



# Hillsborough TPO Transportation Planning Organization

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## Meeting of the Technical Advisory Committee

Monday, February 7, 2022, 1:30 pm

All voting members are asked to attend in person, in compliance with Florida's Government in the Sunshine Law. Please RSVP for this meeting. An accurate head-count will allow us to plan facilities. People attending in person are required to wear a mask while inside the County Center building consistent with CDC guidance. Some voting members may participate via web conference due to the ongoing national and local states of emergency re: COVID-19.

Audience members, presenters, and any others are asked to participate remotely, to minimize the potential for transmitting illness.

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- Presentations, full agenda packet, and supplemental materials [posted here](#), or phone us at 813-756-0371 for a printed copy.
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- Technical support during the meeting: Priya Nagaraj (813) 310-9709.

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## Call to Order

## Agenda

- I. **Call to Order & Introductions**
- II. **Public Comment** - 3 minutes per speaker, please
- III. **Approval of Minutes** – December 15, 2021 and January 3, 2022
- IV. **Action Items**
  - A. **Safety Performance Targets for CY2022**  
(Connor MacDonald, TPO Staff)
- V. **Status Reports**
  - A. **Low Cost Air Quality Monitoring Pilot Study**  
(Lizzie Ehrreich, TPO Staff)

B. West River Multimodal Safety & Network Improvements  
(City of Tampa Staff)

C. Hillsborough County Multimodal Level of Service Update  
(Wade Reynolds, TPO Staff)

**VI. Old Business & New Business**

**VII. Adjournment**

**VIII. Addendum**

A. TPO Meeting Summary and Committee Reports

B. THEA Public Hearing Announcement - Whiting Street PD&E

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

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DECEMBER 15, 2021 - JOINT MEETING WITH THE TRANSPORTATION PLANNING ORGANIZATION CITIZENS ADVISORY AND TECHNICAL ADVISORY COMMITTEES

The Transportation Planning Organization (TPO) Technical Advisory Committee (TAC), Hillsborough County, Florida, and the TPO Citizens Advisory Committee (CAC), met in Joint Meeting, scheduled for Wednesday, December 15, 2021, at 12:00 p.m., in the 26th Floor Conference Room, Frederick B. Karl County Center, Tampa, Florida, and held virtually.

The following TPO TAC members were present:

Jeffrey Sims, Chair	Environmental Protection Commission
Jay Collins	Planning Commission (PC)
John Patrick for Leland Dicus	Hillsborough County Development Services
Robert Frey (via telephone)	Tampa-Hillsborough Expressway Authority
Anthony Garcia	PC
Danni Jorgenson	City of Tampa (Tampa)
Brian McCarthy (nonvoting member)	City of Temple Terrace (Temple Terrace)
Brian Pessaro	Tampa Bay Area Regional Transit Authority
Jonathan Scott	Tampa
Nicole Sutton	Florida Department of Health
Richard Perez for Michael Williams	Hillsborough County

The following TPO TAC members were absent:

Michael English	Tampa Historic Streetcar Incorporated
Gina Evans	Hillsborough County Aviation Authority
Julie Ham	City of Plant City
Matthew Pleasant	Hillsborough County School District
Troy Tinch	Temple Terrace

The following TPO CAC members were present:

Ricardo Fernandez, Vice Chair	Steven Hollenkamp (via telephone)
Christine Acosta	Meaza Morrison
Christina Bosworth	Hoyt Prindle
Carolyn Brown	Terrance Trott
Josh Frank	Aiah Yassin

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The following TPO CAC members were absent:

William Roberts, Chair	Jeff Lucas
David Bailey	Jonathan Knudsen
Alexis Boback	Cliff Reiss
Artie Fryer	Rich Richmond
Sharon Gaumont	Nicole Rice
Nicholas Glover	Don Skelton, Jr.

I. CALL BUSINESS MEETING TO ORDER AND INTRODUCTIONS

▶ Cochairs Fernandez and Sims called the meeting to order at 1:01 p.m. Following the resolution of technical difficulties, ▶ Ms. Gail Reese, TPO, called the roll and noted a quorum was present. ▶ Commissioner Harry Cohen, Board of County Commissioners, gave appreciative remarks. ▶ Mr. Richard Clarendon, TPO, clarified members present.

II. PUBLIC COMMENT - ▶ **None.**

III. REVIEW AND APPROVAL OF MINUTES:

A. TAC

- I. December 16, 2020, Joint CAC/TAC Meeting
- II. January 4, 2021, TAC Meeting
- III. November 1, 2021, TAC Meeting

▶ Cochair Sims introduced the item. ▶ **Ms. Jorgenson moved approval, seconded by Mr. Garcia, and carried unanimously by TAC members present.** (Members English, Evans, Ham, Pleasant, and Tinch were absent.)

B. CAC

- I. December 16, 2020, Joint CAC/TAC Meeting
- II. September 1, 2021, CAC Meeting
- III. October 6, 2021, CAC Meeting correction page 6-7 of minutes
- IV. November 3, 2021, CAC Meeting

▶ Cochair Fernandez sought comments on the CAC minutes up for approval. Ms. Acosta noted there were still outstanding questions posed at the September 1, 2021, CAC meeting regarding counting devices, the bridge over Columbus



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Drive at Rome Avenue, and shared micromobility uses. ► Cochair Fernandez noted that in the September 1, 2021, CAC minutes on page 1, Item IV.C., line 3, the date should be changed to May 2021; also, in the October 6, 2021, CAC minutes, on pages 6 and 7, changes regarding the cost of roundabouts should be notated. ► **Mr. Frank moved approval, seconded by Ms. Acosta, and carried unanimously by CAC members present.** (Chair Roberts and Members Bailey, Boback, Fryer, Gaumond, Glover, Lucas, Knudsen, Reiss, Richmond, Rice, and Skelton were absent.)

#### IV. STATUS REPORTS

A. Refresher on Government in the Sunshine and Public Records Law

► Senior Assistant County Attorney Cameron Clark shared a presentation.

#### V. ACTION ITEMS

A. University of South Florida Green ARtery Trail Study

► Mr. Wade Reynolds, TPO, introduced ► Ms. Jennifer Musselman, Kittelson and Associates, who presented the item. ► Mr. Patrick inquired about outreach in the Campus Hills neighborhood. Mr. Frank asked about the transit score on Alternative 1 and the proposed bus rapid transit project on Bougainvillea Avenue. Mr. Frey touched on traffic analyses difficulties and scoring transit corridors. Ms. Acosta sought clarity on the proposed speed limit and spoke on Vision Zero principles for shared roadways. ► Cochair Sims called for a motion for approval. **Mr. Garcia so moved, seconded by Ms. Jorgenson, and carried unanimously by TAC members present.** (Members English, Evans, Ham, Pleasant, and Tinch were absent.)

Cochair Fernandez called for a motion. ► **Mr. Hollencamp moved to approve, seconded by Mr. Trott, and carried to nine to one; Ms. Acosta voted no.** (Chair Roberts and Members Bailey, Boback, Fryer, Gaumond, Glover, Lucas, Knudsen, Reiss, Richmond, Rice, and Skelton were absent.)

B. Transportation Improvement Program (TIP) Amendments: Florida Department of Transportation (FDOT) Safety, Operations Lighting, and Railroad Crossing Projects

► Mr. Connor MacDonald, TPO, explained the item. ► Mr. Trott asked about the light-emitting diode (LED) street lights turning purple, which Ms. Suzanne Monk, FDOT, addressed. Mr. Frank was apprehensive about categorizing

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Interstate (I) 75 and I-4 projects as Vision Zero projects. ► Ms. Gena Torres, TPO, expounded on the items. Dialogue ensued. Ms. Yassin believed the items fit into the Vision Zero model. Mr. Prindle suggested the CAC recommend that local freeways be on ramp meters and inquired about South Dale Mabry Highway signal modifications. Discussion continued regarding signalization, the impact of approving the TIP amendments, future traffic signal analyses, ► right of way (ROW) requirements for the TIP amendments, and the urgency of approving the amendments. ► Ms. Margaret Kubilins, Tampa, spoke on Vision Zero principles and opportunities to enhance safety. Mr. Frey touched on limited access roads. Ms. Monk stated ROW acquisition was not expected for the proposed TIP amendments with the possible exception of bridge widening over the Tampa Bypass Canal. Ms. Acosta felt the speed limit on South Dale Mabry Highway required a signalized light and wanted to see design options that served all forms of active transportation.

On prompt from Cochair Sims, ► **Mr. Scott moved to approve, seconded by Mr. Collins, and carried unanimously by TAC members present.** (Members English, Evans, Ham, Pleasant, and Tinch were absent.)

Cochair Fernandez sought a motion. ► **Ms. Yassin moved to approve the TIP amendments, seconded by Mr. Trott.** Ms. Bosworth asked if the TIP amendments could be voted on individually. ► Mr. Frank moved to amend the motion to accept the TIP minus Numbers 23 and 24, which were the I-75 and I-4 expansions. (The motion died for lack of a second.) Upon roll call vote, ► **the motion failed four to five; Cochair Fernandez and Members Acosta, Bosworth, Brown, and Frank voted no.** (Ms. Morrison was out of the room; Chair Roberts and Members Bailey, Boback, Fryer, Gaumond, Glover, Lucas, Knudsen, Reiss, Richmond, Rice, and Skelton were absent.)

► Mr. Frank requested staff be more appreciative of CAC efforts. ► **Mr. Prindle moved to bring Mr. Frank's motion back to the floor, seconded by Mr. Frank.** Mr. Frank restated the motion was to accept the TIP Amendment as listed, except for Number 23 and Number 24, which dealt with I-75 and I-4.

► **Ms. Acosta moved to amend that the latest motion include a request for redesign and answering of the CAC's questions for the South Dale Mabry Highway section, so a motion to approve minus I-75 and including further improving the crossing as planned for South Dale Mabry Highway, seconded by Ms. Bosworth.** Mr. Trott questioned the mechanism to bring Items 23 and 24 back for approval. Ms. Monk sought clarity on the motion. ► Ms. Acosta

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restated the motion was to further amend the passage, the TIP approval minus the I-70 (I-75) section and predicating improved design for the crossings at South Dale Mabry Highway. Following procedural talks, ► **the amendment carried unanimously by CAC members present.** (Chair Roberts and Members Bailey, Boback, Fryer, Gaumond, Glover, Lucas, Knudsen, Reiss, Richmond, Rice, and Skelton were absent.)

Upon dialogue, ► **the amended motion carried nine to one; Ms. Yassin voted no.** (Chair Roberts and Members Bailey, Boback, Fryer, Gaumond, Glover, Lucas, Knudsen, Reiss, Richmond, Rice, and Skelton were absent.)

► Mr. Clarendon noted the TPO could ask FDOT to come back with clarification on the I-75 and I-4 improvements at the next meeting. Mr. Trott wanted to know what could be changed to make the amendments approvable.

C. 2021 State of the System Report

► Ms. Vishaka Shiva Raman, TPO, gave a presentation. ► Mr. Fernandez asked about the percent of population affected by high vehicular emissions and wanted TPO staff to revise the document to include language on vehicular emissions from the 2019 report. Ms. Sutton agreed with the request. ► Ms. Acosta inquired about the peer communities cited in the report and if there was an opportunity to use peer markets that were consistent with the Tampa Bay Partnership report.

On prompt from Cochair Sims, ► **Mr. Scott moved to approve, seconded by Mr. Collins,** who agreed with the CAC comments. ► **The motion carried unanimously by TAC members present.** (Members English, Evans, Ham, Pleasant, and Tinch were absent.)

Cochair Fernandez sought a motion. ► **Mr. Prindle moved to table the item to the January meeting of the CAC pending resolution of the item that Cochair Fernandez had discussed, seconded by Ms. Acosta, and carried nine to one; Mr. Trott voted no.** (Chair Roberts and Members Bailey, Boback, Fryer, Gaumond, Glover, Lucas, Knudsen, Reiss, Richmond, Rice, and Skelton were absent.)

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D. 2022 Meeting Calendar

▶ Ms. Torres and Mr. Clarendon presented the item. Cochair Sims expressed concerns about the January 2022 TAC meeting date. Following dialogue, ▶ Cochair Sims sought a motion to approve the schedule with the one addendum that the TAC move the January 2022 date from the 3rd to the 10th. ▶ Ms. Sutton moved that the TAC move the meeting on the tenth, but then go ahead with the rest of the schedule, seconded by Mr. Scott. (The motion was not voted on.) Mr. Collins noted there was a Planning Commission meeting on January 10, 2022. ▶ Chair Sims sought a motion to approve the schedule as currently listed. **Mr. Collins so moved, seconded by Mr. Scott, and carried unanimously by members present.** (Members English, Evans, Ham, Pleasant and Tinch were absent.)

▶ Cochair Fernandez sought a motion to approve the calendar as presented by staff. ▶ Mr. Trott moved to approve, seconded by Ms. Brown. (The motion was not voted on.) Due to the lack of a quorum, the CAC could not take action on the item. Cochair Fernandez noted there were no objections to the proposed calendar.

VI. UNFINISHED BUSINESS AND NEW BUSINESS

- A. Next Meetings: TAC - January 3, 2022, at 1:30 p.m. CAC - January 5, 2022, at 9:00 a.m.

▶ Cochair Sims called for old or new business; there was no response.

VII. ADDENDUM

- A. TPO Meeting Summary and Committee Report
- B. FDOT Work Program Virtual Public Hearing Participation
- C. Letter to Beth Alden, TPO Executive Director regarding 2023 - 2027 Tentative Work Program

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VIII. ADJOURNMENT

▶ There being no further business, the meeting was adjourned at 3:32 p.m.

READ AND APPROVED: \_\_\_\_\_  
CHAIR

ATTEST:  
CINDY STUART, CLERK

By: \_\_\_\_\_  
Deputy Clerk

ag

DRAFT

**HILLSBOROUGH COUNTY  
TRANSPORTATION PLANNING ORGANIZATION  
TECHNICAL ADVISORY COMMITTEE  
HYBRID MEETING OF JANUARY 3, 2022**

**I. CALL TO ORDER**

Chair Sims called the meeting to order at 1:33 PM

Members Present In-Person: Jeff Sims, Mike Williams, Jonathan Scott, Brian Pessaro, Gina Evans, Mark Hudson, Margaret Kubilins, Jay Collins, Jennifer Malone

Members Present Virtually: Michael English, Robert Frey, Anna Quinones, Leland Dicus

Members Absent/ Excused: Nicole Sutton

Others Present: Gena Torres, Lisa Silva, Allison Yeh, Johnny Wong, Greg Colangelo, Priya Nagaraj, Rich Clarendon, Beth Alden, Wade Reynolds (TPO Staff); Kathrin Telle (Fehr and Peers); Karen Kiselewski (Cambridge Systematics); Frank Hall (City of Tampa); Sarah Caper (Hillsborough County); Siasoi Fine, Suzanne Monk (FDOT); Peyton McLeod (Patel Greene)

*Some members are participating virtually because of medical reasons and the local declaration of emergency.*

**II. PUBLIC COMMENT – None at this time**

**III. APPROVAL OF MINUTES – December 15, 2021 – Deferred**

**IV. ACTION ITEMS**

**A. Safe Access to Parks Pilot Study (Lisa Silva, TPO Staff and Kathrin Tellez)**

- Previously known as the Park Speed Zone Study
- Further implementation of the Vision Zero Goals
- Reviewed project steps – detailed information is on the project website
  - Park Selection
    - Sulphur Springs and adjacent River Tower Parks
    - Copeland Park – coordinated with Green ARtery on this one
    - Upper Tampa Bay Trail – adjacent to dog park, added that in as well.
  - Did extensive existing conditions around each park; looked for other studies that could be connected; studied best practices related to safe route studies nationwide; and created a web map with all of the data.
- Key findings review – highlights of each park.

- Public outreach – yard signs around parks and adjacent centers; fliers to local businesses and websites serving the local area; online, interactive map allowing comment and picture comment; online survey; on-site representation at each park.
- Countermeasure Toolbox Development – many have speed reduction, but they crosscut several safety strategies and provide multiple benefits. Toolbox was applied to each location. Asked for feedback at each location based on applying red dots and green dots to the proposed fix-it ideas. No red dots were applied.
  - Copeland – 21 fix-it ideas – 9 general, 12 location specific. Most fell into walking, some in traffic calming, some in crosswalks.
  - Sulphur Springs – discovered new things based on feedback. 21 fix-it ideas – 9 general, 12 location specific. Most fell into pedestrian. There is no pedestrian connection between Sulphur Springs and River Tower. Opportunities to redesign some roads.
  - Upper Tampa Bay Trail – broke into 2 portions. 28 fix-it ideas – 8 general and 20 specific. Most fell into bicycle. Noted implementing the two-mile gap, saw a lot of problems getting from Peterson to the other portion of the Upper Tampa Bay Trail. Wayfinding was noted as needing help.
  - In all the parks, design seems to be to get cars to and from the park and the entrances are not inviting for those arriving as anything other than a vehicle.
  - Changes from feedback
    - Changed project name
    - Nothing was removed
    - Some additions made based on recommendations and feedback
- Develop a How to Guide that can be applied at other parks across the county and jurisdictions.
  - Prioritization of the parks is ranked

**Project Page and Study Presentation:** [Safe Access to Parks](#)

**Recommended Action:** Provide comments or recommendations and recommend approval to the TPO Board.

**Discussion:**

**Margaret Kubilins:** Asked for clarification on how the Fix-It ideas will move forward through the documentation and into practice.

**Lisa Silva:** Noted that many stakeholders participated in the development by giving feedback on various drafts. The document will be provided to stakeholders in order for the ideas to be folded into other projects.

**Jeff Sims:** Asked if there is an over-arching governing body to see that the Fix-It ideas are implemented.

**Lisa Silva:** Monitoring has been mentioned before. There are different jurisdictions and departments that would implement the ideas. All of the 440 parks in have been prioritized. The on-site improvements would be given to the parks and recreation departments. Does not know which departments would take the lead.

**Jeff Sims:** That is a concern, no one is held accountable for getting things done. Down the line, revisiting with an assessment on what progress has been made would be a good follow-up step. Who is taking the lead could change from one park to another depending on the improvements that are recommended. The collaboration is great. Hopes this is a template to make it easier going forward with other parks.

**Lisa Silva:** Yes, the How-To Guide includes monitoring outcomes and identifying potential funding sources. This will give the TPO an opportunity to assist through the solicitation of projects. The results of the studies are 80% ready for grant application.

**Margaret Kubilins:** Requested that these ideas be mapped as a GIS layer. When other projects come up, they will be visible and could possibly be addressed in conjunction.

**Lisa Silva:** Noted the GIS layer has been brought up before and has confirmed that they will be included in the final product.

**Margaret Kubilins:** Trying to get there, whether it is an FDOT, County or City project, that the GIS layer is captured.

**Jay Collins moves to approve the Safe Access to Parks pilot study and recommend to the TPO Board with recommendations, seconded by Jonathan Scott. Voice vote: motion approved unanimously.**

**B. Hillsborough County Request for Additional Seat on the TAC** (Gena Torres, TPO Staff)

- New department created, Community and Infrastructure Planning Department.
- Included the changes to the bylaws in the January Agenda Packet.
- Would not be finalized until March as it needs to go through two presentations to the TPO Board.

**Discussion:**

**Jeff Sims:** His agency supports this addition. Is happy that there are not conflicts. Raised the concern that this is another Hillsborough County agency representative. The dynamics of this committee are diverse. Noted that it was brought up that this might create a block of representation from Hillsborough County. Does not feel that this is a big concern, wanted it noted in case anyone else may have that sense as well.

**Jay Collins:** Clarified that it will bring the in-person quorum to nine (9). Asked if this seat addition would make full voting odd or even number.

**Mike Williams:** Asked if Leland will be getting a different back-up?

**Leland Dicus:** Noted that the proposed back-up may be different after conversations with his managers. Will provide that information by the end of the week.

**Gena Torres:** Noted that several other departments are changing things around a little bit. There is currently an item for the January 11<sup>th</sup> TPO Board meeting for committee member approval.

**Mike Williams:** Asked for clarification that this new seat would not be effective until March. The specific department may not want to do the change until this seat is in effect.



**Jonathan Scott moves to approve additional member, seconded by Mark Hudson. Voice vote: passes unanimously.**

**C. Election of Officers** (Gena Torres, TPO Staff)

- Went over who are current officers and confirmed that they are willing to be renominated.
- Mike Williams nominated Jeff Sims as chair, no other nominations, Voice vote passes unanimously.
- Jay Collins nominated Mike Williams as vice chair, no other nominations, voice vote passes unanimously.
- Mark Hudson nominated Jay Collins as Officer At Large, no other nominations, voice vote passes unanimously.

**D. Attendance Review and Declaration of Vacant Sets** (Gena Torres, TPO Staff)

- No one had three consecutive absences.
- There are several vacancies, thought about removing them, they do not count against the quorum, and may want to represent on the TAC in the future. Temple Terrace has committed to attending. There are new appointees going before the TPO Board at their January meeting.

**Discussion:**

**Jeff Sims:** Important we get a representative from HART. Many topics come up with HART referenced.

**Mike Williams:** A lot of funding goes to HART as well.

**Jeff Sims:** Would like to see someone from the Port Authority. They have a vested interest in projects in that area. They have presented to this committee before. Understands they can't be forced to have representation but thinks it would be good.

**Gena Torres:** Noted that she and all the liaisons put together a summary of what happened at the committee meeting that gets read at the TPO Board meeting. She will put this into the report, that the committee would like to have a Port Authority member.

**Gina Evans:** Said that she would be happy to reach out to the Port Authority as they work closely together. There have been some changes there. Also noted that the Trucking Association has new leadership. They may not be aware that they have a seat on this committee. Is willing to reach out to them as well.

**Mark Hudson:** Expressed that letting these organizations know that there is an option to attend virtually, that may help with their staffing the committee.

**Jeff Sims:** Asked what the W and WA are on the attendance table.

**Gail Reese:** Clarified that W is Virtual attendance and WA is the Virtual Alternate

## **V. STATUS REPORTS**

### **A. City of Tampa Neighborhood Commercial District Plans (Frank Hall, City of Tampa)**

- Program originated by motion through City Council to take a look at Commercial Neighborhoods throughout the city and partner with the TPO.
- Defined NCD – picture that pops up in your head when you hear “Main Street”. Businesses and services are focused on serving the neighborhood as well as visitors
- Two Corridors
  - Palma Ceia (Bay to Bay from Hines to the Selmon and MacDill from the Selmon to San Miguel).
  - Main Street in West Tampa (North Boulevard to Howard Armenia and along Howard Avenue from I-275 to just south of Columbus Drive).
- Team oriented process; done in house; assistance from Planning Commission, TPO, School Board
- Community Meetings, Focus Groups, Surveys, social media, USF Class Support, Economic Analysis
  - Developed community issues and opportunities
  - Developed vision and ideas
  - Took deeper dives into planning needs
- Palma Ceia Neighborhood
  - Existing Conditions and Trends
    - Population & employment trends
    - Economic & development trends
  - Community Engagement – what was heard
    - Study Team: City, Planning Comm., TPO, School Board, USF
    - 1 Walking audit – USF Architectural & Community Design
    - 3 virtual public meetings
    - 1 preliminary survey – 187 completed
    - 10 Focus groups – residents & businesses
    - 1 Follow up survey – 49 responses
  - Issues and Opportunities
    - About half of all drivers are exceeding the speed limit
    - Community Survey results
      1. Wider sidewalks, enhanced crosswalks, on-street parking, bike lanes.
      2. Shade trees, pedestrian scale lighting, Plazas & pocket parks, Outdoor furniture (benches, trash cans, etc.).
      3. Pedestrian & Bicycle safety, reducing speeding, improving transit, reducing red-light running, reducing truck volumes, road noise & lack of parking.
  - Vision for the Palma Ceia District – A safe, walkable, connected, thriving and beautiful main street where residents and visitors gather and interact.
    - Reviewed example of this neighborhood developed by the USF grad students.
  - Strategies and Solutions – including possible solutions, approximate costs, and potential timeframes.
    - Enhance public realm
    - Reimagine the roadway

- Focus on more resilient and organized infrastructure
  - Public safety
  - Urban parking
  - Look at land use and design standards
- Main Street Neighborhood
  - 59 recommendations
  - 10 Community Themes
    - Appearance
    - Vacant Buildings & lots
    - Safety & Security
    - Preserve history
    - Support existing stakeholders
    - Image & branding
    - Connect to West River
    - Involve existing businesses
    - Turn alleys into assets
    - Parking
  - 47.5% of recommendations are underway
    - Examples of recommendations – Similar to Bay to Bay. Streetscape, annual development forum, parking plan, festivals and events.
- Status and Lessons Learned
  - Status – both plans have been completed, posted on City Planning Website, implementation plans have been drafted, plans have been transmitted to departments for implementation
  - Lessons Learned
    - Target one plan per year
    - Multi-agency planning team had value
    - USF SAAD Partnership was beneficial
    - Add consulting services to provide needed expertise and reduce time.
    - CRAs have built-in implementation mechanisms.
    - Seek solutions that have citywide application – build toolbox
- Next study location
  - Used GIS technology to look at land-use around different corridors in the city. Broke those up by Council District.
  - Focused on Council Districts not touched by the prior two studies.
  - Three candidates recommended for study
    - 22<sup>nd</sup> Street – Marconi Street to Mariner Blvd., Palmetto Beach
    - Nebraska Avenue – Busch to Fowler, North Tampa Community
    - 15<sup>th</sup> Street – 1<sub>4</sub> to Lake Avenue, VM Ybor
      1. Received a \$50,000 grant from State of Florida Department of Economic Opportunity
      2. Consultant led
      3. Anticipated to start early 2022
      4. Six-month duration estimated

**Resources:** <https://www.tampa.gov/city-planning/main-street>

**Discussion:**

**Leland Dicus:** Noted that on Bay to Bay, the city proposed doing the lane reassignments to reduce the lanes. There was a lot of local opposition, and it stayed the way it is now, four-lane undivided. Asked if that same opposition was encountered when this study was brought to the public; has the sentiment changed; does the plan address the concerns. Stated that it seems a challenge is getting the properties to redevelop there as there is not a lot of parking and hardly any room between the curb and the buildings and narrow sidewalks. Asked if there are incentives for the redevelopment and anything for addressing the parking.

