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Transportation Planning Organization

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Meeting of the Technical Advisory Committee

Monday, May 2, 2022, 1:30 pm

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/377845394247147533>
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- Dial in LISTEN-ONLY MODE: 1-415-930-5321 Access Code 675-207-635
- 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: Priya Nagaraj (813) 310-9709.

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 & Introductions**
- II. Roll Call & 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
- IV. Approval of Minutes** – April 4, 2022
- V. Action Items**
 - A. FY23 & FY24 UPWP Approval
(Amber Simmons, TPO Staff)
 - B. TPO Apportionment Plan Draft
(Elizabeth Watkins, TPO Staff)
 - C. Public Participation Plan: Measures of Effectiveness Report (2020-2021)
(Davida Franklin, TPO Staff)

VI. Status Reports

- A. Transportation Improvement Program (TIP) Priorities Update: Preliminary Draft (Johnny Wong, TPO Staff)
- B. Live. Grow. Thrive. Tampa Comprehensive Plan Update (Alvaro Gabaldon TPO Staff)

VII. Old Business & New Business

- A. Memo on the Sunshine Law

VIII. Adjournment

IX. Addendum

- A. TPO Meeting Summary and Committee Reports

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

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**HILLSBOROUGH COUNTY
TRANSPORTATION PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE
HYBRID MEETING OF APRIL 4, 2022**

I. CALL TO ORDER

Chair Sims called the meeting to order at 1:35 PM

Members Present In-Person: Jeff Sims, Mike Williams, Brian McCarthy, Jonathan Scott, Brian Pessaro, Clay Hollis, Mark Hudson, Danni Jorgenson, Jay Collins, Jennifer Malone, Nicole Sutton

Members Present Virtually: Brian McCarthy, Robert Frey, Leland Dicus, Sofia Garantiva

Members Absent/ Excused: Michael English, Gina Evans

Others Present: Sarah Caper (non-voting member until May)(Hillsborough County); Gena Torres, Allison Yeh, Beth Alden, Johnny Wong, Amber Simmons, Greg Colangelo, Lisa Silva, Lizzie Ehrreich, Priya Nagaraj, Vishaka Raman, Wade Reynolds, Gail Reese (TPO Staff); Chris DeAnnuntis (future member, HART); Karen Kiselewski (Cambridge Systematics); Alana Brasier (City of Tampa); Siaoosi Fine, Emmeth Duran, Suzanne Monk (FDOT); Frank Coghenuor (City of Plant City)

An in-person quorum has been met.

Chair Sims called for a Vote of Consent for Remote Member Participation

Jay Collins made the motion of consent for remote member participation, seconded by Mike Williams.

Mike Williams asked which members were participating virtually (*listed above*).

Chair Sims asked for clarification on the Vote of Consent going forward. It will be done at each meeting where there are voting committee members attending virtually.

There was a voice vote for the motion of consent; the motion passed unanimously.

II. PUBLIC COMMENT – None at this time

III. APPROVAL OF MINUTES – March 7, 2022

Motion to approve March 7, 2022 minutes by Jay Collins, seconded by Nicole Sutton. Voice vote, motion passes unanimously.

IV. ACTION ITEMS

A. Storm Evacuation and Shelter-In-Place Study Final Report (Karen Kiselewski, Cambridge Systematics) (*Timestamp 0:10:30*)

- Review of study overview – what can we do to improve evacuation during emergencies without widening roads. Used polling and other surveys. Identified strategies and evaluated. Conducted another survey to see how the public felt about the strategies. Came up with recommendations.
- Issues, Key Themes – storm uncertainty; traffic congestion; being with family, friends, and pets; access to transportation and access to jobs.
- Issues Identified – congestion, transportation operations, transit operations, event-related communications, behaviors affecting evacuation and sheltering in place.
 - Identified top ten highway and arterial hotspots occurring during evacuation.
 - Reviewed on map.
- Strategies Tested with TIME
 - Reversible lanes, phased evacuations, traffic signal coordination, emergency shoulder use, enhanced communications, and hotspot location improvements.
 - Modeling done on Intersection/interchange (minor enhancements) yielded no change in evacuation time; emergency shoulder use also had no change; communications resulted in people evacuating earlier and led to a faster evacuation.
 - Traffic signal coordination ranked the highest; message signs were well received as long as they don't become debris.
- Recommendations – did not find a “silver bullet” to improve emergency evacuations.
 - Roadway improvements (TPO and FDOT), transit/paratransit (HART, Sunshine Line), communications (TPO, EM coordination, all county agencies), education (EM with TPO support), equity (TPO, HART, Sunshine Line), evacuation/sheltering (County EM).

Presentation: [Storm Evacuation Presentation April 2022](#)

Project Page: [Storm Evacuation Forecast & Shelter-in-place Scenarios Study](#)

Report: [Storm Evacuation Forecast & Shelter-in-Place Scenarios Study Final Report](#)

Recommended Action: Accept the report.

Discussion:

It was asked about the Selmon Expressway reversible lanes being included on a survey but not in the response. It was not asked as it was assumed that it is relatively well-known. Do believe there needs to be education about the tolls. Additional capacity not being a strategy was questioned. This study was focused on strategies that did not include major construction and additional capacity. It was noted that I-275 was not listed on the congested hotspot map. I-275 was not in the top ten. It was expressed that using the emergency lanes did not improve the evacuation time was surprising.

Jonathan Scott moves to approve, Danni Jorgenson seconded. Voice vote, motion passes unanimously.

B. Smart Cities Mobility Plan (Johnny Wong, TPO Staff) (*Timestamp 0:29:20*)

- Review of the Purpose – have been working on this plan for over a year.
- Four Tasks:
 - Discovery and Project Inventory – categorized as many techs as possible and categorized them into investment categories
 - Deliverable and Application – assembled into factsheet in plain language, developed a template that can inform the public about other projects.
 - Baseline and Tech Deployments
 - Working on making a mapping tool
 - Deliverable and Application – a spreadsheet with the tech sorted into categories. Will populate GIS files into a mapping tool.
 - TIP Prioritization Matrix
 - New ranking methodology to give projects a fighting chance to receive funds.
 - Deliverable and Application – feel confident that the TPO Board will adopt it in May.
 - Community Outreach.
 - During public feedback, noted that there were tech items deployed and then they had problems after the fact.
 - Gave 6 presentations, created a survey and solicited feedback on several levels including one-on-one agency briefings.
- Went over recommendations and vision statement

Presentation: [Smart Cities Mobility Plan](#)

Report: [TPO Smart City Mobility Plan DRAFT](#)

Recommended Action: Approve the Smart Cities Mobility Plan and forward it to the TPO Board for consideration.

Discussion:

It was noted that some of the technologies do play into the entry-level into the criminal justice system and it is appreciated that this was taken into consideration. Where Vision Zero and safety are concerned, it is possible to implement some of the technologies sensitively. Not every solution is appropriate in every community.

Jay Collins moved to approve the Smart Cities Mobility Plan and move to the TPO Board for approval, seconded by Danni Jorgenson. Voice vote, motion passes unanimously.

C. Annual Certification of Metropolitan Transportation Planning Process (Beth Alden, TPO Executive Director) (*Timestamp 0:53:57*)

- 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 corrections identified, there were notable achievements and a couple of recommendations including how procurements are done. Have not heard back from District 7 on the procurement process at this time. This is a state-wide topic.

