



# Hillsborough TPO

## Transportation Planning Organization

Commissioner Harry Cohen  
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Executive Director

## Meeting of the Policy Committee

**Wednesday, February 9, 2022, 8:30 AM**

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 headcount 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.

This meeting may be viewed on Hillsborough Television (HTV) by visiting Spectrum: 637, Frontier: 22 or live stream from [Hillsborough County's Live YouTube Channel](#) or the County website's [Live Meetings](#) link, also found in the County [Newsroom](#). The agenda packet, presentations, and any supplemental materials are posted on the [TPO's online calendar](#).

### Public comment opportunities:

To speak during the meeting - No later than 30 minutes before the meeting, please sign up [here](#) or phone 813-756-0371 for assistance. Provide the phone number you will call in from, so that we can recognize your call in the queue and unmute you when the chair calls on you. You will receive an auto-reply confirming we received your request, along with instructions.

Comments may also be given up to 5pm the day before the meeting:

- by leaving a voice message at (813) 756-0371
- by e-mail to [tpo@plancom.org](mailto:tpo@plancom.org)
- by visiting the event posted on the [Facebook page](#).

Advance comments will be provided in full to the board members and verbally summarized during the meeting by TPO staff.

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

## Agenda

- I. **Call to Order & [Pledge of Allegiance](#)**
- II. **Roll Call of Committee Members & Welcome of Other TPO Board Members** (Gail Reese, TPO Staff)
- III. **[Approval of Minutes: January 11, 2022](#)**



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[planhillsborough.org](http://planhillsborough.org)  
[planner@plancom.org](mailto:planner@plancom.org)

813 - 272 - 5940  
601 E Kennedy Blvd  
18<sup>th</sup> Floor  
Tampa, FL. 33602

**IV. Public Comment** – 3 minutes per speaker, please

**V. Action Items**

- A. [Safe Access to Parks Pilot Study](#)  
(Lisa Silva, TPO Staff and Kathrin Tellez, Fehr & Peers)

**VI. Status Reports**

- A. [Low-Cost Air Quality Monitoring Pilot Study](#) (Lizzie Ehrreich, TPO Intern)

**VII. Old & New Business**

- A. [Class 2 Noise Wall Correspondence](#) (Beth Alden, TPO Director)
- B. [Apportionment Plan Timing and Process](#) (Beth Alden, TPO Director)

**VIII. Adjournment**

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

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**HILLSBOROUGH TRANSPORTATION PLANNING ORGANIZATION  
POLICY COMMITTEE  
MEETING, JANUARY 11, 2022  
DRAFT MINUTES**

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

Chairman Kemp, called the meeting to order at 8:31 AM and led the pledge of allegiance. The regular monthly meeting was held in-person and virtual via WebEx.

**II. ROLL CALL OF COMMITTEE MEMBERS & WELCOME TO OTHER TPO BOARD MEMBERS** (Gail Reese, TPO Staff)

The following members were present in person: Commissioner Pat Kemp, Councilman Guido Maniscalco, Commissioner Kimberly Overman, Commissioner Gwen Myers, Charles Klug

The following members were present virtually: Commissioner Mariella Smith

The following members were Excused/Absent: Commissioner Harry Cohen

Welcome to other TPO Board Members present: Councilman Joseph Citro

A quorum was met in person.

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

\*\* 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 – November 10, 2021**

**Chair Kemp sought a motion to approve the meeting minutes from November 10, 2021. Councilman Maniscalco so moved, seconded by Commissioner Overman. Voice vote; motion passes unanimously**

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

**V. ACTIONS ITEMS**

**A. Election of Officers** (Cameron Clark, TPO Attorney)

- There are two officer positions: Chair and Vice Chair; no term limits; members can nominate themselves or any other member; no second is needed; each nomination is voted on individually until one member receives a majority of votes.
- Commissioner Smith nominated Commissioner Pat Kemp for Chair. There were no additional nominations. Commissioner Kemp is the TPO Policy Committee Chair.
- Commissioner Kemp nominated Councilman Guido Maniscalco for Vice Chair. There were no additional nominations. Councilman Maniscalco is the TPO Policy Committee Vice Chair.