**Frank Hall:** Has not been a change in the resident's sentiments. There are pilot programs being proposed to put traffic calming elements in certain sections. Do not have a proposal for the entire corridor as there has been a lot of push back. Hoping to show that there are benefits. This has been done in other parts of town. Do not want to fight a losing battle. Are using the pilot programs to show residents what could happen if certain measures are put into place. Have not set up an incentive program to address redevelopment. Set-back issues are a challenge, some stem from current code requirements. Working on determining what can be done and what can't be done with zoning.

**Gena Torres:** Appreciated being a part of the stakeholder team for both studies. Believes that a lot can be done, not gentrification, but improvements for a better neighborhood. Noted that the students had a lot of good ideas.

**Frank Hall:** The students came up with great ideas like repurposing alleyways, dealing with safety concerns without too much imposition. There are concerns about development in Communities of Concern. It becomes a housing issue, a surface issue, etc. There are a number of concerns that need to be addressed to show how they are going to benefit not only the city but the neighborhood.

**B. Storm Evacuation and Shelter-in-Place Study – Operational Strategies** (Allison Yeh, TPO Staff and Karen Kiselewski, Cambridge Systematics)

- Began in June 2021. Looks at best practices nationally and regionally. Focuses on strategies that can be done without taking on more expensive, capacity widening projects.
- Engaged with Emergency Management, local mitigation strategy working group, HART, Sunshine Line, Tampa Bay Regional Planning Council.
- Status Update – slated to end in February but will be pushing that out
- Public Engagement – asked public what issues are important with the need to evacuate if necessary. Held virtual Open House with polling, did an online survey. Identifying issues of most importance now.
  - Open House Polling Results
    - Most important factors in determining whether or not to evacuate
      1. Evacuation zone and emergency orders to leave
      2. Storm severity and projected path
      3. Storm location
      4. Having a place to go and stay
    - Most important factor determining where you evacuate
      1. Storm severity

2. People staying in the same place (family, friends, pets)
  3. Privacy or Security
  4. Access to transportation
  5. Cost
- Online Survey Results
    - Important factor IF Evacuate
      1. Storm severity
      2. Having a place to go and stay
      3. Access to pet-friendly shelter
      4. My home is safe, no need to evacuate
      5. Health concerns for me or a friend/family member
    - Important factors WHERE Evacuate
      1. Storm severity
      2. Security
      3. Needs of pet(s)
      4. Cost
      5. People staying at the same place (such as family/friends or others)
  - Had low responses on surveys, looked at other surveys that have been done. People tend to get complacent the year after an event. Evacuation is tied to storm surge and not wind.
    - Information access – in the 90% + range
    - Plan of action – around 75% range
    - Perception of vulnerability – around 50% range
    - Evacuate if ordered – around 30% range
  - Online survey from University of Florida looking at the impacts of COVID
    - Severe Hurricane with Strong Winds – Where to evacuate to
      1. Friends/Family – 57%
      2. Home – 51%
      3. Hotel – 33%
      4. Other – 9%
      5. Not Sure – 9%
      6. Shelter – 5%
    - Severe Hurricane with Strong Winds – Affects of COVID
      1. Pre-COVID Shelter (definitely/probably) – 55%
      2. Post-COVID Shelter (definitely/probably) – 31%
      3. Shelter risk greater than sheltering in Place – 59%
    - Evacuate during next hurricane – Expected to have a major impact
      1. 80% Very/somewhat likely to evacuate
      2. 20% Other
  - Review of key results –
    - Storm uncertainty impacts decisions as to whether or when to evacuate – having more and more accurate information would be helpful
    - Traffic congestion is a main concern – everyday traffic conditions were frequently mentioned

- Family or friends, including pets, is very important to encourage evacuation compliance – transportation access to pet friendly and special needs shelters
  - Costs not often seen as a problem – access to transportation, particularly to get to shelters
- Issues Identified and potential strategies – looked at things from the perspective of items the TPO can take action on.
  - Congestion during evacuations
    - Reversible lanes (e.g., Selmon Expressway)
    - Emergency shoulder use
    - Traffic signal coordination
    - Portable and fixed dynamic message signs
    - Strategic capacity improvements
    - Phased evacuations
  - Transportation evacuation operations
  - Transit operations
    - HART
    - Greyhound and Amtrak
    - Routes for people with transportation access issues
    - Other Shelters
  - Event related communications
    - More information – Storm related, evacuation and sheltering, fuel availability
    - Should TPO supplement or support communications – portable and permanent message signs, transportation assistance needs, fuel or services
  - Behaviors affecting evacuation and sheltering
    - 15% to 25% of people in evacuation zones will not evacuate for a Category 5 storm
    - 10% of people outside evacuation zones will leave for a Category 1 storm
- Congestion Hot Spots – if they make sense.
  - Used cellphone data to identify congestion hotspots from Irma and the 2045 plan.
  - Review of Arterials and Freeways.
  - Concerned about people who may not have access to evacuation methods based on Communities of Concern.

**Study Website:** [Storm Evacuation Forecast & Shelter-in-place Scenarios Study | Plan Hillsborough](#)

**Discussion:**

**Gena Torres:** Cellphone alerts with geofencing may be a good tool.

**Margaret Kubilins:** Asked if a lot of people don't know what to do.

**Jeff Sims:** You need to assume they don't. a lot of people think they know but then they are suddenly panicking. We are living here and we should know what to do.

**Margaret Kubilins:** There are also a lot of people moving here.

**Allison Yeh:** Noted the Amber Alerts go to everyone. Evacuation and emergency information are currently on an opt-in. That would have to change to something less voluntary for storm information.

**Karen Kiselewski:** Noted her community uses their “code red” system.

**Jeff Simms:** Emergency management comes down to communication. In the transportation realm, it means getting information out about what areas are functioning well and what areas aren’t. That way people can make a plan. Not sure what the best way to get that information out is.

**Allison Yeh:** Very interested in operational strategies and feedback on those. Asked if the hot spots make sense to the committee.

**Jeff Sims:** The interstates are the initial focal point. Has some concerns about the shoulder usage until people get used to it and consider it another lane during an emergency. Is concerned about when you get to an opening for an overpass and whether that would affect it. The overpass may have an emergency lane.

**Margaret Kubilins:** Stated that FDOT sets up an emergency shoulder use plan that is reviewed every year.

**Jeff Sims:** Noted the increase in the use of electric vehicles. In an emergency scenario, there may not be enough charging stations along the evacuation corridors.

**Allison Yeh:** Noted that the TPO is doing an EV charging station study in the coming fiscal year. Will note this concern as part of that study. Said they will post the presentation on the study website. If there are any other comments or suggestions, her contact information is on that site.

## **VI. OLD BUSINESS & NEW BUSINESS –**

### **A. Announcement: Solicitation of Projects for New TIP** (Johnny Wong, TPO Staff)

- Noted that the window to submit projects to fund via the Transportation Alternative Program, the Regional Transportation Grant Program (TRIP), and the Surface Transportation Black Cat Grant funds opened in mid-December and closes on March 6<sup>th</sup>. Submissions can be done through a **new website:** <https://secure.blackcatgrants.com/Login.aspx?site=flgap> Believes the TPO is automatically emailed a copy of it; asked that intention to submit be send directly to TPO Staff by March 4, 2022.
- TPO Staff has sent out notification to begin scheduling the annual priority project review. Would like to begin meeting the third week of January and wrap it up the first few days of February. Have a tight schedule this year as the legislative session begins early this year. Requested the agencies set those meeting times up soon. If someone hasn’t received the meeting information request, email Johnny Wong and a reminder will be sent.

### **B. Next meeting on February 7, 2022.**

## **VII. ADJOURNMENT**

Meeting adjourned at 3:17 PM

**A recording of this meeting may be viewed at:**

[https://www.youtube.com/channel/UCsojHyZb\\_mkYIU3o32Tbg4w/videos](https://www.youtube.com/channel/UCsojHyZb_mkYIU3o32Tbg4w/videos)



# Hillsborough TPO Transportation Planning Organization

## Board & Committee Agenda Item

### Agenda Item:

Safety Performance Targets for CY2022

### Presenter:

Connor MacDonald, TPO Staff

### Summary:

Under the MAP-21 legislation, the Federal Highway Administration (FHWA) requires state DOTs and MPOs to adopt performance targets for five safety measures. Since 2017, the Florida Department of Transportation (FDOT) has set a statewide target of zero traffic deaths each year. Safety targets must be reviewed and updated every year.

Whereas achieving zero traffic deaths is the long-term aspirational goal of the Hillsborough TPO, the FHWA has encouraged MPOs to select realistic targets based on data analysis. Using a methodology developed for the *It's Time Hillsborough 2045* Long Range Transportation Plan to predict performance based on different investment levels for safety projects, crashes have been projected for calendar year 2022.

For 2022, TPO staff is proposing to set safety performance targets as follows:

- Number of Fatalities (2022 Year-end Total):  $\leq 253$
- Number of Fatalities (Five-year Rolling Average, Annual Fatalities):  $\leq 224$
- Number of Motorcycle Fatalities (Five-year Rolling Average):  $\leq 36.13$
- Number of Serious Injuries (Five-year Rolling Average, Annual Serious Injuries):  $\leq 1,107$
- Number of Nonmotorized Fatalities and Serious Injuries (Five-year Rolling Average, Annual Fatalities + Serious Injuries):  $\leq 232$
- Rate of Fatalities per 100 Million Vehicle Miles Traveled (MVMT) (Five-year Rolling Average):  $\leq 1.59$
- Rate of Serious Injuries per 100 MVMT (Five-year Rolling Average):  $\leq 7.49$



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These targets represent five-year rolling averages (2018-2022) with a 0.93% crash reduction factor applied. **The 0.93% crash reduction factor represents the annual reduction achievable given existing funding, as identified in the Vision Zero investment program in the 2045 LRTP.**

2021 marked the single highest year for fatal crashes in Hillsborough County history. While many factors contribute to the trend, the USDOT has identified [increased speeding and substance abuse](#) during the Covid-19 pandemic as prime culprits. A concerted effort must be made to drive down the number of fatalities across the county.

The TPO Board prioritizes projects for federal and state funding, many of which meet the criteria for safety projects under the *Vision Zero* program. The 2021-22



Transportation Improvement Program has numerous funded projects that enhance the safety of facilities on the high-injury network. Upon implementation, these projects will make progress toward improving safety in future years.

**Recommended Action:**

1. Approve the CY2022 safety performance targets and forward to the TPO Board.
2. Submit suggestions to improve performance in high crash areas.

**Prepared By:**

Connor MacDonald, TPO Staff

**Attachments:**

[Presentation slides.](#)



# Hillsborough TPO Transportation Planning Organization

## Board & Committee Agenda Item

### **Agenda Item:**

Low-Cost Air Quality Monitoring Pilot Study

### **Presenter:**

Lizzie Ehrreich, TPO/USF Fellow

### **Summary:**

The objective of the Low-Cost Air Quality Monitoring Pilot Study is to research and analyze air quality at a localized level and provide residents and visitors access to air quality data. Additionally, the study will test and evaluate multiple types of monitors and various forms of public engagement. The study team (TPO, USF, EPC and FHWA) is working with local communities to install low-cost air quality monitors and informational displays at pilot community monitoring sites.

The pilot study focuses on a few sites near I-275 and I-4 in low-income communities with high proportions of people of color. A focus group with community organizations will help select the final locations for community monitoring sites.

Each component of the pilot study will help prepare the project team and the communities to develop methods to accomplish the long-term goal of a larger scale network of community monitors. As the County continues to grow, so do the number of vehicles, construction, air pollutants, and pollutant-related health risks. This study will better prepare the TPO and other agencies to improve the equitable and environmental outcomes of future transportation planning. Additional information can be found at [Low-Cost Air Quality Monitoring Pilot Study | Plan Hillsborough](#).

### **Recommended Action:**

None; for information only

### **Prepared By:**

Lizzie Ehrreich

### **Attachments:**

Low-Cost Air Quality Monitoring Pilot Study Fact Sheet



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# LOW-COST AIR QUALITY MONITORING PILOT STUDY

## RESEARCH AND FUNDING PARTNERS



The goal of this pilot study is to work with communities near I-275 and I-4 to:

- Increase access to air quality data
- Equitably improve air quality
- Inform future transportation planning

**To accomplish these goals, we will:**

Establish pilot monitoring sites within communities

Collect and share data with communities using monitors with wifi

Develop methods to establish a larger community monitoring network

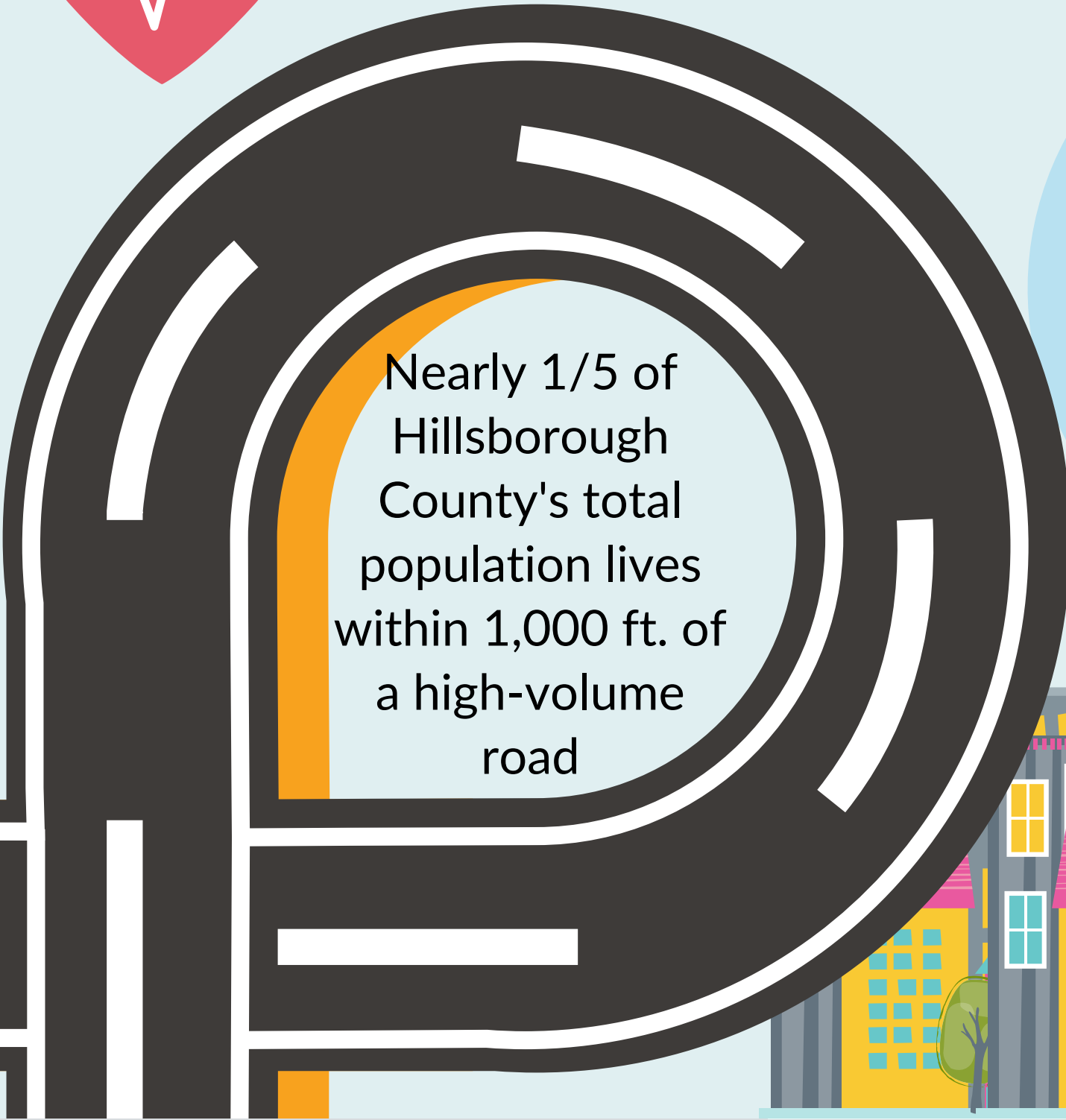


Explore the project page  
[tinyurl.com/TPOAirQuality](https://tinyurl.com/TPOAirQuality)



## Care about air?

- Air pollution **negatively impacts** our health and our environment
- Traffic-related air pollution (TRAP) **disproportionately affects** people who live, work, and attend school near high-volume roadways
- TRAP-related **health concerns:** increased rates of...
  - heart disease
  - respiratory illnesses, including asthma
  - infant mortality and adverse birth outcomes
  - premature death



Nearly 1/5 of Hillsborough County's total population lives within 1,000 ft. of a high-volume road



Low-income communities with high proportions of racial/ethnic minorities often experience higher exposure to TRAP



# Hillsborough TPO Transportation Planning Organization

## Board & Committee Agenda Item

### **Agenda Item:**

West River Multimodal Safety & Network Improvements

### **Presenter:**

City of Tampa Staff

### **Summary:**

In early 2020, the City of Tampa submitted an application to the U.S. Department of Transportation to complete a package of mobility and safety improvements in the West River area. In the Fall of 2020, the City of Tampa received notice of a \$24M award from the U.S. Department of Transportation under the Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grant Program.

This 6-mile project involves completing the remaining gaps in what will be a 12.2-mile multi-use pathway and installing enhanced, safe crossing features at major roadways. Several adjacent city streets will be enhanced to provide better sidewalks, bike facilities, and improved community safety. The project will expand connections and provide a variety of safe, accessible mobility options for pedestrians and bicyclists throughout the neighborhoods that make up the West River area.

### **Recommended Action:**

None. For information only.

### **Prepared By:**

Gena Torres, TPO Staff

### **Attachments:**

[West River Multimodal Safety & Network Improvements project page](#)



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# Hillsborough TPO Transportation Planning Organization

## Board & Committee Agenda Item

### **Agenda Item:**

Multimodal Level of Service Update for Unincorporated Hillsborough County

### **Presenter:**

Wade Reynolds, Hillsborough TPO

### **Summary:**

In 2017-2018 the TPO produced a white paper and updated methodology using Level of Traffic Stress to determine existing conditions for cyclists and pedestrians on roadways countywide. The current update to the MMLOS is intended to provide a finer gradient of existing conditions for bicycle and pedestrian level of service. The changes are intended to reflect progress on the construction of new facility types.

### **Recommended Action:**

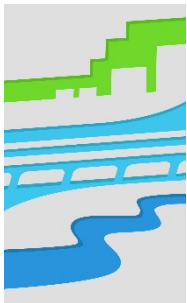
None, for information only

### **Prepared By:**

Wade Reynolds, Hillsborough TPO

### **Attachments:**

None



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**HILLSBOROUGH TRANSPORTATION PLANNING ORGANIZATION BOARD  
HYBRID MEETING, JANUARY 11, 2022  
DRAFT MINUTES**

**I. CALL TO ORDER, PLEDGE OF ALLEGIANCE**

The Vice Chair, Commissioner Kemp, called the meeting to order at 10:01 AM and led the pledge of allegiance. The regular monthly meeting was held in-person and virtual via WebEx.

**II. ROLL CALL** (Gail Reese, TPO Staff)

The following members were present in person: Commissioner Pat Kemp, Commissioner Kimberly Overman, Commissioner Gwen Myers, Councilman Guido Maniscalco, Mayor Andrew Ross, Commissioner Nate Kilton, Adelee Le Grand, Joe Waggoner, Charles Klug, Planning Commissioner Cody Powell

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

The following members were absent/excused: School Board Member Jessica Vaughn, Councilman John Dingfelder

A quorum was met in person.

*Some members are participating virtually because of medical reasons and the local declaration of emergency.*

Ms. Le Grand was asked to share a bit more about herself. She is a Planner and has an AICP. She is now a CEO and happy to engage in a planning capacity.

\*\* Memo from Chairman Harry Cohen dated January 11, 2022

“Please be advised that I cannot attend today’s TPO meeting as I will be out of town. I was unable to get a return flight until later this afternoon. Please excuse any inconvenience this may cause.

Please read this memo into the record.

Thank you”

**III. APPROVAL OF MINUTES** – December 7, 2021

**VICE Chair Kemp sought a motion to approve the December 7, 2021 minutes. Councilman Maniscalco so moved, seconded by Commissioner Overman. Voice vote: motion carries unanimously.**

**IV. SPECIAL PRESENTATION** (Beth Alden, TPO Executive Director) – Acknowledged the long-time service of Plant City Mayor Rick Lott (16 years) and Director Joe Waggoner (14 years) from THEA.

## V. PUBLIC COMMENT

**Matthew Suarez** – 406 West Azalea Street, Unit 508, Tampa FL 33606. Requested the TPO Board file and approve a motion to 1) Stop the FDOT from destroying historic property in Tampa Heights including stopping the destruction of the Historic District of Tampa Heights contributing structure at 1902 N. Lamar Avenue; 2) Stop the FDOT attempt to expand the interstate via the planned I-275 barrier movement in Tampa Heights; 3) Declare a temporary moratorium on the Tampa Downtown Interchange Operational Safety Improvement Project to allow for full vetting on the project including the barrier wall movement; 4) Support the TPO CAC resolution addressing these points passed on Wednesday, January 5, 2022. Would like to focus on the demolition of the structure that contributes to the Tampa Heights Historic District at 1902 N. Lamar Ave, Tampa, FL 33602. Have requested TPO Staff to provide TPO Governing Board members of a visual timeline relating to the structure found at this address. The timeline chronicles the property from the 1990's through today utilizing images gathered from Google Street View, Florida Memories and Archives State of Florida, the National Park Service, Facebook, and investigative records. This information is being presented to show that from 2007 to 2015, the structure was not in the derelict and blighted state that it is today. It exists in the state it does today because the FDOT has possessed it for the last six years. In 2007, someone took it upon themselves to invest in the structure and make it better than what it was in the 1990's. They seemed to care about a building that contributed to a national historic district and the historic value of their community. As one who petitions the FDOT regularly on matters and concerns of the agencies delinquent acts in the community and it's forms of unjust behavior. The four reasons noted in my opening comment are just some of the reasons why the TPO Board must file and approve such a motion during this meeting.

**Rick Fernandez** – Stands in opposition to FDOTS newly revealed I-275 extension plan further into Tampa Heights. Associating himself with the statements made by Matthew Suarez on the moratorium and the historic structure at 1902 N. Lamar. Noted he is Vice Chair of the TPO CAC but does not speak for the CAC. On January 5<sup>th</sup>, the CAC spoke for him and the Tampa Heights community by approving the resolution supportive of all of his previously stated positions. Asks that the TPO Board considers the resolution and its goal and schedule that resolution for further discussion and advancement as an action item at your next possible opportunity. The Quick Fix was promoted as equal to the No Build in terms of impact to homes and businesses. Both of those DTI options were rated as no build or impact on homes or businesses. The message to the Tampa Heights community was there was no structural threat to us. Between 2019 and the present, there has been no engagement by the FDOT with the Tampa Heights community on any level regarding project impacts, alternatives to the proposed project, or mitigation. In 2021, FDOT rolled out a map that the TPO Board considered in May at the TPO Board meeting which was the most current map available at that time. If you review that map, you will see no indication of anything understandable or identifiable by a lay person, that the border wall to the east was going to be extended. Through the entire time, he served on the CAC or the Tampa Heights Civic Association and was fully engaged on all DTI issues. (3 minutes concluded) The demolition starts 150 feet from his front door.



**Joshua Frank** – Saving time by echoing what Rick and Matthew have said. He is the one that made the motion on the CAC Committee for the resolution. He also sits on the TBARTA CAC for Hillsborough County as well as the Ybor City CRA Board and is Co-Chair for the Planning and Economic Development committee. The language and interchangeable use of “footprint” and “right-of-way”, none have been seen by him in any of the official capacities in which he serves. Believes it is indicative of an untenably broken relationship between the FDOT and the citizens of Hillsborough County. Encourages the Board to look at the resolution that was moved forward by the CAC, but other motions adopted by the CAC including the removal of other work on I-4 and I-275 included in the Transportation Improvement Plan. We are at a moment where we need to hit the “pause button” with the FDOT until the good faith is restored between the community and the department.

