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Transportation Planning Organization

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Plan Hillsborough

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Tampa, FL, 33602

Meeting of the Bicycle Pedestrian Advisory Committee

Wednesday, April 27, 2022, 5:30 – 7:30 p.m.

County Center, 18th Floor – Plan Hillsborough Committee Room

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

Remote participation:

- To view presentations and participate your computer, tablet or smartphone: <https://attendee.gotowebinar.com/register/8900943972576200205>
- Register in advance to receive your personalized link, which can be saved to your calendar.
- Dial in LISTEN-ONLY MODE: 1-415-655-0052 Access Code: 301-668-122
- Presentations, full agenda packet, and supplemental materials [posted here](#), or phone us at 813-756-0371 for a printed copy.
- Please mute yourself after joining the conference to minimize background noise.
- Technical support during the meeting: Chris English at (813) 836-7380.

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 and Introductions

II. Roll Call and Declaration of Quorum (Gail Reese, TPO Staff)

A. Vote of Consent for Remote Member Participation – if applicable

III. Public Comment - 3 minutes per speaker, please

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

IV. Members' Interests

V. Approval of Minutes – February 23, 2022 & March 23, 2022

VI. Action Items

- A. [Public Participation Plan Measures of Effectiveness Report \(Davida Franklin, TPO Staff\)](#)
- B. [TPO Apportionment Plan \(Elizabeth Watkins, TPO Staff\)](#)

VII. Status Report

- A. [City of Tampa MOVES and Vision Zero Action Plan \(Alan Brasier, City Of Tampa\)](#)
- B. [Intro to new TPO Studies \(Gena Torres, TPO Staff\)](#)
- C. [2045 Tampa Comprehensive Plan Vision Survey \(Katrina Corcoran, Planning Commission Staff\)](#)

VIII. Old Business & New Business

- A. [Memo on Government in the Sunshine](#)

IX. Adjournment

X. Addendum

- A. [TPO Meeting Summary and Committee Reports](#)
- B. [FHWA Active Transportation Funding Toolkit](#)

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

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

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**HILLSBOROUGH COUNTY
TRANSPORTATION PLANNING ORGANIZATION
BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE
HYBRID MEETING OF FEBRUARY 23, 2022**

I. CALL TO ORDER

Chair Horst called the meeting to order at 5:30 PM

Members Present In-Person: Tim Horst, Jim Shirk, Peter Davitt, Katrina Corcoran, Jason Jackman, Jonathan Forbes, David Aylesworth, Faye Miller, Alain Watson

Members Present Virtually: John Marsh, Allison Nguyen, Victoria Klug, Sally Thompson, Savana Vidal, Brentin Mosher

Members Absent/ Excused: Lynda Crescentini, John Kubicki, Robyn Baker, Karla Price, Abigail Flores, Christopher Fellerhoff, Marcello Tavernari, Alan Brasier, Wanda Vinson

Others Present: Wade Reynolds, Davida Franklin, Johnny Wong, Gail Reese (TPO Staff); Brandie Miklus (City of Tampa); Christine Acosta (Pedal Power Promoters); Ginger Regalado (FDOT), David Dunigan (UNL); Martin Santiago (aka: Disco Mike, potential new member)

There is an in-person quorum. Some members are participating virtually because of medical reasons and the local declaration of emergency.

II. PUBLIC COMMENT – None

III. MEMBERS' INTERESTS (*Timestamp 0:00:24*)

David Aylesworth – Asked about various downtown corridors, specifically Meridian. Urging everyone to participate in in the public comment on the ...

Jason Jackman – Talked about March being Bike Month

Katrina Corcoran – Noted that the City of Tampa is updating their mobility section and there is active public engagement happening now.

Jonathan Forbes – Noted the Temple Terrace Ride with the Mayor on March 11

Jim Shirk – March 5th History Bike Tour

John Marsh – Asked for a representative to talk about enforcement of Vision Zero and speeding issues.

IV. APPROVAL OF MINUTES (*Timestamp 0:09:45*) – January 26, 2022

An error in Section III of the January 26, 2022 minutes reads “III. APPROVAL OF MINUTES – December 8, 2022” (*corrected 2/23/2022 GR*).

An error in Section IV. ACTION ITEMS, item A. Election of Officers. In the motions and second, added “Christopher” before Fellerhoff (*corrected 2/23/2022 GR*).

Jim Shirk noted misspelling of Ginger Regalado’s name (*corrected 2/25/2022*)

Under Old Business & New Business, item A – change three-hundred-foot to three-hundred-yard (*corrected 2/23/2022*)

Jim Shirk moves to approve with the minutes with corrections, seconded by Peter Davitt. Voice vote, motion passes unanimously.

V. ACTION ITEMS

A. BPAC Consideration of New membership (*Timestamp 0:11:51*) (Wade Reynolds, TPO Staff)

- Martin Santiago – Introduced himself, credentials, his public involvement and documenting of crashes around the city, noted his interest in becoming part of the committee.
 - Endorsed by Jim Shirk
 - Ginger Regalado questioned what Mr. Santiago meant by “troubled roadways” and to expand on that.
 - Jonathan Forbes asked what the low hanging fruit would be for this committee.

Jim Shirk moves to accept the membership application and forward to the TPO Board for approval, seconded by Jonathan Forbes. Voice vote passes unanimously.

VI. STATUS REPORTS

A. West River Multimodal Safety & Network Improvements (*Timestamp 0:22:38*) (Brindie Miklus, City of Tampa)

- Applied for a BUILD grant through FDOT, awarded in September.
- Joint project between mobility and Parks and Rec; includes on and off-road. Addresses Mayor’s priority. Complete over 12-mile multi-modal path separated from vehicle traffic.
 - Addressing crashes with Complete Streets design
 - Sustainability and Resilience – shoreline restoration
- 44 people killed and 289 severely injured per year in City of Tampa, looking to get to zero.
 - Safer people, streets, speeds, vehicles, post-crash care
- Review of project team
- Divided into six segments – utility and financial project numbers
 - Segment 1 – Platt St to Brorein St

- Segment 2 – Kennedy Blvd to Palmetto St / Rome Ave
- Segment 3 – Rome Ave to Bayshore Blvd
- Segment 4 – Rome Ave from Platt St to Columbus Dr
- Segment 5 – Columbus Dr. from Rome Ave to N. Boulevard
- Segment 6 – Ridgewood Park from Columbus to North Blvd.
- Parks and Recreation are working with Rome Yard on building that out.
- Many other planned multimodal & safety improvements projects
- Using PROWAG guidelines for bicyclists and pedestrians
- Review of public outreach
- Went over BUILD Grant Timeline (December 15, 2021 – December 11, 2026). Funds must be spent by 2027.
- Partners and Agency Stakeholders: Hillsborough County, US DOT, FDOT, HART, Plan Hillsborough, THEA, Tampa Downtown Partnership, League of American Bicyclists, ITE, NACTO.