**B. USF to Green ARTery Trail Study** (Jennifer Musselman, Kittelson)

- Study area review
  - USF/Veterans Hospital to Planned Green ARTery Trail
  - Determine feasibility
- Three proposed alignments
  - Alt 1: 12<sup>th</sup> Street/Lantana Avenue – Primarily serves Communities of Concern which are concentrated in the western part of the study area
    - Treatments – slow vehicles with traffic circles, diverters for through travel, speed humps, separated facilities on higher speed roads
  - Alt 2: 22<sup>nd</sup> Street – Serves some Communities of Concern
    - Recommendation is to have a separated trail the entire way, raised crossings, trail indications, major intersection improvements
  - Alt 3: 30<sup>th</sup> Street – City of Tampa is already looking at this and may be advancing in the near term.
    - Treatments – separated trail
- Goals – Improve safety, increase low-stress network connectivity, improve access for Communities of Concern, Leverage Uptown Master Plan, improve walk and bike access to high frequency transit routes, attract users of all ages and abilities.
- Alternatives evaluated based on goals
  - Alt 1: only alternative meeting needs of Communities of Concern, lowest risk to implement
  - Alt 2: meets goals of study the best, it goes up the middle, riskiest to implement due to major changes
  - Alt 3: meets four of six goals and is relatively low risk to implement
- Key Partners
 

○ City of Tampa	○ Hillsborough County	○ FDOT
○ !P Tampa Innovation Partnership	○ Rithm At Uptown	○ USF
○ Veterans Hospital	○ University Mall	○ CSX
○ Campus Hill Dr. Neighborhood		
- Focus Group – feedback on trail alignment
  - Recommended shift from 15<sup>th</sup> St to Lantana Ave.
  - 22<sup>nd</sup> St would require utility coordination
  - High traffic volume and speed may make 30<sup>th</sup> St uncomfortable even with a trail
  - Take future development into consideration
- Public Survey – open for six weeks, focused outreach to Communities of Concern, incorporated flyer distribution, in person outreach, paid ad on Facebook

- Key partners assisted in reaching their organizations
- 77 responses, 1/3 from Communities of Concern
- Over ½ described themselves and “interested but concerned”
- Health and fitness most common motivation
- Most participants want to connect USF, University Mall, Rowlett Park, and University Square Neighborhood.
- Public Preference – 45% prefer alignment on 30<sup>th</sup> Street, 36% on 22<sup>nd</sup> Street
  - Respondents would prefer a separated trail on 22<sup>nd</sup> St, would not feel comfortable with on-street facilities.
- Recommended Alternative – move forward with Alt 1 and Alt 3. Alt 3 is a continuation of what City of Tampa has started. Alt 1 is consistent with the TPO’s Real Choices When Not Driving Needs Assessment.
- Reviewed committee feedback.

**Presentation Slides:** [USF-Green ARTery Trail Study Presentation](#)

**Project Page:** [University of South Florida to Green ARTery Trail Study](#)

**Recommended Action: Approve report and recommendations and recommend to the TPO Board.**

**Discussion:**

**Commissioner Smith:** Asked for clarification on the risks between separated bike lanes for safety. Requested more information on why certain things count against a project as high risk.

**Jennifer Musselman:** Safety is one of the goals. Separated facilities score the highest. The risks are about implementation; things like cost for construction. Some of the solutions need changes to bridges. The number of private property owners that would need to be coordinated with is a factor. Trying to strike a balance between using resources efficiently while benefiting the community.

**Commissioner Smith:** As traffic gets more congested and speed is continuing to be an issue. Urges the committee to think more broadly and look at the value. Look past quick, easy and cheaper. Interesting time with the federal infrastructure dollars coming in. The bills will include funds for bicycle and pedestrian facilities. Believes that the community is willing to invest in safer solutions since this area is one of the most unsafe areas in the country. We need to get bike paths that people are willing to use. That is the main reason why people aren’t biking as noted in the presentation. When you ask people if they are bicycling or using transit and people answer know, it is like Henry Ford when he said, if he would have asked people what they wanted him to build, they would have asked for a better horse and carriage. Until the safe infrastructure is provided, connected, and practical, they won’t use the facilities.

**Commissioner Overman:** The alternative 2 has a few strikes against it because of roadway reconstruction and facility reconstruction and narrow sidewalks at Rowlett Park Bridge. Is familiar with the area. Yukon is pretty thin and is one of the few roads in the City of Tampa with speed bumps; reconstruction would be difficult. Would hate to see the speed bumps disappear due to resurfacing. Asked for clarification about the Rowlett Park Bridge and if there is a schedule or recommendation for reconstruction on it now. There is a lot of right-of-way until you get to it. There

is a lot of waterflow at that bridge. The Green ARtery Trail was planning to go through that area. There are a lot of nice things to be connected there. Understands that there are concerns about that area due to the bridge.