**Nicole Perry** – 602 East Francis Avenue, Tampa Heights. In full support of the four items that Matthew Suarez, Rick, and Josh Frank all agreed upon as well. Against the demolition of historic structures and any further movement of the interstate barrier wall past its current footprint. Family lives very close to the highway. Important to know the damage the highway is already doing. Has destroyed properties and neighborhoods in the past. With the current footprint and the houses that were allowed to stay, our house needs to be wiped down constantly from the pollution from the current traffic and footprint. There is black dirt and the house is stained in areas from the pollution. Is concerned about what that is doing to the family and the kids when they are outside. In her opinion and many people’s opinion, the answer should not be wider highways. It should be more transit options. That is what her family is in support of. As the TPO for the citizens of Tampa, is asking for the Boards support for the citizens and no for the people who live forty-minutes away and want a little less traffic on their commute. Asked the Board not to punish the people who live in Tampa and to stop FDOT from destroying neighborhoods.

**Reva Iman** – 427 N Hernandez Court and is a community organizer. Tampa Heights is a very important part of the community-at-large. This is not a point of personal agenda. You were voted in by the people, for the people. Asks that the Board think very hard when it comes to the property on N. Lamar and the I-275 interstate expansion, which we do not want, at this time, at all. Asks the Board to vote no. Noted that it is the community votes that put members of the Board in office or positions members are in right now. Community votes can also take them out of those positions. The people have spoken; this is not what they want. It’s the people that votes you into these positions. Asks the Board to think very hard about their decisions as elections are coming up. As a community organizer, will be out there making sure the community remembers the Board’s decisions.

**Ruben Bryant** – 515 East Floribraska Ave. Deferring his time to Rick Fernandez. Mr. Fernandez requested to be brought on at the end of Public Comment. Vice Chair Kemp agreed to give him two minutes at the end.

**Doreen Jesseph** – 6007 N Suwanee Avenue, Tampa. There are many reasons to oppose the I-275 Expansion; economic, environmental and ethical reasons. All of these reasons have been presented to the TPO many times, by elected officials, who are now members of the Board, before

they were elected. Had they remained steadfast in their oppositions, we might not be here today. But we are here today. By “we”, it is unpaid citizens who have spent thousands of hours researching and wrangling information from FDOT, filling out surveys and colored sticky notes at charettes, canvassing neighborhoods, and filling previous public meetings past capacity, all to implore elected officials here to represent our interests. We have lost on every front. We are back anyway, at least the one’s who could manage to get away to attend a public meeting at this time of day. We are back because we care deeply about our community. The vibrant and diverse communities of the urban core, which are in harms way, due to FDOT’s plan for this road. Most immediately to Tampa Heights, but also to Ybor, Downtown, Seminole Heights, Sulphur Springs, and others. The TPO has pre-approved some of the harm that is to come. We know from previous experience that the paltry mitigation efforts promised by FDOT go by the wayside when it comes time to deliver them. Knows that some of the Board also cares about these communities. Asked that the Board remember that they are all that stands between the communities and irretrievable loss for the sake of a road that is not going to solve a single problem in Tampa or all of Hillsborough County. Asked the Board to scrutinize every aspect of every plan that FDOT puts before the Board and those that are not put before the Board. Requested the Board ask questions and probe deeply about the consequences to these communities. Asked the Board to stop the interstate expansion and the barrier wall currently planned for Tampa Heights. Refuse to accept the orchestrated demise of our neighborhoods; insist on contractual, legally binding agreements that would prevent unnecessary destruction and displacement, including the destruction of historic property. Heed the recommendations of the CAC and honor your commitment to represent and protect the people who elected you.

**Christine Acosta** – Tampa resident and multimodal advocate. Commenting on the recent discovery of the DTI project and the demolitions and reconstruction of a wall in our historic neighborhood of Tampa Heights. She is a CAC member and has been educated on MPO organizations throughout the nation. Rich Clarendon (TPO Staff) taught her this history. She learned that MPOs were created so that federal funding for transportation projects and programs flow through a planning process. Transparency through public participation through the planning process is required. At this time in our history, many Americans have a hard time trusting in government. Truth and facts to which we can all agree and gain consensus often seem elusive; which made the last five-years of rebuilding trust in FDOT more important than ever. She has personally received a significant and authentic outreach from FDOT personnel, particularly Mary Lou Godfrey and Alice Price, who responded to my criticisms of an adjacent trail in the West Shore District. These individuals asked me to spend time with them in the field and show them specifically, my areas of concern. She commends them for this level of engagement. Believes that the citizens of Tampa Heights have only recently learned of the wall’s destruction and relocation. No other citizen group has been more doggedly committed to the details. They are, understandably, distraught. Also believes that the request for a moratorium and further vetting of the Downtown Interchange and Safety Improvement Project to be reasonable. Sincerely hopes the Board will see the lack of clear and forthright details on this subject as a clear step backwards in the rebuilding of trust and require that FDOT communication improve.

**Clive Hon** – He and his wife are new residents of Tampa Heights, moving there three years ago from Philadelphia. Chose Tampa Heights because it had a similar urban feel to where they lived in Philadelphia. Daughter was born in Tampa Heights, would like to stay here with their forever home. Have met a lot of wonderful people, they spoke prior to him today. Here to echo what they are saying in the opposition to the I-275 wall barrier construction and any continual destruction of Tampa Heights historical landmarks. His family is directly adjacent to I-275. His family home sustains the same, if not more, pollution than Nicole Perry's home. Has that a significant concern. Noted that, as Rick Fernandez said, only discovered a few days ago that the wall barrier movement is going to be two separate plans. One close to his house and one close to his neighbor's house to the south. Looks at it as five plus years of air pollution for his growing family and the animals they have. Huge opposition from his family's end. The only communication his family has had was, about a month ago (December 2021), some random representative from FDOT asked to take pictures of their yard and house. He, respectfully, declined. Two days ago (January 9, 2022), heard some jackhammering on I-275 around midnight that woke up the entire family, including the animals; that was on the highway, and it felt like it was next to the house. If that is any indication of what is going to happen in front of his front yard, it is going to be a problem. Has concerns because he does not have information on the timeline, the duration, what kind of equipment is going to be used, nothing from FDOT to the community. His family loves the community and being there. Want to stay there for a long period of time. Accepted the I-275 highway as it pertains to the proximity to their home right now; definitely oppose any further intrusion into their street and community.

**Mauricio Rosas** – Is a volunteer and member of the Old Seminole Heights Neighborhood Association Highways and Byways Committee. Residents of Seminole Heights have never supported the widening of I-275. Also, do not support the destruction of the Lamar house, if it is viable. They do support the CAC resolution before the Board today. Has been getting the impression that he should be the one getting paid to ask FDOT, not just tough questions but, design questions, land-use questions, and the basic "where are you pouring concrete in regard to the I-275 north of Martin Luther King Boulevard". For months, he could not get a straight answer. Knocked on several elected official's doors, the answer was "I don't know, ask FDOT". He is a civilian and not an elected official; not the staff of an elected official; is not the staff of any administration. In the course of the last few months, has had to deal directly with the staff of FDOT. Appreciates that FDOT has given access to their staff at all levels to the public, it is because of this interaction that it is known that the barrier walls of I-275 on Elmore are going to be moved and encroaching further into a historical area. Had several extensive meetings with FDOT staff to explain why a wall or a barrier was not being built along Robles Park. This project was contracted out and this Board had no idea that this project they voted for was not satisfactory. On January 6<sup>th</sup> of this year, FDOT held a Title VI forum on the I-275 project. Two elected officials made an appearance. They took some pictures, asked a few questions, then quickly left. He spent more than an hour talking to engineers asking tough questions, asking for details. He is no expert. Knows that the majority of Board are not engineers and experts on roads. Does know that the Board does not know what they voted for. Now the much time is being spent on issues that should have been resolved during the course of the regular job of this Board. Distressing issues are sidewalks and the underpasses at Osborn and Chelsea. These are primary connectors for students at Hillsborough High School,

Hillsborough Middle School, Seminole Heights Library, Oak Elementary, Waltham Academy, and Edison Elementary. (3 minutes concludes) Asked to make three more comments. Asked that when there is construction, residents within at least a one-block radius receive a direct mail notification of the public forum; all forum notifications must be on usual and current websites.

**Lena Young Green** – Had hoped that, by this time, after years and years of working with the impact of these interstates on our community that we would be in a different place now but, here we are again. We are plain residents trying to improve our neighborhood. Every time it seems as if we have moved forward, there is another issue that we have to come back again. Tampa Heights has been impacted by these interstates repeatedly and in major ways. Asking, one more time, please consider the conditions that are happening in our neighborhood. We love our neighborhood. That's why we spend so much time working to improve it. FDOT is a massive department that gets funding that allow it to override us, frustrate us, and overwhelm us; it becomes too much to bear. We are asking you, kindly, to look at the four items identified before. Please pass the CAC resolution. You know how much we care about our historic district. It was created by us, the residents, by taking the initiative to protect our structures that date over one hundred years, in some cases, in our community. We ask you to please look at the conditions that are impacting Tampa Heights and our surrounding communities. Don't make us sacrifice again, for other people, when there are alternative methods for us to do a better job for today and for the future generations.

**Doug Jesseph** – 6007 N Suwanee Ave, Tampa. Speaking in support of the CAC resolution and oppose the I-275 expansion. The first point, no scheme of this kind has ever worked. Aside from gobbling up large amounts of money, interstate expansions in urban areas deliver nothing in the way of improved travel times and lower crash rates. All empirical evidence is unanimous on that. Anywhere you look across the county, a scheme like this is guaranteed to fail. The second thing you should recall is the redesign of "Malfunction Junction" was supposed to solve all of the interchanges problems. Within thirty minutes of the completion of that project, it was quite evident that it was a complete failure. It gobbled up an enormous amount of money and delivered nothing in terms of lowering travel times. Lowering crash rates, and whatever else FDOT claimed. The very same people that developed that project are back. This time they want a bigger version of the interchange version they provided a few years back. It means it will be a larger version of that epic failure. There is no reason to believe that this is going to create any kind of positive outcome from the point of view of the people that live here or even the people that are driving through. Finally, you should understand that the entire Tampa interstate system was designed in the 1950's and 1960's of vile bigots whose primary objective was to destroy non-white neighborhoods. It is no accident that Tampa Heights and Ybor have been devastated by interstate construction as those non-white neighborhoods were the target, carefully chosen, by the segregationists who planned the interstate. Those of you on the TPO who support interstate expansion and ignore the recommendation of the CAC are doubling down on a despicable, racist history. The burden is on those of you who support this scheme to explain how that does not make you complicit in that awful, racist project from the past. It does not suffice it to say, "that was then, this is now, we are sorry about the history, it's time to move on". That response proposes the damage is in the past but, as you've heard, the damage continues every day. Finally,

it is time to recognize that the Tampa interstate system is a failure. You should not regard FDOT as a source of information about how to improve things. The number of lies they have told, the amount of damage they have inflicted on people is beyond comprehension. (3 minutes concludes)

**Chris Vela** – 33605, Ybor City. Like Rick Fernandez, he lives within three hundred meters of the interstate system. It is a critical threshold on who receives the most damages. The issue of sound walls has come up. Was in front of the board months ago asking them not to approve white paper. There is a quote in the environmental study of TB Next, “The results of the evaluation indicate that a shoulder barrier will not provide sufficient reduction in traffic noise such that the design goals will be met.” There is no way that FDOT can do sound mitigation on the interchange. The interchange is so high up that putting up a wall would be virtually useless, and it would exceed the design limits of the bridge itself. You have to have a bigger sound wall to block all the sound and that is completely unfeasible to where he lives and where other people live. Looking at the sound walls that have been built in the University area, the tops of them are the same level as the roadway. Does not understand how that was approved. FDOT will do the same thing again. We are going to get more sound infiltration and more poor air quality that is going into the neighborhoods. Is concerned about the air quality report. It does not include any frontage roads. When you get off I-275 at Armenia and Howard and I-4 at Ybor City, none of those emissions are accounted for. Those frontage roads are the closest roads where people live. In some cases, doing nothing would be better than this TB Next project. Knows the air quality is poor. Is in his third time painting his house. The air particulates are destructive. Thy at paint and rain all over the neighborhood. Supports the other comments and the resolution from the CAC to put a moratorium on the TB Next project. It must stop and the reports need to be looked at.

**Justin Ricke** – 103 E 26<sup>th</sup> Avenue and the Vice President of the Tampa Heights Civic Association. Speaking in personal capacity. Has lived in Tampa Heights for twelve years. Seems to be a pattern of behavior, especially with the widening or movement of the barrier wall. There is a history there that no one is learning from. There was language there that makes this not right. Has been on the board the entire time, does not recall anyone ever telling them about the wall being moved. Moved here from Chicago. Chose the area because it reminded him of the area he came from; a lot of walkability. This is what we want. We don’t want more highways; we want better transit options. We want a healthier environment for us and for our children. Has asthma. Lives between Florida and Tampa Street. The level of pollution from those two roads is very high; cannot imagine what the people who live right by the highway and the level of pollutants that they have to deal with. This needs to stop. If we want to be a city of the future, we need to start acting like it. We need to start providing better transit options. If you look at companies like Google, Apple, and Facebook, all the companies moving to North Carolina and these other cities. They are not looking for bigger highways, they are looking for multimodal transit for their employees. If we want to be a city of promises to people who come here, we need to start doing the right things and stop doing the wrong things. Leave the history in the past, where it belongs, and start forward thinking. Widening a highway, making walls bigger, destroying historic properties, these are all things of the past. Need to start thinking about what the future looks like and start being different. This is not different. Urges the Board to oppose any widening, any further destruction of properties, please

support better transit options, let's move towards the future. Please pass the CAC resolution referenced today.

**Tony Krol** – Comment is all about perspective. Noted the movie, Field of Dreams, “If you build it, they will come.” If you were a wealthy lobbyist in the 1940s, the perspective was paying off TECO to remove one of the most efficient and well-designed transit systems in Tampa. This happened all over the United States. If you are a wealthy, white male in the 1960s lobbying to build interstates, they you would look at maps of the entire United States and draw lines directly over thriving, minority communities. There are dots in the phone book, that were stars up until 1925, of black residents. You can follow the lines in the phone book and where those families lived. It is completely tragic. Due to that, Tampa lost the central business district where the DTI sits today. There were thriving, diverse communities in Tampa Heights. All of that fed through Franklin Street and into Downtown Tampa with the trolley system that was there. All of these things were destroyed by terrible lobbying and ideas that need to be left behind. We aren't just people that live in these historic neighborhoods and are complaining because we live here, we are actually forward-thinking new ideas because these policies and interstate widening don't work. All the data says that this is a wasteful project. You have heard the term “induced demand” back in 2015 when we were all sitting at the MPO meetings until two in the morning talking about it. Going back to it, when you build more lanes, more cars will come. There is a better option. Support the Boulevard Tampa plan, pass the CAC resolution. If we look at the lots that were removed for the interstate, that is business tax, property tax. If there was a Boulevard project, all of those lots could be revenue for the county and city. There is a better way, draw different lines.

**Rick Fernandez** (return for deferred time) – Thanked neighbors and friends from Tampa Heights, Historic Ybor, and Seminole Heights. Learned about this project November 17, 2021 while having coffee with a couple of FDOT reps talking about mitigation strategies. One mentioned the wall moving. Elmore, the frontage road between Floribraska and Columbus, that stretch of wall has the distinction of being part of two different projects, one north of I-4 and one south of I-4. The seam falls somewhere around Clive Hon's house. They are going to come in and destroy and replace that wall sometime in 2023 and then come back sometime in 2024 or 2025 and they are going to destroy the other half of that wall. So Clive and other neighbors get to live through this twice over a five year period of time. The wall continues all the way down to Jefferson Street, by the AKA Sorority House. Across the street, there is green space that has been created by prior FDOT demolitions. At that area, the wall is expected to move out about fifty feet. In the northern area, by his home, it will move out about fifteen or twelve feet. Does not know how much it is going to move out between those two points. Learned this going to Blythe Andrews last week and sitting down with one of the engineers with a map and knowing what questions to ask. Learned more in that meeting than in the previous two years since this project rolled out or since 2015 when TBX originally rolled out. That is unacceptable behavior on the part of the FDOT. It is reminiscent of what happened in 2016 when TBX collapsed under it's own weight. (2 minutes concludes)

## **VI. COMMITTEE REPORTS & ADVANCE COMMENTS (Davida Franklin, TPO Staff)**

### **A. CAC – Bill Roberts, CAC Chair (January 5, 2022 meeting)**

- Re-elected officers, same officers were elected for another term
- Revised attendance, there were no members of the committee that failed to meet their obligation.
- Approved the Safe Access to Parks Study presented by Lisa Silva
- Under New Business, we had a discussion on the barrier wall. You have heard from a couple of our members on this issue. Adopted a resolution which is part of the TPO Board January 11 Agenda Packet. It was adopted 8 to 6. It was, by far, not a unanimous vote. Allowed the action in spite of the inflammatory and opinionated language included in the resolution. The CAC members are not unsympathetic to the problems of the residents. Believes, as Chairman, that the FDOT could have been more forthcoming in recent months or even years in presenting some of the information we have. Believes the FDOT is carrying out their mission, to expand transportation opportunities. Although most of our committee would like them to place greater emphasis on transit instead of automobile opportunities.

**B. Pertaining to the Consent Agenda Items** (Davida Franklin, TPO Staff)

- TAC, TDCB, BPAC approved the USF to Green ARtery Trail Study
- TAC reviewed the State of the System Report.
- TAC and

**C. Pertaining to Action Items** (Davida Franklin, TPO Staff)

- TAC and BPAC approved the TIP amendments for the FDOT projects.
- BPAC, LRC, and TAC approved the Safe Access to Parks Report (future item)

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

- Received five comments in support of the I-275 Boulevard Study.
- Several people wrote in supporting the CAC Resolution regarding the demolition of the building on Lamar Avenue and the Downtown Interchange Moratorium.
- Regarding the Suncoast Transportation Alliance workshop on passenger rail that was held in December, Mauricio Rosas said that we need land use to be more supportive. Andrew Morris said to look at Amtrak as an option for new routes.
- There was an inquiry for traffic suggestions in South County on US 41 submitted by Dan Lumbard.
- Chris Vela asked about noise impacts at the Downtown Interchange.
- There were attachments sent to the Board regarding the comments heard today and emails that came in from most of the people who commented during Public Comment. The file was sent from Cheryl Wilkening and was called Board Folder.

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

**E. TPO Policy Committee – January 11, 2022 Meeting** (Beth Alden, TPO Executive Director)

- Presentations on USF to Green ARtery Feasibility Study and the State of the System Report. Policy Committee approved both items and forwarded them to the Board.

**VII. CONSENT AGENDA**

**A. Revised Committee Appointments**

- TDCB – Alexcia Wiggins, nominated by Hillsborough County Public Schools
- BPAC – Christopher Fellerhoff, nominated by Hillsborough County and Richard Rank, as alternate

B. **Transportation Disadvantaged Legislative Message** – reviewed by TDCB

C. **USF to GreenARTery Trail Study** – presented at Policy Committee

D. **State of the System Report** – presented at Policy Committee

**Commissioner Overman** moved to approve these. Encouraged all the members to take a look at the State of the System Report presentation made at the Policy Committee. Exceptionally well done and includes some of our overall strategies. Valuable to review. **Moves to approve the Consent Agenda, seconded by Councilman Maniscalco.**

**Discussion:**

**Commissioner Kemp:** Requested information on how often there are presentations of the State of the System Report, other than at the Policy Committee. The information is pretty significant.

**Beth Alden:** We will review the very extensive performance measure package as we set targets. As this Board sets targets. Next month, we will have a much deeper conversation about the safety performance measures, in particular, as we do our annual review. In the fall, we have to set the performance targets for Good Repair and Travel Time Reliability. We wanted to let everyone know that the full package is available and we have created a new web page where anyone can access this data on an ongoing basis.

**Commissioner Kemp:** Noted that it can be difficult to track what parts are shown over time. It was good to see in one package, but it is also overwhelming. Can see the value of it coming through as pieces to give it more scrutiny and talk about it.

**Roll call vote, motion to approve the Consent Agenda in total passes 12 – 0.**

**VIII. ACTION ITEMS**

**A. TIP Amendments for FDOT Projects** (Connor MacDonald, TPO Staff)

- Nine Amendments
  - I-4 and I-75 Safety and Operational Adjustments (four amendments at ~\$2,079,102) – 2 for engineering studies on I-75 and 2 for engineering studies on I-4. Originally categorized under Vision Zero, have been recategorized under Major Investments for Economic Growth.
  - State Road 60 and US 301 Lighting Projects (three amendments at ~\$644,462) – replace existing high pressure sodium fixtures with LED fixtures on the light poles.
  - State Road 60 Railroad Crossing Alterations (1 amendment at ~\$657,506) – replacement of railroad crossing on SR 60 near Clarence Gordon Jr Rd.
  - S Dale Mabry Pedestrian Safety Modifications (1 amendment at ~\$171,000) – preliminary engineering for signally at three pedestrian crossings.



- Public Outreach Pilot – signs, social media post, press release, and webpage all released prior to two weeks before the January 11, 2022 TPO Board Meeting.
- TAC and CAC had questions and concerns.
  - Recategorize merge lane projects under Major Investments for Economic Growth instead of Vision Zero
  - Design South Dale Mabry projects in a way more conducive to cyclists
  - Identified need for South Dale Mabry signals to be fully signalized (pedestrian hybrid beacons). This was confirmed by FDOT.

**Presentation:** [TIP Amendments: FDOT Safety, Operations Lighting, and Railroad Crossing Projects](#)

**Website:** [Transportation Improvement Program](#)

**Recommended Action: Approve the nine amendments to the FY 21/22 TIP.**

**Councilman Maniscalco moves to approve the TIP amendments, seconded by Mayor Ross. Roll call vote, motion passes 12 – 0.**

**B. Follow-Up to the Downtown Interchange TIP Amendment Motions (Justin Hall and Secretary Gwynn, FDOT District 7)**

- October 13, 2021 TPO Board meeting, Board unanimously passed the TIP Amendments for the Downtown Interchange and Westshore Interchange projects along with a motion for FDOT to consider nine different items.
  - Traffic signal prioritization for HART on the ICM corridors
    - Provided technology and is coordinating with HART for implementation
  - Consider Leading Pedestrian Intervals at intersections with additional turn lanes
    - LPI has been added to the SR 60/Kennedy/Memorial and the Boy Scout at Lois intersection projects
  - Consider more landscaping along noise walls
    - Has prepared landscape opportunity plans, identified areas around the interchanges and noise barriers where a future landscaping project will take place. The landscaping projects will follow construction
  - Ensure new fences do not impede walk/bike access opportunities
    - FDOT staff hosted a bike ride-along field review with Christine Acosta and went over all fence locations. It was determined that the fencing would not impede and vulnerable users.
  - Accommodate cyclists riding to Cypress Point Park & Courtney Campbell Causeway
    - Addressed through trails and shared use paths
  - Consider narrower lanes and wider sidewalks on 14<sup>th</sup> St, in coordination with City of Tampa
    - Working with the City of Tampa on the roadway typical section for 14<sup>th</sup> Street and Green Spine
    - Met with City of Tampa staff and Josh Frank

- Consider a side path along Kenney (north side) between Reo and the Westshore Mall
  - Do not have enough ROW. Would need to be considered through the TPO for prioritization and funding
- FDOT to fund the wall gap at Robles Park, with the same quality as the wall elsewhere. Reviewed options and costs.
  - Currently, there is no barrier other than guardrail. Showed picture with traffic.
  - Eight-foot visual barrier – LRE Estimate - \$441,930 – could be added to current construction project
  - Fourteen-foot noise barrier – only option that would have to be funded by local funds – LRE Estimate - \$1,371,051 – could be added to current construction project
  - Ten-foot trellis (Green Wall) – metal structure with plants – LRE Estimate - \$504,927 – Plants take a while to grow in – would be constructed as separate landscape project
  - Ten-foot landscape option – a lot of options – cost varies by plant type and path – would be constructed as separate landscape project
- Refer to DTI as part of the high injury network rather than Vision Zero
- Historic Preservation MOA
  - Signors: Advisory Council on Historic Preservation, State Historic Preservation Officer, Federal Highway Administration, City of Tampa, FDOT
  - FDOT relocated 64 structures – 35 buildings rehabbed by FDOT, 29 buildings rehabbed by City of Tampa/citizens, all relocations and rehabilitations were presented to and approved by ARC and BLC
  - Per MOA, after relocating/rehabbing 64 buildings, FDOT may demolish remaining buildings
  - Interstate Trust Fund established through the sale of the 64 buildings continues in perpetuity (City of Tampa administers the fund). Fund helps others to rehabilitate other structures in the neighborhood.
  - Reviewed timeline of 1902 Lamar Avenue from 2008 – 2021.
- Noise Barriers Locations
  - Reviewed a map with the call-out circled in red, “Existing noise barrier to be relocated” with arrows indicating location on Elmore Avenue
    - Presented at MPO Special Briefing #3 – August 19, 2019 – Board, Committees, and Citizens were invited
    - Public documents displayed from February 4, 2020 to March 23, 2020 – FDOT District 7 HQ, Robert Saunders Senior Public Library, West Tampa Branch Library, HCC Dale Mabry Campus Library
    - Public Hearing – February 25 and 27, 2020 – HCC Dale Mabry Campus, Port of Tampa Cruise Terminal 6
    - Presentations to TPO Board and Committees as well as Community Associations and CRAs – Tampa Heights Civic Association – January 3, 2020 and Tampa Heights CRA – February 18, 2020
    - Project materials have been online since February 4, 2020 and are still available online.
  - Reviewed images of Noise Barriers

- Reviewed underpass treatments – noted artwork in these areas is handled through the City of Tampa
- Construction Updates
  - DTI – <https://www.fdottampabay.com/project/839/445057-1-52-01>
    - Review of procurement schedule
  - I-275 Corridor North of Downtown Tampa – <https://www.fdottampabay.com/project/706/431821-2-52-01>
    - Review of what to expect during construction – have been presenting this to the community
    - Have reached out to homeowners next to the interstate to place vibration monitors and to do a pre-construction damage assessment to structures. That establishes pre-existing photos for possible claims if damage occurs as a result of construction.