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

Discussion:

It was questioned on what it takes to fail this review; are there other counties that are not doing a good job. There is a code of federal regulations and there are best practices. Failing is not doing what is specified in the federal regulations. It was questioned what the plan is for meeting times to get that back on track. It was noted that the TAC doesn't have that challenge; talking with the Chair of the committees to better manage conversations during the meeting and help the committees understand what the TPO can do.

Brian Pessaro moved to support the re-certification of the TPO and authorization for the TPO Chairman to sign the Joint Certification Statement. Seconded by Mark Hudson. Voice vote, motion passes unanimously.

V. STATUS REPORTS

A. The City of Tampa MOVES and Vision Zero Action Plan (Alana Brasier, City of Tampa) *(Timestamp 1:04:30)*

- Went over the background – Transforming Tampa's Tomorrow from Mayor Jane Caster.
- Tampa MOVES – Citywide Mobility Plan looking 30 years into the future; setting standards; guiding principles organize how projects will be prioritized.
- The "S" on MOVES is Safety and goes into the Vision Zero part.
 - Average of 44 deaths and 289 severe injuries in Tampa each year. 2021 nearly doubled the average. National challenge.
 - Review of 12 steps to Recovery for Vision Zero – about halfway through.
 - Action plan – data-driven, identify implementable action strategies, develop metrics to track.
 - Put together a Vision Zero Task Force from the Mayor to leadership, and three committees.
 - Identified the high-injury network inside the city by ownership. 24% of road miles and 73% of fatalities.
 - Strategies and Action Items – followed the FHwy model. Looking to design self-enforcing streets that guide appropriate road user behavior, quick build projects, safer speeds element, community engagement, use city fleet as mobile billboards and expanding the micro-mobility program, collaborating with first responders and developing a public-facing crash dashboard, implementing solutions.
- Review of Upcoming Events – see website for dates and locations.

Websites:

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

Discussion:

It was asked about the deaths for 2021 and the doubling of the average and what is being done. The analysis is still being done. So far, fitting with the national trends: more aggressive driving and people willing to take more risks on the road. Are there more people working outside the normal hours, curious if the timing of the accidents is showing that trend as well? Would like to hear back at a future meeting on the results of the data.

B. IJA Grant Opportunities (Amber Simmons, TPO Staff) (Timestamp 1:11:15)

- Went over the overview of the IJA and funding types. A NOFO was released combining three different programs into one.
- Considerations include
 - Competitive funding environment.
 - Possible collaboration for stronger applications.
 - Formula funding allocations
 - Expanded grants require additional time by FDOT
- Review of expected Florida funding over five years.
 - Highways and Bridges \$13.3 billion formula funding
 - Sustainable Healthy Transportation \$2.8 billion
 - Safety - \$100M in 402 formula funding
 - Rail - \$5 billion for rail improvement and safety; \$3 billion for grade crossing safety improvements
 - Airports - \$1.2 billion
- New Formula Programs
 - Carbon Reduction Program – reducing transportation emissions.
 - Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation Grant Program – new grant program
- New Competitive Grants on our “watch list”
 - National Infrastructure Project Assistance Grants – part of the Mega, Infra, and Rural NOFO recently released.
 - Active Transportation Infrastructure Investment Program
 - Safe Streets & Roads for All (TPO is interested in this grant) – assists with planning, design, and development of projects identified in the Vision Zero plan
 - Railroad Crossing Elimination Program
- New Pilot Programs
 - Reconnecting Communities Pilot Program (TPO is interested in this program)
 - Transportation Access Pilot Program
- Community Project Funding (earmarks
 - February 2021, lawmakers reinstated earmarks
- Key Takeaways
 - Funding Cap
 - Limit on number of requests
 - Ban on For-Profit recipients
 - Project Description
 - No financial interest
 - Transparency – online and searchable

- Demonstrations of Community Engagement - evidence
- Mandatory Audits - GAO
- Regional strategies are highly recommended by the Federal Highway Administration. If we don't coordinate, we could easily be competing for the same grants, and it could have a negative impact.

Presentation: [IJA Presentation](#)

Discussion:

Gena Torres will be helping to organize the Safe Streets & Roads for All grant applications. It was noted that when applications use partnerships, they get more credibility.

C. FY 23 and FY24 UPWP Preliminary Draft (Amber Simmons, TPO Staff) *(Timestamp 1:43:25)*

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

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

Website: [UPWP website](#)

Discussion:

It was asked if UPWP required funding for priorities. How it gets divided is supplied in the task tables and not necessarily by each project.

D. Introduction to New TPO Studies (Gena Torres, TPO Staff) *(Timestamp 1:53:56)*

- 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](#)

VI. OLD BUSINESS & NEW BUSINESS

- A. EPC will be hosting the Clean Air Fair on May 5 as a lunchtime, walk-up event, there will be transportation elements.
- B. Next meeting is on May 2, 2022.

VII. ADJOURNMENT

Meeting adjourned at 3:32 PM

A recording of this meeting may be viewed at:

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

DRAFT



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

FY 23 & FY 24 UPWP Approval

Presenter:

Amber Simmons, TPO staff

Summary:

The Unified Planning Work Program (UPWP) defines the transportation planning activities and products to be developed by the Transportation Planning Organization (TPO) and other transportation planning agencies. It is the basis for allocating federal, state, and local funds for long range transportation planning activities within Hillsborough County. This UPWP covers a two-year period from July 1, 2022, to June 30, 2024.

The UPWP is required by federal law under Title 23 CFR 450.314 and Title 49 CFR 613.100 when federal funds are used for transportation planning. The UPWP is reviewed by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), and the Florida Department of Transportation (FDOT). This review and approval process is required by state law under Chapter 339.175 governing TPOs.

The TPO projects are now included in the final document to be adopted by the TPO Board. The document is scheduled to be uploaded to FDOT portal for review by May 15, 2022. The approved FY23& FY24 UPWP will be effective July 1, 2022, and can be found at [Unified Planning Work Program | Plan Hillsborough](#).

Recommended Action:

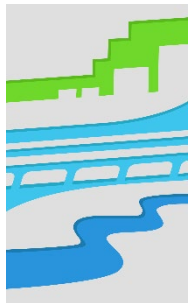
Approve the FY 23 & FY 24 UPWP

Prepared By:

Amber Simmons, TPO staff

Attachments:

[Presentation
FY23 & FY24 UPWP](#)



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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, 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

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

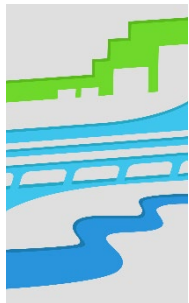
Approve the Public Participation Plan: Measures of Effectiveness Report (2020-2021)

Prepared By

Gena Torres, TPO staff

Attachments

[Public Participation Plan: Measures of Effectiveness Draft Report 4-25-22 \(2020-2021\)](#)



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Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item

Transportation Improvement Program (TIP) Priorities Update: Preliminary Draft

Presenter

Johnny Wong, TPO Staff

Summary

Staff has prepared a preliminary draft of the Transportation Improvement Program document for the fiscal year period of 2022/23 – 2026/27. The TIP document includes three important lists:

1. **Existing priorities funded for construction:** these are priorities that are under construction or have funding to begin construction within the next five years. This list also includes partially funded projects, which are listed to show community support, while they await completion.
2. **Candidates for new funding:** these are priorities that need federal and state funding because they have been shown to address urgent transportation needs in the community. This list organizes projects into the appropriate investment program and ranks them in priority order based on the estimated impact they will have on the community's goals.
3. **All projects to be funded in the next five years:** this list is quite large and includes projects programmed by the FDOT based on our previous year's priority list. It also catalogs all projects in our partners' local Capital Improvement Programs, even though the TPO does not control what projects appear in the CIPs.

