far the biggest lost that would come from the demolition of the bridge would be from lost Opportunity Costs.

Opportunity Cost

Opportunity costs represent the potential benefits that an individual, investor, or business (I add government) misses out on when choosing one alternative over another. Understanding the potential missed opportunities when a business or individual chooses one investment over another allows for better decision making. For example, if a company pursues a particular business strategy without first considering the merits of alternative strategies available to them, they might fail to appreciate their opportunity costs and the possibility that they could have done better had they chosen another path.

Opportunity cost does not appear directly on a company's **financial statements**. Because opportunity cost is a relatively abstract concept, many companies, executives, and investors fail to account for it in their everyday decision making.

To: [Cheryl Wilkening](#); [Davida Franklin](#)

Subject: Public Comment for Tomorrow's TPO Meeting

Date: Tuesday, April 12, 2022 8:46:20 PM

Please read my public comment during tomorrow's TPO meeting. Thank you!

Dayna Lazarus, homeowner, urban planner, zip code 33605

Please remove Line Items 8 and 9 from the TIP. There is a CAC resolution on the floor encouraging you to stop the DTI project's lane and wall expansion, and we asked you to do so the last few months. Please don't let this drop - we're still paying attention. Please think about the recent Equity Profile passed by the Hillsborough County Board of County Commission and their findings on transportation equity. Think of your own 2021 Equity Plan. Please do it now at this meeting - removing line items 8 and 9 is within your control. Thank you.

Form Name: TPO Board Meeting Public Comment Signup Form

Submission Time: April 12, 2022 12:35 am

Browser: Safari 15.4 / OS X

IP Address: 47.197.194.74

Unique ID: 952077976

Location:

First Name Mauricio

Last Name Rosas

Email mrosas1001@mac.com

Phone (813) 727-6680

I want to speak at the following TPO meeting(s)

Board Meeting - April 13, 2022 at 10 AM

Please include details relating to the topic you wish to speak about.

1. A request to add Segment D and E of the Green Artery onto the TIP for funding because one is shovel ready and the other will be ready in August.
2. Securing funding for significant landscaping at the Hillsborough, Osborne, Chelsea, and MLK underpass and along the length of I-275. We must plant trees to offset pollution from the highways, especially since it's a corridor adjacent to schools.
3. Creating a landmark at the Hillsborough, Osborne, and MLK underpass
4. Adding a sidewalk on the east side of Taliaferro Road as recommended by Tindale Oliver's, Demian Miller.
5. Asking FDOT to widen sidewalks at the entrance and exit ramps along the Hillsborough and MLK underpass. A request previously submitted to Mary Lou Godfrey
6. Request to route the I-275 BRT to the Veterans Expressway
7. Secure funding for the Boulevard Tampa study in whole or begin in earnest a feasibility study.
8. Stop suburban-style communities because they are not compatible with mass transit systems

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



Hillsborough TPO

Transportation Planning Organization

Committee Reports

Meeting of the Bicycle Pedestrian Advisory Committee (BPAC) on March 23

The BPAC met virtually and heard status reports on:

- FDOT Westshore Interchange Pedestrian and Trail Connections - Members requested a full trail connection on Lemon Street or along Kennedy from Reo Street to the Westshore mall.
- US 301 PD&E Study - It was questioned why no federal money would be used and the reason for that. Currently, the project is not in the cost feasible Long Range Transportation Plans in either Hillsborough or Pasco; until that happens, no federal money can be allocated. It was noted that the speed limit may be listed as 55 but motorists go much faster. It was also noted that this is a high crash corridor and that this is a very rural area. It was suggested that dual-directional turns would be a good idea in this area. There was a question as to why the public hearing was being conducted at the District 7 office instead of at a facility closer to the project area; the response was that there were no closer facilities.
- 2045 Plan Funding Scenarios Refresher - There was discussion regarding the focus on automobiles with regard to the majority of the funding in the 2045 Plan; funding for HART; and the various funding formulas for a new surtax proposal.

Livable Roadways Committee (LRC) on March 23

The LRC approved the following action item, with comments:

- ✓ US 301 PD&E Study Letter of Comment - Motion: Approve the letter but strongly suggest that FDOT fully address the 2015 LRC comments, as that has not been fully done; we would like to add that this project should be designed as a complete multimodal corridor, including bike/ped facilities on both sides for the entire route, and fully signalize intersections at major recreation sites and sites of anticipated major development.