Project Website: [West River Multimodal Safety & Network Improvements](#)

Discussion:

Noted the intersection at Columbus Avenue and it is dangerous and that it needs to be made safer. Will bring back an update on a signal study on this location. Platt Street under the bridge at the Convention Center, that area is scary. The Convention Center is working on their master plan there is a project website on this (<https://www.tampa.gov/tcc/capital-improvements>) . A mid-block crossing between Myrtle and Glenwood Drive was asked for. There is a concern about reporting things to the police, Vision Zero, and part of the infrastructure needs to include law enforcement. Part of the Vision Zero plan is working with the data and does include after crash care. There was discussion on how to report a pedestrian crash. The design phase will begin in early 2023.

B. Tampa Bay Citizens Academy of Transportation CUTR and Student Presentation on Morrison Greenway Project (Timestamp 0:57:34) (Jason Jackman, CUTR and Christine Acosta, Pedal Power Promoters)

- TBCAT – eight-week online course dedicated to educating Tampa residents on all areas of transportation.
 - Received funding through National Institute for Congestion Relief (NICR), competed with over 50 other universities. Funding was Spring 2021 – Spring 2022; class was virtual.
 - CUTR and City of Tampa partnership.
 - Course ran from October 13 through December 8, 2021.
 - Review of Goals, Themes and noted that the presenters had expertise in these themes.
 - Marketed the program through social media – successful registration response, 28 students that were consistent each week, no incentives, different topics each week, included a walkabout lab downtown Tampa.
 - Presenters included: City of Tampa, Hillsborough County, HC TPO, HART, FDOT, CUTR, and consultant firms and advocacy groups.
 - Students developed and presented their own transportation projects and analyses. USF students were invited to help the citizens with their projects.
 - Went over course evaluation from citizen students.

- Have submitted for another round from NICR. Have a continuing partnership with the City of Tampa.
- Proposed neighborhood greenway for Morrison Avenue project.
 - Runs parallel to Kennedy Blvd., connects 12 neighborhoods, forms the connected grid
 - Review of Assets for the street.
 - Review of the challenges of the street – most are signalized/ stressed crossings and poor surface
 - Dale Mabry and Henderson are combined and bisect the S Tampa peninsula.
 - Henderson and Morrison
 - Went on a virtual bike ride along Morrison
 - Did a modal comparison
 - Asks the BPAC to help advance LPI's & Auto Recall for ped crossings at each signal.

Discussion:

There was a variety of ages from the citizens and student ages were late 20's to mid-30's. Did capture demographic information prior to the course. It was asked what it would take to get this FDOT as there are other similar projects. It was asked if this was shared with the City of Tampa. The city is ready to begin developing their grid of neighborhood greenways. Asked if the neighborhoods have been talked to about having this be a project. That will be up to the city for public outreach. Discussed the navigation with parked cars. Discussed the number of children walking and biking to schools in the area. Talked about how best to support the ask.

Jim Shirk moves to advise the TPO that BPAC supports the increased safety ask for the Dale Mabry, Morrison, and Henderson intersection, seconded by Jason Jackman. Voice vote, motion passes unanimously.

Noted in chat from Victoria Klug: I would prefer not automatic recall; Yes, press the button and wait to cross safely

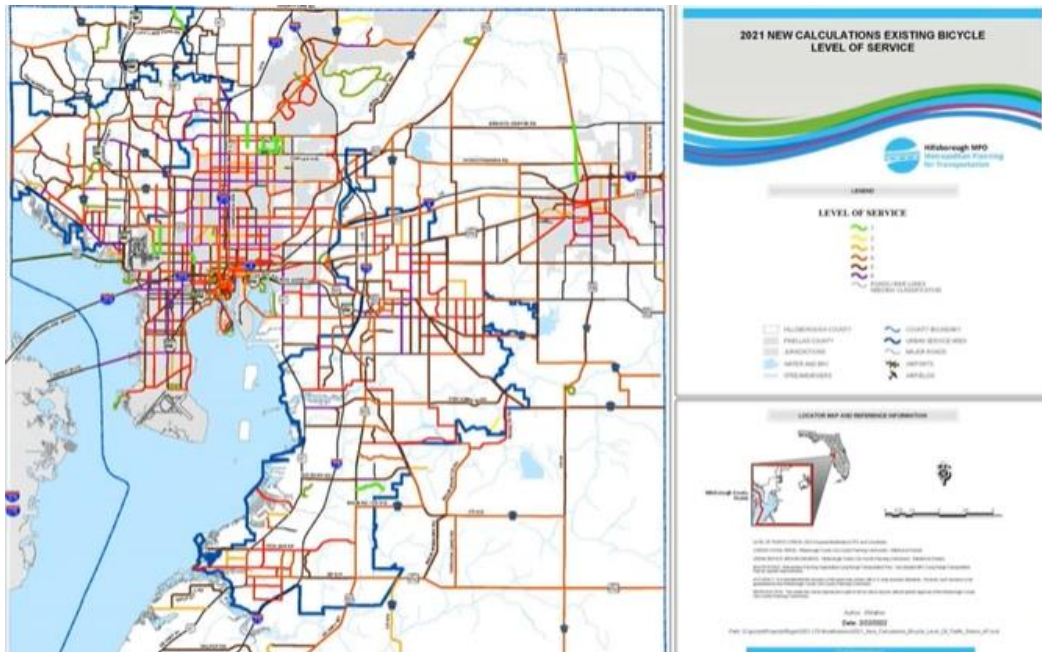
C. Nonmotorized Vehicle Counts (*Timestamp 1:34:12*) (Wade Reynolds, TPO Staff)

- In February 2022, the TPO partnered with the Tampa Downtown Partnership, Westshore Alliance, City of Tampa, Hillsborough County, and FDOT to conduct bicycle and pedestrian counts utilizing FDOT equipment.
- Review of locations of counters and cameras
- The counts had a two-week duration with additional 24-hour video counts at three locations.
- Part of Statewide Non-Motorized Traffic Monitoring Program.
- Looking to see about making this type of counts as a standard operating procedure.
- Working towards moving this from FDOT for responsibility of counts into another organization.