Staff will present these three preliminary lists so that committee members can become more familiar with the TIP and its elements prior to the June meeting, during which committees will take action.

Recommended Action

None. For information only.

Prepared By

Johnny Wong, PhD, TPO Staff

Attachments

1. Draft Table 1: Priorities Funded for CST
2. Draft Table 2: Priorities Seeking Funding



Hillsborough MPO List of Priority Projects
2022/2023 - 2026/27 Transportation Improvement Program
Table 1: EXISTING PRIORITIES FUNDED FOR CONSTRUCTION

FPN	L RTP Project Number	Project Limits	Project Description	Project Sponsor	Project Status in 2021/2022 TIP
435141 1	Good Repair	Maintain Current Streetcar	Capital Maintenance	HART	Funded 2017, 2019
437530 1	Good Repair	Busch Blvd (Armenia Ave to Florida Ave)	Resurfacing	FDOT	CST FY19
442425 1	Good Repair	Marion Transfer Center (MTC) concrete infrastructure improvements	Transit	HART Priority	Funded in 2023
441896 1	Good Repair	HART CAD/AVL System Replacement \$10,100,000, Funded in FY23, request to move funds forward	Transit	HART	Funding Advanced \$5.2M FY19
414963 2	Good Repair	Bus Replacements, \$2M added in FY26, \$33M requested by HART, \$4M recommended for FY27	Capital Replacement	HART	Added \$4M in FY22,23,24,25 and \$2M in FY26
443852 1	Good Repair	Bus Stop Capital Repairs at Various Locations \$5M requested by HART; \$1M added in FY26	Capital Maintenance	HART	Added \$2M in FY25 and \$1M in FY26
	Good Repair	\$800,000 in FY26 for Vanpool support; added \$100k in FY26	Vanpool	TBARTA	Added \$100k in FY26
437044 1	Vision Zero	Busch Blvd at Armenia Ave	Landscaping, Ped Enhancement, Intersection Impr	Tampa	PE Complete, CST programmed in 2019
432584 1 432584 2	Vision Zero	East Hillsborough Ave from Nebraska Ave to 56th St	CMP / Crash Mitigation	MPO	Resurfacing & Drainage Improvements Programmed 2019

FPN	L RTP Project Number	Project Limits	Project Description	Project Sponsor	Project Status in 2021/2022 TIP
437247 1 437244 1 437248 1 437242 1	Vision Zero	Safe Routes To School Candidate Projects, Hillsborough County	Sidewalks and Intersection Improvements	County Priority	Under Construction: 1. Stowers - \$108,988 2. Summerfield - \$125,854 3. Eisenhower (Old Big Bend Rd) - \$169,451 5. Cypress Creek - \$114,741
436639 1	Vision Zero	Columbus Dr from Nebraska Ave to 14th St	Walk/Bike Safety	Tampa	PE FY18, Construction 2020
437246 1	Vision Zero	46th St from Busch Blvd to Fowler Ave	Walk/Bike Safety	Tampa	PE FY18, Construction 2020
437243 1	Vision Zero	Rome Ave from Kennedy Blvd to Columbus Dr	Walk/Bike Safety	Tampa	PE FY18, Construction 2021
439691 1 439696 1 439692 1	Vision Zero	Safe Routes to School Candidate Projects, Hillsborough County	Sidewalks and Intersection Improvements	County Priority	Mort - PE FY18, Construction 2020 Kenly - PE FY18, Construction 2020 Gibson - PE FY18, Construction 2020
439476 1	Vision Zero	Green Spine: Phases 2b	Walk Bike Emphasis Corridor	Tampa Priority	City of Tampa - Construction as part of stormwater management project
436640 1	Vision Zero	Floribraska Ave (Tampa St to Nebraska)	Walk/Bike Safety	Tampa	Construction defered to FY21 at request of local agency
439532 2 439532 1	Vision Zero	Morris Bridge Rd Bike Lanes/Paved Shoulders, Davis to Fletcher	Walk/Bike Safety	FDOT/Temple Terrace	Construction 2021
439476 2	Vision Zero	Green Spine: Phase 3a	Walk Bike Emphasis Corridor	Tampa Priority	Construction 2020
437641 1	Vision Zero	Hillsborough Ave (Memorial Hwy/Sheldon Rd to Himes Ave)	Walk/Bike Safety	Hillsborough MPO/FDOT	Construction 2020
437644 2	Vision Zero	Kennedy Blvd (Westshore to Woodlynne)	Walk/Bike Safety	Hillsborough MPO/FDOT	Construction 2020

FPN	L RTP Project Number	Project Limits	Project Description	Project Sponsor	Project Status in 2021/2022 TIP
439476 3	Vision Zero	Greenspine Cycle Track Phase 3b: Nuccio Pkwy (7th Ave to 13th Ave)	Walk/Bike Safety	Tampa Priority	Construction FY23
443516 1	Vision Zero	El Prado (Omar Ave to Lois Ave)	Walk/Bike Safety	Tampa Priority	Design FY20, Construction FY24
443516 2	Vision Zero	El Prado (Lois Ave to Bayshore Blvd)	Walk/Bike Safety	Tampa Priority	Design FY21, Construction FY24
443968 1	Vision Zero	Doyle Carlton Dr at Laurel St Intersection Improvement	Walk/Bike Safety	Tampa Priority	Design FY22, Construction FY24
440511 2	Vision Zero	Florida Ave/Tampa Street from Tyler to MLK – Complete Street & Safety Project	Walk/Bike Safety	FDOT	TBD
440511 5	Vision Zero	Ola Ave Bike Boulevards – Shared Lane Markings, Signs and crosswalks	Walk/Bike Safety	FDOT	Design FY21, Construction FY23
440511 6	Vision Zero	Central Ave Bike Boulevards – Shared Lane Markings, Signs and crosswalks	Walk/Bike Safety	FDOT	Design FY22, Construction FY24
443492 1	Vision Zero	Nebraska Ave from Kennedy to Busch – Corridor Safety Project to include mid-block crosswalks and walk/bike improvements	Walk/Bike Safety	FDOT	Design FY22, Construction FY24
437530 1	Vision Zero	Busch Blvd Resurfacing with minor enhancements from Armenia to W of Florida Ave	Operational Improvements	FDOT	Design FY17, Construction FY19
437645 2	Vision Zero	Kennedy Blvd (Westshore to Brevard)	Walk/Bike Safety	Hillsborough MPO/FDOT	Construction FY23
439476 5	Vision Zero	Green Spine: Phase 2a - Cass St (Howard to Willow)	Safety Enhancements	Tampa	Construction FY22
439476 5	Vision Zero	Green Spine: Phase 3c - 15th St (13th Ave to 21st Ave)	Safety Enhancements	Tampa	Construction FY22