**Commissioner Kemp:** Wants to see pedestrian/bicycle bridges that she has seen in other areas over big bodies of water.

**Councilman Maniscalco moved to accept the study, seconded by Commissioner Overman. Roll call vote: motion passes 6 – 0.**

**C. State of the System** (Vishaka Shiva Raman, TPO Staff)

- Review of what the State of the System is.
- The last update was in 2018.
- Review of changes in 2021 and showed mapped predictions of where people are going to be by 2045.
- Structure of State of the System follows LRTP and TIP with the investment programs.
  - Good Repair and Resilience – Showed how Hillsborough County compares with other jurisdictions across the state. Reviewed roads, pavement, bridges, transit assets, resiliency to storms. Showed the funding.
  - Vision Zero – Fatalities and serious injury crashes are rising in Hillsborough County; reviewed allocated spending;
  - Smart Cities – Reduce delay and improve travel time reliability; meeting targets set by state; reviewed air pollution and exposure to emissions; seeing a trend of people moving toward electric vehicles; reviewed allocated spending.
  - Real Choices When Not Driving – Went over HART provided performance numbers; measured access to transit services; reviewed goal to improve mobility and access to transportation options; assessed non-motorized travel areas (sidewalks and bicycle paths); reviewed spending
  - Major Investments for Economic Growth
- Went over feedback received from the Committees

**Presentation Slides:** [State of the System January 2022](#)

**Website:** [State of the System Report 2021 | Plan Hillsborough](#)

**Recommended Action: Approval of the 2021 State of the System Report.**

**Discussion:**

**Councilman Maniscalco:** Noted the quality of the roads and how much needs to be caught up on. Safe to say that the biggest enemy is water; sea level rising and rain. The summer rains wash away much of the fixes done to the roads between the 17-year repaving eligibility. The comments he hears the most are “When are you going to pave our road” and “When are you going to build our sidewalks”. Without a dedicated funding source, we will not catch up. Knows the dedicated sales tax is going to come up again. The dedicated funding source to fix the roads and to expand the bus system. The county shifted, after World War II, from the streetcar to automobile ownership. It

pushed people to spread out from the urban core. We have a lot of catching up to do and not enough money to do so. A dedicated source for 30-years would allow us to catch up and expand, address the maintenance issues, and other challenges. The streetcar ridership is up because it has been fare-free due to a grant from the state. It shows that people will ride it. Once the free-fare ends, we can implement a fare but the mindset to use the service is there. The appetite the ridership is there for the streetcar and the bus service.

**Commissioner Overman:** Likes that the report addresses the whole system; shows where the deficits are; and it shows what projections we need. A dedicated funding source helps but it would also allow matching dollars and the ability to participate at the state and federal level when it comes to building the infrastructure. The report is balanced. When it comes to transit, we are basing the measure off of 30 and 60-minutes turn around which is setting the bar really low. People will use transit on a 15-minute turn around much more robustly than on the 30 or 60-minute turn around. This is a great presentation to bring to the public to demonstrate the dollars needed. It includes growth elements to help address the growth needs. Growth rates are very high right now. This allows us to plan where our housing and job centers need to go and where infrastructure needs to be increased.

**Commissioner Overman moved to move this State of the System Report forward; seconded by Councilman Maniscalco.**

**Commissioner Myers:** The presentation is an eye-opener when it comes to road maintenance and the transit need. Hopefully we will all be on board to support the 1% transportation tax being discussed this year. Noted that February 9<sup>th</sup> will be the first community meeting on this topic. Excused herself for the remainder of this meeting.

**Commissioner Kemp:** This was a packed presentation. Appreciates everyone's points. There will be a lot of discussion this year about the return to the ballot of the 1% transportation tax. We all know that our transportation system is underfunded. It is scraping the bottom of the barrel in terms of our expansiveness and growth in the county. Our transit system is the most underfunded transit system in America for a metropolitan area this size; and by a huge amount. It is poverty level funding. The rate was set many years ago and we now have the legacy challenge. And we are missing legacy funding opportunities because they match our local funding and legacy systems. We haven't had that. When you have transit arriving every 60-minutes, it's almost like not having transit at all. It doesn't really serve people except in desperate situations. Imagine trying to get to work relying on a bus that shows up once an hour and missing it or having it not show up at all, not frequent, but it can happen. Some of systems need to have 15-minute frequencies at least and many places have 3 to 5-minute frequencies and that is the standard. 10-minute frequencies is where people can feel the system is dependable. 15-minute frequency covers very little of our systems. We are going to have to do some beefing up of that. Agreed that the streetcar ridership has been up because FDOT came in and paid that cost. There are some places that are experimenting with some or all of their system and not charging. Fee-charging and boarding can cost more than the fees being taken in. Looking at resources, in the future, that could continue to provide that, especially during large events. Looked at the air pollution slide. She brings that up often and how it affects the health of