**Discussion:**

**Commissioner Overman:** Good to see timelines of when and where various presentations have been made. Personally, had several briefings and missed the idea that the wall would be displaced. Thought she heard that the footprint would remain the same. Can understand the communities concern. It may still be in FDOTs right-of-way but that doesn't mean that's where it was. The footprint is moving. As a resident being directly impacted by the timeline, the traffic, the sound in the middle of the night; Osborn and Chelsea are already being worked on. As a resident, is not sure she has seen the notices asking if her 131-year-old structure will be impacted by the interstate. Will reach out to FDOT and do some photos. It is important to recognize that the people who have been engaged in this process understand what is going to impact their lives; that have been active for over a decade; and we know how they are going to respond; believes having one or two meetings in the community as the design has been engineered is more important than we have ever experienced. This community is being dramatically impacted. Virtually attended the 7<sup>th</sup> meeting, unable to attend in person, it gave her the impression that things weren't really changing from what was seen a year ago to what we now understand, has changed. Doesn't necessarily mean it has changed terrible or worse, but it has changed for the neighborhood because of the engineering that was discussed, even in the Robles Park request to take the wall out. Asked for clarification on the wall change and if the movement of the wall is required in order to improve the safety of the Downtown flyover. That was one of the reasons she agreed to this whole process in the first place. We know induced demand makes things worse. Desire for the change was to improve the safety. Hears the life-threatening accidents on a regular basis and will not get on the interstate at MLK for any reason whatsoever, other than the world is on fire. Listens to people every single day where people lose their cars, their health, their life, their physical abilities on that road because of the way that people drive. Is curious, when in the engineering process was it discovered that the wall would have to move from where it is and whether it is absolutely required. FDOT has been really good at reducing the impact to the community over the last decade. Thank you. It needs to be addressed if this is engineering required to address the safety mechanisms that have been recommended by FDOT in this particular case.

**Secretary Gwynn:** As we went through the SCIS process, the starting point was deemed to be unacceptable as there was a huge footprint. What we have said all along is that we would try not to

acquire any additional properties within the Tampa Heights neighborhood. The engineers worked very hard. It was difficult to try and construct something within that footprint. But they did, and they maximized the amount of space they could leave between the right-of-way where the walls would be moved to. In some cases, the walls will not be moving at all. In a few places, it was going to be impossible. In order to create the second lane on the overpass, you can't move it in, there is no room, it has to go outward. That requires the walls to move out. Somewhat sympathetic to members of the community that feel they didn't understand what we were presenting. Does believe the information was there. Maybe need to look at how it was presented. More than willing to work with the community members. Went out about a month ago to work with the community; have done it several times. Each time, tried to create an environment where everyone can sit down and look at ways of creating something together and come up with a solution that everybody can get the best we can out of it. See what we can get to. What it typically evolves into is FDOT staff standing in front of a crowd that berates them, calls them liars, calls them disingenuous, that tell them that they aren't doing anything to work with the community. This staff has gone above and beyond what has been done in his forty-year career in trying to work with the community. Had a conversation with Commissioner Myers last week. Said they are willing to work with the community. Maybe an agenda can be put together and we can sit down with people who aren't there interested in getting up and being inflammatory, getting a group to clap for them, and getting up there to just be rude to people that are trying to do their job. His staff are not going to fight back and be rude. They are not going to go down to that level and make some of the incendiary comments that are thrown at them. Willing to do that. If it going to be another forum for people to get up, throw insults at his staff, and have no interest in saying we don't want anything other than what we want, then it's not going to serve a purpose anymore. If they want him to come down there, he will. He will sit all day and they can berate him. Will not put his staff through that anymore. If a group can be put together that really want to come up with meaningful solutions, more than willing. Never once have we heard in these meetings about the tens of millions of dollars that the District has dedicated of our District funds to Tampa Heights in the last few years because they recognize some of the impact that has occurred recently, in the future, and in the past. The sixty-eight million dollars they fought for and won to extend the streetcar into Tampa Heights. The federal grant for twenty-five million that FDOT applied for, and when only eighteen million was received, put up the other seven million additional. Trying very hard to be a good community partner with the Tampa Heights community; it doesn't feel like there are people on the other side that really want to work with us. Will continue to do their job, will continue to try and mitigate the impacts as much as possible. If you listen to those people that talked today, and I recognize the hundreds of people I talk to every week about what we are doing to try and fix the Downtown Interchange don't show up to these meetings to talk. If those are the only things you form your opinion on about FDOT, we are horrible. We are going to continue to try and do what can do, but he is not going to entertain people who are only going to sit there and make his staff feel like they are not doing their job.

**Commissioner Overman:** Appreciates that. Has been in a lot of those meetings over the last eight years. Does believe there is an opportunity on the wall to find solutions. Hopes the community can work with you. Happens to like the trellis wall; wants to make sure that a car isn't coming through it. Loose bushes on the interstate when it is left up to the City or community members to maintain is not a solution she is willing to endorse. Does not know the value of going to fourteen feet. Does like the

visuals shown, they are helpful. The MOA for the Historic Trust administered by the City of Tampa. Saw that there were many things considered. Asked if there was money there to restore that building for the City's community purpose and if it had been fully vetted as a solution.

**Justin Hall:** As far as the concern about traffic; whether we go with the landscape or the trellis, there will still be the existing guard rail that is on the interstate side will remain. Neither the trellis nor the landscaping are not responsible for or there to stop vehicles. For the Interstate Trust Fund, the funds that are there are used for rehabilitation. Most of the rehabilitation are for outside of the parcels discussed in MOA. Lamar Avenue was a parcel that was discussed as part of the MOA and was excluded from the 64. Has reached out to Dennis Fernandez, has not connected to be able to talk about the funds and what could or could not be done. Regardless, that structure needs to move. It cannot be rehabilitated in place. Had a citizen that was under contract with FDOT that was interested in moving the property; they faced some pitfalls and for someone like that and others that have reached out over the years, having rehabilitation assistance could make all the difference for them. The intent of that trust fund was for properties outside that MOA; it is for other structures in those areas such as Tampa Heights, VM Ybor, and those areas.

**Commissioner Overman:** Asked for clarification on the Lamar property having to move for the improvement or if it can stay in place and be rehabilitated if it were privately owned. Questioned why it has to be moved.

**Secretary Gwynn:** Gets complicated in all the agreements that have been made and the MOAs. The area where that house sits now is part of the buffer area between where the interstate sits and where homes would be, so we wouldn't have homes that would be right next to the interstate. It would need to be moved. The bigger challenge, when we had our estimates done, it is well over a million dollars to get this property into some shape that would be structurally sound and would provide minimal types of furnishings that someone could use. It's got tons of black mold, we removed the asbestos, it's got rotted frames, the floorboards are all sagging. He went in a month ago because he wanted to see inside to see if it's really as bad as he was being told. He and Justin Hall were going to go upstairs, they are both a little bigger, they were afraid the stairs were going to fall down. It is in bad shape, it's not in good shape. Getting someone to put a million dollars into this property is going to be very difficult. What we have done is invited anyone who wants to come and look at the property to see if it something they want to come up with a proposal to tackle it. If somebody comes with the financial means to rehabilitate the property on-site, would talk to them. So far, have not had anyone that wants to come into the building. Opened it up, contacted Mr. Seal who has been their contact with Tampa Heights to let him know when it was going to be open for anyone they are working with to come and take a look; nobody has come. In the meantime, we gave them sixty days. Received a request from Lena Young Green today to extend it further. Requested that, if they are going to extend the time, please explain what they are doing. Has there been anything done? We get to sixty days and there is another request for an extension. The property continues to deteriorate, it has police calls coming out to it all the time, it is a safety hazard. The bigger thing he would like to talk to the community about, if FDOT were to demolish that house, they could talk about what else they could do with all that property there that's open. Do we want to make it into a dog park, a recreational area, turn it into something the community can actually use? Right now, wouldn't want kids or anybody

going near that house. We can talk about other things. Has not seen anyone step up and say they are willing to consider putting a million dollars into a shape where somebody could actually go in it and pass code. If you really want to go in there, he will take you in to look at it. He was told to wear the mask when he went in, he questioned why, was told because of the black mold. It's not as easy as let's get some guys out there with some toolboxes on the weekends and try to make it look nice. It's a bad shape property.

**Commissioner Kemp:** Asked if the property has a basement, it looks like it does.

**Secretary Gwynn:** It has a crawl space underneath. Over the years, people have come under there and worked their way into the home. If you go in there, you can see where people have set fires, where they have left drug paraphernalia, it looks like a horror house when you go in, to be honest. A lot of bad stuff has gone on in that house over the year, apparently.

**Commissioner Kemp:** Has been to a lot of the meetings. Understands what is being said about not having conversations that would move things forward and be beneficial to the community and could be done. The history, as the speaker said, the interstates were built through non-white neighborhoods and specifically targeted to that. In Tampa, it was a huge loss of thriving Hispanic and African American neighborhoods; the heart of those communities. It impacted the ability of generational wealth and thriving communities that were healthy and good places to live. That legacy stays with us. When we talk about what we are doing here, it is a difficult conversation, doubling down on some of that. We went through years, even prior to you, Secretary Gwynn, being here; I think it is very significant that you have twenty or so people that are willing to sacrifice their time and continually follow this, and dog this, and care about this. It shows what an incredible community Tampa Heights is. The MPO meetings we had prior, and she was part of the speakers before thinking about being a Commissioner, lasted until two or four in the morning, and there were six hundred people signed in. It is not a small sentiment, it is a powerful, strong desire over multiple meetings over years. What we did when we approved this, she was sickened by the plans that would have blown up the place. Still concerned about the area north of the interchange to Bearrs that it doesn't expand, footprint or otherwise, even in the right-of-way, because it will pile more cars onto the interchange. We looked at the closest to no-build modification of the interchange and the interstate that we could possibly arrive at. To look at dealing with the issues that are already in place, minimize the impacts. I think we ended up protecting something like three-hundred and forty homes and businesses that would have been taken out in the original plan. Remembers one of the first meetings she went to, there were boards up and there was a young couple there that were shocked and on the verge of tears. She asked what was wrong, they said that their house was under red and it's going to be demolished and they just bought it. It has been a harrowing ride. Understands that there has been a lot of issues on both sides. Expressed that she would like to go, personally, and have FDOT direct this, and look at the project exactly as it is now, how it is going to proceed, and maybe we could hear from some of the neighbors as well in a more formal community meeting convened by the TPO that we could try to facilitate conversation and ask for it not to devolve. Stated that if FDOT and the Board were amenable, they could move forward and look, specifically on-site, to be able to see what people and what FDOT is saying. Knows that road construction is typically done at night, and that's a good thing because there are fewer people on the road, but there are jackhammers, and we are in the middle of a neighborhood. There may be other

things we need to consider. Would like to know what the neighborhood is thinking in terms of the landscaping plan and what we can do to facilitate that. The other thing extremely concerned about is Robles Park. State Law prevents putting up a “noise wall” at a park. It’s a short distance. Was stunned by hearing that that was the distance that wouldn’t be protected. That area is predominantly African American. People are a couple of blocks back. That is the same distance her home is away from the interstate. Knows she gets a lot of particulates at her home; is sure that all the homes around the park would get that too. Asked Ms. Alden about the request to the state about looking at this law to have some kind of consideration to this particular situation.

**Beth Alden:** Noted that there has not been a response from the state at this time. There is a state policy by the FDOT that there is no Class 2 noise wall in the State of Florida. It is optional for states to create a Class 2 noise wall program. Florida has not created one. That is what prevents using the federal dollars for a wall that is, basically, a retrofit. It has to be a situation where the highway was built after the community was already there. So, if the community was there first, the federal regulations do allow the use of federal funds. But there has to be a state program to do that. It’s not the District’s fault, it is a statewide policy. That is why Ms. Alden sent a letter, after the Board passed the motion at the TIP hearing last summer, asking to prioritize the walls along I-275 even without the widening. The letter was sent to Tallahassee to reconsider that policy; still have not gotten a response.

**Secretary Gwynn:** Stated that this is actually a federal law. That is why the TPO cannot fund a noise wall either.

**Commissioner Kemp:** Would like to ask that another letter be sent to the Governor, FDOT, and to the legislative delegation with regards to the concerns here. This is a huge equity issue, and it meets the description that Ms. Alden gave. Robles Park cannot go unaddressed, it is a red flag equity issue. Would like to move forward with the eight-foot wall and the landscaping but still look into the fourteen-foot wall. Need to look into the local funds. The TPO doesn’t have funds like that. The only other funds would be the county-wide dollars as well as city dollars. Thought the walls would be much more expensive. Wondering if funds could be put together by FDOT supplying the eight-foot wall and the county and city coming up with the additional funds to expand that to the fourteen-foot wall.

**Justin Hall:** As part of the SCIS, FDOT did a noise analysis. Done in compliance with the FDOT manual and Federal Regulation 23CFR772. There were no noise receptors in the park and in the general area that would trigger a noise barrier. The conversation of the retrofit program is not saying change the retrofit program, we are putting in a noise barrier. It still has to meet the noise guidance. That is why we can propose the other types of barriers that does not use the term “fourteen-foot noise barrier”. Wants to be clear, that park did not meet the federal requirements for noise nor the state’s requirement for noise.

**Commissioner Kemp:** Requested clarification about the other sections to the north and south, everywhere but that little space, meeting the requirements and why.

**Justin Hall:** It is based on noise receptors. FDOT can come back and give a presentation on noise analysis and noise receptors and how that is determined. That is something that the State prepares

and the Federal Government reviews. That is the issue here and why there was not a noise barrier there and why there is a gap. The Type 2 Retrofit program is something that you can request Tallahassee consider. This issue comes back to the noise analysis done. That is why FDOT cannot add one and why federal dollars cannot be used. The SCIS says that there is not a noise receptor there.

**Commissioner Kemp:** The other thing a wall does, besides noise, is pollution barriers. We have terrible asthma and other issues. I don't know about resolving that. Every time we ask a question, there is more information about it that we don't have. Believes there are red-flashing lights about equity in the one little spot. Cannot imagine building the wall up until that point, having the gap, and then continuing with the wall. As far as the footprint of the wall, knew about right-of-way and footprints. The road was obviously going to be expanded because there wasn't anyplace else. If lanes were going to be added, the footprint of the road would have to be expanded. It might be in the right-of-way of FDOT, but FDOT had a lot more land around the area. Would like to have the wall with as little of an impact as possible within that right-of-way.

**Councilman Citro:** Asked FDOT if they have information on how much noise is actually blocked between a concrete wall and a vegetation wall and if they are that far off.

**Justin Hall:** There are different decibel reductions. Does not have those with him. It is something that FDOT could present. For vegetation to provide a significant reduction, it would have to be pretty thick. Concrete barriers are generally more effective than landscape due to the amount of space required for the density required for the vegetation barrier decibel reduction.

**Councilman Citro:** Asked if they know the mitigation between a vegetation wall and a concrete wall for reduction of carbon monoxide gasses, which absorbs more.

**Justin Hall:** The landscape, trees in particular, would be the greater benefit. Would like to clarify something. Went through the CFR, there are noise receptors all along the interstate. It is the benefitted noise receptors. The park is not a benefitted noise receptor.

**Commissioner Smith:** Asked for clarification about the park not counting as a benefitted noise receptor; only things like a residence would count.

**Justin Hall:** Residential is treated differently, so, yes.

**Commissioner Smith:** There is a lot of food for thought that has been brought up about this that is worth digging into in the future. Glad to hear that FDOT is open to keeping the Lamar building on-site if there is an opportunity to rehab that in some way. Wants to make sure everyone understands that FDOT has said that the Lamar building doesn't have to be moved. Wants to make sure that is correct or if FDOT is just open to it.

**Secretary Gwynn:** We will look at any potential proposal and will look at it on its merits. Would have to see a proposal before FDOT could comment on specifics. Does not want to say Yes or No to

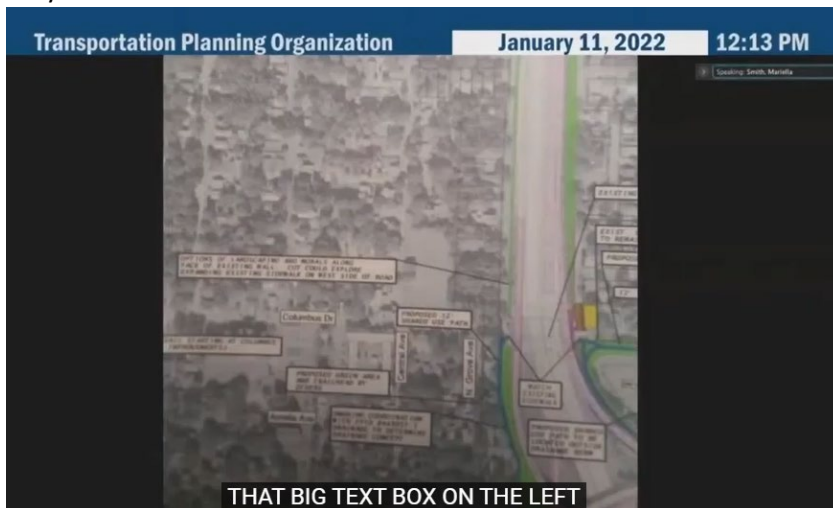


anything at this point. Has not seen a proposal or any earnest interest to do something with the property at this time.

**Commissioner Smith:** Requested clarification that it is not off the table and it is not required for FDOTs project that the building be removed.

**Secretary Gwynn:** We had committed to keeping that buffer area between the interstate and properties. Will have to re-look and see what the requirements of that agreement are. If there is a proposal, bring it and FDOT will look at it. It has to be a bona fide proposal. It can't be "we want to fix it but we don't have any money or a plan". It will continue to deteriorate and continue to be a nuisance. If there is a plan between now and the 28<sup>th</sup>, which is when we asked for something. We would be glad to open it up and take a look. So far, nobody has asked to go in the building.

**Commissioner Smith:** Understands the frustration on both sides with these kinds of meetings. Has been on both sides. Very much appreciates the public that has commented. Understands how difficult it can be facing people with anger and problems. Urges patience. In order to foster understanding on both sides, would like to show two items sent to staff. One is of a map that was shown in a meeting. Is showing this because, the map from August of 2019 shown in the FDOT presentation today, this has been explained. The community, the CAC were invited to a meeting with the map that showed the arrow saying that the wall would be moved. There has been some confusion. This map was shown in May of 2021.



The big text box on the left talks about landscaping and murals along the face of existing wall. COT could explore expanding existing sidewalk on west side of road. The talk is of the existing wall as recently as May after 2019.



This is an interactive map that was shown at the final public workshop in 2020, citizens were shown an interactive map. If you go to the internet right now to the interactive map to show the options for the wall at Elmore near Robles Street, you will see wall and then the option to have some trees in front of it. That does not look like the wall is being moved out at all. It looks like there are trees being added to it. Is pointing this out to be fair since the 2019 map was shown indicating the wall would be moved, the citizens have been shown things since then indicating the wall is not moving. Important for us to be very careful. It can be tempting to avoid a conflict by saying something like “we are open to discussions...” but not actually get at the final answer that says we think we are going to need that land in the end, or something like that. Advises to “rip the band-aid off” in those kinds of things. Our newest member, Ms. Le Grand, said “Bad news does not age well”. Asked everyone to continue the discussions. Asked if the wall being talked about by Mr. Fernandez would have to be replaced twice and what is the timeline. It seems that we have until 2023, so there is plenty of time to do the things Commissioner Kemp suggested and possibly come up with the best solution mitigating problems with the community. Watched the meeting at the Tampa Heights Civic Association. Terran had good concerns and ideas. Asked for FDOT to discuss the time left and to clarify that the wall will not be knocked down twice.

**Justin Hall:** Are not knocking the wall down twice. Where the projects meet is along Elmore just north of Columbus. In that area, wall reconstruction will stop for one project and be picked up by the next project. It is not the same wall being reconstructed twice, it’s that construction on the wall will end where one project ends and from there to the south, will begin reconstruction of the wall under the DTI project.

**Secretary Gwynn:** These projects are going to overlap in time. As FDOT gets the new contractor on board, will get the two contractors together to figure out how to coordinate that. It shouldn’t be a problem. It could be the same contractor that has the current job. In fact, there is a good chance it will be since he is already out there. They will work that out and it won’t have to be rebuilt twice.

**Commissioner Smith:** These are the things that it is important to hear from the neighborhood and their perspective. There are some things that you can ensure moving forward. Would like to know about the time left.

**Justin Hall:** Still in procurement for the Downtown Interchange project. The project to the north is under construction. There is a while until we get to that wall.

**Secretary Gwynn:** If we can get a more structured meeting, with an agenda, with a group of people that want to sit down and talk. At some point we have to get past saying “it can’t happen”, “we can’t do anything”. That decision has already been made. The question is, can we make it better than what they think it is now. If we can sit down and talk about those things, landscaping and other amenities, and we have been doing that for the last five years with all the projects in Tampa Heights to try and mitigate some of the impacts FDOT is making. If we can do that, believes a lot of progress can be made. Understands the frustration; grandparents had to move when the interstate took their house. Grandfather talked about it until the day he died. The fact that FDOT is doing this is disruptive. Would ask the community to think about is how can we do the best with what we have got. If it is continued to be said “we can’t do it”, we will never get to the point of discussing what can be done. Have to get to that point. Will need to be a structured meeting that is not a free-for-all of grievances. That doesn’t accomplish anything. FDOT is committed to accomplishing something.

**Commissioner Myers:** It appears from all the conversations this morning, we are not prepared to vote on this. With the conversations had in the community and with Secretary Gwynn, a structured meeting to try to understand what the community wants and how can FDOT work with them is what is needed. The 1902 Lamar house, Secretary Gwynn has said, many times, that no one has decided to bid on the project, but it keeps coming up. These things are very alarming. The community keeps bringing up the same issues and FDOT keeps repeating the same thing to us.

**Commissioner Myers made the motion to delay this action item for another month, if it is possible.** Has to leave to go to briefings to prepare for the next day and has two major briefings right behind each other.

**Beth Alden:** Has been a good discussion this morning. There are a lot of things that need to be dug into. We have asked the department to specifically address one piece of this puzzle. They have brought back some things that they are willing to do if there is a motion from this board asking them to do one of those. Happy to come back talk more, set up meetings about everything else. But the gap at Robles Park, if we could have some direction from the Board this morning, they are willing to add that into their project. Believes it shows good faith that they came forward with some different options for consideration. That doesn’t mean that we can’t continue to explore and come up with local funding for a taller wall; but the department has said that they are willing to build an eight-foot wall if we ask them to specifically include it in the project.

**Commissioner Overman moves that the Board ask FDOT include and eight-foot wall and work with the community in a charette format with maps, etc., so that there is some real solution making that occurs for the Robles wall but also the timeline for the Downtown Interchange Improvement. Moves that FDOT include a wall at Robles Park and bring back the best solution based on community input and collaboration with your engineers, seconded by Councilman Maniscalco. Roll call vote, the motion passes 11 – 0**

Commissioner Kemp passed the gavel to Councilman Maniscalco.

Commissioner Kemp: Noted that there needs to be an open house town hall type of meeting in Tampa Heights, at around four in that afternoon, that could include a tour and explanation with people in the community being able to talk. After, sit down, invite the City Council as well, and the Mayor to be part of this so that we could start to have a clarification of exactly how and the specifics of the wall and community input and impacts on the neighborhood. It could be two months in the future. That is Commissioner Kemp's motion. Seconded by Commissioner Overman. Began roll call vote, Commissioner Overman questioned whether there was still a quorum. It was determined that there was not an in-person quorum at this point.

Secretary Gwynn: Stated the FDOT can agree to this without a motion.

Councilman Maniscalco requested that the motion be stricken based on the comments of Secretary Gwynn.

**IX. STATUS REPORTS**

- A. PD&E Studies for I-75 from Moccasin Wallow Road to US 301 and from US 301 to Bruce B. Downs Blvd. (Ashley Henzel, FDOT District 7) - Deferred

**X. EXECUTIVE DIRECTOR'S REPORT**

- A. Deferred

**XI. OLD & NEW BUSINESS –**

- A. Next meeting February 9, 2022, from 10:00 AM – 12:00 Noon.

**XII. ADJOURNMENT – The meeting adjourned at 12:27 PM**

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

**Social Media**

- Facebook
  - 1/10  
Rick Fernandez (In a post on the board meeting event page)  
“TPO Board:  
I have submitted a detailed public comment by email and incorporate that here by reference. Trust you will take the time to read the submission related to barrier wall intrusion along the eastern border of Tampa Heights and protection of our historic properties.