FPN	L RTP Project Number	Project Limits	Project Description	Project Sponsor	Project Status in 2021/2022 TIP
440511 3	Vision Zero	Heights Mobility Plan - Florida Ave from MLK to Waters – Complete Street & Safety Project (4405211-3, PD&E/Corridor Study Underway, In-House Design FY 25, CST unfunded, \$18M)	Safety Enhancements	FDOT	Construction FY25
449126 1	Vision Zero	Dale Mabry (W Mango Ave to W Pearl Ave)	Ped Hybrid Beacons	FDOT	Construction FY23
448505 1 445652 1 449644 1 445652 1	Vision Zero	SR582/Fowler Ave (I-275 to I-75)	Safety Enhancements	FDOT	Construction FY26
449126 1	Vision Zero	Dale Mabry (W Mango Ave to W Pearl Ave)	Safety Enhancements	FDOT	Construction FY23
424507 2	Smart Cities	SR 60 (Courtney Campbell Cswy) from Pinellas County Line to N of Rocky Point Dr	ITS	FDOT	Under Construction
424213 3	Smart Cities	Downtown ATMS Project Ph 2 (S of Scott St, E of Hillsborough River, W of Channelside Dr)	191 Signals	Tampa	Design Build 2020
424213 4	Smart Cities	Kennedy/Hyde Park/Dale Mabry ATMS Project Ph 3 (Incl. Bayshore, Kennedy, Hyde Park)	142 Signals	Tampa	Design Build 2020
424213 6	Smart Cities	University Area/Busch Blvd ATMS Project Ph 4 (Incl. Busch Blvd and Fowler Ave)	119 Signals	Tampa	Design Build 2020
438450 1	Smart Cities	Dale Mabry Hwy from Sligh to Van Dyke Rd	ATMS - Signalization	County Priority	Under Construction

437640 1	Smart Cities	US 301/ SR 43 from Falkenburg Rd to Sligh Ave	Operational Improvements	FDOT	PE FY18, Construction 2020
443969 2	Smart Cities	SR 60 at St. Cloud Intersection Improvement	Operational Improvements	Hillsborough County	Construction FY24
441288 1	Smart Cities	SR 60 at Valrico Intersection Improvement	Operational Improvements	Hillsborough County	Construction FY21
443969 1	Smart Cities	SR 60 from Lakewood to Mount Carmel Intersection Improvements	Operational Improvements	Hillsborough County	Construction FY22
FPN	LRTP Project Number	Project Limits	Project Description	Project Sponsor	Project Status in 2021/2022 TIP
443445 2	Smart Cities	SR 60/Kennedy Blvd from W of Memorial Ave to E of Ashley Dr	Operational Improvements	FDOT	Design FY22, Construction FY24
443445 3	Smart Cities	SR 574/MLK from Dale Mabry to I-275	Operational Improvements	FDOT	Design Build FY23
443444 2	Smart Cities	USB 41/Florida Ave/Tampa St from Kennedy to Bearss Ave	Operational Improvements	FDOT	Design Build FY24
424513 3	Smart Cities	Big Bend at I-75 Interchange Improvements	Operational Improvements	Hillsborough County/FDOT	Design Build FY22
437650 1	Smart Cities	Gibsonton Dr at I-75 EB to NB On-Ramp	Operational Improvements	Hillsborough County/FDOT	Design FY22, Construction FY24
436713 1	Real Choices	UTBT Connector: Lutz Lake Fern sidewalk	Sidewalk	County	PE FY18, Construction 2020
433925 1	Real Choices	Selmon Greenway from 17th at 19th St, trailhead	Multi-Use Trail	THEA	PE FY18, Construction deferred >2023 at request of local agency
	Real Choices	HART Airporter (Express bus from Downtown Tampa, TIA, and St. Pete, Funded as 275LX)	Transit	Hillsborough MPO	Service Development, Urban Corridor Improvement
442070 1	Real Choices	Waterborne Transit - High Speed Ferry	Commuter Transit	City of St. Pete	Operations added 2019
441338 1	Real Choices	GreenARTery Segment D	Walk/Bike Safety	Tampa Priority	Construction FY19
441338 2	Real Choices	GreenARTery Segment E	Walk/Bike Safety	Tampa Priority	Construction FY19

445662 1	Real Choices	West River Gwy (Stewart Connector)	Multi-Use Trail	Tampa	Construction FY24
422904 2	Major Capacity	Howard Frankland Bridge Replacement w/ 4 new express lanes	Bridge Replacement & Widening	FDOT/TMA	Design Build 2020
447615 1	Major Capacity	Reo Street at SR60 Interchange (Gray St to Cypress St) & Howard Frankland Bridge Trail Connections	Widening from 2-to-4 lanes & 10' sidepath	FDOT/Tampa	Construction FY24
FPN	L RTP Project Number	Project Limits	Project Description	Project Sponsor	Project Status in 2021/2022 TIP
415489 3	101	US 301 from SR 674 to Balm Rd	Widen 2 lanes to 6 lanes divided	County / FDOT	Under Construction
257862 3	124	Sam Allen Rd from SR 39 to Park Rd	Widen 2 lanes to 4 lanes divided	FDOT	Under Construction
255893 4	122C	SR 574 from Kingsway to McIntosh Rd	Widen 2 lanes to 4 lanes divided	FDOT	ROW Acquisition Underway; Construction programmed 2023
438747 1	Metropolitan Transportation Planning	District 7 Travel Behavior Surveys	Household Travel Surveys	FDOT	\$196,000 MPO funds in 2017-2019, \$196,000 District funds 2018-2022
412531 1 412531 2	1002, 1093	I-275 from S of SR 60 to N of Lois Ave; SR 60/Memorial Hwy from E of Spruce St to I-275 (Westshore Interchange)	Capacity, Operational & Safety Improvements	FDOT	Construction FY24
445051 1 445056 1 445056 2	Major Projects, Pgs. 55, 57-58	I-275 to and from I-4 (Downtown Interchange Safety/Operational Improvements)	Operational & Safety Improvements	FDOT	Construction FY2?

Table 2: List of Candidates for Funding (Priority List)


2021 Priority	2045 LRTP Reference	Project Limits	Project Description	Project Sponsor	Project Status / Request	FPN	Suggested Funding Type	Prioritization Criteria
							It's TIME 2045 Plan Funding Level (\$m) Federal Metro Funds	
1	Miscellaneous	Metropolitan Transportation Planning	Systems & Corridor Planning	TPO	Ongoing planning need: \$600k per year for LRTP development, Planning Studies, FY26	439336 3 439336 4 439336 5	SU	\$600,000 added in FY25

Table 2: List of Candidates for Funding (Priority List)




2022 Priority	2045 LRTP Reference	Project Sponsor	Project Type	Project Description	Project Status / Request	FPN	Suggested Funding Type	Prioritization Criteria
 <p>Goals by 2045 * Resurface all roads every 17 years * Replace buses every 10-12 years * Replace deficient bridges * Protect low-lying major roads from flooding, cutting recovery time in half</p> <p style="text-align: right;">• Road Resurfacings • Bridge Repairs & Replacements • Transit Vehicle Replacements & Facility Repairs</p>								
2	Good Repair	HART	Transit SGR & Asset Maintenance	Bus Replacements	\$2M added in FY26; \$33M requested by HART; \$4M recommended for FY27	414963 2	SU, FTA	41% NOT in a SGR
3				Repair/Replacement of Heavy Maintenance Facility	\$65M estimate; need to phase this project into segments			29% NOT in a SGR; HART's top priority
4				Bus Maintenance Mid-Life Overhaul	\$4.5M requested; Application Needed		SU, FTA	41% NOT in a SGR
5				CADAVL System Replacement	\$10.1M requested; \$11M EST total cost; Application Needed		SU, FTA	32.5% NOT in a SGR
6				Satellite Maintenance Facility	\$20M requested; need to phase this project into segments; Application Needed		SU, FTA	29% NOT in a SGR
7				Bus Stop Capital Repairs at Various Locations	\$5M requested by HART; \$1M added in FY26	443852 1	Federal Special Appropriations	0% NOT in a SGR
8				Good Repair	TBARTA	Transit SGR	Vanpool Operations	\$200k requested for CST; \$200k recommended
9	Good Repair	City of Tampa	Bridge SGR	Brerein St Bridge Phase 1: Structural Rehabilitation	Brerein Ph1: \$12M requested for CST; Total cost of project EST \$16M		SU	Sufficiency Rating: Brerein: 60/100
				Cass St Bridge Repair	Cass St: \$8M requested for CST		SU	Sufficiency Rating: Cass St: 67/100
10	Good Repair	City of Tampa	Resiliency SGR	Bayshore Blvd Seawall Reconstruction	\$6M requested for CST		SU	High Vulnerability/High Criticality