this community. The exhaust from the interstates in particular is having strong impacts. It was said that electric vehicles would help us in that regard; has come to find out that it is also the particulate matter from the wearing of tires causing challenges as well. And there is the noise, not with the motors but with the speed of cars as they move. Was disappointed with the 1% goal of Vision Zero when we are second or fifth in the entire nation when it comes to pedestrian and bicycle deaths. New York City has been incredibly aggressive. They have brought down their bicycle and pedestrian deaths to 1910 levels. Really would like to aggressively look at funding and how we can save lives in this community.

**Commissioner Kemp called for a roll call vote: motion passes 5 - 0**

**VI. OLD & NEW BUSINESS – None**

**VII. ADJOURNMENT – The meeting adjourned at 9:31 AM**

**The recording of this meeting can be viewed at: [https://www.youtube.com/watch?v=i8wYNSM\\_Sbc](https://www.youtube.com/watch?v=i8wYNSM_Sbc)**





# Hillsborough TPO Transportation Planning Organization

## Board & Committee Agenda Item

### **Agenda Item:**

Safe Access to Parks Pilot Study

### **Presenter:**

Kathrin Tellez, Fehr & Peers

### **Summary:**

The Safe Access to Parks Pilot Study (formerly Park Speed Zone Pilot Study) developed a process to implement safety countermeasures with a focus on speed management that can be replicated at parks throughout the county. The study looked at the surrounding context and the ability to safely access three different types of parks - local, regional, and linear – so that the findings can then be applied to similar parks elsewhere in Hillsborough County. Building on the 2019 Speed Management Action Plan, a toolbox of safety countermeasures was developed. The project scope included the following tasks:

1. Identify parks to include in the pilot project
2. Conduct a detailed existing conditions assessment of each park location
3. Solicit public feedback
4. Develop a toolbox of safety countermeasures
5. Apply countermeasures to each park location (Fix-It Ideas)

The final report documents the public feedback process and results, the application of Fix-It countermeasures, and those countermeasures recommended for each park location. All project materials are available on [the project webpage](#).

### **Recommended Action:**

Approve of the [Safe Access to Parks Fix-It Ideas Reports](#).

### **Prepared By:**

Lisa K. Silva, AICP. PLA, TPO Staff

### **Attachments:**

1. [Link to slide presentation](#)
2. [Link to project website](#) with Safe Access to Parks Fix-It Ideas Reports for Copeland, Sulphur Springs, and UTBT



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[planner@plancom.org](mailto:planner@plancom.org)  
813 - 272 - 5940  
601 E Kennedy Blvd  
18<sup>th</sup> floor  
Tampa, FL, 33602



# Hillsborough TPO Transportation Planning Organization

## Board & Committee Agenda Item

### **Agenda Item:**

Low-Cost Air Quality Monitoring Pilot Study

### **Presenter:**

Lizzie Ehrreich, TPO Intern/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 that have a high proportion of vulnerable residents, including low-income households or historically underserved demographic groups. 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:**

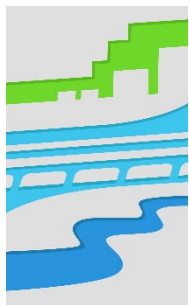
None; for information only

### **Prepared By:**

Lizzie Ehrreich

### **Attachments:**

Low-Cost Air Quality Monitoring Pilot Study Fact Sheet  
[Presentation slides](#)



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[planner@plancom.org](mailto:planner@plancom.org)  
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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