This is to point out an inherent inequity in our system of public comment. The presence of Secretary David Gwynn as a non-voting advisor to the Board with virtually unlimited comment time leaves the general public at a great disadvantage. What I or any other member of the public might say in 3 minutes may be addressed for 30 minutes or more by the secretary. In addition, public comment is presented at the top of the Board meeting, before any FDOT presentations. There is no opportunity to respond.

Please know, whatever FDOT has to say on January 11 about the Downtown Interchange, barrier walls or any other issue, the community has a response ... We ask that you act as advocates for the citizens and make that response for us. Most importantly, keep the discussion we start on January 11 going into the weeks and months ahead. We cannot resolve these issues while working through one agenda item of one meeting.

Thank you for considering.

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

○ **1/9**

**Save the Historic Lamar (In a post that tagged Hillsborough TPO):**

"Our mission to #SaveHistoricLamar and Tampa's sacred, urban, historic neighborhoods from the threats of interstate expansion needs to continue at the Hillsborough TPO Governing Board Meeting this Tuesday, January 11, 2022 at 10:00 AM.

Sign-up using the link included at the bottom of this post to tell the TPO Governing Board to do the following during the Meeting's Virtual Public Comment Period:

1. Stop the FDOT's destruction of historic property in Tampa Heights, including the planned destruction of the contributing structure at 1902 N. Lamar Ave.
2. Stop the FDOT's ability to continue with the physical expansion of the interstate (I-275 barrier wall intrusion) in Tampa Heights.
3. Declare temporary moratorium and conduct a full vetting of those aspects of the FDOT's Downtown Interchange Operational and Safety Improvements Project related to barrier wall intrusion along the eastern border of Tampa Heights.
4. Support the TPO CAC Resolution addressing these points passed on Wednesday, January 5, 2022."

○ **12/23**

**Dave Justask (In response to a newsletter post):**

“Here is a plan: Stop FDOT oligarchs. Disavow Teco until they clean up their coal ash, move away from fracked gas, make reparations to Frontline communities. Oh and it is this simple... 35 arrive alive and no new lanes. No charge for the only plan that would actually stop the slaughter on our roads.”

○ **12/16**

**Pedal Power Promoters, LLC (In response to a LA Times article):**

“Love the poster, Lisa Silva of Hillsborough TPO, hate the post.

This article, more specifically the remarks by Ken Kolosh of National Safety Council, are infuriating. Mr. Kolosh seems desperate to find out how to singularly blame system users for the increase in fatal crashes over the past two years. He neglects to mention, not even once, system designs that encourage high speeds. Increased numbers of crashes, and their severity, have been observed by advocates since the earliest days of the pandemic. Less traffic = more speeding. Seems congestion may be the most effective, albeit extremely undesirable, method of traffic calming in the US. A real dilemma for people and institutions that strive for safety AND congestion, aka emissions, reduction.

Until system designs are widely recognized and included by “experts” and media (ie. Latimes.com) as contributing factors, #VisionZero will be unattainable.

National Institute for Congestion Reduction – NICR”

○ **12/10**

**Sun Coast Transportation Planning Alliance (Regarding a SCTPA meeting about regional rail):**

“Transportation leaders from the #TampaBay region met with the Florida Department of Transportation at today’s #SCTPA meeting to discuss prioritizing Passenger Rail and ensuring safe, equitable and sustainable transportation options. #1Region1Voice Learn more here: <https://buff.ly/3dG0OX3>

FDOT West Central - Tampa Area Forward Pinellas Hernando/Citrus MPO Hillsborough TPO Pasco County, Florida Polk TPO Transform Tomorrow - Sarasota/Manatee Metropolitan Planning Organization

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

**Email**

**From:** [Matthew Suarez](#)

**To:** [Beth Alden](#)

**Cc:** [kathy.castor@mail.house.gov](mailto:kathy.castor@mail.house.gov); [Gwynn, David](#); [Kemp, Pat](#); [guido.maniscalco@tampagov.net](mailto:guido.maniscalco@tampagov.net); [Hall, Justin](#); [Rich](#)

[Clarendon](#); [Johnny Wong](#); [Rick Fernandez](#); [Brian Seel](#); [CM Vela](#); [Dana Lazarus](#); [Mauricio Rosas](#); [Anthony Krol](#)

**Subject:** Citizen Issued Inquiry\_I-275 Boulevard Study & Infrastructure Investment and Job Act Funding

**Date:** Thursday, January 6, 2022 10:43:27 AM

Ms. Alden,

Has the Hillsborough County TPO submitted an application to request funding from the Federal government with regard to the I-275 Boulevard Study that was unanimously approved on Wednesday, May 8 2019 by the then Hillsborough County MPO Governing Board? With Section 11509 from the Infrastructure Investment and Jobs Act that was passed at the end of last year making such funding available, we would like to know if this effort is being pursued as approved by the Governing Board and requested by members of the general public on numerous occasions.

Please advise.

Respectfully,

**Matthew Suarez, AAIA** ||||| ||||| ||||| |||||

| p | [813.299.4497](tel:813.299.4497) | e | [suarez.matthew@outlook.com](mailto:suarez.matthew@outlook.com)

**From:** Anthony Krol

**To:** Cheryl Wilkening; Beth Alden

**Cc:** Rich Clarendon; Johnny Wong

**Subject:** Citizen Issued Public Comment Hillsborough County Transportation Planning Organization (TPO) Governing

Board Meeting Tuesday, January 11, 2022 at 10:00 AM

**Date:** Monday, January 3, 2022 1:33:38 PM

Hello,

Tony Krol

3907 N Dartmouth Ave

Tampa Florida, 33603

[mergeculture@me.com](mailto:mergeculture@me.com)

I'd like to submit the following Public Comment to the TPO regarding Transportation Planning Organization (TPO) Staff, TPO Board, and all institutional bodies represented thereon (including Tampa City Council and Hillsborough County Board of County Commissioners) to:

1. NOT expand highway concrete any additional feet. Declare a moratorium on the DTI-OSI project so as to allow for a full vetting of FDOT's plans.
2. NOT demolish Historic Lamar. Stabilize and secure the building so as to allow opportunities for repurposing and restoration to active community service.
3. DO commit to equity and community leadership by funding alternative transportation solutions - specifically the Boulevard Tampa concept study ([blvdtampa.com](http://blvdtampa.com)), and using "alternative funds" to fund sidewalks.

This material is presented for consideration at the January 5, 2022 TPO CAC meeting: Agenda Item VIII B, regarding I-275 barrier wall intrusion along the eastern border of Tampa Heights. By extension, much of this material will also be relevant for the TPO Board meeting on January 11, 2022. A few members of the Board as well as members of the public, elected officials and press are (or will be) copied.

I'm going to submit this comment from a more personal perspective based on economic data, and the effect that certain government decisions have on community and mental health. In November of 2021 FDOT blind-sided the historic Neighborhood of Tampa Heights with two issues related to interstate expansion. These two issues are listed in the above list, number 1, and 2. The third item on the list above is the solution with the most positive economic impact for the City of Tampa, as well as for Hillsborough County property Tax. A visual of the BLVDTAMPA project can be found here:

<https://www.facebook.com/SunshineCitizens/videos/344766343053357>

Also, this website: <https://www.blvdtampa.com>.

Issue #2 - Destroying Contributing Structures:

ON CONTRIBUTING STRUCTURES:

I'm not an economist by any means, but I do understand the value of Tampa's first suburb, Tampa Heights, and the value of cultural identity. When we talk about contributing structures, we are really talking about an emotional response and sense of identity for the humans that exist in neighborhoods to care about their neighborhood and neighbors. These are factors that contribute to quality of life. If there's anything we can learn in 2022 it is that people are more important than things. And let's look at the policies of FDOT – since the 1960s, the policies have revolved around moving things: (i.e. Cars.) Not people.

There are many things we can do for the future to create value for the residents, and a sense of pride for the neighborhood they live in. I find it ironic that FDOT really started talking about tearing down this property recently when the building was being “vandalized with graffiti” however, what FDOT has been doing for years is nothing short of vandalism - everything is a perspective. However, there is a truth, that we are either celebrating life, or celebrating things - celebrating unity, and community, or making decisions to tear them apart. We, as citizens of Tampa Heights, have a vision of building community by utilizing Historic Lamar as a community center for the arts, music, or a meditation center for healing and connectivity.

I submit this comment to strongly consider history LAMAR be saved from destruction - the community will find a way to fix the roof of the building, and come up with a solution, with FDOT, to keep this structure in the community, and make it useful, beneficial, and beautiful.

**Issue #1 - No Further expansion of the interstate - Since 2015 this has been the same parrot, repeating the same song.**

Why?

Well let's look at the history. In the mid 1940s, Firestone, Standard Oil, and American automobile lobby (car manufacturers) paid off TECO to remove the Streetcar system that connected the neighborhoods to the core of downtown Tampa. Many areas of downtown have yet to recover from this. Look at Franklin Street - the first paved street in Tampa, which had north and south streetcar tracks, and perfect mobility. Since the streetcar tracks were removed, and then subsequently the interstate was constructed, the energy of community was severed. What we now have is still, empty dilapidated buildings along Franklin Street - Kress, Maas Brothers - where now a nice parking lot sits - Carriage Repository building - The Tampa Wagon Wheel Company - and so many others. Further, let's look at pattern and practice systemic racism. Since the 1940s, the historical street has declined because of two factors: Auto, Rubber, and Petroleum lobby which paid off TECO to remove one of the most well-designed transit streetcar systems in the country, as well as the subsequent construction of the Interstate that went over a majority of minority-owned businesses in the Black-owned Central Business district (now Perry Harvey Park and the Interstate) - as well as minority residents. In fact, up until 1925, there was a star \* next to black residents in the phone book - The Tampa History Museum has a photo of this - if you trace the lines of where the interstate was built, to the stars in the phonebook (35 years later) the lines where the interstate was built were drawn right over the stars in the phonebook. Sounds like a pretty terrible page from a "connect the dots" book. Crazy right? Not really. Very wealthy white men conceptualized and built the interstate system in the 1960s - Stemming from the vision of Robert Moses. This decision and these practices contributed to the dismay of Black Business District of Central Avenue. The chain reaction of baton-passing has been going on ever since, and it's a destructive policy that keeps on destroying. The TPO has an opportunity to look at this history, and say there is a better way forward.

**Issue #3 - Draw different lines**

**Picture this, you take a map of Tampa, drawn in pencil, and then erase the interstate and draw in all of the parcels that can be rebuilt. Then you calculate the Property and Business tax of**



**those parcels, paired with a BLVD that has efficient transportation to move the community around - and the economic impact would be staggering.**

There's a better way - draw different lines. In support of a Boulevard #blvdtampa, this is the first step of a related conversation to be sure that Franklin Street, Tampa Heights, and all historical neighborhoods thrive by maintaining their connectivity and cultural identity, as well as providing new parcel revenue with property and business taxes. The current interstate and DTI (Downtown interchange is a cancer that won't stop growing) We know that adding lanes does not work, remember Induced Demand?

Here are some articles, again.

<https://www.wired.com/2014/06/wuwt-traffic-induced-demand/>

"But before we get to the solutions, we have to take a closer look at the problem. In 2009, two economists—Matthew Turner of the University of Toronto and Gilles Duranton of the University of Pennsylvania—decided to compare the amount of new roads and highways built in different U.S. cities between 1980 and 2000, and the total number of miles driven in those cities over the same period.

“We found that there’s this perfect one-to-one relationship,” said Turner. If a city had increased its road capacity by 10 percent between 1980 and 1990, then the amount of driving in that city went up by 10 percent. If the amount of roads in the same city then went up by 11 percent between 1990 and 2000, the total number of miles driven also went up by 11 percent. It’s like the two figures were moving in perfect lockstep, changing at the same exact rate.

"A more likely explanation, Turner and Duranton argue, is what they call the fundamental law of road congestion: New roads will create new drivers, resulting in the intensity of traffic staying the same."

We would love to see the HISTORIC LAMAR property an example of community resilience. We will come up with a solution to turn the building into art studios, a meditation center, or a practice space for Tampa’s many musicians that need places to play. or, we will turn the building into a museum. The community can come up with a positive, connecting solution for this property. The arts are very important to community growth and Historic Lamar, is a perfect place to start building community, rather than tearing it down.

Thank you for your time.

**From:** Mauricio Rosas

**To:** David Gwynn

**Cc:** Kemp, Pat; Gwen Myers; Overman, Kimberly; [guido.maniscalco@tampagov.net](mailto:guido.maniscalco@tampagov.net); Harry Cohen; Beth Alden;

[Mariella Smith](#); [City Council](#); [Stephen Benson](#)

**Subject:** FDOT Meetings

**Date:** Monday, December 13, 2021 1:43:56 PM

David,

It was good to see you at the meeting with Gudes, especially since the thrashing from the last few weeks. I am more focused on what we can or should accomplish rather than just saying no, but it doesn't mean I want any more girth added within the right of way. I have confidence you will continue to honor the needs and wants of Tampa's Historic Urban Core.

I was pleasantly surprised to see the rail transit discussion last week. It was amusing to hear the talk of how everyone wants to bring the area together with mass transit, yet I distinctly heard a need to widen the roads in Pasco. It baffles me as to why they don't understand the connection between land use and mass transit. They continue to develop suburban

neighborhoods and expect those residents to use mass transit.

We have a similar issue with urban infill. We need HART involved in land-use decisions to increase the use of mass transit near apartments, condos, townhomes, and single dwellings.

HART needs a seat at the table to help shape ridership.

Lastly, the FDOT meeting this past Friday missed an opportunity to poll how many used mass transit to get to the meeting. If those officials drove or single use ride-share, the mass transit option is moot. We need our elected officials to use mass transit and promote it on social media platforms. They need to focus on mass transit-oriented land-use planning to truly shape a new era.

Respectfully,

Mauricio

Mauricio Rosas

[mrosas1001@mac.com](mailto:mrosas1001@mac.com)

813-727-6680 cell

118 West Mohawk Avenue

Tampa, FL 33604

Please take in a deep breath before printing this email. Why? Because in order to make paper, bio-fuels and other contaminants are used throughout the entire process, damaging the air you breathe. So if you want to breathe clean air please consider not printing this email

**From:** Cameron Hunt McNabb

**To:** Beth Alden; Johnny Wong

**Subject:** Proposed 275 Expansion

**Date:** Wednesday, January 5, 2022 2:53:37 PM

Hello. While I am unable to attend this evening's meeting, announced with only 24 hours notice, I definitely want to express my concerns for the proposed expansion of 275. As a fourth generation Tampa native, I have watched the dysfunction of the interstate grow to behemoth proportions, destroying neighborhoods and promoting car-centric sprawl in the process. We now know that interstate expansion contributes to emissions and climate change as well as harms valuable neighborhoods (in Tampa, this destruction is so harmful to the historic neighborhoods north of downtown). Moreover, all previous expansions to 275 have not "fixed" any of the issues. That's because simply expanding to "accommodate" more cars only invites more cars. The problem will never be fixed. Instead, FDOT should be focusing on alternate modes of transit, investing in light rail, increased bus service, and promoting pedestrian and bike traffic. One option would be turning 275 into a multi-use boulevard (a proposal I know you've heard). Especially as both downtown and the USF area grow, offering options other than driving a car will be imperative to long term sustainability.

Thank you for your time,

Cameron

**From:** Rich Clarendon

**To:** [danlom02@aol.com](mailto:danlom02@aol.com)

**Cc:** Sharon Snyder; Beth Alden

**Subject:** Re: Riverview, Ruskin, Gibsonton and Apollo Beach traffic on 41.

**Date:** Thursday, December 16, 2021 10:07:31 AM

**Attachments:** [image001.png](#)

Dear Mr. Lombard,

Thank you for contacting us.

The following improvements are planned for U.S. 41:

Project 448506 1: US 41 at Palm River Rd – Intersection Improvements funded for Construction in FY 25

Project 442683 1: US 41/SR 583/50TH ST FROM MADISON AVE TO N 48<sup>TH</sup> ST - Install fiber, System detection, and Bluetooth readers funded for design in FY 21

Project 430056 2: US 41 FROM S OF PENDOLA POINT/MADISON AVE TO HARTFORD ST - Widening 4 to 6 lanes funded for design in FY 22

Project 440749 1: US 41/SR 45/S 50TH ST @ CSX GRADE SEPARATION SOUTH OF CAUSEWAY BLVD – funded for Right-of-Way Acquisition in FY 22

In addition, the following projects are planned for related roads in this vicinity:

Project 424513 3: BEND ROAD/CR 672 @ I-75/SR93A FROM W OF COVINGTON TO E OF SIMMONS – funded for Design/Build of new NB Entry and SB Exit Ramps in FY 21

Project 438752 1: APOLLO BEACH EXTENSION FROM US 41 TO PASEO AL MAR BOULEVARD – Under construction

Longer term, FDOT is planning to widen US 41 from Big Bend Rd to 19th Ave NE, and the County is planning to widen Big Bend Rd from US 41 to US 301, and 19th Ave NE from US 41 to US 301.

More information is available in our [Transportation Improvement Program](#) and [Long Range Transportation Plan](#). Please contact me with any further questions.

Rich Clarendon, AICP

Assistant Executive Director

Hillsborough Transportation Planning Organization

[clarendonr@plancom.org](mailto:clarendonr@plancom.org) • 813.582.7368 (Direct) • 813.272.5940

[planhillsborough.org](http://planhillsborough.org)

*All incoming and outgoing messages, including voicemails, are subject to public records inspection*

**From:** Plan Hillsborough contact form <[webmaster@plancom.org](mailto:webmaster@plancom.org)>

**Sent:** Wednesday, December 15, 2021 7:31 AM

**To:** Sharon Snyder <[snyders@plancom.org](mailto:snyders@plancom.org)>

**Cc:** Christopher English <[englishc@plancom.org](mailto:englishc@plancom.org)>

**Subject:** New message from Plan Hillsborough contact form

Name: Dan Lombard

Email: [danlom02@aol.com](mailto:danlom02@aol.com)

Subject:R

Message: Since you are allowing so much building in these areas and already have us on water restrictions, because your water infrastructure is 7 years behind, I would like to know what your plans are to improve U. S. 41 to lessen the travel times? I travel 16 miles to work and it takes me 45 minutes. It only took an hour to travel 50 miles to Bartow, when I worked for Polk county. You are already behind in improving Big Bend and I-75 intersection.

---

Date: December 15, 2021

Time: 7:31 am

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

User Agent: Mozilla/5.0 (iPhone; CPU iPhone OS 14\_8\_1 like Mac OS X) AppleWebKit/605.1.15 (KHTML, like Gecko) Version/14.1.2 Mobile/15E148 Safari/604.1

Remote IP: 174.211.132.24  
Powered by: Elementor

**From:** Hall, Justin  
**To:** Matthew Suarez; Beth Alden  
**Cc:** [kathy.castor@mail.house.gov](mailto:kathy.castor@mail.house.gov); Gwynn, David; Kemp, Pat; [guido.maniscalco@tampagov.net](mailto:guido.maniscalco@tampagov.net); Rich Clarendon;  
[Johnny Wong](#); [Rick Fernandez](#); [Brian Seel](#); [CM Vela](#); [Dana Lazarus](#); [Mauricio Rosas](#); [Anthony Krol](#)  
**Subject:** RE: Citizen Issued Inquiry\_I-275 Boulevard Study & Infrastructure Investment and Job Act Funding  
**Date:** Thursday, January 6, 2022 4:08:52 PM

Good afternoon Mr. Suarez,  
The current NOFO's for other grant opportunities would be reflective of FDOT's FY 24 budget year, based on the anticipated schedule of submissions what I stated is that you would most likely be applying for funding that would align with FDOT's FY 25 budget year. As Beth stated NOFOs may be forthcoming in the summer and a hard timeline would be determined then.  
For example – the RAISE grant that was awarded to FDOT for the Heights Mobility project this year (from the NOFO last year) is for FDOT's FY 23.  
Thank you,  
Justin Hall

**From:** Matthew Suarez <[suarez.matthew@outlook.com](mailto:suarez.matthew@outlook.com)>  
**Sent:** Thursday, January 6, 2022 3:27 PM  
**To:** Alden, Beth <[AldenB@plancom.org](mailto:AldenB@plancom.org)>; Hall, Justin <[Justin.Hall@dot.state.fl.us](mailto:Justin.Hall@dot.state.fl.us)>  
**Cc:** [kathy.castor@mail.house.gov](mailto:kathy.castor@mail.house.gov); Gwynn, David <[David.Gwynn@dot.state.fl.us](mailto:David.Gwynn@dot.state.fl.us)>; Kemp, Pat <[kempp@hillsboroughcounty.org](mailto:kempp@hillsboroughcounty.org)>; [guido.maniscalco@tampagov.net](mailto:guido.maniscalco@tampagov.net); Clarendon, Rich <[ClarendonR@plancom.org](mailto:ClarendonR@plancom.org)>; [Johnny Wong](mailto:JohnnyWong@plancom.org) <[WongJ@plancom.org](mailto:WongJ@plancom.org)>; [Rick Fernandez](mailto:rick@fernandezconsulting.net) <[rick@fernandezconsulting.net](mailto:rick@fernandezconsulting.net)>; [Brian Seel](mailto:brianjseel@gmail.com) <[brianjseel@gmail.com](mailto:brianjseel@gmail.com)>; [CM Vela](mailto:cmvela311@gmail.com) <[cmvela311@gmail.com](mailto:cmvela311@gmail.com)>; [Dana Lazarus](mailto:daynalaz@gmail.com) <[daynalaz@gmail.com](mailto:daynalaz@gmail.com)>; [Mauricio Rosas](mailto:mrosas1001@gmail.com) <[mrosas1001@gmail.com](mailto:mrosas1001@gmail.com)>; [Anthony Krol](mailto:build@clrty.co) <[build@clrty.co](mailto:build@clrty.co)>  
**Subject:** Re: Citizen Issued Inquiry\_I-275 Boulevard Study & Infrastructure Investment and Job Act Funding

**EXTERNAL SENDER:** Use caution with links and attachments.  
Thank you for the response & the power point attachment Ms. Alden.  
Mr. Hall,  
Last night (1/5/22) at the FDOT Open House that took place from 6:00 PM to 8:00 PM at the C. Blythe Andrews, Jr. Public Library in East Tampa we had a discussion about funding applications/requests relating to Section 11509 from the Infrastructure and Jobs Act. It was identified during our discussion that FDOT-D7 was monitoring this funding source and funding commitments for planning efforts relating to it were already out to 2025. Ms. Alden's response is highly credible and not in agreement with what was mentioned during our discussion last night.  
Please advise on this inconsistency.  
Respectfully,

**Matthew Suarez, AAIA** ||||| ||||| ||||| |||||  
| p | [813.299.4497](tel:813.299.4497) | e | [suarez.matthew@outlook.com](mailto:suarez.matthew@outlook.com)

**From:** Beth Alden <[aldenb@plancom.org](mailto:aldenb@plancom.org)>  
**Sent:** Thursday, January 6, 2022 10:58 AM  
**To:** Matthew Suarez  
**Cc:** [kathy.castor@mail.house.gov](mailto:kathy.castor@mail.house.gov); Gwynn, David; Kemp, Pat; [guido.maniscalco@tampagov.net](mailto:guido.maniscalco@tampagov.net); Hall, Justin; Rich Clarendon; Johnny Wong; Rick Fernandez; Brian Seel; CM Vela; Dana Lazarus; Mauricio Rosas; Anthony Krol  
**Subject:** RE: Citizen Issued Inquiry\_I-275 Boulevard Study & Infrastructure Investment and Job Act Funding

Good morning, Mr. Suarez,  
The TPO Board postponed that study the year following the action you mentioned.  
We are looking forward to learning more about the new federal grant opportunities when notices of funding opportunity (NOFOs) are issued. We have heard that NOFOs may be forthcoming in the summer, as it takes some time for FHWA to develop rules and procedures for new programs.  
The Reconnecting Communities Pilot Program that you are referencing is one that I highlighted to the TPO Board as something we should consider pursuing, when I briefed the board about the IJA in December. The video is posted here: [https://www.youtube.com/watch?v=oGW5hR4IPDE&list=PLZwNyAnHaDIscIRUdbBWvsB\\_SuWWMG3h0&index=38](https://www.youtube.com/watch?v=oGW5hR4IPDE&list=PLZwNyAnHaDIscIRUdbBWvsB_SuWWMG3h0&index=38)  
and the slides are attached.  
Best,  
Beth

**From:** Matthew Suarez <[suarez.matthew@outlook.com](mailto:suarez.matthew@outlook.com)>  
**Sent:** Thursday, January 6, 2022 10:43 AM  
**To:** Beth Alden <[aldenb@plancom.org](mailto:aldenb@plancom.org)>  
**Cc:** [kathy.castor@mail.house.gov](mailto:kathy.castor@mail.house.gov); Gwynn, David <[David.Gwynn@dot.state.fl.us](mailto:David.Gwynn@dot.state.fl.us)>; Kemp, Pat <[kempp@hillsboroughcounty.org](mailto:kempp@hillsboroughcounty.org)>; [guido.maniscalco@tampagov.net](mailto:guido.maniscalco@tampagov.net); Hall, Justin <[Justin.Hall@dot.state.fl.us](mailto:Justin.Hall@dot.state.fl.us)>; Rich Clarendon <[clarendonr@plancom.org](mailto:clarendonr@plancom.org)>; Johnny Wong <[wongj@plancom.org](mailto:wongj@plancom.org)>; Rick Fernandez <[rick@fernandezconsulting.net](mailto:rick@fernandezconsulting.net)>; Brian Seel <[brianseel@gmail.com](mailto:brianseel@gmail.com)>; CM Vela <[cmvela311@gmail.com](mailto:cmvela311@gmail.com)>; Dana Lazarus <[daynalaz@gmail.com](mailto:daynalaz@gmail.com)>; Mauricio Rosas <[mrosas1001@gmail.com](mailto:mrosas1001@gmail.com)>; Anthony Krol <[build@clrty.co](mailto:build@clrty.co)>  
**Subject:** Citizen Issued Inquiry\_I-275 Boulevard Study & Infrastructure Investment and Job Act Funding

Ms. Alden,  
Has the Hillsborough County TPO submitted an application to request funding from the Federal government with regard to the I-275 Boulevard Study that was unanimously approved on Wednesday, May 8, 2019 by the then Hillsborough County MPO Governing Board?  
With Section 11509 from the Infrastructure Investment and Jobs Act that was passed at the end of last year making such funding available, we would like to know if this effort is being pursued as approved by the Governing Board and requested by members of the general public on numerous occasions.  
Please advise.  
Respectfully,  
**Matthew Suarez, AAIA** ||||| ||||| ||||| |||||  
| p | [813.299.4497](tel:813.299.4497) | e | [suarez.matthew@outlook.com](mailto:suarez.matthew@outlook.com)

**From:** [Johnny Wong](#)  
**To:** [Rick Richmond](#)

**Cc:** [Cheryl Wilkening](#); [Beth Alden](#); [Rich Clarendon](#)

**Subject:** RE: Interstate wall intrusion and destruction of 1902 Lamar Ave.

**Date:** Monday, January 3, 2022 2:08:32 PM

**Attachments:** [image001.png](#)

Hi Rick –

Thanks for passing this along because no, I hadn't received the email. Much appreciated,

Salaam=peace,

Johnny Wong, PhD

Executive Planner

[wongj@plancom.org](mailto:wongj@plancom.org) • 813.699.7370

[planhillsborough.org](http://planhillsborough.org)

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He/him

**From:** Rick Richmond <[rickdrichmond@gmail.com](mailto:rickdrichmond@gmail.com)>

**Sent:** Monday, January 3, 2022 2:06 PM

**To:** Johnny Wong <[wongj@plancom.org](mailto:wongj@plancom.org)>

**Cc:** Cheryl Wilkening <[wilkeningc@plancom.org](mailto:wilkeningc@plancom.org)>; Beth Alden <[aldenb@plancom.org](mailto:aldenb@plancom.org)>; Rich Clarendon <[clarendonr@plancom.org](mailto:clarendonr@plancom.org)>

**Subject:** Fwd: Interstate wall intrusion and destruction of 1902 Lamar Ave.

Johnny,

FYI, I was BCC'd on this email. Not sure if the balance of CAC members were included via BCC, passing it along for awareness.