Table 2: List of Candidates for Funding (Priority List)

2021 Priority	2045 LRTP Reference	Project Limits	Project Description	Project Sponsor	Project Status / Request	FPN	Suggested Funding Type	Prioritization Criteria
 <p>Goals by 2045 * 500 miles of streetlights *1,400 miles of filled sidewalk gaps *350 miles of Complete Streets *35% reduction in crashes</p> <p style="text-align: right;">• Sum of Fatal & Serious Injury Crashes per Centerline Mile = 3+/mi</p>								
11	Vision Zero	Bird St from Florida Ave to Nebraska Ave	Need Additional Information to Proceed	City of Tampa	Application needed		SU	10 fatal&ser inj / 0.52 mi = 19.23
12	Vision Zero	78th St from Causeway Blvd to Palm River Rd	Resurfacing bike lanes, sidewalks & mid-block crossings	Hillsborough County	\$2.21M CST estimate; \$500k requested for PE; Application submitted; \$332k recommended		SU	26 fatal&ser inj / 1.26 mi = 20.63
13	Vision Zero	N 15th St from Fowler Ave to Fletcher Ave	Sidewalks, bike lane reconstruct, drainage, mobilization, MOT, PE & CEI, contingency	Hillsborough County	\$2.23M CST estimate; \$500k requested for PE; Application submitted; \$335k recommended		SU	14 fatal&ser inj / 1.01 mi = 13.86
14	Vision Zero	SR582/Fowler Ave (56th St to I-75)	Safety Enhancements	FDOT	CST funding needed from 56th St to I-75; Walk/Bike Feasibility Study funded in FY23	448505 1	SU, HSIP	29 fatal&ser inj / 2.19mi = 13.24
15	Vision Zero	56th/50th (SR60 to Fletcher Ave)	Safety Enhancements	FDOT	Safety Study programmed in FY21 - \$1M; PE not funded	445651 1	HSIP, SU	99 fatal&ser inj / 8.3mi = 11.93
16	Vision Zero	15th St from Lake Ave to Palm Ave	Need Additional Information to Proceed	City of Tampa	Application needed		SU	12 fatal&ser inj / 1.08 mi = 11.11
17	Vision Zero	Habana Ave from MLK Blvd to Hillsborough Ave	Concept plan to evaluate lane repurposing, enhanced bike & ped facilities, midblock crossings, speed mgmt treatments, signal retimings & warrants	City of Tampa	\$500k requested for Planning Study; Application submitted; \$200k recommended		SU	11 fatal&ser inj / 1.06 mi = 10.37
18	Vision Zero	West Shore Blvd Complete Street (Kennedy Blvd to Boy Scout Blvd)	City of Tampa requests County funding these improvements.	Tampa	PD&E completed; Additional Coordination Needed		County	11 fatal&ser inj / 1.03mi = 10.68
19	Vision Zero	Fletcher Ave from Armenia Ave to Nebraska Ave	Safety enhancements. Estimates include mobilization, MOT, contingency, CST; Design and CEI not included in estimate	Hillsborough County	\$1.3-1.5M CST estimate; \$795k requested for PE; Application submitted; \$225k recommended		SU	22 fatal&ser inj / 2 mi = 11
20	Vision Zero	Boy Scout Blvd @ Manhattan Av	Safety Enhancements	DOT/City of Tampa	Traffic signal requested	449852 1	State funds	8 fatal&ser inj within 1 sq mi = 8
21	Vision Zero	MLK Urban Corridor Improvements (Dale Mabry Hwy to Armenia Ave)	Safety Enhancements; goes-with resurfacing project to be scheduled	FDOT	MLK Blvd from Dale Mabry to Armenia Ave: Resurfacing & Complete Street Dale Mabry to Armenia \$700K unfunded	436419 2	SU, TA	13 fatal&ser inj / 1.35mi = 9.63
22	Vision Zero	Sidewalk around Tomlin Middle School	Sidewalk & Bike Lane Improvements	Plant City	\$255k requested for CST; TA application incomplete; Application & Project Sponsor Needed		SU, TA	7 fatal&ser inj within 1sq mi = 7
23	Vision Zero	SR 574 from US 301 to Turkey Creek Rd	Raised medians, bike lane connections, closing sidewalk gaps, and ADA improvements, Innovative intersections	FDOT	Study funded in FY23 and funding request will follow.	448507 1	SU, TA	100 fatal&ser inj / 11.9mi = 8.40
24	Vision Zero	Symmies Rd @ US301	Need Additional Information to Proceed	Hillsborough County	\$400k requested for PD&E study; Application needed		SU	7 fatal&ser inj within 1sq mi = 7
25	Vision Zero	Sidewalk around Marshall Middle School	Sidewalk & Bike Lane Improvements	Plant City	\$255k requested for CST; TA application incomplete; Application & Project Sponsor Needed		SU, TA	6 fatal&ser inj within 1sq mi = 6


26	Vision Zero	Lois Ave from Cleveland St to Boy Scout Blvd	Safety Enhancements	City of Tampa	\$3.7M requested for CST; Application Needed		SU	9 fatal&ser inj / 1.52mi = 6
27	Vision Zero	30th St from E Yukon St to E Fowler Ave	Safety Enhancements	City of Tampa	\$6.19M requested for CST; Application Needed		SU	12 fatal&ser inj / 1.83 mi = 6.56
28	Vision Zero	Manhattan Ave from Gandy Blvd to Euclid	City of Tampa requests County funding these improvements.	Hillsborough County	Additional Coordination Needed		County, SU	7 fatal&ser inj / 1.07mi = 6.54
29	Vision Zero	Twiggs St (Ashley Dr to Nebraska Ave)	Walk & Bike Safety Enhancements	Tampa/Hillsborough County	\$3,162,192 Requested; CIGP application submitted	448508 1	CIGP	4 fatal&ser inj / 0.61mi = 6.56
30	Vision Zero	Hillsborough Ave at Sawyer Rd & Town N Country Blvd (grouped together)	Sidewalk Improvements and Enhancing turn radii	Hillsborough County	\$1.27M requested for CST; \$1.27M recommended		SU	6 fatal&ser inj within 1sq mi of two locations = 6
31	Vision Zero	Bullard Pkwy (Glen Arven Ave to 78th St)	Safety Enhancements/Complete Streets project; Temple Terrace requests County funding these improvements	Temple Terrace	\$750k requested for Design & CST; HC evaluating ped crossing & speed limit reduction; lane narrowing unfunded (pending sales tax); SU Application and Additional Coordination Needed		County, SU	5 fatal&ser inj / 0.92mi = 5.43
32	Vision Zero	US301 at Palm River Rd	Safety Enhancements	Hillsborough County	\$1.61M requested for CST; Application Needed			4 fatal&ser inj within 1sq mi = 4
33	Vision Zero	Sheldon Rd from W Hillsborough Ave to W Waters Ave	Hi-Viz Crossings, walk & bike enhancements, lighting, LPI, access mgmt treatments	Hillsborough County	Feasibility Study Completed; Design & CST estimate of \$2.9M; Application and Additional Coordination Needed		SU	8 fatal&ser inj / 2.07 mi = 3.86
34	Vision Zero	Azeele St from Dale Mabry to Armenia Ave	Safety Enhancements/Complete Streets project	City of Tampa	\$500k requested for Planning Study; Application Submitted		SU	4 fatal&ser inj / 1.26mi = 3.17
35	Vision Zero	MacDill Ave from Bay to Bay to Kennedy Blvd	Need Additional Information to Proceed	City of Tampa	Application Needed			6 fatal&ser inj / 1.76 mi = 3.41
36	Vision Zero	West Shore Blvd (Fair Oaks Ave to Neptune Way)	Intersection Safety Improvements; City of Tampa requests County funding these improvements.	Tampa	Additional Coordination Needed		County	9 fatal&ser inj / 2.84mi = 3.17
37	Vision Zero	S CR39 at Lithia Pinecrest Rd	Safety Enhancements	Hillsborough County	\$400k requested for PD&E study; Application Needed			4 fatal&ser inj within 1sq mi = 4
38	Vision Zero	Davis Rd (Morris Bridge Rd to Temple Terrace Hwy)	Safety Enhancements; Temple Terrace requests County funding these improvements	Temple Terrace/Hillsborough County	Requesting \$700k for Design & Construction; Additional Coordination Needed		County	5 fatal&ser inj / 1.34mi = 3.73
39	Vision Zero	CR 579/Mango Road from MLK Jr. Boulevard to US 92	Signal heads, visibility enhancements, median, reducing turn radii and lane width, access mgmt treatments	Hillsborough County	Feasibility Study Completed; \$789k for Design & CST; Application Needed		SU	5 fatal&ser inj / 1.4 mi = 3.57
40	Vision Zero	Lynn Turner Rd from Ehrlich Rd to Gunn Highway	Speed mgmt treatments, lighting, crosswalks, sidewalk, concept for red light running cameras	Hillsborough County	Feasibility Study Completed; \$2-3.7M for Design & CST; Application and Additional Coordination Needed			5 fatal&ser inj / 1.53 mi = 3.27
41	Vision Zero	Walk/Bike Safety Outreach and Education Programs	Outreach & Education	FDOT	Request \$300k per year; ongoing	254647 3	SU, TA, HSIP	N/A