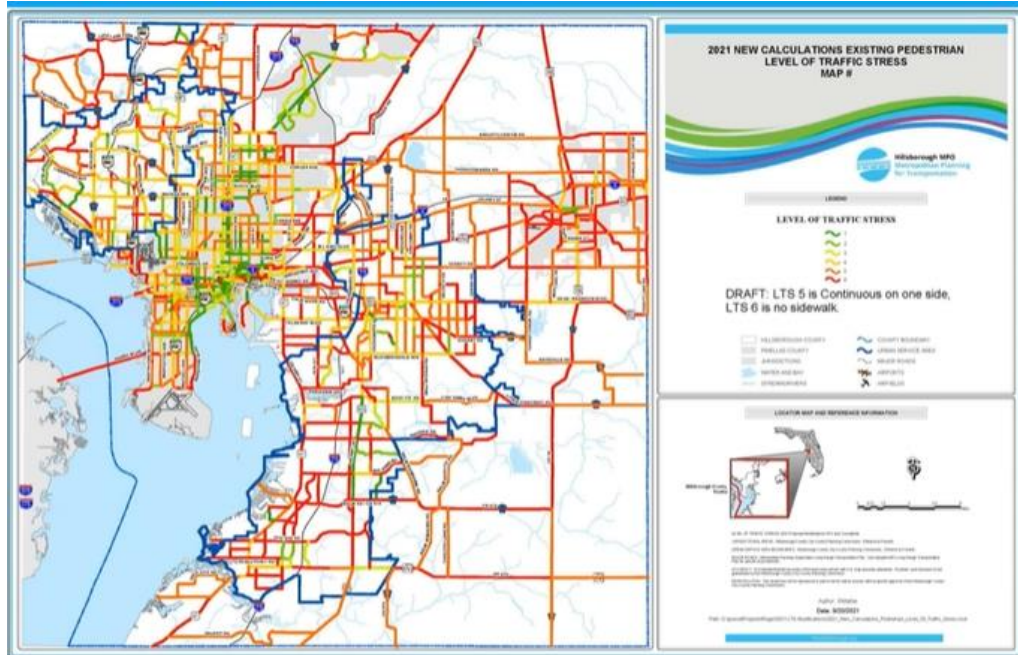
D. Hillsborough County Multimodal Level of Service Update (*Timestamp 1:40:50*) (Wade Reynolds, TPO Staff)

- Coordination with Hillsborough County.
- 4 years ago, did an update to bicycle and pedestrian level of service.

- Looked at level of traffic stress. Method works well where there are facilities; breaks down where there is mixed traffic and things get more crowded.
- Idea is to have more gradation between the differences on grade level 4 (volume, location characteristics, context of roadway)
 - Look at speed and facility type – higher level of service, worse facility is for bike/ped.
 - Adapted FDOT Multimode level of service
 - Reviewed thresholds for bicycles – some roadways come back as a grade “F”
 -



- - 1 = Light Green
 - 2 = Yellow
 - 3 = Light Orange
 - 4 = Dark Orange
 - 5 = Darker Brown
 - 6 = Purple
 - Gandy Blvd., Dale Mabry Highway, Kennedy Blvd, Busch Blvd, N Florida Ave, W Fletcher Ave, and West Bearss – all are a 6 on the scale. High volume, wide roadways and higher speed.
 - Separates extremely dangerous from dangerous
- Did the same for pedestrians
 - Previous – if no sidewalk on both sides, LOS 4 – added in acknowledging having a sidewalk on at least one side and no sidewalk at all
 - Provides better information of actual walkability



Discussion:

Asked if there is a way to address the spottiness of the sidewalks in the city. Incomplete sidewalks show up in percentages in the database driving the maps. They will not count as complete sidewalks.

VII. OLD BUSINESS & NEW BUSINESS

A. Storm Evacuation Study Survey (Timestamp 1:50:53)

- Will send link to the survey to the group: <https://planhillsborough.org/storm-evacuation-study-to-develop-improvements-to-evacuation-process/>

B. Next meeting on March 23, 2022.

VIII. ADJOURNMENT (Timestamp 1:51:25)

Jim Shirk moved to adjourn, seconded by Jason Jackman. Voice vote, motion passes unanimously.

Meeting adjourned at 7:22 PM

A recording of this meeting may be viewed at:

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

**HILLSBOROUGH COUNTY
TRANSPORTATION PLANNING ORGANIZATION
BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE
VIRTUAL MEETING OF MARCH 23, 2022**

I. CALL TO ORDER

Chair Horst called the meeting to order at 5:30 PM

Members Present Virtually: Jim Shirk, Katrina Corcoran, Lynda Crescentini, Tim Horst, Jason Jackman, Jonathan Forbes, David Aylesworth, John Kubicki, Robyn Baker, John Marsh, Allison Nguyen, Peter Davitt, Karla Price, Christopher Fellerhoff, Richard Ranck, Victoria Klug, Savana Vidal, Wanda Vinson, Alain Watson

Members Absent/ Excused: Faye Miller, Abigail Flores, Marcello Tavernari

Others Present: Wade Reynolds, Beth Alden, Christopher English, Gail Reese (TPO Staff); Amber Russo, Emmeth Duran, Kirk Bogen, MaryLou Godfrey, Suzanne Monk (FDOT District 7); Claire Apaliski (HNTB); Bob Finck (AIM Engineering); Christine Acosta (Pedal Power Promoters / TPO CAC)

This is a virtual meeting.

II. PUBLIC COMMENT (3 minutes per speaker) (Timestamp 0:02:27)

- A. Christine Acosta** – Gave an overview of different bike/ped organizations she is a board member of. Follow-up on presentation in February of Morrison Avenue and possible Neighborhood Greenway along that corridor with particular attention to the intersection of Henderson, Dale Mabry, and Morrison. Thanks to the support of BPAC and LRC, dialogue has begun for bicycle and pedestrian crossing improvements at that intersection. Provided follow-up to Sally Thompson’s question as to whether residents in the area would welcome this type of plan. No formal outreach has been conducted. Used the Next-Door app to pose questions to people in the area. 53 people responded. 25% indicated they ride on the road, 23% indicated they ride on the sidewalks, 19% indicated they do not ride on that road but would if they felt safe, and 34% indicated they would never ride on that road. Gave a shout-out to MaryLou Godfrey and Alice Price took the time to do a ride-along of some of the Westshore bike areas that could potentially work better.

III. MEMBERS’ INTERESTS (Timestamp 0:07:25) – None

IV. APPROVAL OF MINUTES (Timestamp 0:07:51) – February 23, 2022

No corrections noted. Approval will occur at the April 27, 2022 meeting.