The LRC heard status reports on:

- Low-Cost Air Quality Monitoring Pilot Project
- FDOT Westshore Interchange Pedestrian and Trail Connections
- Storm Evacuation and Shelter-in-Place Study
- 2045 Plan Funding Scenarios Refresher

Meeting of the Technical Advisory Committee (TAC) of April 4

The TAC approved the following action items:

- ✓ Storm Evacuation and Shelter in-Place Study Final Report - Members questioned why major capacity projects, like widening roads, were not considered; those are addressed in FDOT's Strategic Intermodal Systems planning.
- ✓ Smart Cities Mobility Plan Update - The Plan was supported for its thoroughness.
- ✓ Annual Certification of Metropolitan Transportation Planning Process - There was interest in learning what the ramifications are for not being certified and if that has happened. Our MPO has not had a corrective action in the last two decades.

The following were presented for information and members offered support for all items:

- City of Tampa MOVES and Vision Zero Action Plan
- IIJA Grant Opportunities
- FY23 and FY24 UPWP Preliminary Draft
- Introduction to new TPO Studies

Announcement: [EPC Clean Air Fair on May 5th 11:30am-1:30pm at Poe Plaza downtown.](#)

Meeting of the Citizens Advisory Committee (CAC) of April 6

The CAC approved the following action items, with comments:

- ✓ Remote member participation - The CAC began its meeting by considering whether or not to allow virtual members to cast votes on action items. Members had a lengthy discussion about whether the results of this vote would incentivize members to continue participating virtually simply due to convenience. Several members stated that a transitional period in which virtual votes are accepted might be helpful for those who were unaware that in-person attendance is now required. Another member also suggested that staff provide an attendance report quarterly for members to review rather than just an annual update. The committee approved virtual voting by a vote of 10-1.
- ✓ US 301 PD&E Study Letter of Comment - The committee voted unanimously, 13-0, to approve sending a letter to FDOT regarding the PD&E Study for US 301 from Fowler to SR 56. Members agreed with the points already outlined in the letter, specifically pertaining to impacts on wetlands and wildlife, as well as the poor quality of bike and pedestrian facilities, noting that there is an opportunity to expand and connect the nearby trail and improve park access.
- ✓ Smart Cities Mobility Plan – Unanimously approved.
- ✓ Annual Certification of Metropolitan Transportation Planning Process - The committee had a lengthy conversation about the recommendations and explored ways to stay within the agenda's time limits without curbing meaningful discussion. While most seemed to agree that time budgeting could be improved, members expressed concern that the justification for abbreviating committee discussion was due to consultant-led presentations being deferred to subsequent meetings. Members suggested that staff can schedule fewer agenda topics, which would allow for more time to have robust discussions. The committee voted, 10-3, in support of authorizing the TPO Chair to sign the Joint Certification Statement but to delete bullet point #2 of the Summary, Recommended Actions section, which states that the TPO Board and Committee meetings run past their regularly scheduled time and are not able to complete their full agenda.

The CAC did not approve the Storm Evacuation and Shelter-in-Place Study, by unanimous vote. Committee members raised questions about the extent to which sheltering-in-place strategies and evacuation destinations were considered, and whether evacuation via transit and on arterials and local streets were adequately addressed. The consultant will consider how to address the committee's concerns before the report is presented to the board for approval.

FY23 & FY24 UPWP Preliminary Draft – Members asked staff for a status update regarding the I-275 Boulevard Conversion Study, including whether it has been phased and the most recent cost estimates.

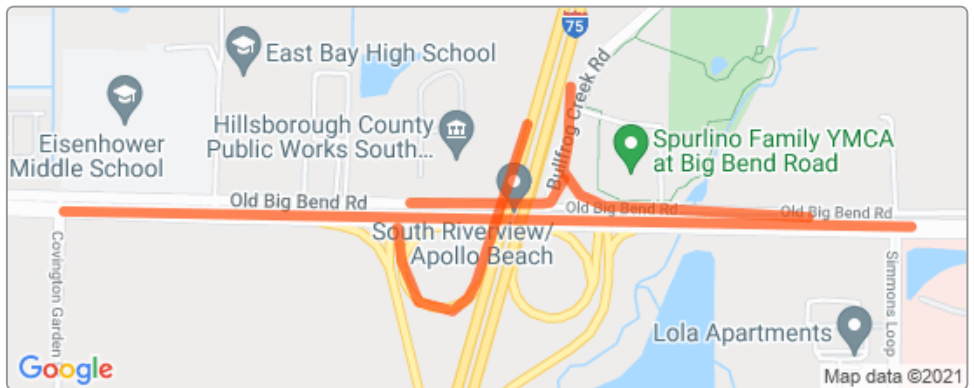
Due to time constraints, the following status updates were deferred to future meetings:

- Intro to New TPO Studies
- 2045 Plan Refresher on Funding Scenarios
- City of Tampa Vision Zero Action Plan

The CAC also formed a subcommittee to review the FY23 TIP draft.