Table 2: List of Candidates for Funding (Priority List)

2021 Priority	2045 LRTP Reference	Project Limits	Project Description	Project Sponsor	Project Status / Request	FPN	Suggested Funding Type	Prioritization Criteria
 <p>Goals by 2045 * Reduce delay by 40% * Improve travel time reliability by 30%</p> <p style="text-align: right;"> • AM & PM Peak Period Travel Time Index • Travel Delay in Mins • Identified as Congestion Priority in 2045 Plan </p>								
42	Smart Cities	HART Scheduling Software	ATMS Upgrade/Replacement	HART	\$500k requested to replace scheduling software; Application needed		FTA	Smart Cities Plan top priority (13); 75.32% On-Time Performance
43	Smart Cities	Downtown Signal Replacements & Bridge Control	ATMS Replacement	City of Tampa	\$5M requested for CST; Application needed		SU	Smart Cities Plan T-2nd priority (10)
44	Smart Cities	Fiber Optic Ring	ATMS Upgrade	HART	\$1M requested for CST; Application needed		FTA, SU	Smart Cities Plan T-2nd priority (10)
45	Smart Cities	US 41/Nebraska Ave (Kennedy Blvd to Bearss Ave)	Integrated Corridor Management Systems	FDOT	\$1M CST estimate; Costs to be updated by FDOT	443444 3	SU, State Funds	<ul style="list-style-type: none"> • Travel time index: 1.87 • Delay: 12.56min
46	Smart Cities	US 92/Hillsborough Ave (Veterans Exwy to I-275)	Integrated Corridor Management Systems	FDOT	\$3.3M CST estimate	443445 4	SU, State Funds	<ul style="list-style-type: none"> • Travel time index: 1.88 • Delay: 6.60min
47	Smart Cities	SR 616/Spruce St/Boy Scout Blvd (Airport Service Rd to Dale Mabry Highway)	Integrated Corridor Management Systems	FDOT	\$1.5M CST estimate	443445 5	SU, State Funds	<ul style="list-style-type: none"> • Travel time index: 1.65 • Delay: 1.46min
48	Smart Cities	US41 (Pendola Point/Madison Ave to S of Causeway)	Port Authority requests FDOT funding these improvements	Port Authority/ FDOT (tent.)	\$1.5M Design added in FY22; \$5M ROW estimate unfunded; \$20M CST estimate unfunded; Additional Coordination Needed	430056 2	SIS	<ul style="list-style-type: none"> • Travel time index: 1.31 • Delay: 10.80mins
49	Smart Cities	SR 583/50th/56th St from US 41/Melbourne Ave to Sligh Ave	Widening, bike/ped improvements, intersection operational considerations	FDOT	PD&E Estimate needed		SU	<ul style="list-style-type: none"> • Travel time index: 1.22 • Delay: 1.26min
50	Smart Cities	SR 60/Adamo Dr at 26th St	Traffic Signal; City of Tampa requests FDOT funding these improvements.	Tampa	\$500k CST estimate; Additional Coordination Needed	449124 1	SU, State Funds	<ul style="list-style-type: none"> • Travel time index: 1.18 • Delay on 1/4mi approach: 0.80min
51	Smart Cities	Alexander St/Jim Johnson Rd	Dual left turn lanes, widening CSX rail crossing	Plant City	Added \$516,219 for design in FY22, \$2M requested for CST; SU Application Needed & LAP Certification needed prior to FY22. (possible alternative contract for FDOT to implement?); PE moved to FY25	440736 1	SU	<ul style="list-style-type: none"> • Travel time index: 1.18 • Delay on 1/4mi approach: 0.13min
52	Smart Cities	Alexander St/James L Redman Pkwy	Intersection Improvements	Plant City	Added \$569,924 for design in FY22, \$2M requested for CST; SU Application Needed & LAP Certification needed prior to FY22. (possible alternative contract for FDOT to implement?); PE moved to FY25		SU	<ul style="list-style-type: none"> • Travel time index: 1.13 • Delay on 1/4mi approach: 0.26min
53	Smart Cities	SR 60 from East of Dover Rd to Polk County Line	Intersection Improvements	FDOT	Intersection improvements and safety upgrades, PD&E estimate needed		SU, State Funds	<ul style="list-style-type: none"> • Travel time index: 1.06 • Delay: 0.60min


54	Smart Cities	Cypress at Armenia & Howard; Henderson at San Rafael/Lois Ave; Habana Ave at Columbus Dr; Himes Ave at Gandy Blvd; Manhattan Ave at El Prado; Manhattan at Bay to Bay; Church at Bay to Bay	Signal Replacements and/or upgrades; City of Tampa requests County funding these improvements.	Tampa/Hillsborough County	Additional Coordination Needed		SU, County	<ul style="list-style-type: none"> • Travel time index: 1.06 • Delay: 0.60min
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Table 2: List of Candidates for Funding (Priority List)