V. STATUS REPORTS

A. FDOT Westshore Interchange Pedestrian and Trail Connections (MaryLou Godfrey, FDOT)

(Timestamp: 0:08:31)

- Noted that she took a ride through the area as part of the consideration for the plan.
- Howard Franklin Bridge – trail on the north side, completed in Spring 2025.
- Causeway project – add a trail up to Gray Street
- Rio Street – add a trail on the west side and sidewalk over to McDonald’s Training Center and a crosswalk back to the Rio Street Trail.
- The City of Tampa will connect the trails in the park to the new trails.
- Will connect Howard Franklin to Courtney Campbell.
- Adding access for Rio Street as part of the West Shore Interchange – looking at how to phase the construction
- Looked at ways to connect existing trails. Anticipate completion in 2030. Planning in the design for connectivity.
- Adding connections at Occident and West Shore Boulevard. A new opening in the interstate at Trask Street. Have purchased the property for multimodal at Trask Street. Working on additional right-of-way with the City of Tampa.
- This is an overview of the connections that will be under the interstate with existing trails.
- Phase 1 – 2024 (Rio Street) 2030, Phase 2 – (Trask and Occident) 2032, Phase 3 – Express Lanes
- Open to another trip to review the interchange if BPAC would like.

Project Website: [Tampa Bay Next Westshore Area Interchange](#)

Discussion:

It was asked about the connection to Cypress Point and if there is a right of way to make that happen. There is a right of way purchase happening in order to do this. The Cypress Point connection is anticipated to be open when Howard Franklin opens in 2025. It was asked if there was consideration given regarding connecting the trails on the east and on the west. There is concern about Lemon Street and facilitating east/west routes. Right of way would have to be purchased and Lemon Street is a city street. They can look at that. It was noted that Lemon Street has sharrow markings.

B. Project Development & Environmental Study for US 301 from Fowler Ave to SR 56 (Amber Russo, FDOT) (Timestamp 0:28:37)

- Review of purpose and need of the project: capacity, improved safety, improved mobility for bike/ped, designated by Hillsborough and Pasco Emergency Management as an emergency evacuation route.
- 13.1 miles – Review of Existing Typical Section
- Went over the importance of the US 301 north-south corridor in Hillsborough and Pasco Counties.
- Showed preferred roadway typical sections 1 (Fowler to Stacy) and 2 (Stacy to SR 56)

- Bridges and Structures are in good condition with the structural capacity to remain in service for southbound traffic. New structures are proposed for northbound traffic.
- Access Management – Access Class 3, 15 proposed full median openings and 11 proposed directional median openings.
- Review of Stormwater Management and Floodplain Compensation
- Went over Environmental Effects
- Estimated Project Cost – Design: \$13.6 mil, ROW: \$36.3 mil, CEI: \$13.6 mil; Construction: \$136 mil, Total: \$199.5 mil.
- Consistent with Transportation plans; federal funds are not currently planned to be used for this project; an SEIR is being prepared.
- Review of schedule and funding – public hearing is scheduled for March 24, 2022 in-person and virtual option.

Presentation: [Microsoft PowerPoint - US 301 \(255796-1\) Hills CAC-TAC March2022](#)

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

Discussion:

It was questioned why no federal money would be used and the reason for that. Currently, the plans are not showing as cost feasible in either Hillsborough or Pasco, until that happens, no federal money can be allocated. It was noted that the speed limit may be listed as 55 but motorists go much faster. It was also noted that this is a high crash corridor and that this is a very rural area. It was suggested that dual-directional turns would be a good idea in this area. The question was brought forth as to why the public hearing was being conducted at the District 7 office instead of at a facility closer to the project area. Due to certain policies that exist for public hearing facilities, the District 7 office made the most sense. The office is close to the southern end of the project area. Clarification was made that the shared-use trail is on the west side of the road and if a trail would be built at the Fort King Trail. The bulk of the trail is on the east side of the road. The existing trail will be moved to the west side and there would not be a sidewalk in that area. This would eliminate the two trail crossings. The existing trail will be consumed by the road widening. This corridor was identified on the 1999 Hillsborough County Greenway corridors. It was asked if there was any consideration to incorporate some of that trail when the Hillsborough State Park is reached and take it through that park. That could be coordinated with the state park if they would like to pursue that connection.

C. 2045 Plan Funding Scenarios Refresher (Beth Alden, TPO Staff) (*Timestamp: 0:51:28*)

- Review of the job of the LRTP – is there enough funding for projects.
 - Two different financial scenarios.
 - The plan is designed to support the growth forecast and be consistent with comprehensive plans.
 - Is designed to support the planning of the four governments.
 - Technical analysis and public engagement.
- Looking at all available funding sources – Federal, State, Local
- Review of groups of project types.
- Went over funding scenarios with and without the surtax.

- Without the surtax – funding would be majority State funds and would go to more State projects.
- With the surtax – funding would supplement that for more county projects.
- Last LRTP was based on Performance Goal planning. Looked at performance goals in State of Good Repair and Resiliency, Vision Zero, Smart Cities, and Real Choices When Not Driving.
 - Each has a number of projects that could move the needle on those projects.
 - Federal rules require Major Investment projects to be spelled out in the plan.
- Went over current statistics in each category and shortfalls in current funding compared to what could be funded with the 1% surtax.

Presentation: [The Long-Range Plan and the State of the System](#)

Discussion:

It was asked how this was going to get passed by anyone who would like to fund anything other than gas-powered vehicles. It was noted that Commissioner White challenged the surtax in 2018 based on what the surtax would be used for. The new language is going through the County Attorney's office to make sure that the language is updated and are crafting something that they think will hold up legally. The BOCC meeting today was positive towards multimodal options. It was somewhere between 45% - 50% going to HART. Several of the commissioners spoke in favor of having the performance buckets as a metric to show the voters. This is still evolving. It was also asked how likely there will be a referendum on the ballot this November. At this point, it looks good as the Commissioners are not that far apart and there is strong support from the majority of the Commissioners.

VI. OLD BUSINESS & NEW BUSINESS *(Timestamp 1:18:56)*

- A. In April, there will be higher capacity in County Center. Will continue to have a virtual option. Will also have the ability to take audience comments in the room.
- B. **Next meeting is on April 27, 2022.**

VII. ADJOURNMENT *(Timestamp 1:19:53)*

Meeting adjourned at 6:50 PM

A recording of this meeting may be viewed at:

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

From Chat:

Kirk Bogen (to Organizers and Panelists Only):

5:57 PM: Lemon Street is a shared use facility



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item

Public Participation Plan: Measures of Effectiveness Report (2020-2021)

Presenter

Davida Franklin, TPO staff

Summary

Engaging the public is critical to the TPO's success. Working with the community ensures TPO plans and products better reflect the public's values and preferences. The Public Participation Plan (PPP) helps balance the professional and technical expertise brought to projects with the community's input, and also helps the TPO gain the broad support needed to ensure that transportation plans and programs are implemented.