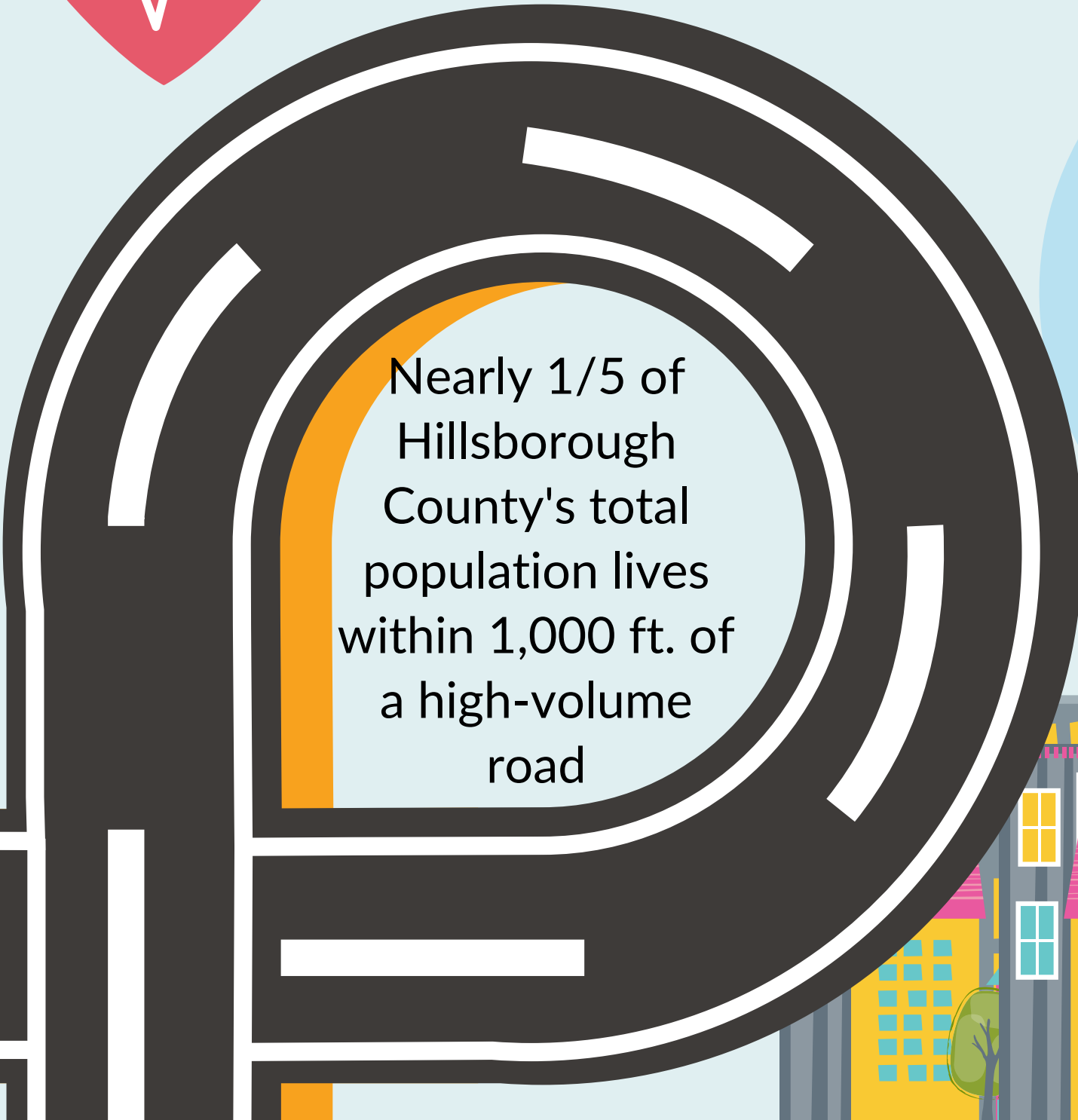


Explore the project page [tinyurl.com/TPOAirQuality](https://tinyurl.com/TPOAirQuality)