Rick Richmond

----- Forwarded message -----

**From:** **Robert Miley** <[opa2921@gmail.com](mailto:opa2921@gmail.com)>

**Date:** Mon, Jan 3, 2022 at 12:30 PM

**Subject:** Interstate wall intrusion and destruction of 1902 Lamar Ave.

**To:** <[aboback@trafodata.net](mailto:aboback@trafodata.net)>

**Cc:** <[aiahaladdin@gmail.com](mailto:aiahaladdin@gmail.com)>

I live in Ybor and am a supporter of the Tampa Heights Community, I am opposed to further Interstate barrier wall intrusion along the eastern border of Tampa Heights. I am also opposed to demolition of historic properties in Tampa Heights and elsewhere, including the property located at 1902 N Lamar Ave in Tampa Heights. Please support Tampa Heights in its efforts to protect its lands, history, health, property values and quiet enjoyment of its residents. FDOT needs to be held accountable for the deadliest roads in the entire nation.

Respectfully submitted

Robert D. Miley

**From:** [Andrew Morris](#)

**To:** [Beth Alden](#)

**Subject:** Re: SCTPA & TMA LEADERSHIP GROUP JOINT MEETING Agenda Packet

**Date:** Thursday, December 16, 2021 6:00:51 PM

Beth Alden,

Thank you for the YouTube link to the meeting. I did enjoy watching it. I have been thinking about the challenges with local funding in the Tampa Bay Metro Area, and one solution could be working with Amtrak and

FDOT to make sure connecting Downtown Tampa, Busch Blvd/USF, Downtown Clearwater, and Downtown St. Petersburg are included in Amtrak's Vision Plan and FDOT's State Rail Plan. The Infrastructure Investment and Jobs Act allocates money to Amtrak and the Federal Railroad Administration to assist with covering the start up capital costs and first few years of operating costs of new State-Supported Amtrak routes. Most State-Supported Amtrak routes cover a majority of their operating costs and the operating subsidies are usually very small. Amtrak's investment into the Clearwater Subdivision would bring it up to the standards required for passenger rail, which would make doing Regional Rail between Tampa, Clearwater, and St. Petersburg a much more affordable project. State-Supported Amtrak service would give people living near the stations in Downtown Tampa, Busch Blvd/USF, Downtown Clearwater, and Downtown St. Petersburg a direct connection to Orlando, Lakeland, West Palm Beach, Jacksonville, Fort Lauderdale, and Miami. Local public transit projects like the SunRunner BRT would benefit from having a direct connection with State-Supported Amtrak service in Downtown St. Petersburg. A BRT corridor could potentially be planned to connect from a Multimodal Hub served by Amtrak on Busch Blvd to Busch Gardens and USF. If the Clearwater Subdivision was owned by FDOT, they could lease out capacity to Brightline, which would bring in additional revenue that could be invested back into the infrastructure and operating subsidies for the State-Supported Amtrak service. Here is a link to an article that shows how much The Downeaster State-Supported Amtrak service has benefited the communities it serves and led to more local public transit investment because of the improved connections to the outside world.

<https://www.governing.com/now/maine-loves-its-train-can-other-states-follow-in-its-tracks>

Sincerely,

Andrew Morris

On Mon, Dec 13, 2021 at 3:22 PM Beth Alden <[aldenb@plancom.org](mailto:aldenb@plancom.org)> wrote:

Thank you!

Here is a link to the video:

<https://youtu.be/LDV6a1btVMU>

There are several sets of slides uploaded to the meeting page on the SunCoastTPA.org site.

TBARTA did not have slides, and the webmaster is still getting the FDOT slides. Check back at this page: <https://suncoasttpa.org/event/sctp-a-board-meeting-2021-12-10/> and click on "View the agenda and presentations."

**From:** Andrew Morris <[amorrisrollins@gmail.com](mailto:amorrisrollins@gmail.com)>

**Sent:** Saturday, December 11, 2021 4:01 PM

**To:** Beth Alden <[aldenb@plancom.org](mailto:aldenb@plancom.org)>

**Subject:** Re: SCTPA & TMA LEADERSHIP GROUP JOINT MEETING Agenda Packet



Beth Alden,

Thank you for making sure my public comment was read. I was able to listen to some of the SCTPA & TMA LEADERSHIP GROUP JOINT MEETING yesterday, but I was not able to watch it unfortunately. Will a video of the meeting be uploaded on Youtube at some point? Also, will the presentations that FDOT and TBARTA had at the meeting be uploaded online? I am happy to see TBARTA's CSX Corridor Study moving forward. Hopefully there will be some public workshops for it in Pinellas County sometime in the near future. I think both Regional Rail and Regional Rapid Transit BRT could be planned in a way to function as an integrated regional transit network that would benefit the ridership for both. They both serve different areas of Hillsborough, Pinellas, and Pasco Counties so both would be necessary to connect the major population and employment centers with frequent public transit. I do think the Regional Rapid Transit BRT would need to be made into separate routes connecting Multimodal Hubs with Regional Rail. One example of how this network integration could work would be for someone traveling from Wesley Chapel to St. Petersburg. They would transfer at a Multimodal Hub somewhere near E Busch Blvd and I-275 to the Regional Rail to avoid all the traffic and congestion the bus would get stuck in heading through Downtown Tampa. Another example could be a Regional Rapid Transit BRT route from Downtown Tampa to Westshore and Tampa International Airport that then takes the Veterans Expressway to a Multimodal Hub for the Regional Rail near W Linebaugh Ave and the Veterans Expressway.

Sincerely,

Andrew Morris

On Wed, Dec 8, 2021 at 9:19 AM Beth Alden <[aldenb@plancom.org](mailto:aldenb@plancom.org)> wrote:

Got it, thank you!

**From:** Andrew Morris <[amorrisrollins@gmail.com](mailto:amorrisrollins@gmail.com)>

**Sent:** Wednesday, December 8, 2021 12:19 AM

**To:** Beth Alden <[aldenb@plancom.org](mailto:aldenb@plancom.org)>

**Subject:** Re: SCTPA & TMA LEADERSHIP GROUP JOINT MEETING Agenda Packet

Beth Alden,

Here is my comment for Agenda Items 4 and 5:

In the Tampa Bay Metro Area, Regional Rail and Intercity Passenger Rail planning and investment need to be

done as a coordinated effort to maximize local, state, federal, and private funding resources, maximize utilization of infrastructure, maximize ridership, and to help create a more connected multimodal transportation

network for the region. Brightline, Amtrak, and FDOT should focus on building a dedicated passenger rail corridor along I-4 between Orlando International Airport and Downtown Tampa. Separating passenger rail

and freight rail services between Orlando and Tampa most likely will be necessary to avoid capacity constraints on the CSX A-Line and previous intercity passenger rail planning efforts have recommended building a dedicated passenger rail corridor along I-4. The CSX Clearwater Subdivision between Tampa, Clearwater, and St. Petersburg has minimal freight rail traffic and it would be a good corridor for Regional Rail



and Intercity Passenger Rail. When planning infrastructure upgrades for the Clearwater Subdivision, these upgrades should be focused on supporting Regional Rail between Tampa, Clearwater, and St. Petersburg and allow for Amtrak and Brightline to be able to directly serve Clearwater and St. Petersburg. The SunRunner Bus Rapid Transit would benefit greatly from high quality Regional Rail and Intercity Passenger Rail connections into it in Downtown St. Petersburg. An Aerial Gondola between Downtown Clearwater and Clearwater Beach would become an even stronger concept if Regional Rail and Intercity Passenger Rail connected passengers into it. As a coordinated effort, we can make Regional Rail and expanded Intercity Passenger Rail a reality for the Tampa Bay Metro Area.

Andrew Morris  
Largo, Florida

On Mon, Dec 6, 2021 at 9:11 AM Beth Alden <[aldenb@plancom.org](mailto:aldenb@plancom.org)> wrote:

Yes, the full packet should be posted today. If you'd like to send a comment, you are welcome to email it to me. If it's short enough I'll read the whole thing aloud.

**From:** Andrew Morris <[amorrisrollins@gmail.com](mailto:amorrisrollins@gmail.com)>

**Sent:** Sunday, December 5, 2021 9:10 AM

**To:** Beth Alden <[aldenb@plancom.org](mailto:aldenb@plancom.org)>

**Subject:** SCTPA & TMA LEADERSHIP GROUP JOINT MEETING Agenda Packet  
Beth Alden,

For the SCTPA & TMA LEADERSHIP GROUP JOINT MEETING on December 10th 2021, will there be an agenda packet released before the meeting? I unfortunately cannot attend the meeting because of

work, but I still would like to send in a public comment.

Sincerely,

Andrew Morris

**From:** Johnny Wong

**To:** Rick Fernandez

**Cc:** "Brian Seel"; "Lena Young"; "Lena Young"; Dayna Lazarus; "Anthony Krol"; "Matthew Suarez"; "Michelle

Cookson"; "CM"; Mauricio Rosas; "Tim Keeperts"; [LawsonL@hillsboroughcounty.org](mailto:LawsonL@hillsboroughcounty.org);

[BrownAK@hillsboroughcounty.org](mailto:BrownAK@hillsboroughcounty.org); [CohenH@HCFLGov.net](mailto:CohenH@HCFLGov.net); [guido.maniscalco@tampagov.net](mailto:guido.maniscalco@tampagov.net);

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**Subject:** RE: Supporting Material

**Date:** Monday, January 3, 2022 11:10:52 AM

**Attachments:** [image001.png](#)

Hi Rick –

Thanks for your email and materials regarding the DTI barrier wall. I am happy to circulate your message, draft resolution, and photos to the CAC in advance of its Wednesday meeting. Before I do that, I have a point of clarification regarding the CAC's 5 January agenda, namely that scheduling the item on the TPO Board agenda doesn't represent a break in protocol. The committees provided their comments and requests to the board, and the board officially transmitted those comments and requests to FDOT. The item on the 11 January TPO Board agenda will allow FDOT to provide a response to the comments and information requests.

Salaam=peace,

Johnny Wong, PhD

Executive Planner

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

He/him

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

**Sent:** Monday, January 3, 2022 9:54 AM

**To:** Johnny Wong <[wongj@plancom.org](mailto:wongj@plancom.org)>

**Cc:** 'Brian Seel' <[brianseel@gmail.com](mailto:brianseel@gmail.com)>; 'Lena Young' <[Lenayoung@thjca.org](mailto:Lenayoung@thjca.org)>; 'Lena Young' <[lenayoung211@yahoo.com](mailto:lenayoung211@yahoo.com)>; Dayna Lazarus <[daynalaz@gmail.com](mailto:daynalaz@gmail.com)>; 'Anthony Krol' <[build@clrty.co](mailto:build@clrty.co)>; 'Matthew Suarez' <[suarez.matthew@outlook.com](mailto:suarez.matthew@outlook.com)>; 'Michelle Cookson' <[uppitygal@mac.com](mailto:uppitygal@mac.com)>; 'CM' <[cmvela311@gmail.com](mailto:cmvela311@gmail.com)>; Mauricio Rosas <[mrosas1001@mac.com](mailto:mrosas1001@mac.com)>; 'Tim Keepports' <[tim.keepports@gmail.com](mailto:tim.keepports@gmail.com)>; LawsonL@hillsboroughcounty.org; BrownAK@hillsboroughcounty.org; CohenH@HCFLGov.net; guido.maniscalco@tampagov.net; John.Dingfelder@tampagov.net; 'Gwen Myers' <[gwenmyers@verizon.net](mailto:gwenmyers@verizon.net)>; MyersG@HCFLGov.net; Joseph.Citro@tampagov.net; KempP@HCFLGov.net; overmank@hcflgov.net; 'Mariella Smith' <[smithMa@hcflgov.net](mailto:smithMa@hcflgov.net)>; rick@fernandezconsulting.net; honclive@gmail.com; heatherarchut@aol.com; brenda@myhistorictampa.com; 'Taryn Sabia' <[tarynsabia@gmail.com](mailto:tarynsabia@gmail.com)>; Adam Fritz <[verticalnexus@gmail.com](mailto:verticalnexus@gmail.com)>; adam@soho-capital.com; janem2747@gmail.com; 'Janet Scherberger' <[janet.zink@gmail.com](mailto:janet.zink@gmail.com)>; janecastor@tampagov.net; Jim Shirk <[shirkje@gmail.com](mailto:shirkje@gmail.com)>; 'Shane Ragiel' <[shane9218@gmail.com](mailto:shane9218@gmail.com)>; 'Shane Ragiel' <[shane9218@gmail.com](mailto:shane9218@gmail.com)>; 'Justin Ricke' <[jwricke@gmail.com](mailto:jwricke@gmail.com)>; Carrie.Henriquez@tampagov.net; 'Jeffrey Zampitella' <[electjeffz@gmail.com](mailto:electjeffz@gmail.com)>; 'Kitty Wallace' <[kittwal@aol.com](mailto:kittwal@aol.com)>; Orlando.Gudes@tampagov.net; 'Robert Miley' <[opa2921@gmail.com](mailto:opa2921@gmail.com)>; 'Rochelle Gross' <[rogro@earthlink.net](mailto:rogro@earthlink.net)>; 'Yvette Lewis' <[vettlale@gmail.com](mailto:vettlale@gmail.com)>; 'William Dobbins' <[dobbins.william.j@gmail.com](mailto:dobbins.william.j@gmail.com)>; Charlie.Miranda@tampagov.net; Luis.Viera@tampagov.net; ndperry0917@gmail.com; mrperryems@gmail.com; kellizell@aol.com; g647@hotmail.com; staceywarder@hotmail.com; 'Arnie Hernandez' <[hernandez\\_arnie@yahoo.com](mailto:hernandez_arnie@yahoo.com)>; fentrice@gmail.com; garrett.a.tozier@gmail.com; helenannetravis@gmail.com; jtennison@atelieraec.com; imanreva10@aol.com; tylerjudson@gmail.com; vsalaga@atelieraec.com; candacesavitz@yahoo.com; Rick Fernandez <[rick@fernandezconsulting.net](mailto:rick@fernandezconsulting.net)>

**Subject:** Supporting Material (Resolution) for January 5, 2022 CAC Agenda Item VIII B \_ I-275 Barrier Wall Movement in Tampa Heights (prepared by R. Fernandez) | Photos of 1902 N Lamar

Dear Dr. Wong:

This material is presented for consideration at the January 5, 2022 TPO CAC meeting: Agenda Item VIII B, regarding I-275 barrier wall intrusion along the eastern border of Tampa Heights. By extension, much of this material will also be relevant for the TPO Board meeting on January 11, 2022. A few members of the Board as well as members of the public, elected officials and press are (or will be) copied.

In November 2021 (while you were away on leave), I requested TPO Staff schedule a CAC discussion related to FDOT's recently discovered plan for barrier wall movement/intrusion along the eastern border of Tampa Heights. TH has also recently learned of FDOT's plan to demolish one of the community's historic structures at 1902 N Lamar Ave. The Lamar Ave property issue is collateral to wall intrusion but, nonetheless, relevant to FDOT's pattern of behavior in its relationship with the residents of the Tampa Heights community.

As you know, I am a resident of Tampa Heights. These issues, quite literally, hit "close to home". These planned further intrusions upon the history, land and quiet enjoyment of Tampa Heights residents caught the neighborhood by surprise. Both revelations came to light in November 2021. Both by accident.

From that time to this, the neighborhood has been trying to learn exactly what FDOT has planned. In particular, details needed to understand the scope and magnitude of the wall incursion, and its anticipated impact on the community, are scarce.

We understand the intended wall movement is secondary to the "DTI Operational and Safety Improvements" project rolled out by FDOT in 2019. The building demolition is not, to our understanding, related to the DTI project. Rather, it is the final act in a six year process of demolition by neglect at the hands of the building's owner, FDOT. In fact, FDOT has no need of this property for any current or planned FDOT project.

At no time before November 2021 has FDOT suggested to Tampa Heights residents the need to move the barrier wall as part of the "DTI Operational and Safety Improvements" project. Similarly, the building demolition initiative was a November surprise, seemingly motivated by nothing more than the felt inconvenience of owning an historically sensitive and owner (FDOT) neglected property. We now know the TPO Board intends to have FDOT present on the wall movement issue at its January 11, 2022, meeting. In a break with protocol, the CAC is not receiving that briefing during our January 5, 2022 meeting, although that is exactly the type of briefing I requested for the CAC in November.

Upon reviewing the January 5 CAC Agenda package you delivered last week, I noted the Barrier Wall issue identified as an informational item (VIII B) with a face sheet short on useful information.

I have attached a document in the form of a proposed CAC Resolution. For now, it is intended as a vehicle for communicating facts and citizens' concerns to the CAC and TPO Board, related to both the wall and the building. It also contains a preliminary request for production of information critical for a thorough vetting of the Tampa Heights wall intrusion aspects of the DTI project.

I'll decide later, when, or if, to propose a resolution or other motion during the January 5 meeting. Much depends on public comment, committee discussion, time constraints and, of course, presence of a quorum.

I have also attached a series of photos (curated by Matt Suarez) reflecting the condition of 1902 N Lamar, before and during FDOT ownership. Would appreciate having these photos available, as well as the FDOT-produced, DTI aerial map, discussed with you separately, for reference during the CAC meeting by those attending in person and virtually.

Please circulate this cover message, "Resolution" attachment and photos to CAC members as soon

as possible and by close of business, Monday, January 3, 2022, so as allow a reasonable amount of time for pre-meeting review.

Thank you.

Ricardo (Rick) Fernandez  
CAC, Vice Chair | Hispanic Representative (At Large)  
Tampa Heights Civic Association, Transportation Chair  
2906 N. Elmore Ave.  
Tampa, FL 33602  
786.837.3818

**From:** a\_fitzgerald

**To:** [smithm@hillsboroughcounty.org](mailto:smithm@hillsboroughcounty.org); [cohenh@hillsboroughcounty.org](mailto:cohenh@hillsboroughcounty.org); Kemp, Pat; Overman, Kimberly; [myersg@hillsboroughcounty.org](mailto:myersg@hillsboroughcounty.org); [guido.maniscalco@tampagov.net](mailto:guido.maniscalco@tampagov.net); John Dingfelder; [joseph.citro@tampagov.net](mailto:joseph.citro@tampagov.net); [jessica.vaugh@hcps.net](mailto:jessica.vaugh@hcps.net); [a.ross@templeterrace.com](mailto:a.ross@templeterrace.com); [nkilton@plantcitygov.com](mailto:nkilton@plantcitygov.com)

**Cc:** Cheryl Wilkening

**Subject:** TPO Board Meeting 1/11/22 Agenda Item VIII.B.

**Date:** Monday, January 10, 2022 9:47:04 AM

Members of the TPO:

I am writing to you concerning Agenda Item VIII.B to be taken up at the January 11, 2022 meeting of the Hillsborough Transportation Planning Organization (TPO). I'm concerned about how neighborhoods are being impacted by expansion of I-275 and I'm unable to make the meeting. This project has been controversial since the beginning. Before any more concrete gets poured toward another big mistake, I urge you to support the TPO CAC Resolution passed January 5, 2022.

Specifically, I ask that you declare a temporary moratorium on the proposed expansion. Fully investigate all aspects of the Downtown Interchange Operational and Safety Improvements project, especially regarding barrier wall intrusion along the eastern border of Tampa Heights and the destruction of historic buildings(!). Require FDOT to adhere to community standards and expectations and to communicate its plans to neighborhood leaders and residents.

The latest I-4/275 expansion as contemplated will disrupt and damage the Tampa Heights Historic District and Tampa Heights overall. As a longtime resident of Tampa, and a new resident of "The Heights," this matters to me. It is time to repair and rebuild our cities and encourage people to move into the urban core neighborhoods like Tampa Heights. In so doing you would preserve rural areas for rural and recreational pursuits, and, candidly, help Tampa's and the County's financial bottom line. Expanding interstates do exactly the opposite. Sprawl has been likened to a Ponzi scheme that will never pay for itself.

(See: [https://www.youtube.com/watch?v=y\\_SXXTBypIlg](https://www.youtube.com/watch?v=y_SXXTBypIlg))

It's up to you to stop this hemorrhage of public money and redirect funds to public transit. We simply cannot sustain this intensity of remote development while killing off the city's interior. It's bad for public financing, it's bad for cities' health, and it's bad for the planet.

As a related matter, it's my understanding that the proposal would destroy historic property within Tampa Heights, specifically that which is located at 1902 N. Lamar Avenue. FDOT must not be permitted to just mow over our city unchecked. If Tampa is to remain, as recently reported, one of the hottest cities to live in, destroying its character is not going to attract new residents. Neither will sprawl, which will impact the character of neighboring communities of Temple Terrace and Plant City. Some cities are trying to rein in sprawl, including right here in the USA. Some examples may be viewed here:

<https://www.nationalgeographic.com/environment/article/five-cities-taking-bold-steps-future>.

Frankly, if we had some kind of mass transit, I'd prefer to see the whole interstate within Tampa go away.

Interstates should go around cities, not slice through them. It was a mistake from the start, and a violent crime against the neighborhoods of Tampa Heights, Seminole Heights, and Ybor City, making them blighted for decades. Happily, that seems to be changing with new development, but expanding the interstate is inconsistent with that progress. Do you think mistakes of the past can't be fixed? They can be! Take a look what Dusseldorf did with its interstate when it realized its mistake. [See attached photo.] They turned it into the most amazing linear park.

I hope you find some of this information useful. For now, I respectfully request that you put the brakes on the proposed expansion until everyone is satisfied that any plans are right.