The PPP describes the TPO's strategies and techniques to inform and engage the public in transportation planning issues, with the purpose of maximizing participation and effectiveness. At least once every two years, the TPO reviews its public participation efforts, using "measures of effectiveness" that fall into the following categories:

- Visibility & Productivity
- Participation Opportunities
- Public Interest & Feedback
- Input Results

The report reviews the TPO's public engagement efforts during 2020 and 2021. Recommendations produced in this review will lead to amendments of the PPP and set the stage for engaging the public in the update of the Transportation Improvement Program (TIP) and 2050 Long Range Transportation Plan (LRTP).

Recommended Action

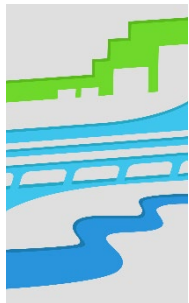
Approve the Public Participation Plan: Measures of Effectiveness Report (2020-2021)

Prepared By

Gena Torres, TPO staff

Attachments

[Public Participation Plan: Measures of Effectiveness Draft Report \(2020-2021\)](#)



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Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

TPO Apportionment Plan Draft

Presenter:

Elizabeth Watkins, TPO Staff

Summary:

In 2022, using sets of data released following the 2020 Census, the Hillsborough TPO will review its membership composition and prepare an updated Apportionment Plan. Federal and State Statute specify requirements for TPO Board membership. Currently, sixteen (16) voting members and one (1) non-voting advisor serve on the TPO Board.

At the April 2022 meeting in a five to one vote, Policy Committee members supported modifying the TPO Board voting apportionment to only elected officials which includes Hillsborough County, Tampa, Plant City, Temple Terrace, and the School Board. The agency representatives and appointed officials would serve as non-voting technical advisors to the Board, similar to the position of the FDOT District Secretary.

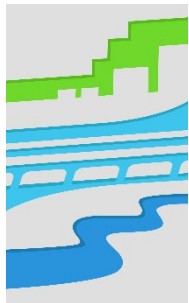
These changes were suggested based two concerns: 1. the difficulty of coordinating with agency representatives about transportation investments when communications about any topic that might be voted on by Board members in the future must be at a public meeting conducted in compliance with Florida's Government in the Sunshine law (it was because of this concern that the Florida MPO law was changed about a decade ago to specify that FDOT representatives will serve as non-voting advisors); and 2. some concerns about the proportion of Board members who are non-elected officials and potentially less accountable to county residents.

Additionally, reflecting the last decade's population growth in unincorporated Hillsborough County, it is recommended that seats be added for County Commissioners.

Once the Apportionment Plan is reviewed and approved by the TPO Board, approval will be sought from the four local governments and then from the Governor. Following the Governor's approval, the TPO will update the Interlocal Agreement for the Creation of the TPO and seek approval of the new Interlocal Agreement from all signatories.

Recommended Action:

Approve the Apportionment Plan and forward to the TPO Board.



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Prepared By:

Elizabeth Watkins, TPO staff

Attachments:

1. [Presentation slides](#)
2. MPO Boards Comparison – Florida MPOs
3. [Draft Apportionment Plan](#)
4. [F.S. 339.175 Metropolitan planning organizations](#)

Board Representation Comparison of Florida MPOs that serve Transportation Management Areas

	Port Authority	Highway/Expressway Authority	Aviation Authority	Public Transit	School Board	% Of Votes from Elected Officials
Florida-Alabama TPO	Not seated	n/a	n/a	Represented by BOCC	Not seated	100%
Capital Region TPA	n/a	n/a	n/a	Represented by BOCC	Not seated	100%
North Florida TPO				Independent Org	Not seated	70%
River to Sea TPO	n/a	n/a	Not seated	Represented by BOCC		100%
MetroPlan Orlando	n/a			Independent Org	Not seated	79%
Space Coast TPO		n/a	Not seated	Represented by BOCC	Not seated	95%
Pasco County MPO	n/a	n/a	n/a	Represented by BOCC	Not seated	100%
Forward Pinellas	Not seated	n/a	n/a	Represented by BOCC	Not seated	100%
Polk TPO	n/a	n/a	Not seated	Represented by BOCC & City	Not seated	100%
Sarasota/Manatee MPO	Not seated	n/a	Not seated	Represented by BOCC	Not seated	93%
St. Lucie TPO	Not seated	n/a	Not seated	Independent Org		92%
Martin MPO	n/a	n/a	n/a	Represented by BOCC	Not seated	100%
Lee County MPO	Not seated	n/a	n/a	Represented by BOCC	Not seated	100%
Collier MPO	n/a	n/a	Not seated	Represented by BOCC	Not seated	100%
Palm Beach TPA		n/a	Not seated	Represented by BOCC	Not seated	95%
Broward MPO	Not seated	n/a	Not seated	Independent Org		95%
Miami-Dade TPO	Not seated		Not seated	Represented by BOCC		88%
Hillsborough TPO				Independent Org		63%
	Voting Member					
	Non-Voting Member					



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

City of Tampa MOVES and Vision Zero Action Plan

Presenter:

Alana Brasier, City of Tampa

Summary:

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

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

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



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

Recommended Action:

None. For information only.

Prepared By:

Gena Torres, TPO staff

Attachments:

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

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Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

Introduction to New TPO Studies

Presenter:

Gena Torres, TPO staff

Summary:

Several TPO studies have recently kicked off. These projects were requested by partner agencies and were included in the Unified Planning Work Program to be funded in calendar year 2022. A brief overview of the studies will be provided with notes as to the anticipated deliverables and timing for completion of the projects and public engagement opportunities.

Recommended Action:

None. For information only.

Prepared By:

Gena Torres

Attachments:

[Presentation slides](#)



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Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

Live. Grow. Thrive. Tampa Comprehensive Plan Update

Presenter:

Katrina Corcoran, Planning Commission Staff

Summary:

Tampa has experienced a great deal of growth and rapid change during the last few years, which makes this an especially important time to participate in updating the city's Comprehensive Plan.

The Tampa Comprehensive Plan is a long-term blueprint for future growth of the city. It establishes a community's policies and priorities regarding future development while aiming to preserve the area's environmental features and community character. The community's input is central to creating a vision for Tampa's future that the plan works to achieve.

A Vision Survey has been prepared to collect feedback on general themes related to transportation, housing, parks, water and other aspects of living and thriving in Tampa. This survey is an initial step in the multi-phased, multi-year project that will ultimately lead to in-depth revisions to the City's Comprehensive Plan.

The Hillsborough County City-County Planning Commission, in coordination with the Tampa Planning Department, is overseeing the update process. Participation in this survey, and future public engagement opportunities, is pivotal to creating a plan that will address the changing needs of the City as envisioned by its citizens.

Recommended Action:

None. For information only.

Prepared By:

Gena Torres, TPO staff

Attachments:

1. Live. Grow. Thrive Vision Flyer
2. [Tampa Comprehensive Plan Update Project Page](#)



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LIVE.GROW.THRIVE.