I-75 Interchange Improvements at CR 672 (Big Bend Road) Exit 246 424513-3-52-01

Project Details	
Work Type	Interchange Improvements
Phase	Construction
Limits	I-75 Interchange at CR 672 (Big Bend Rd) Exit 246
Project Start	December 6, 2021
City	Apollo Beach Riverview
County	Hillsborough
Road	Big Bend Road I-75
Construction Cost	\$81.7 million
Estimated Completion	Summer 2025
Contractor	Skanska USA Civil Southeast, Inc.



About

Due to the rapid growth in the South County area, the Florida Department of Transportation has partnered with Hillsborough County to develop long-term solutions to help alleviate traffic congestion by reconstructing the I-75 interchange at CR 672 (Big Bend Road) Exit 246.

Improvements on this design-build project include:

- adding a new northbound I-75 entrance ramp from westbound Big Bend Road
- adding a new southbound I-75 exit ramp to westbound Big Bend Road
- increasing the storage area at the base of the northbound I-75 exit ramp by adding a left-turn lane onto westbound Big Bend Road
- extending the southbound I-75 exit ramp lane approaching Big Bend Road and adding dual right-turn lanes to westbound Big Bend Road
- adding a triple right-turn lane controlled by a signal from the southbound I-75 exit ramp to eastbound Big Bend Road
- adding signalized dual left-turn movements from westbound Big Bend Road to southbound I-75 and eastbound Big Bend Road to northbound I-75
- widening Big Bend Road between Covington Garden Drive and Simmons Loop from a 4-lane divided road to 6 lanes featuring enhanced pedestrian, bicycle, and bus facilities
- rebuilding the Old Big Bend Road and Big Bend Road bridges

Construction activities are estimated to finish in summer 2025.

Contact Information	
Construction Manager	Melissa Chin 813-975-3573 Melissa.Chin@dot.state.fl.us
Media Contact	Kris Carson 813-975-6060 Kristen.Carson@dot.state.fl.us



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

May 13, 2022

Dear Elected Officials and Staff:

The Florida Department of Transportation (FDOT), District Seven, invites you to attend and participate in a Construction Open House for the I-75 / Big Bend Interchange Improvements Project in Hillsborough County, Florida on **June 7, 2022**.

Improvements include reconfiguring the interchange and widening Big Bend Road. (See attached fact sheet – or scan the QR code for more details). The open house will be held in two formats as described below. The material presented at both will be the same.

Virtual Tour:

Live chat with project staff between 11:00 a.m. to 6:00 p.m. You may participate virtually by visiting the project website and clicking the Open House link:

<https://www.fdotampabay.com/project/420/424513-3-52-01>. The virtual tour will remain online after the meeting date.

In-person:

Hours: 4:30 p.m. to 7:00 p.m.

South Bay Church

13498 US-301 S Riverview, FL 33578

There will be no formal presentation; therefore, we encourage you to drop in at your convenience to view project information and talk with project staff.

For more information on this construction project, please contact Melissa Chin, P.E. FDOT Construction Project Manager, at 813-975-3573, or email: RoadWork@dot.state.fl.us

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

Comuníquese Con Nosotros: Nos importa mucho la opinión del público sobre el proyecto. Si usted tiene preguntas o comentarios, o si simplemente desea más información, por favor comuníquese con nuestro

representante, Manuel Flores, (813) 975-4248, Manuel.Flores@dot.state.fl.us, Departamento de Transporte de Florida, 11201 North McKinley Dr., Tampa, FL 33612.