Sincerely,

Ari FitzGerald

Tampa, FL

**From:** Rick Fernandez

**To:** Cheryl Wilkening; Beth Alden; Johnny Wong; CohenH@HCFLGov.net; KempP@HCFLGov.net; MyersG@HCFLGov.net; overmank@hcflgov.net; "Mariella Smith"; guido.maniscalco@tampagov.net; Joseph.Citro@tampagov.net; John.Dingfelder@tampagov.net; jvaughn30@gmail.com;

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**Subject:** Message to TPO Board (public comment) | Item VIII.B. Agenda May 11, 2022 | Interstate Barrier Wall Intrusion on Eastern Border of Tampa Heights | 1902 N. Lamar Ave | CAC Resolution January 5, 2022 | Prayer For Relief

**Date:** Monday, January 10, 2022 12:38:04 PM

**Attachments:** [It's Time Hillsborough Survey\\_English\\_2019-07-02.pdf](#)  
[Executed Resolution \\_CAC-1-5-22.pdf](#)

**Importance:** High

To: Transportation Planning Organization Board (re: January 11, 2022 meeting beginning at 10AM)  
From: Rick Fernandez, Tampa Heights Transportation Committee Chair; TPO CAC Vice Chair (Hispanic Representative-At Large | Former County District 3 Representative)

Subject: Interstate I-275 Barrier Wall Intrusion on Eastern Border of Tampa Heights | Demolition of Historic Property at 1902 N. Lamar | TPO CAC Resolution passed January 5, 2022 | TPO Board Agenda Item VIII.B. January 11, 2022)

Tampa Heights, a nationally designated historic district and Tampa's oldest "suburb" comes forward now seeking relief through the TPO Board.

Tampa Heights is facing a clear and present danger posed by FDOT in the form of the DTI Operational and Safety Improvements (DTI-OSI) Project. Our prayer for relief and request for support was first vetted by your CAC on January 5, 2022. An enabling Resolution was advanced and passed by a vote of 8 – 6. The executed Resolution is attached as a PDF to this message. The Resolution serves as a foundational document and de facto pleading, setting out the operative facts and our prayers for relief. It also incorporates a de facto Request for Production of documents and other information related to the DTI-OSI Project. The Resolution is incorporated herein by reference. These comments are offered in my individual capacity as a resident of Tampa Heights. Born and raised.

**A. In summary, Tampa Heights seeks the following relief:**

- 1. A temporary moratorium on those portions of the DTI-OSI Project involving I-275 barrier wall intrusion (westward movement) along the eastern border of Tampa Heights.** This aspect of the DTI-OSI project first came to the attention of Tampa Heights residents by accident on November 17, 2021. There has been no outreach to the community by FDOT explaining this aspect of the plan. We are only now beginning to see the broad outlines of a looming, potential disaster. The fog is clearing only because we now know what questions to ask. The answers, however, are lacking in detail. Reaction from my friends and neighbors ranges from fear of the unknown, to anger, to resignation. The last of these is the most difficult to see in another's eyes. Resignation tends to be the reaction of those residents with the longest tenure in Tampa Heights; those beaten down by years of abuse at the hands of FDOT.
- 2. During this period of moratorium we seek detailed information as set forth on pages 3 and 4 of the Resolution.** This series of requests may be viewed as a Request for Production. We ask the TPO Board to adopt these requests as a starting point for a vetting process that should have taken place long ago among the TPO Board, TPO Staff, the Tampa Heights Community and FDOT. **In addition, we request: meaningful, timely and ongoing community engagement together with elected officials and other stakeholders at the City, County and State levels; benefit burden analysis; consideration of alternatives to the current project parameters, and; revisited go/no go analysis/decision regarding additional barrier wall intrusion/movement.**
- 3. On a related matter, Tampa Heights seeks an indefinite moratorium on FDOT's planned demolition of an historic building (contributing to our Historic District designation) at 1902 N Lamar Ave.** FDOT has owned the building and land since 2015. They have been asked to stabilize and secure the building so as to allow opportunities for repurposing and restoration to active community

service. We, together with your CAC, call upon the TPO Board and staff to take all available action in support of these goals. **We encourage the development of policy directives to inform FDOT of community standards and expectations with regard to protection and preservation of FDOT owned properties and their surrounding communities.** It should be noted that the 1902 N. Lamar Ave. property is not needed for any current or future FDOT project. It is not subject to demolition secondary to the previously described wall intrusion. It has simply become an inconvenience to the state.

4. In furtherance of the ongoing vetting process requested in paragraph 2 of this message, **we request periodic review (suggest every 60 days) of these barrier wall and other issues by the TPO Board.** The first of two wall demolitions (between Floribaska Ave. and Columbus Drive) is scheduled for 2023. We should work toward negotiated resolution of these issues by no later than the 4th quarter of 2022.

5. Although not addressed in the Resolution, **we suggest the TPO Board take a tour of the impacted areas along the eastern border of Tampa Heights.** I'm sure the THCA would be happy to host such an outing. Meet some of the residents and walk a few feet in our shoes. Have FDOT present to explain exactly what they intend to do. This one action would do more to establish a meaningful dialogue with the community than anything else done since the initial roll out of TBX in 2015.

**B. Tampa Heights is not requesting, nor does the attached Resolution suggest, a “defunding” or permanent stoppage of the DTI-OSI project.** We want to know and understand what is being proposed. We want a good faith exchange of information and ideas. We want a good faith negotiation process leading to a community centric and community sensitive strategy. None of these boxes have been checked to date. The community engagement part of this process has been lost/ignored for two years.

Perhaps the Covid lock down in 2020 and 2021 is to blame for this disconnect. Perhaps we are seeing a replay of the miscommunication debacle leading to the collapse of TBX in 2016 (if you are new to this issue or might benefit from a refresher, take a look at this article ... [How the plan to fix the Howard Frankland Bridge fell apart, told in Legos | Transportation | Features | Tampa Bay Times](#) ... Whatever the reason, there has been no meeting of the minds; not even a glancing blow.

**C. In anticipation of the January 11 TPO Board meeting, members will benefit from access to, and review of, the following back up material:**

1. **CAC Resolution** adopted January 5, 2022 (attached)

2. **It's Time Hillsborough Survey** (attached)(Note **descriptions of no build and quick fix options for the DTI. Both claim zero (0) impact to homes and businesses. That is clearly not the case in practice.** The “quick fix” option is the same as our current DTI-OSI Project. The DTI-OSI Project is taking homes in VM Ybor, expanding the ROW in VM Ybor and negatively impacting Tampa Heights and Historic Ybor City through expansive new construction. **That is not a zero (0) impact scenario.**) The survey was a clear source of general misinformation and confusion. There is no mention of additional barrier wall intrusion along the eastern border of Tampa Heights.

3. **The agenda package informing the TPO Board's May 2021 meeting** ([May-MPO-Draft-Agenda-Packet-Rev.pdf \(planhillsborough.org\)](#) ).

In relevant part: see TPO Board May 2021 Agenda item “VI.B. Transportation Improvement Program Amendment for Downtown Interchange”.

**Slide 4** of the supporting power point presentation is an **FDOT provided ariel map of the DTI.** Beth Alden and Johnny Wong have been asked by copy of this message to have that map available for TPO board review (as it was for the CAC) both in the room and virtually. A small scale photo of the map covering the Tampa Heights eastern border barrier wall is attached.

On the map, there is no reference to barrier wall movement along the eastern border of Tampa



Heights between Floribraska and Jefferson. In fact, the only reference I could find to the wall is found just north of Columbus Drive on N. Elmore Ave (one of the streets being most impacted by the subject barrier wall intrusion). There you will find an annotation box with the following wording: "OPTIONS OF LANDSCAPING AND MURALS ALONG FACE OF **EXISTING** WALL ..." (emphasis added). There is an arrow leading from the annotation box to the existing wall.

#### **D. Conclusion:**

The It's Time Hillsborough Survey was one of the most public facing efforts mounted by the TPO (then MPO) and FDOT to secure input from the entire county regarding the next step for the DTI. It was patently misleading in its description of the "Quick Fix" (now DTI-OSI) option as having zero (0) impact on homes and businesses. I suspect many votes favorable to the "Quick Fix" option in the survey setting would have been shifted to "No Build" had an accurate description been provided. Speaking for myself, I have believed the "Quick Fix" would pose no more of a structural threat to my neighborhood than would the "No Build". This was a reasonable assumption given the presentation and sales pitch.

The DTI map identified above was one of the most detailed and current resources available as of May 2021. This map helped to inform the TPO Board's approval of TIP Amendment 21 together with \$2.5M in funds for acquisition of homes/additional right of way in VM Ybor. The map was and is patently misleading on the issue of barrier wall movement. FDOT failed to disclose their intent. The undersigned resides at 2906 N. Elmore Ave. My home is approximately 200 yards north of ground zero for initial demolition and replacement of the barrier wall in 2023. That initial project will be followed at some point in the future by a second demolition for the next segment of wall moving south across Columbus to Jefferson. Depending on location, we now know (or think we know) the wall will be moved approximately 12' to 50'. The most extensive movement will take place across from the AKA Sorority House, in the northeast quadrant of the intersection of Central and 7th Avenues.

On a personal level, I have dodged a bullet. The wall across from my home will not be moved (allegedly). That said, my neighbors to the south are in for a devastating experience. The impacts resonate far beyond the immediate proximity of construction work.

Many of you know me. You know my level of involvement with TBX related issues dating back to 2015. Does anyone reading these words believe I would have somehow missed the detail that my street is earmarked for a rein of destruction that will span a period of five years or more? I am far from alone in my astonishment over FDOT's disregard for the Tampa Heights community. The "Department of Roads" has outdone itself and clearly learned nothing from its experience and mistakes in 2015 and 2016. Hopefully, the TPO Board has learned.

There are several elected officials on the TPO Board directly accountable to the citizens of Tampa Heights. The rest of you have a duty to act fairly and equitably towards all citizens in the city and county. Tampa Heights residents need you now to protect our interests. You have a duty of due diligence with regard to the DTI-OSI project. A duty to vet the project and to inform the public of its details, especially the potentially troublesome ones. These duties have not been satisfied. Why? I suspect those duties have not been satisfied, in large part, because most if not all of you (like my friends and neighbors) did not know of this planned wall intrusion and its likely impacts. It's not too late to do your jobs as fiduciaries and to hold FDOT accountable to the community. These concerns have now been fully brought to light. Much remains to be learned. Decisions made from this point forward are made with the burden of full accountability. God speed in your efforts. Please stand your post.

I am available for questions and will remain on line during tomorrow's (Tuesday's) meeting (after public comment) for any follow up the Board may request.

Sincerely,



Ricardo (Rick) Fernandez

Tampa Heights Board Member | Chair, Transportation Committee | Former THCA President (Jan. 2016 – Jan. 2019)

TPO CAC Vice Chair (Hispanic Representative – At Large | Former County District 3 Representative)

2906 N. Elmore Ave.

Tampa, FL 33602

786.837.3818

**Resolution of the Citizens Advisory Committee:**

- 1. Stop Destruction of Historic Property in Tampa Heights (1902 N Lamar Ave.);**
- 2. Stop Interstate Expansion (I-275 barrier wall movement) in Tampa Heights;**
- 3. Declare Temporary Moratorium and conduct a full vetting of those aspects of the Downtown Interchange Operational and Safety Improvements project related to barrier wall movement along the eastern border of Tampa Heights.**

Since the 1940s, when streetcar lines were removed from Tampa's streets, our neighborhoods have been disconnected and fragmented. After the streetcars were removed, the Interstates (275 and 4) tore through Tampa's urban core, breaking social interactions secondary to street closures, dividing the city, devastating historic neighborhoods, displacing families, destroying homes and businesses. Much of this violence fell upon the shoulders of our minority communities. The destructive practices continue to this day.

**1. The latest historic property scheduled for demolition by the Florida Department of Transportation (FDOT) is located in Tampa Heights (TH) at 1902 N. Lamar Ave.** This property is a contributing structure supporting the neighborhood's national and local historic designations. It was purchased by FDOT in 2015/2016 as part of its right of way acquisitions supporting the now defunct "Tampa Bay Express" (TBX) project. FDOT has allowed the property to deteriorate for the last six years and would now like to finalize the demolition by neglect with a wrecking ball. FDOT has advised this property is no longer needed for any department related purpose. Due in large part to strong community opposition, there are no (current) plans to sacrifice this land to future highway expansion.

The TH Community objects to this demolition and seeks an indefinite moratorium. FDOT has been requested to stabilize and secure the building so as to allow opportunities for repurposing and restoration to active community service.

We, the Citizens Advisory Committee to the TPO Board, call upon FDOT and The City of Tampa, together with all relevant agencies, departments and boards (including the TPO Board

and Staff) to take available action in support of these goals. We encourage the development of policy directives to inform FDOT of community standards and expectations with regard to protection and preservation of FDOT owned properties and their surrounding communities.

**2. The latest Interstate I-4/I-275 expansion poised to disrupt and damage the Tampa Heights Historic District (THHD) and TH at large, involves outward (intrusive) movement of the Interstate barrier wall along the eastern border of the THHD and TH.** The area of concern tracks from a point on N. Elmore Avenue, roughly halfway between Floribaska Avenue and Columbus Drive, along the Interstate's southbound arc, to Scott Street.

Members of the TH community first became aware of this intended wall movement on November 17, 2021, during an informal meeting between the TH Civic Association's Transportation Committee Chair and two members of FDOT's District 7 staff. Since that time, the community has learned the wall movement is allegedly required to enable a portion of the "Downtown Interchange Operational and Safety Improvements" (DTI-OSI) first advanced by FDOT in 2019.

The extent of the wall movement is not clear as of the date of this writing. The Community has only been told a minimum 16-foot buffer will be maintained between the new wall location and the existing FDOT right of way line.

The DTI-OSI concept has been the subject of debate and controversy since its roll out in 2019. Community opposition to FDOT's original TBX project dates back to 2015. Through all that time the TH community has been steadfastly opposed to further expansion of the Interstate through Tampa's Urban core.

While wall movement through TH was most definitely a part of the original TBX plan in 2015, the community was relieved to learn, in 2019, of the supposedly less intrusive footprint anticipated secondary to the DTI-OSI approach. At no time before November 2021 has FDOT formally (or informally) informed the TH community of this intended further intrusion secondary

to barrier wall movement. FDOT has also failed to provide specific design details, including the specific amount of wall movement, to the CAC of the Transportation Planning Organization Board. A review of TPO Board meeting materials suggests TPO Board members may have also been uninformed on these details.

As of this writing, FDOT has failed to present detailed information regarding its plans, including but not limited to:

1. The same level of detail provided to the industry in support of Requests for Bids; including an enlarged map with identified boundaries that includes annotations, existing streets, building footprints and property boundaries.
2. Cross-sections that represent each incremental change/change in east-west expansion from Floribraska Avenue to 7th Avenue that extend from the interstate through Central Avenue. These should include dimensions for widths and heights, a scale of 1/8" = 1' to be easily understood.
3. Narrative description and list of options for materials (finishes, fencing, etc.) and landscaping to be discussed with the neighborhood. This should include plans for maintenance agreements.
4. List of all potentially impacted structures and accompanying map. Those structures that may be impacted due to the construction and/or construction vibration. This needs to take into account historic structures within 200 feet of the proposed interstate wall, and should include but are not limited to those structures that line Elmore Avenue, Lamar Avenue, Central Avenue, and Nebraska Avenue. Additionally, those structures located on cross streets should also be listed/shown including Columbus Drive, Floribraska Avenue, Robles Street, Sparkman Avenue, Palm Avenue, Francis Street, Amelia Avenue, Park Avenue, Ross Avenue, Oak Avenue, and 7th Avenue. Also, the process for property owners to get their property/structures/houses added to the list.
5. A schedule available to property owners for structural testing and monitoring before and during construction.
6. Mitigation plans for structural damage to property and structures due to construction. What is the process?
7. Proposed construction schedule including time frame, active construction day/evening/night times.
8. FDOT's plan for engaging the neighborhood in the process beyond presentations after decisions are made. This engagement must take place beforehand.

9. Economic development study which includes the impacts to property value within 300 feet of the edge of the interstate structure. The study should include historic market trends, current values, and five-year projected value.

10. Construction work plan pertaining to the control of air-borne debris associated with construction activities.

11. Construction phasing/staging plans identifying locations for staging/storing construction materials/equipment, parking for contractor personnel, routes relating to receiving material/equipment deliveries, routes to be used for transporting materials/equipment from the project site.

The TH community objects to this proposed Interstate expansion. We, the Citizens Advisory Committee to the TPO Board, call upon FDOT, the Transportation Planning Organization (TPO) Staff, TPO Board and all institutional bodies represented thereon, to declare a temporary moratorium and conduct a full vetting of those aspects of the DTI-OSI project related to barrier wall movement along the eastern border of Tampa Heights. This vetting to include, but not limited to: thorough study of the information responsive to the above enumerated items; meaningful, timely and ongoing community engagement; benefit burden analysis, and; revisited go/no go decision on additional barrier wall movement/intrusion.

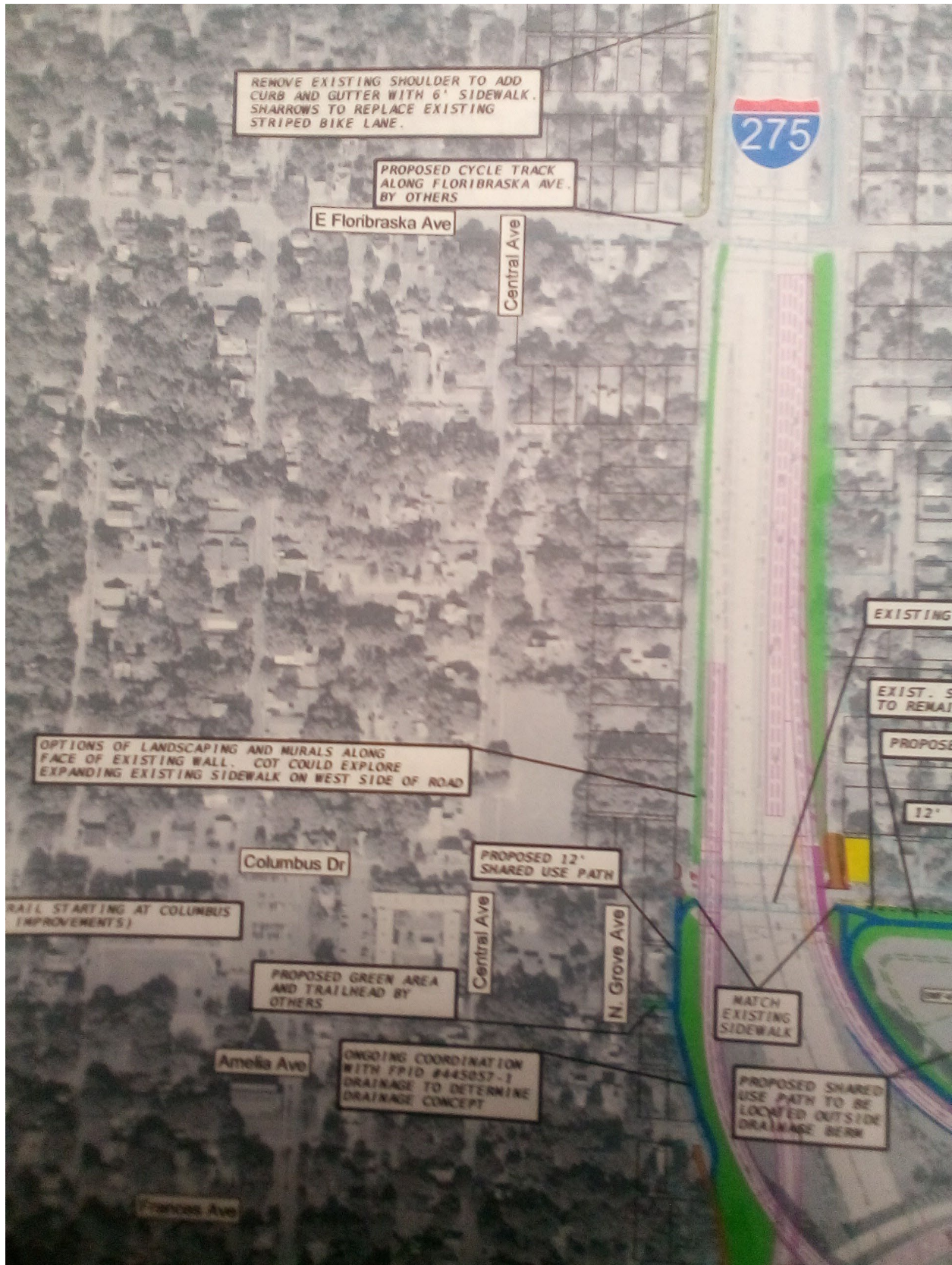
RESOLVED this   5   day of   January   2022

Citizens Advisory Committee to the  
Hillsborough County Transportation Planning Organization Board

      Beer Probst      

CAC Committee Chair/Other Authorized Signature





From: Dayna Lazarus

**To:** [Matthew Suarez](#)

**Cc:** [Hall, Justin](#); [Beth Alden](#); [kathy.castor@mail.house.gov](mailto:kathy.castor@mail.house.gov); [Gwynn, David](#); [Kemp, Pat](#); [guido.maniscalco@tampagov.net](mailto:guido.maniscalco@tampagov.net); [Rich Clarendon](#); [Johnny Wong](#); [Rick Fernandez](#); [Brian Seel](#); [CM Vela](#); [Mauricio](#)

[Rosas](#); [Anthony Krol](#); [Fatima Elkott](#); [Connor MacDonald](#); [Connor MacDonald](#); [Tatianamorales39@gmail.com](mailto:Tatianamorales39@gmail.com)

**Subject:** Re: Citizen Issued Inquiry\_I-275 Boulevard Study & Infrastructure Investment and Job Act Funding

**Date:** Saturday, January 8, 2022 8:06:57 PM

Thank you so much for sending these emails, Matt. Mr. Hall and everyone else: I just want to throw my support behind Mr. Suarez's request that the TPO and FDOT make every effort to win funding to study removal of I-275 and I-4, and utilize/fund every possible avenue for the improved mobility of human bodies before putting another cent into anything related to highway expansion (which does not sustainably nor equitably improve mobility) other than maintenance - which is expensive enough on its own. Myself and others in my peer group (20s and early 30s) have a much different vision for our world than the men who lobbied for and planned the US interstate system back in the 1950s. We are ready for a truly accessibility-focused multimodal change, and the change must begin now.

We really do appreciate your expertise, your empathy, and your coordination. Feel free to request assistance from us, for example, to help y'all win said grants, if needed.

Gratefully,

Dayna

On Fri, Jan 7, 2022, 2:34 PM Matthew Suarez <[suarez.matthew@outlook.com](mailto:suarez.matthew@outlook.com)> wrote:

Thank you for the clarification Mr. Hall.

We will look forward to following up with both the FDOT-D7 & Hillsborough County TPO (TPO) this summer regarding this matter.

For the moment, we would like to request the FDOT-D7 & TPO make every/any effort that is necessary to be prepared for applying for the NOFO(s) associated with Section 11509 of the Infrastructure Investment and Jobs Act, especially as related to 11509(c).

Respectfully,

**Matthew Suarez, AAIA** ||||| ||||| ||||| |||||

| p | [813.299.4497](tel:813.299.4497) | e | [suarez.matthew@outlook.com](mailto:suarez.matthew@outlook.com)

**From:** [Hall, Justin](#) <[Justin.Hall@dot.state.fl.us](mailto:Justin.Hall@dot.state.fl.us)>

**Sent:** Thursday, January 6, 2022 4:08 PM

**To:** [Matthew Suarez](#); [Beth Alden](#), [Beth](#)

**Cc:** [kathy.castor@mail.house.gov](mailto:kathy.castor@mail.house.gov); [Gwynn, David](#); [Kemp, Pat](#); [guido.maniscalco@tampagov.net](mailto:guido.maniscalco@tampagov.net); [Clarendon, Rich](#); [Johnny Wong](#); [Rick Fernandez](#); [Brian Seel](#); [CM Vela](#); [Dana Lazarus](#); [Mauricio Rosas](#); [Anthony Krol](#)

**Subject:** RE: Citizen Issued Inquiry\_I-275 Boulevard Study & Infrastructure Investment and Job Act Funding

Good afternoon Mr. Suarez,

The current NOFO's for other grant opportunities would be reflective of FDOT's FY 24 budget year, based on the anticipated schedule of submissions what I stated is that you would most likely be applying for funding that would align with FDOT's FY 25 budget year. As Beth stated NOFOs may be forthcoming in the summer and a hard timeline would be determined then.

For example – the RAISE grant that was awarded to FDOT for the Heights Mobility project this year (from the NOFO last year) is for FDOT's FY 23.

Thank you,  
Justin Hall

**From:** Matthew Suarez <[suarez.matthew@outlook.com](mailto:suarez.matthew@outlook.com)>

**Sent:** Thursday, January 6, 2022 3:27 PM

**To:** Alden, Beth <[AldenB@plancom.org](mailto:AldenB@plancom.org)>; Hall, Justin <[Justin.Hall@dot.state.fl.us](mailto:Justin.Hall@dot.state.fl.us)>

**Cc:** [kathy.castor@mail.house.gov](mailto:kathy.castor@mail.house.gov); Gwynn, David <[David.Gwynn@dot.state.fl.us](mailto:David.Gwynn@dot.state.fl.us)>; Kemp, Pat <[kemp@hillsboroughcounty.org](mailto:kemp@hillsboroughcounty.org)>; [guido.maniscalco@tampagov.net](mailto:guido.maniscalco@tampagov.net); Clarendon, Rich <[ClarendonR@plancom.org](mailto:ClarendonR@plancom.org)>; Johnny Wong <[WongJ@plancom.org](mailto:WongJ@plancom.org)>; Rick Fernandez <[rick@fernandezconsulting.net](mailto:rick@fernandezconsulting.net)>; Brian Seel <[brianjseel@gmail.com](mailto:brianjseel@gmail.com)>; CM Vela <[cmvela311@gmail.com](mailto:cmvela311@gmail.com)>; Dana Lazarus <[daynalaz@gmail.com](mailto:daynalaz@gmail.com)>; Mauricio Rosas <[mrosas1001@gmail.com](mailto:mrosas1001@gmail.com)>; Anthony Krol <[build@clrty.co](mailto:build@clrty.co)>

**Subject:** Re: Citizen Issued Inquiry\_I-275 Boulevard Study & Infrastructure Investment and Job Act Funding

**EXTERNAL SENDER:** Use caution with links and attachments.

Thank you for the response & the power point attachment Ms. Alden.