Tampa Comprehensive Plan 2045

The **Hillsborough County City-County Planning Commission**, in coordination with the **City Planning Department**, is overseeing a multi-phased, multi-year plan update that will lead to in-depth revisions to the Tampa Comprehensive Plan through the 2045 horizon year. This plan and its vision guide how we build the places in which we live, work, and play.



Take the Vision Survey
bit.ly/2045visionsurvey



Participa en le Encuesta
de la Vision 2045
bit.ly/2045visionespanol

The Tampa Comprehensive Plan update begins with you! The Vision Survey will help us refine what the public has expressed in previous plans and studies to reflect what is most important to be prioritized and addressed in this plan update. Among the many topics covered, you will be asked to provide feedback on general themes related to transportation, housing, parks, water, and other major aspects of society that will be impacted over the next decades.



Hillsborough TPO Transportation Planning Organization

MEMORANDUM

DATE: March 30, 2022
TO: TPO Advisory Committee Members and Alternates
FROM: TPO Executive Director Beth Alden
RE: Compliance with Florida’s Government in the Sunshine Law

Recently there has been interest by some committee members in sharing their opinions with each other outside of publicly noticed and documented meetings. While the TPO welcomes and supports sharing of information in most circumstances, such sharing of opinions may be inconsistent with Florida’s Government in the Sunshine Law if it is a) between two members or alternates of the same committee; and b) on a topic that may come to that committee for action in the future. (Note that the restriction does not apply to conversations between a member and his/her own alternate, as they cannot both cast a vote at the same time.)

The sharing of opinions on topics that a committee might vote on should take place **only at the public meetings of the committee**. The TPO staff provides notice to the public about topics that the committee is scheduled to consider at such meetings; provides access for the public to share their own comments and observe the committee’s discussion; and provides a record of the committee’s discussion and action for the public to read afterward. This ensures an open and transparent decision-making process. The sharing of opinions between committee members about action items, or potential action items, through email, social media, or conversations outside of public meetings, is inconsistent with principles of transparency and is illegal if a second member responds. Even “liking” another member’s social media post may be construed as illegal two-way communication.

Some members have stated that there is no reason for volunteer citizens to comply with these restrictions because there are no significant penalties for volunteers. The same cannot be said about penalties for public agencies. When committee members flout the law in this way, it jeopardizes the TPO’s statutory compliance as an organization. Further, it undermines the TPO’s commitment to an open and transparent decision-making process for the public.

For these reasons, the TPO’s adopted bylaws state, “Members shall refrain from participating in any private communications regarding TPO business involving two or more members,” and further, “Any written material received by a member in connection with TPO Business shall be given to the Executive Director or the member’s committee support staff...” Noncompliance with bylaws is grounds for dismissal. I urge all members to take these standards of conduct seriously.

We greatly appreciate the time and expertise that all our advisory committee members contribute. When you have information and/or perspectives to share with other members of your committee, **please provide the material to your committee staff person no later than a week before the meeting**. We will be happy to include it in the agenda packet, which is posted online so that the public has access to the same information and is notified of possible actions. Thank you for your attention.

Commissioner Harry Cohen
Hillsborough County
MPO Chair

Commissioner Pat Kemp
Hillsborough County
MPO Vice Chair

Paul Anderson
Port Tampa Bay

Councilman Joseph Citro
City of Tampa

Councilman John Dingfelder
City of Tampa

Commissioner Nate Kilton
City of Plant City

Adelee LeGrand
HART

Joe Lopano
Hillsborough County
Aviation Authority

Councilman Guido Maniscalco
City of Tampa

Commissioner Gwen Myers
Hillsborough County

Commissioner
Kimberly Overman
Hillsborough County

Cody Powell
Planning Commission

Mayor Andrew Ross
City of Temple Terrace

Greg Slater
Expressway Authority

Commissioner
Mariella Smith
Hillsborough County

Jessica Vaughn
Hillsborough County
School Board

Beth Alden, AICP
Executive Director



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

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

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

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

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

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

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

A quorum was met in person.

A. Vote of Consent for Remote Member Participation.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

A. Committee Appointments

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

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

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

ACTION ITEMS *(Timestamp 2:00:21)*

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

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

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

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

Recommended Action: Approve the letter with comments

Discussion:

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

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

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

Discussion:

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

Roll call vote, motion passes 11 – 0.

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

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

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

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

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

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

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

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

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

Discussion:

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

Roll call vote, motion passes 11 – 0.

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

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

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

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

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

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

Presentation: [Introduction to TPO Studies](#)

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

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

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

Discussion:

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

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

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

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

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

Social Media

Facebook

3/11

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

Vela Christopher:

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

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

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

3/12

In his post on the Transit Now Tampa Bay Facebook page

Vela Christopher:

From Mauricio Rosas on Twitter land.

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

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

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

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

3/16

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

Vela Christopher

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

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

3/20

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

Vela Christopher:

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

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

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

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

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

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

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

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

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

It really isn't. It is foolish.

Walter John Slupecki:

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

3/17

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

Tatiana Morales:

All these plans and nothing that actually changes.

Dayna Sparkle-Pony

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

Rick Fernandez

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

Tatiana Morales

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

Rick Fernandez

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

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

Forward Pinellas

Way to go! #VisionZero

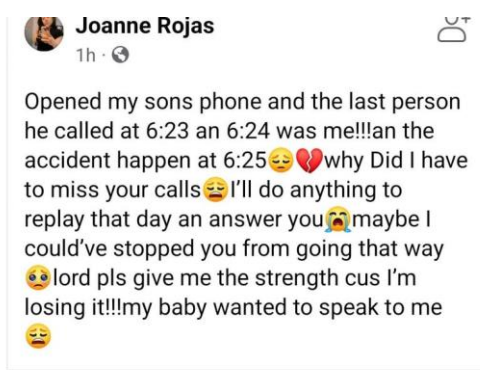
Dave Justask

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

Aarown Matthys

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

Dave Justask- Shared screen shot below:



3/23

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

Tatiana Morales:

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

We should look into expanding bus service to reduce traffic

Bill Mattull:

Road should have been widened to 4 lanes 10 years ago

3/29

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

Andrew Guilbert:

Not bad

4/8

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

Vela Christopher:

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

Jesus...the world we live in.

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

4/12

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

Vela Christopher:

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

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

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

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

Kinda strange that some of them live in the city.

Twitter

3/17

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

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

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

3/28

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

Roc King: That's gutsey but good.

3/30

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

Tolar Manufacturing: (Applause emoji)

3/30

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

Roc King: You go judge.

4/1

Regarding a post about protected intersections

Bruce Wright:

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



Apr 5

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

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

Apr 6

Regarding a driver awareness post about pedestrian safety at crosswalks

Roc King: Crank it on.