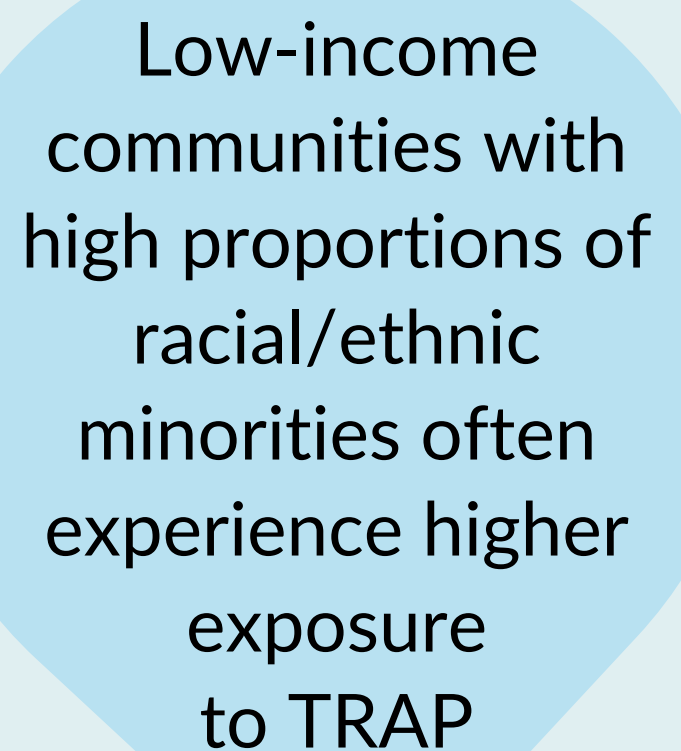


## Care about air?

- 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



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Executive Director

August 2, 2021

Brad Thoburn  
Assistant Secretary, Strategic Development  
Florida Department of Transportation  
605 Suwannee Street  
Tallahassee, FL 32399

## RE: Type II Noise Walls – Retrofit Project for Noise Abatement

Dear Brad,

On June 9, the Hillsborough TPO approved an annual update of the Transportation Improvement Program and List of Priority Projects. The board’s approval included a modification of the funding request for I-275 north of Hillsborough Ave in central Tampa.

Specifically, the List of Priority Projects now reflects the need for two additional general-purpose lanes on I-275 south of Hillsborough Avenue leading into the Downtown Interchange for safety and operational improvements; and on I-275 north of Hillsborough Avenue, the construction of noise walls.

This portion of I-275 was built through established neighborhoods in the 1960s. The neighborhoods south of Busch Boulevard remain unbuffered from noise and emissions. Several of these neighborhoods include concentrations of minority residents or low-income residents, protected under the Executive Order on Environmental Justice. These residents may have access to fewer resources to recover from the chronic health impacts that are statistically linked to living in proximity to high traffic volumes.

### **We request that the Florida Department of Transportation (FDOT) consider revising its policy that prevents the construction of noise walls in such contexts.**

The Federal Highway Administration allows the expenditure of federal funds for Type II noise walls. “Also called a retrofit project for noise abatement, a Type II project as defined in 23 CFR 772.5, provides noise abatement on an existing highway per 23 CFR 772(7)(d), participation in a Type II program. The regulation limits Federal participation in the funding of such projects to noise abatement measures (barriers) along lands developed prior to construction of the original highway. FHWA participation in Type II projects also requires that the State develop a system to prioritize projects using a variety of factors in accordance with 23 CFR 772.7(e). Typically, these factors include the density of development, traffic volumes and the age of the community among others.” [Noise Policy FAQs - Frequently Asked Questions - Regulations And Guidance - Noise - Environment - FHWA \(dot.gov\)](#)



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

[planner@plancom.org](mailto:planner@plancom.org)

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18<sup>th</sup> Floor

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Relevant Florida Statute says essentially that Florida will comply with federal law:

[http://www.leg.state.fl.us/Statutes/index.cfm?App\\_mode=Display\\_Statute&Search\\_String=&URL=0300-0399/0335/Sections/0335.17.html](http://www.leg.state.fl.us/Statutes/index.cfm?App_mode=Display_Statute&Search_String=&URL=0300-0399/0335/Sections/0335.17.html)

FDOT's Project Development & Environment (PD&E) Manual contains the following statement: "A Type II Project is a federal, federal-aid, or state funded highway project for noise abatement on an existing highway. Type II projects are commonly referred to as retrofit projects in 23 CFR Part 772. The development and implementation of Type II projects are not mandatory as described in 23 U.S.C. § 109(i). **FDOT does not have a Type II program.**" [https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/environment/pubs/pdeman/2019/links/pt2ch18\\_011419-current.pdf?sfvrsn=15dee878\\_2](https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/environment/pubs/pdeman/2019/links/pt2ch18_011419-current.pdf?sfvrsn=15dee878_2)

This is the policy that we request that FDOT reconsider. The historic impacts of the original construction of I-275 through central Tampa were significant. Some of those burdens continue to be experienced by adjacent neighborhoods today. In the last two decades, where I-275 has been widened even further, FDOT has put in place a number of mitigation measures. The mitigations are beneficial. They should be extended to all the neighborhoods that were impacted by the original construction.

We appreciate your consideration, and would be pleased to meet with you to discuss this in more detail. We will be in touch to arrange a time.

Sincerely,

Beth Alden  
Executive Director

Cc: Roger Roscoe, FDOT District 7 Liaison  
Ian Whitney, Tampa Mayor's Office