Mr. Hall,

Last night (1/5/22) at the FDOT Open House that took place from 6:00 PM to 8:00 PM at the C. Blythe Andrews, Jr. Public Library in East Tampa we had a discussion about funding applications/requests relating to Section 11509 from the Infrastructure and Jobs Act.

It was identified during our discussion that FDOT-D7 was monitoring this funding source and funding commitments for planning efforts relating to it were already out to 2025.

Ms. Alden's response is highly credible and not in agreement with what was mentioned during our discussion last night.

Please advise on this inconsistency.

Respectfully,

**Matthew Suarez, AAIA** ||||| ||||| ||||| |||||

| p | [813.299.4497](tel:813.299.4497) | e | [suarez.matthew@outlook.com](mailto:suarez.matthew@outlook.com)

**From:** Beth Alden <[aldenb@plancom.org](mailto:aldenb@plancom.org)>

**Sent:** Thursday, January 6, 2022 10:58 AM

**To:** Matthew Suarez

**Cc:** [kathy.castor@mail.house.gov](mailto:kathy.castor@mail.house.gov); Gwynn, David; Kemp, Pat; [guido.maniscalco@tampagov.net](mailto:guido.maniscalco@tampagov.net); Hall, Justin; Rich Clarendon; Johnny Wong; Rick Fernandez; Brian Seel; CM Vela; Dana Lazarus; Mauricio Rosas; Anthony Krol

**Subject:** RE: Citizen Issued Inquiry\_I-275 Boulevard Study & Infrastructure Investment and Job Act Funding

Good morning, Mr. Suarez,

The TPO Board postponed that study the year following the action you mentioned.

We are looking forward to learning more about the new federal grant opportunities when notices of funding opportunity (NOFOs) are issued. We have heard that NOFOs may be forthcoming in the summer, as it takes some time for FHWA to develop rules and procedures for new programs.

The Reconnecting Communities Pilot Program that you are referencing is one that I highlighted to the TPO Board as something we should consider pursuing, when I briefed the board about the IJA in December. The video is posted here: [https://www.youtube.com/watch?v=oGW5hR4IPDE&list=PLZwNyAnHaDIsuCIRUdbBWvsB\\_SuWVG3h0&index=38](https://www.youtube.com/watch?v=oGW5hR4IPDE&list=PLZwNyAnHaDIsuCIRUdbBWvsB_SuWVG3h0&index=38)

and the slides are attached.

Best,

Best,



Beth

**From:** Matthew Suarez <suarez.matthew@outlook.com>

**Sent:** Thursday, January 6, 2022 10:43 AM

**To:** Beth Alden <aldenb@plancom.org>

**Cc:** kathy.castor@mail.house.gov; Gwynn, David <David.Gwynn@dot.state.fl.us>; Kemp, Pat <kempp@hillsboroughcounty.org>; guido.maniscalco@tampagov.net; Hall, Justin <Justin.Hall@dot.state.fl.us>; Rich Clarendon <clarendonr@plancom.org>; Johnny Wong <wongj@plancom.org>; Rick Fernandez <rick@fernandezconsulting.net>; Brian Seel <brianseel@gmail.com>; CM Vela <cmvela311@gmail.com>; Dana Lazarus <daynalaz@gmail.com>; Mauricio Rosas <mrosas1001@gmail.com>; Anthony Krol <build@clrty.co>

**Subject:** Citizen Issued Inquiry\_I-275 Boulevard Study & Infrastructure Investment and Job Act Funding

Ms. Alden,

Has the Hillsborough County TPO submitted an application to request funding from the Federal government with regard to the I-275 Boulevard Study that was unanimously approved on Wednesday, May 8 2019 by the then Hillsborough County MPO Governing Board?

With Section 11509 from the Infrastructure Investment and Jobs Act that was passed at the end of last year making such funding available, we would like to know if this effort is being pursued as approved by the Governing Board and requested by members of the general public on numerous occasions.

Please advise.

Respectfully,

**Matthew Suarez, AAIA** ||||| ||||| ||||| |||||

| p | [813.299.4497](tel:813.299.4497) | e | [suarez.matthew@outlook.com](mailto:suarez.matthew@outlook.com)

**From:** Beth Alden

**To:** Mauricio Rosas

**Subject:** RE: Citizen Issued Inquiry\_I-275 Boulevard Study & Infrastructure Investment and Job Act Funding

**Date:** Monday, January 10, 2022 12:48:00 PM

Happy new year to you too, Mauricio! We do have that request on our radar screen, and I've asked our grants coordinator to keep her eyes peeled for news about the new grant program that was created in IJJA. On the topic of legislative priorities – the TPO's major priorities are coordinated with the other MPO's of this region, so that we can support and advocate for each other when speaking to people in Tallahassee. Here's the website: <https://suncoasttpa.org/transportation-fundingpriorities/>

Best,

Beth

**From:** Mauricio Rosas <mrosas1001@gmail.com>

**Sent:** Thursday, January 6, 2022 12:28 PM

**To:** Beth Alden <aldenb@plancom.org>

**Subject:** Re: Citizen Issued Inquiry\_I-275 Boulevard Study & Infrastructure Investment and Job Act Funding

Beth,

Happy New Year!

I'm glad you referenced this video because we need to get the board to move forward on a

BLVDTAMPA feasibility study. I believe that's the first phase. If it's not please let me know what is and how to word it.

I'm also interested on legislative priorities. What are the county's interests for this legislative session.

Thank you,  
Mauricio  
Mauricio Rosas  
[mrosas1001@mac.com](mailto:mrosas1001@mac.com)

118 West Mohawk Avenue  
813.727.6680

On Jan 6, 2022, at 10:58 AM, Beth Alden <[aldenb@plancom.org](mailto:aldenb@plancom.org)> wrote:

Good morning, Mr. Suarez,

The TPO Board postponed that study the year following the action you mentioned. We are looking forward to learning more about the new federal grant opportunities when notices of funding opportunity (NOFOs) are issued. We have heard that NOFOs may be forthcoming in the summer, as it takes some time for FHWA to develop rules and procedures for new programs.

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**Sent:** Thursday, January 6, 2022 10:43 AM

**To:** Beth Alden <[aldenb@plancom.org](mailto:aldenb@plancom.org)>

**Cc:** [kathy.castor@mail.house.gov](mailto:kathy.castor@mail.house.gov); Gwynn, David <[David.Gwynn@dot.state.fl.us](mailto:David.Gwynn@dot.state.fl.us)>; Kemp, Pat <[kempp@hillsboroughcounty.org](mailto:kempp@hillsboroughcounty.org)>; [guido.maniscalco@tampagov.net](mailto:guido.maniscalco@tampagov.net); Hall, Justin <[Justin.Hall@dot.state.fl.us](mailto:Justin.Hall@dot.state.fl.us)>; Rich Clarendon <[clarendonr@plancom.org](mailto:clarendonr@plancom.org)>; Johnny Wong <[wongj@plancom.org](mailto:wongj@plancom.org)>; Rick Fernandez <[rick@fernandezconsulting.net](mailto:rick@fernandezconsulting.net)>; Brian Seel <[brianjseel@gmail.com](mailto:brianjseel@gmail.com)>; CM Vela <[cmvela311@gmail.com](mailto:cmvela311@gmail.com)>; Dana Lazarus <[daynalaz@gmail.com](mailto:daynalaz@gmail.com)>; Mauricio Rosas <[mrosas1001@gmail.com](mailto:mrosas1001@gmail.com)>; Anthony Krol <[build@clrty.co](mailto:build@clrty.co)>

**Subject:** Citizen Issued Inquiry\_I-275 Boulevard Study & Infrastructure Investment and Job Act Funding

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With Section 11509 from the Infrastructure Investment and Jobs Act that was passed at the end of last year making such funding available, we would like to know if this is effort is being pursued as approved by the Governing Board and requested by members of the general public on numerous occasions.

Please advise.

Respectfully,

**Matthew Suarez, AAIA** ||||| ||||| ||||| |||||

| p | [813.299.4497](tel:813.299.4497) | e | [suarez.matthew@outlook.com](mailto:suarez.matthew@outlook.com)

**From:** [Beth Alden](#)

**To:** [CM](#); [Johnny Wong](#)

**Cc:** [Michelle Cookson](#); [Rick Fernandez](#); [Suarez, Matthew](#)

**Subject:** RE: 21st and 22nd streets

**Date:** Monday, January 10, 2022 12:20:00 PM

Hi Chris,

Noise and access at 21st/22nd were both examined during FDOT's SEIS process. The final results are posted here and are binding on the project:

<http://tampainterstatestudy.com/project-documents/>

In particular, there is a tech memo on noise impacts if you scroll down the page to the Physical Resources heading.

Earlier concepts for the 21st & 22nd street interchange did propose closing it when the 14th St and 15th St interchange opens. FDOT changed course due to input from the public, TPO, City of Tampa, etc. The final concept for the Downtown Interchange leaves the 21st & 22nd St access to I-4 in place. The 14th & 15th St interchange will complement, not replace, 21st & 22nd.

Hope that helps!

Thanks,

Beth

**From:** CM <[cmvela311@gmail.com](mailto:cmvela311@gmail.com)>

**Sent:** Monday, January 10, 2022 10:05 AM

**To:** [Beth Alden](#) <[aldenb@plancom.org](mailto:aldenb@plancom.org)>; [Johnny Wong](#) <[wongj@plancom.org](mailto:wongj@plancom.org)>

**Cc:** [Michelle Cookson](#) <[uppitygal@mac.com](mailto:uppitygal@mac.com)>; [Rick Fernandez](#) <[rick@fernandezconsulting.net](mailto:rick@fernandezconsulting.net)>;

[Suarez, Matthew](#) <[suarez.matthew@outlook.com](mailto:suarez.matthew@outlook.com)>

**Subject:** 21st and 22nd streets

Beth and Johnny,

I hope you both are doing well and having a good start this year. Has FDOT always planned to removed the 21st and 22nd street exits (I4 exit going east)? I heard that is the latest version. FDOT's media doesn't implied the new exits are replacements but it is implied it eliminates "weaving" with the current exits.

In regards to sound walls, there isn't a way to sound wall the interchange. So how is FDOT minimizing noise? Or would that be through a some federal waiver? If a waiver is submitted how does one contest that?

Thank you,

Chris

--

**Christopher**

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



# Hillsborough TPO

## Transportation Planning Organization

## Committee Reports

### Meeting of the Technical Advisory Committee (TAC) on January 3

TAC held a meeting on January 3. An in-person quorum was met.

Approval of the joint CAC-TAC December minutes were deferred until the February TAC meeting.

The TAC approved action items:

- Safe Access to Parks – unanimously approved. Comments focused on next steps, how to move recommendations forward, who would be responsible. Depending on the countermeasure, it could be the responsibility of a jurisdiction's Transportation Department or Parks and Recreation Department. A suggestion was made to provide the recommended improvements in a GIS format that could be layered on CIP projects, even stormwater, resurfacing, waste, etc. so that all departments would be aware of the needs surrounding a nearby park.
- Hillsborough's Request for an Additional Seat – unanimously approved. The TAC was reminded that the TPO Board will first consider and then approve the bylaws change over two meetings. If approved, Sarah Caper, the candidate from HC Community and Infrastructure Planning was present at the in-person meeting to observe.
- Election of Officers – the current TAC slate of officers was re-affirmed for 2022: Jeff Sims, Chair; Mike Williams, Vice-Chair; Jay Collins, Officer At-Large.
- Attendance Review and Declaration of Seats – no committee member was in jeopardy of losing their seat due to unexcused absences. The TAC's airport representative, Gina Evans, offered to reach out to her contacts at the Port and the Trucking Industry to make them aware of vacancies on the TAC. A few changes will be made to the assignment of alternates to the current members. The committee was pleased that a HART representative has been assigned after the position was temporarily vacant.

The TAC heard Status reports:

- City of Tampa Neighborhood Commercial District Plans – county staff asked if there was still opposition to a lane reduction on Bay to Bay as previously heard when being resurfaced a few years ago. City staff responded that there were still mixed support/opposition to removing a lane but that the city would consider a “pilot” project to see how the roadway performed, if the residents felt it was safer, and if sentiments changed.
- Storm Evacuation and Shelter in Place Study – there was an agreement that although most residents have, or should have, a plan in place, many new residents are moving into the area and methods of notification of an impending storm are important. Members were supportive of the suggestions, although there was concern for using the emergency shelter particularly on overpasses or other areas where the lane narrow or is not continuous. We learned the FDOT has a plan in place for use of emergency shoulders.

### **Meeting of the Citizens Advisory Committee (CAC) o January 5**

The CAC approved action items:

- Election of Officers
- Attendance Review and Declaration of Seats
- Safe Access to Parks Pilot Study

The CAC heard status reports on:

- City of Tampa Neighborhood Commercial District Plans
- TPO Social Media
- During the Unfinished & New Business portion of the agenda, the CAC received an update regarding movement of the I-275 barrier wall along the eastern border of Tampa Heights. After a lengthy discussion, the committee approved a motion, 8-6, to move the following resolution forward:

- 1. Stop Destruction of Historic Property in Tampa Heights (1902 N Lamar Ave.);**
- 2. Stop Interstate Expansion (barrier wall movement for I-275) in Tampa Heights;**
- 3. Declare Temporary Moratorium and conduct a full vetting of those aspects of the Downtown Interchange Operational and Safety Improvements project related to barrier wall movement along the eastern border of Tampa Heights.**

Since the 1940s, when streetcar lines were removed from Tampa's streets, our neighborhoods have been disconnected and fragmented. After the streetcars were removed, the Interstates (275 and 4) tore through Tampa's urban core, dividing the city, devastating historic neighborhoods, displacing families, destroying homes and businesses. Much of this violence fell upon the shoulders of our minority communities. The destructive practices continue to this day.

1. The latest historic property scheduled for demolition by the Florida Department of Transportation (FDOT) is located in Tampa Heights (TH) at 1902 N. Lamar Ave. This property is a contributing structure supporting the neighborhood's national and local historic designations. It was purchased by FDOT in 2015/2016 as part of its right of way acquisitions supporting the now defunct "Tampa Bay Express" (TBX) project. FDOT has allowed the property to deteriorate for the last six years and would now like to finalize the demolition by neglect with a wrecking ball. FDOT has advised this property is no longer needed for any department related purpose. Due in large part to strong community opposition, there are no (current) plans to sacrifice this land to future highway expansion.

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**2. The latest Interstate I-4/I-275 expansion poised to disrupt and damage the Tampa Heights Historic District (THHD) and TH at large, involves outward (intrusive) movement of the Interstate barrier wall along the eastern border of the THHD and TH.** The area of concern tracks from a point on N. Elmore Avenue, roughly halfway between Floribraska Avenue and Columbus Drive, along the Interstate's southbound arc, to Scott Street.

Members of the TH community first became aware of this intended wall movement on November 17, 2021, during an informal meeting between the TH Civic Association's Transportation Committee Chair and two members of FDOT's District 7 staff. Since that time, the community has learned the wall movement is allegedly required to enable a portion of the often cited "Downtown Interchange Operational and Safety Improvements" (DTI-OSI) first advanced by FDOT in 2019.

The extent of the wall movement is not clear as of the date of this writing. The Community has only been told a minimum 16-foot buffer will be maintained between the new wall location and the existing FDOT right of way line.

The DTI–OSI concept has been the subject of debate and controversy since its roll out in 2019. Community opposition to FDOT’s original TBX project dates back to 2015. Through all that time the TH community has been steadfastly opposed to further expansion of the Interstate through Tampa’s Urban core.

While wall movement through TH was most definitely a part of the original TBX plan in 2015, the community was relieved to learn, in 2019, of the supposedly less intrusive footprint anticipated secondary to the DTI-OSI approach. At no time before November 2021 has FDOT formally (or informally) informed the TH community of this intended further intrusion secondary to barrier wall movement. FDOT has also failed to provide specific design details, including the specific amount of wall movement, to the CAC of the Transportation Planning Organization Board. A review of TPO Board meeting materials suggests TPO Board members may have also been uninformed on these details.

As of this writing, FDOT has failed to present detailed information regarding its plans, including but not limited to:

1. An enlarged map with identified boundaries that includes annotations, existing streets, building footprints and property boundaries.
2. Cross-sections that represent each incremental change/change in east-west expansion from Floribraska Avenue to 7th Avenue that extend from the interstate through Central Avenue. These should include dimensions for widths and heights, a scale of 1/8" = 1' to be easily understood.
3. Narrative description and list of options for materials (finishes, fencing, etc.) and landscaping to be discussed with the neighborhood. This should include plans for maintenance agreements.
4. List of all potentially impacted structures and accompanying map. Those structures that may be impacted due to the construction and/or construction vibration. This needs to take into account historic structures within 200 feet of the proposed interstate wall, and should include but are not limited to those structures that line Elmore Avenue, Lamar Avenue, Central Avenue, and Nebraska Avenue, Additionally, those structures located on cross streets should also be listed/shown including Columbus Drive, Floribraska Avenue, Robles Street, Sparkman Avenue, Palm Avenue, Francis Street, Amelia Avenue, Park Avenue, Ross Avenue, Oak Avenue, and 7th Avenue. Also, the process for property owners to get their property/structures/houses added to the list.

5. A schedule available to property owners for structural testing and monitoring before and during construction.

6. Mitigation plans for structural damage to property and structures due to construction. What is the process?

7. Proposed construction schedule including time frame, active construction day/evening/night times.

8. FDOT's plan for engaging the neighborhood in the process beyond presentations after decisions are made. This engagement must take place beforehand.

9. Economic development study which includes the impacts to property value within 300 feet of the edge of the interstate structure. The study should include historic market trends, current values, and five-year projected value.

10. Construction work plan pertaining to the control of air-borne debris associated with construction activities.

11. Construction phasing/staging plans identifying locations for staging/storing construction materials/equipment, parking for contractor personnel, routes relating to receiving material/equipment deliveries, routes to be used for transporting materials/equipment from the project site.

The TH community objects to this proposed Interstate expansion. We, the Citizens Advisory Committee to the TPO Board, call upon FDOT, the Transportation Planning Organization (TPO) Staff, TPO Board and all institutional bodies represented thereon (including but not limited to Tampa City Council, Hillsborough County Board of County Commissioners and Hillsborough County School Board) to declare a temporary moratorium on the DTI-OSI project so as to allow a full vetting of FDOT's plans including impact of barrier wall movement. This vetting to include, but not limited to, thorough study of the information responsive to the above enumerated items together with meaningful, timely and ongoing community engagement.

### **Meeting of the Intelligent Transportation Systems Committee (ITS) on January 13**

The ITS approved action items:

- Smart Cities Mobility Plan Recommendations
- Attendance Review and Declaration of Seats

The ITS heard status reports on:

- Storm Evaluation and Shelter in Place Study



## **Meeting of the Livable Roadways Committee (LRC) on January 26**

The Livable Roadways Committee held a meeting on January 26. An in-person quorum was met. No one from the public was present or virtual that wished to speak.

The December LRC minutes approved.

The LRC approved action items:

- Election of Officers – the current slate of **officers was re-affirmed** for 2022: David Hey, Vice-Chair; Catharine Coyle, Officer At-Large.
- Attendance Review and Declaration of Seats – No active LRC committee member was in jeopardy of losing their seat due to unexcused absences. The committee seat for a Transit User has been vacant for several months and there was **action taken to officially vacate the Transit User seat** until a person can be recruited or comes forward with interest to serve on the LRC.
- Safety Performance Targets CY 2022 – The LRC committee members appreciated the candid review of the data required for the federal safety performance measurements. Members voiced concern about the number of fatalities our community is faced with, recognizing speed as a major culprit. Discussions centered on allocating more funding to Vision Zero, institutionalizing VZ strategies in all aspects of government besides typical transportation projects, including areas such as economic development, coupling improvements in storm water projects, etc. Another suggestion was forming a leadership group to explain mostly to the public why speed management type changes are positive and needed. The committee **approved forwarding the Safety Performance Targets for CY 2022 to the TPO Board** and also passed a motion.

- Old Business & New Business:

Solicitation of Projects for New TIP – TPO staff informed the committee of various funding sources available for transportation projects: Surface Transportation Block Grant (SU), Transportation Alternatives Set-Aside (TA), and Transportation Regional Incentive Program (TRIP).

Discussion on appropriate use of sidewalk– concern was expressed about micro-mobility uses on interfering with pedestrians on sidewalks.

## **Meeting of the Bicycle Pedestrian Advisory Committee (BPAC) on January 26**

The BPAC approved action items:

- Election of Officers
  - Tim Horst was elected Chair, Jim Shirk is Vice Chair and Peter Davitt is Officer at Large
- Attendance Review and Declaration of Seats
- US Bicycle Routes
  - the Committee heard a status report on the designation of us bike route 15 through Hillsborough County and Plant City. discussions are continuing with each local government and the committee will revisit this in March.
- Annual Updates of Safety Targets
  - The Committee approved the 2022 targets while noting the increase in deaths on our roadways and questioning the reasons for the increase.

The BPAC heard status reports on:

- Tri-County Mobile Bike Map
  - The committee heard a status report on the Tri-County Mobile Bike Map. Several members volunteered to test the map and will provide feedback at the March Tri-County BPAC meeting hosted by Pinellas.

***January 26, 2022***

## **Public Hearing Announcement**

The Tampa Hillsborough Expressway Authority (THEA) **invites you and your constituents to attend a Public Hearing for the Whiting Street Project Development and Environment (PD&E) Study.** The purpose of the study is to evaluate ways to connect Whiting Street to Meridian Avenue to improve the grid network on the east side of downtown Tampa while also looking at improvements for operations and safety on the city streets, the Jefferson Street entrance ramp, and the downtown Tampa eastbound exit ramps of the Selmon Expressway.

When THEA reconstructed Meridian Avenue in 2004, the agency made a commitment to the community to remove the railroad tracks and help to restore the grid road network to connect the center portion of downtown Tampa to the east. Now that the flour mill is moving, the agency is following through on that commitment and will present the preferred alternative at the Public Hearing.

The Whiting Street Public Hearing will be held on **Tuesday, February 22, 2022.** The hearing will allow attendees to have one-on-one discussions with study team members at information stations and view a pre-recorded presentation. The Public Hearing will include a narrated portion that will give interested persons an opportunity to hear the background and purpose of the project, the process to complete the PD&E study, and the preferred alternative that was chosen. There will be an open house from 5:00 - 6:00 pm, where attendees may review project displays and documents, speak with project team members, and make public comments. The formal presentation will start at 6:00 pm. Following the presentation, the open house will resume and continue until 7:00 pm.

**Whiting Street PD&E Public Hearing**

**Tuesday, February 22, 2022, 5:00 pm - 7:00 pm (formal presentation at 6 pm)**

**THEA Headquarters, 1104 E. Twiggs Street, Tampa, FL 33602**

**More project information, including maps and project documents, can be found  
at**

<https://whitingstreetpde.com/>

We invite you to attend to learn more about the preferred alternative that was chosen. Notices are being sent to all property owners and tenants located within at least 300 feet on either side of the study area and to other public officials, regulatory agencies, organizations, and individuals interested in the project. THEA will also post the event on its social media and issue a media advisory in advance of the meeting.

A court reporter will be available to receive comments in a one-on-one setting. You may also submit written comments at the hearing.

Written comments can also be sent to Sue Chrzan at THEA, 1104 E. Twiggs Street, Tampa, FL 33602, or by email to [info@selmonstudies.com](mailto:info@selmonstudies.com). To become part of the public hearing record, mailed comments must be postmarked and email comments must be received by March 8, 2022.

Draft project documents and plans will be available for public review from February 7 to March 8, 2022, at the THEA Office Lobby, 1104 E. Twiggs Street, Tampa, FL 33602, from 9:00 am - 5:00 pm Monday through Friday. All presentation and display materials from the hearing, including documents, plans, and an animation of the Preferred Alternative, will be available at <https://whitingstreetpde.com/>. You may also request additional information by contacting Sue Chrzan (813) 272-6740 ext. 130 or email [info@selmonstudies.com](mailto:info@selmonstudies.com).

**Please share with your constituencies via  
social media.**

Suggested Facebook Post: Please join @TampaHillsboroughExpresswayAuthority for a Public Hearing on the Whiting Street Project Development and Environment (PD&E) Study. The meeting is being held on 2/22 at the THEA Headquarters and will provide interested persons an opportunity to express their views concerning the proposed improvements in downtown Tampa. More information at <https://whitingstreetpde.com/>.

Suggested Twitter Post: Suggested Twitter Post: Please join @THEASelmon for a Public Hearing on the Whiting Street Project Development and Environment (PD&E) Study. 2/22 at the THEA's Headquarters. Public input is welcome.  
<https://whitingstreetpde.com>.