Apr 7

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

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

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

Email

From: Lena Young

To: calvin.hardie@tampagov.net

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

Subject: Completion of The Green ARTery Perimeter Trail

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

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

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

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

LYG (813) 538-3219

From: Rick Fernandez

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

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

myersg@hillsboroughcounty.org;

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

[Beth](#)

Alden; Johnny Wong

Cc: "Brian Seel"; "Lena Young"; "Tim Keepports"; "Mauricio Rosas"; "Michelle Cookson"; "CM Vela"; "Taryn Sabia";

Reuben Bryant; "Shane Ragiel"; honclive@gmail.com; "Brenda Christian"; "Tampa Heights Civic Association";

"Brenda Christian"; Cady Gonzalez; "William Dobbins"; Bill.Carlson@tampagov.net; Lynn Hurtak; "Matt Suarez";

Erik Lacayo (FHWA); "Resler, Kevin (FHWA)"; Nichole Mcwhorter (FHWA); Tony Krol; Dayna Lazarus; Connie

Rose; Fadia Patterson; "Sowers, Lloyd"; justin@cltampa.com; chad.mills@wfts.com; Ariana Skibell; Adam Fritz ;

"Anthony Krol"; BrownAK@hillsboroughcounty.org; Bill.Carlson@tampagov.net; Cameron Clark; candacesavitz@yahoo.com; Candy Lowe; "William Dobbins"; Doreen Jesseph; Ellie Baggett; "Elaine Illes"; "Faith

Wind"; frank.joshua1@gmail.com; garrett.a.tozier@gmail.com; helenannetravis@gmail.com; hqueen@bizjournals.com; Reva Iman; Lone Townsend; "Justin Ricke"; Jim Shirk;

jessica.vaughn@hcps.net; "Kitty

Wallace"; Kathy Castor ; "Kareem Young"; "Linda Saul-sena"; "LIFE Malcolm";

LawsonL@hillsboroughcounty.org;

luis.viera@tampagov.net; "Mauricio Rosas"; "Michelle Cookson - Professional Account"; "Michael Spokas"; Nicole

Perry; Niki Childs; "Robert Miley"; "Kristin Hoffman"; Paul Guzzo; Reuben Bryant; rick@rpeterika.com; "Matt

Suarez"; "Tim Keepports"; tampanativesshow@gmail.com; vsalaga@atelieraec.com; "Yvette Lewis"

Subject: Construction Vibration And the manifest inefficiencies

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

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

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

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

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

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

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

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

Most Sincerely ...

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

From: Rick Fernandez <rick@fernandezconsulting.net>

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

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

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

Greetings:

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

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

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

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

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

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

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

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

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

Rick Fernandez

Transportation Committee Chair, Tampa Heights Civic Association

TPO CAC Vice Chair

2906 N. Elmore Ave

Tampa, FL 33602

786.837.3818

From: Calvin Hardie

To: Rick Fernandez; Nina Mabileau

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

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

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

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

Rick,

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

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

Cal Hardie, P.E.

Capital Projects Manager, Mobility Department

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

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

From: Rick Fernandez <rick@fernandezconsulting.net>

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

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

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

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

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

Is that about the up-shot of it?

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

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

Seriously?

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

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

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

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

Let's talk. Soon. Please.

Rick Fernandez

786.837.3818

Begin forwarded message:

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

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

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

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

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

All,

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

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

Sincerely,

Cal Hardie, P.E.

Capital Projects Manager, Mobility Department

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

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

From: Floribraska Project <FloribraskaProject@tampagov.net>

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

To: Shane Ragiel <shane9218@gmail.com>

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

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

Mr. Ragiel,

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

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

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

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

Sincerely,

Nina Mabileau, E.I.

Transportation Project Coordinator, Mobility Department

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

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

e: nina.mabileau@tampagov.net

Please note: This e-mail is public record.

From: Shane Ragiel <shane9218@gmail.com>

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

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

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

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

Hey There,

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

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

Thanks!

Shane Ragiel

From: Lopez, Luis D. (FHWA)

To: CM; Christian, Jamie (FHWA)

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

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

Subject: RE: Noise Study Report Update

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

Good evening Mr. Vela,

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Respectfully,

Luis D. López-Rivera, P.E.

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

From: CM <cmvela311@gmail.com>

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

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

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

Subject: Re: Noise Study Report Update

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

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

Luis and James,

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

May I get a follow up?

Thanks,

Chris

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

Luis,

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

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

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

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

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

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

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

Sincerely,
Chris

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

www.tampainterstatestudy.com.

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

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

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

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

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

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

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

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

Respectfully,

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

From: CM <cmvela311@gmail.com>

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

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

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

Subject: Re: Noise Study Report Update

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

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

Luis,

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

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

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

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

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

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

So to recap:

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

Thanks,
Chris Vela

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

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

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

Thank you,
Chris

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

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

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

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

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

Respectfully,

Luis D. López-Rivera, P.E.

Senior Environmental Specialist

U.S. Department of Transportation

Federal Highway Administration

Florida, Puerto Rico and US Virgin Islands Division Offices

400 W. Washington Street | Suite 4200

Orlando, FL 32801

t. 407.867.6420

From: CM <cmvela311@gmail.com>

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

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

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

Subject: Noise Study Report Update

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

Mr. Lopez,

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

Please note the quote from the report below:

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

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

Thanks,

Chris Vela

--

Christopher

--

Christopher

From: Beth Alden

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

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

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

From: Charlotte Greenbarg <cgreenbarg@outlook.com>

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

To: Beth Alden <aldenb@plancom.org>

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

Subject: Re: New message from Plan Hillsborough contact form

Thanks Ms. Alden

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

Charlotte Greenbarg
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From: Beth Alden <aldenb@plancom.org>

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

To: Charlotte Greenbarg <cgreenbarg@outlook.com>

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

Subject: RE: New message from Plan Hillsborough contact form

Good morning, Ms. Greenbarg,

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

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

Best,
Beth

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

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

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

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

And links to supporting analyses are on the project page:

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

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

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

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

Best,
Beth

Beth Alden | AICP

Transportation Planning Organization

Executive Director

she/her

813.547.3318 (o)

813.748.5081 (c)

planhillsborough.org

[Plan Hillsborough logo](#)

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

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

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

To: Sharon Snyder <snyders@plancom.org>

Cc: Christopher English <englishc@plancom.org>

Subject: New message from Plan Hillsborough contact form

Name: Charlotte Greenbarg

Email: cgreenbarg@outlook.com

Subject: Public Records Request

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

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

Date: March 29, 2022

Time: 3:16 pm

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

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

Chrome/99.0.4844.74 Safari/537.36 Edg/99.0.1150.55

Remote IP: 72.187.24.212

Powered by: Elementor

From: [Erin Bilgili](#)

To: [Rick Fernandez](#)

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

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

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

Rick,

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

Let me know how else I can be supportive.