For more information about this project, please visit the following project webpage:
<https://www.fdot.com/project/420/424513-3-52-01>

Scan the QR code below to view the project website:



Sincerely,

Gregory Deese, P.E.
Resident Engineer – District 7 CCEI Construction
Florida Department of Transportation

Beth Alden

Subject: Fact Sheet: SR 60 Median Modification & announcement of June 14 hearing
Attachments: 441661-1 SR 60 Fact Sheet_.pdf

From: Carson, Kristen <Kristen.Carson@dot.state.fl.us>
Sent: Monday, May 16, 2022 2:45 PM
Subject: Virtual Public Hearing/Meeting (VPHM) for Proposed Median Modification

Subject: Virtual Public Hearing/Meeting (VPHM) for Proposed Median Modification
SR 60 from Clarence Gordon Jr. Road to the Polk County Line (S. County Line Road)
Hillsborough County, Florida
Financial Project Number (FPN): 441661-1-52-01

Good afternoon. The Florida Department of Transportation (FDOT), District Seven, invites you to attend and participate in a Virtual Public Hearing/Meeting (VPHM) for a proposed median modification on State Road (SR) 60 from Clarence Gordon Jr. Road to the Polk County Line (S. County Line Road) in Plant City, Florida, Financial Project Number (FPN): 441661-1-52-01. This VPHM will be held on **June 14, 2022, at 5:30 p.m.**

To allow for maximum participation, the public meeting will be held in two formats including virtually over the internet and at an in-person drive-thru location. Information presented will be identical at all options.

The meeting will start at **5:30 p.m.** and include a presentation. After the presentation has concluded, there will be an opportunity to ask questions and provide comments that will be included in the official public meeting record.

Virtual/Online: Presentation will begin at 5:30 p.m.

The presentation will be played at 5:30 p.m. After comments are received, the presentation will be replayed. Please follow this link to register and access the virtual meeting: <https://bit.ly/3Ey6f7h>

In-person drive-thru location:

Hours: Drive-thru will open at 5:30 p.m. and remain open until 6:30 p.m.
Trapnell Elementary School
1605 W. Trapnell Road
Plant City, FL 33566 (Parking Area)

Drive-thru attendees will be directed into a clearly identified parking lot, receive project literature, and view the project presentation. Attendees will be asked to remain in their vehicle while attending the meeting. You will have the opportunity to provide written or verbal comments.

This (VPHM) is conducted to afford affected property and business owners, interested persons and organizations the opportunity to provide comments to FDOT regarding the proposed improvements on SR 60 from Clarence Gordon Jr. Road to the Polk County Line in Hillsborough County.

The only median affected in this project is at Horton Road. Motorists will need to turn right when exiting Horton Road to SR 60 and make a U-turn to travel in the opposite direction.

This VPHM is held pursuant to Chapters 120, 335.18 and 335.199, Florida Statutes. FDOT will receive verbal/written comments at the public meeting drive-thru location and online from registered webinar participants. Additionally, written or emailed comments may also be submitted following the meeting to Charlie.Xie@dot.state.fl.us or mailed to Charlie Xie, Design Project Manager, Florida Department of Transportation, 11201 N. McKinley Dr., MS 7-600, Tampa, Florida 33612 or by phone at (813) 975-6287. Comments received or postmarked by June 24, 2022, will be included in the official meeting record.

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

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

For more information about this project, please visit the project webpage at:
<https://www.fdotampabay.com/project/805/441661-1-52-01>

Kris Carson

Florida Department of Transportation
District Seven Communications Manager
11201 N. McKinley Drive
Tampa, FL 33612-6456
(813) 975-6202, 1-800-226-7220
Kristen.Carson@dot.state.fl.us
<http://www.dot.state.fl.us/>
<http://www.fdotampabay.com/>



SR 60 Median Modification and Repaving from Clarence Gordon Jr. Rd to Polk County Line

441661-1-52-01

Project Details	
Work Type	Median Improvements and Repaving
Phase	Design
Limits	from Clarence Gordon Jr. Road to the Polk County Line
Length	3.4 miles
City	Hopewell Plant City
County	Hillsborough
Road	SR 60
Design Cost	\$1.5 million



About

This project is proposing a median modification to State Road 60 at Horton Road in Plant City.

The project will also repave SR 60 between Clarence Gordon Jr. Road and the Polk County line.

In addition to repaving the road, sidewalks will be added.

Design activities are currently underway. Construction is anticipated to begin in late 2023.

Contact Information	
Design Manager	Charlie Xie 813-975-6287 Charlie.Xie@dot.state.fl.us
Media Contact	Kris Carson 813-975-6060 Kristen.Carson@dot.state.fl.us