2021 Priority	2045 L RTP Reference	Project Limits	Project Description	Project Sponsor	Project Status / Request	FPN	Suggested Funding Type	Prioritization Criteria
 <p>Goals by 2045</p> <ul style="list-style-type: none"> * Wide paved trails & sidepaths within walking distance of 1/4 of residents * Frequent bus service within walking distance of nearly half of people & jobs * Outside bus service area, Sunshine Line services grow with senior population growth <p style="text-align: right;">• Population Density within walking distance of trail/sidepath • 2015 Population & Job Density with 1/4 Mile of Frequent Bus Service</p>								
54	Real Choices	I-275 Greenway Extension from Westshore Blvd to Hillsborough River (Dale Mabry Pedestrian Overpass)	Multi-Use Trail	Hillsborough TPO/FDOT (tent.)	Dale Mabry Overpass & Neighborhood Greenway connections on remaining sections. TPO feasibility study of pedestrian overpass complete. Dale Mabry Overpass CST \$8.2M requested for construction; will be constructed in last phase of westshore interchange, ~2030		SUNTrail; SIS	Pop Density: High
55	Real Choices	109th Ave from Nebraska Ave to 30th St	Network Connection	City of Tampa	\$450k requested for Design; \$2.25M EST total cost; Application Needed			Pop Density: High
56	Real Choices	Ashley Dr (Tyler St to Laurel St)	Multimodal Enhancements & Network Connection	Tampa	Need more info; application needed; DOT will fund 50% of the costs, CoT asking TPO to cover the other half			Pop Density: High
57	Real Choices	Dale Mabry at Spruce	Multimodal Enhancements & Network Connection: Intersection reconstruction, ADA compliant sidewalks, ped upgrades, modify turn lanes	FDOT	\$750k requested for Design; CST estimate pending; Application Needed	445648 1	HSIP, SU	Pop Density: High
58	Real Choices	Hanna Ave from Nebraska Ave to 40th St	Multimodal Enhancements & Network Connection	City of Tampa	Need more info			Pop Density: High to Medium-High
59	Real Choices	Adamo Dr Greenway Gap (22nd St to 34th St)	Multi-Use Trail	Tampa	City of Tampa requests prioritization to receive SUNTrail funding; Revised & completed application needed	447133 1	SUNTrail; Other Arterials	Pop Density: High to Medium-High
60	Real Choices	14th Street (N of Columbus to S of I-4)	Multimodal Enhancements & Network Connection	FDOT/Tampa	Complete Streets project on one-way road parallel to Green Spine Cycle Track: Completing project cost estimate; Application Needed	449098 1	SU	Pop Density: High to Medium-High
61	Real Choices	Main St from Armenia Ave to North Blvd	Multimodal Enhancements & Network Connection	City of Tampa	Need more info			Pop Density: High to Medium-High
62	Real Choices	Fowler Ave Underpass PD&E	Multi-Use Trail	Temple Terrace	Temple Terrace requests \$500k for PD&E; Application Needed		SU	Pop Density: High to Medium
63	Real Choices	Whiteway Drive	Light vehicle/Footbridge	Temple Terrace	Request for \$2.2M for Design & CST; Application Needed			Pop Density: High to Medium
64	Real Choices	Interbay Blvd (West Shore Blvd to Bayshore Blvd)	Multimodal Enhancements & Network Connection	Tampa/Hillsborough County	\$9.56M Requested for design & CST; Project needs to be phased into smaller segments	446877 1	CIGP	Pop Density: Medium-High to Medium
65	Real Choices	Tampa Bypass Canal Trail (34th St to Bruce B. Downs)	Multi-Use Trail; Temple Terrace requests County funding these improvements	Hillsborough County/ Temple Terrace	Temple Terrace's top priority. Added \$751k for PD&E in FY18 and \$379k for design moved to FY25 by Hillsborough County. Temple Terrace requestes \$683k for construction of Fowler to Harney segment upon completion of PD&E. TA Application Submitted - will need to be resubmitted next year	439482 1 439482 2	TA, SUNTrail Connecting, SU, County	Pop Density: Medium

66	Real Choices	Waters Ave at Florida Mining Blvd	Multimodal Enhancements & Network Connection	Hillsborough County	\$1.5M requested for CST; Total projects cost EST \$3.08M			Pop Density: Medium
67	Real Choices	Brush St (Whiting St to Kennedy Blvd)	Multimodal Enhancements & Network Connection	Tampa	Supports Water St development; Application Needed		TRIP	Pop Density: Low
68	Real Choices	South Tampa Greenway (Picnic Island Park to Manhattan Ave)	Multi-Use Trail	Tampa	Application needed		TA, SUNTrail	Pop Density: Medium to Medium-Low
69	Real Choices	SR 39/Alexander St from W of SR 39 to I-4	Multimodal Enhancements & Network Connection; Need additional information to proceed	FDOT	Walk/Bike Improvements, PE funded \$2M, ROW estimate \$1.5M unfunded, Construction estimate \$7.1M unfunded	440338 2	TA	Pop Density: Medium to Low
70	Real Choices	Upper Tampa Bay Trail from Peterson Rd Park to Van Dyke Rd	Multi-Use Trail	Hillsborough County	\$7M requested for CST; application submitted		TA	Pop Density: Medium to Low
71	Real Choices	South Coast Greenway (Phases I and III-VI)	Multi-Use Trail	Hillsborough County	<ul style="list-style-type: none"> Phase III (Big Bend Rd to Symmes Rd), request \$3.6M for Construction/CEI, TA application submitted Phase IV (Manatee Co. Line to SR 674), request \$371k for PD&E, TA Application Provided Phases V, VI, & VII (Symmes Rd to SR 60), request \$770k for PD&E, TA Application Needed \$500k Earmark Funded for design of segment along 19th Ave 	439481 1	TA, SUNTrail	Pop Density: Medium-Low to Low
72	Real Choices	Various Segments on State Roads	Filling Sidewalk Gaps	FDOT	Assuming no ROW acquisition, avg. cost is \$250k/mile; Additional Coordination Needed		SU, TA	Pop Density: N/A

Table 2: List of Candidates for Funding (Priority List)

2021 Priority	2045 LRTP Reference	Project Limits	Project Description	Project Sponsor	Project Status / Request	FPN	Suggested Funding Type	Prioritization Criteria
 <p>Goals by 2045 * Targeted Investments for Good Transportation Infrastructure *Promote Economic Growth by Connecting People to Key Economic Spaces</p> <ul style="list-style-type: none"> • 2045 Employment Density (Major/Minor/No Job Cluster) • 2045 Traffic Volume/Capacity (V/C) ratio • 2045 Delay Reduction per Centerline Mile 								
73	Major Projects, Pgs. 52-53	HART CSX Study	Transit	HART	\$3.5M requested; Top priority of TPO Board		SU, FTA	Connection to all Major Job Clusters; N/A; N/A
74	Major Projects, Pgs. 57-58	I-275 from North of Martin Luther King Jr Blvd to N of Bearss Ave	Capacity, Operational & Safety Enhancements	FDOT	Phase 1 construction funded from MLK Jr Blvd to N of Hillsborough Ave, transitioning into/out of Downtown Interchange Safety & Operational Improvements. Phase 2 funding requested from N of Hillsborough Avenue to N of Bearss Ave. Construct noise walls. Estimate: \$260M (2021 LRE)	431821 3 431821 4	SIS	Connection to Major Job Clusters; 1.14 VCR; N/A
75	Major Projects, Pgs. 54, 57-58	Westshore Interchange I-275/SR93 from S of SR60 to N of Hillsborough River; SR60 from S of I-275 to SR589	Capacity, Operational & Safety Enhancements	FDOT	Additional funding needed to reconstruct Tampa's Westshore Interchange (I-275/SR60) with general purpose and express lanes, including new express lanes along I-275 from the Howard Frankland Bridge to west of Lois Ave and along SR 60 from I-275 to Memorial Highway and Tampa International Airport (Section 4). Add express lanes on I-275 from West of Lois Avenue to North of the Hillsborough River (Section 5) with connections at Himes Ave and Downtown Tampa. Addition of new trail connections and reconnecting local streets. Construction Estimate: Section 4 - \$939M (2021 LRE) and Section 5 - \$253M (2021 LRE)	412531 1 412531 2	SIS	Connection to Major Job Clusters; 0.91 & 0.66 VCRs; N/A
76	Major Projects, Pgs.	Heights Mobility Plan	Drainage, Resurfacing, Sidewalk Enhancements, Lane repurposing for exclusive transit use	HART/ TPO/FDOT	1. N Tampa St & N Florida Ave from Tyler St to Columbus or Floribraska (TBD): \$46M for CST	440511 2	RAISE Grant, FTA	Connection to Major Job Clusters; 0.35 VCR; N/A
			Multimodal Safety Enhancements		2. N Tampa St & N Florida Ave from Columbus or Floribraska to MLK (TBD):	440511 7		
			Multimodal Safety Enhancements		3. N Tampa St & N Florida Ave from Tyler to Columbus or Floribraska & Palm Ave (TBD): CST estimate forthcoming	440511 8	SU	