Best,

Erin

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

wrote:

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

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

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

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

Thank you ... Rick

From: southby5 <southby5@aol.com>

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

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

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

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

Sent from my Galaxy

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

From: Rick Fernandez <rick@fernandezconsulting.net>

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

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

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

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

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

I have copied the FDOT lead on this issue, Justin Hall. Also copied is County Commissioner Pat Kemp, she has had the most to say on this issue at the Transportation Planning Organization Board Meetings ...

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

Another person copied here is Beth Alden. Beth is the Director of our Transportation Planning Organization. I believe she is pursuing administrative remedies to try to overcome bureaucratic obstructions to a traditional wall build ... that said, not everyone living around Robles Park is crazy about the idea of building a standard "noise wall" to buffer park from Interstate.

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

FDOT presented alternatives for the barrier wall during the TPO Board meeting on January 11, 2022 ... this is a link to the YouTube video of that meeting ... If I have copied the URL correctly, the video should start up at time stamp 1:17:36 with Justin Hall showing pictures of the options. <https://youtu.be/BFCN89SVMZo?t=4656> ...

For reasons too weedy to get into here, FDOT claims it can't build the type of wall some might like along the eastern park perimeter ... there are, however, options they can build ... those are the options being discussed in the video ...

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

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

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

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

From: Rick Fernandez

To: "southby5"; "Michael Coleman"

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

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

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

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

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

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

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

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

From: Beth Alden

To: Andrew Morris

Subject: RE: Tampa Bay Passenger Rail Update

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

Good morning, Mr. Morris,

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

Thanks,

Beth

From: Andrew Morris <amorrisrollins@gmail.com>

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

To: Beth Alden <aldenb@plancom.org>

Subject: Tampa Bay Passenger Rail Update

Beth Alden,

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

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

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

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

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

Sincerely,

Andrew Morris

FRA Southeast Regional Rail Plan (2020)

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

FDOT Florida Intercity Passenger Rail Vision Plan (2006)

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

Spain's high-speed railway revolution (2021)

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

From: Rick Fernandez

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

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

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

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

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

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

tim.keepports@gmail.com;

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

brenda@myhistorictampa.com;

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

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

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

Gallagher";

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

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

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

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

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

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

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

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

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

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

Summary:

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

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

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

List of Concerns

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

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

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

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

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

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

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

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

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

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

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

From: neil.cosentino@icloud.com

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

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

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

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

Good Morning

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

Opportunity Cost

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

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

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

Subject: Public Comment for Tomorrow's TPO Meeting

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

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

Dayna Lazarus, homeowner, urban planner, zip code 33605

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

Form Name: TPO Board Meeting Public Comment Signup Form

Submission Time: April 12, 2022 12:35 am

Browser: Safari 15.4 / OS X

IP Address: 47.197.194.74

Unique ID: 952077976

Location:

First Name Mauricio

Last Name Rosas

Email mrosas1001@mac.com

Phone (813) 727-6680

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

Board Meeting - April 13, 2022 at 10 AM

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

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

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

Summary of Committee Reports and Public Comments – April 2022

Items pertaining to the action items:

- Regarding the US 301 PD&E Study
 - There's a draft letter of comment for you to consider today
 - Bicycle Pedestrian Advisory Committee, Livable Roadways, Committee, Citizens Advisory Committee, and Technical Advisory Committee reviewed this
 - Citizens Advisory Committee supported the letter
 - The other committees contributed to the letter
 - Technical Advisory Committee was concerned about the widening being outside the urban services area
 - Bicycle Pedestrian Advisory Committee was particularly concerned about the design speed
 - Livable Roadways Committee was concerned about walk/bike facilities being on BOTH sides of the road as well as safe crossings
- Regarding the Annual Certification of the Metropolitan Transportation Planning Process
 - TAC supported it
 - CAC objected to the second recommendation
 - Citizen's Advisory Committee: Objected to the part of the Recommended Actions section which suggests the TPO Board and Committees find ways to prevent meetings that run past their regularly scheduled time
- Regarding the Unified Planning Work Program Preliminary Draft for FY 23 & 24
 - This will be brought to you for approval in MAY
 - TAC no comments
 - CAC asked staff for a status update regarding the I-275 Boulevard Conversion Study, including whether it has been phased and the most recent cost estimates.

Summary of Public Comments – April 2022*

*Comments received through Facebook, Twitter, and email

- Christopher Vela shared concerns about the following items:
 - Bicycle safety on Himes Ave.
 - Rising pedestrian deaths in Hillsborough County
 - Express lanes on I-75
 - Plans for the Downtown Interchange
 - The impact that future traffic and a potential Brightline station may have on pedestrian and bicycle safety along 14th and 15th Streets
 - The Green Spine being impacted by these traffic and transit changes
 - Noise pollution at the future I-4 exit at 14th and 15th Streets
- Rick Fernandez, Vice Chair of the Citizen's Advisory Committee
 - Share concerns about the following items:
 - Noise wall construction
 - Delay of the Complete Streets project along Floribaska Ave.
 - Traffic safety along Elmore St.
- The unveiling of the City of Tampa's Vision Zero Action Plan: Suggest the plan should outline tangible projects
 - Tatiana Morales



- Dayna Lazarus
- Rick Fernandez
- Dave Just Ask
- Aaron Matthys
- Tampa Bay Beat
- Roc King
- US 301 widening study
 - Tatiana Morales – Rail would be a better alternative
 - Bill Mattull – Thinks FDOT should've widened the road 10 years ago
- Charlotte Greenbarg wanted clarification on Long Range Transportation Plan projects and funding pertaining to rail
- Andrew Morris asked about ways to advocate for regional rail to connect Tampa, St. Pete, and Clearwater
- Tampa Bay Beat (Twitter account)
 - Thinks rail transit is many years away, and isn't the best way to address climate change as opposed to comments from local mayors
- Lena Young: Would like to know if the next sections of the Green ARTery Perimeter Trail will be included for funding from the 2018 transportation tax monies
- Comments in support of the following items:
 - Green ARTery trail
 - Hillsborough Board of County Commissioners' approval to draft a transportation tax ordinance
 - HART rolling out new buses, shelters, and a maintenance facility
 - The court's rejection of a proposal to distribute 2018 transportation surtax money
 - Protected intersections
 - Driver awareness of pedestrian safety at crosswalks
 - Pedestrian bridge and solar array on the soon-to-be demolished span of the Howard Frankland Bridge
- Late Submission from Dayna Lazarus, homeowner, urban planner, zip code 33605:

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