77	Major Projects, Pgs. 22, 24, 52	City of Tampa Downtown Streetcar Extension and Modernization	Transit Connection	HART (Chief Recipient)/ City of Tampa (Project Sponsor)	The Invision Tampa Streetcar extension project has been accepted into the Project Development phase of the Federal Transit Administration's Small Starts program. Total Estimate of \$234M with \$100M from FTA; \$67M State New Starts; \$67M local funding	37608-2-98-0	FTA Small Starts, FDOT New Starts	Connection to Major Job Clusters; N/A; N/A
78	Major Projects, Pgs. 22, 24	N/S MetroRapid Construction - Tampa Arterial BRT	Transit	HART	The Tampa Arterial Bus Rapid Transit planning study was completed and a preferred BRT alignment was selected. HART board approved moving the project to the PD&E phase. Short-term improvements can still be identified, which may help facilitate a longer-term capital project when funding is made available. \$30M requested		FTA	Connection to Major Job Clusters; N/A; N/A
79		Modern Streetcars	Transit Capital	HART	\$50M requested		FTA	Connection to all Major Job Clusters; N/A; N/A
80	Major Projects, Pg. 64	Sam Allen Rd (Park Rd to Polk County)	New 4 Lane roadway	Plant City	TPO Alignment Study completed; \$2.15M request for PD&E; need application		SU	Connection to Minor Job Cluster; 1.43 VCR; N/A
81	Major Projects	US92 (I-4 to Polk County Line)	Widening and Multimodal Enhancements	FDOT	US92 from W of Mango Rd to E of Kingsway: Widen from 2 to 4 lanes; PD&E Completed; \$3.7M Needed for Design; \$37M CST est US92 from W of McIntosh to E of Dodo Lane & McIntosh from S of US92 to N of Dickey: Widen from 2 to 4 lanes; McIntosh PD&E underway and CST est will follow US92 from W of Tanner to E of Haggard Rd & Branch Forbes from S of US92 to N of I4: Widen from 2 to 4 lanes	438997 1	State Funds, Arterials	Minor Job Cluster; 1.06 VCR; N/A
82	Major Projects, Pg. 64, 75	Gibsonton Dr (Fern Hill Rd to US301)	Widen from 4 lanes to 6 lanes	Hillsborough County	Widen from 4 lanes to 6 lanes to accommodate traffic. PD&E funded in FY22. SU application submitted	450438 1	SU	Minor Job Cluster; 1.00 VCR; N/A
83	Major Projects, Pgs. 11, 60	Gibsonton Dr at I-75	Interchange Enhancements	FDOT/ Hillsborough County	Funding need for ultimate interchange modification. PE \$4.5M unfunded, CST \$32.4M unfunded	437650 2	SU, SIS	Minor Job Cluster; 0.95 VCR; 1.27 VHD Reduction
84	Major Projects, Pg. 62	Causeway Blvd (US 41 to US 301)	Operational Enhancements	Port Authority/ FDOT (tent.)	More information needed		Freight	Minor Job Cluster; 0.89 VCR; N/A
85	Major Projects, Pg. 67	Big Bend Rd (US41 to Covington Garden Dr and Simmon Loop Rd to US301)	Widen from 4 lanes to 6 lanes	Hillsborough County	Widen Big Bend Rd from 4 lanes to 6 lanes to accommodate traffic. This segment is funded as part of the I-75 interchange project. \$14M requested for construction. Total Estimated CST cost \$27.7M; TRIP application submitted	448985 1	TRIP	Minor Job Cluster; 0.88 East & 0.54 West VCRs; N/A

86	Major Projects, Pg. 62	US 92 from Maryland Ave to Polk County	Widen from 2 lanes to 4 lanes; Plant City requesting FDOT funding these enhancements	FDOT/ Plant City	PD&E completed, \$3.7MPE needed, CST\$42M unfunded; Additional Coordination Needed	438998 1	State Funds, Other Arterials	Minor Job Cluster; 0.88 VCR; N/A
87	Major Projects, Pg. 60	US 41 at 50th St CSX Grade Separated Interchange/Rail Overpass South of Causeway Blvd and at Causeway Blvd	Grade Sep. Intersection/ Overpass	FDOT	Port Tampa Bay request. Added \$2.7M for PD&E FY18, \$5.4M for design FY19 & 20, \$15M for ROW FY22; CST funding needed	440749 1	Freight, Intermodal, SIS	Minor Job Cluster; 0.77 VCR; N/A
88	Need beyond 2045	Rice Rd (Coronet Rd to Polk County)	New 2LU Rd	Plant City	TPO Alignment Study completed; \$2.5M requested for PD&E; application needed		SU	Minor Job Cluster; N/A; N/A
89	Major Projects	Port Redwing Development	New rail line to Port Redwing	Port Authority/ FDOT (tent.)	Rail Spur and South Bay Rd; Cost estimate \$5M; \$2.5M requested		Federal Earmark Request \$2.5M	Connection to Minor Job Cluster; N/A; N/A
90	Major Projects, Pgs. 64, 75	19th Ave NE from US 41 to US 301	Road Widening	Hillsborough County	\$70M, Widen 19th Ave from 2 to 4 lanes, PD&E funded by County; update w status		SU	No Job Cluster; 0.94 VCR; N/A
91	Major Projects, Pg. 64	Balm Rd (US301 to Clement Pride Rd) aka US301 @ Balm Rd	Widen from 2 to 4 lanes	Hillsborough County	Widen from 2 to 4 lanes: turn lanes, receiving lane, add/drop lane; Total Estimated CST cost \$15million; \$400k requested for 90% PE; Application submitted	449051 1	SU	No Job Cluster; 0.77 VCR; N/A
92	Major Projects	Electric Bus & Electric Bus Infrastructure	Transit SGR	HART	\$25M requested; HART has already received \$5.48M via a matching federal grant; \$4M recommended		FTA Low-No Emissions Bus	N/A; N/A; N/A
93	Major Projects	Real Estate Acquisition	Transit Asset SGR	HART	\$20M requested; Property on 21st is at max capacity		FTA	N/A; N/A; N/A
94	Major Projects	New Satellite Maintenance Facility	Transit SGR	HART	\$60M for new Satellite Maintenance Facility; HART requests this funding concurrent with Priority #2 Heavy Maintenance Facility		FTA, RAISE	N/A; N/A; N/A
			Denotes new priority				Denotes new priority	



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

Live. Grow. Thrive. Tampa Comprehensive Plan Update

Presenter:

Alvaro Gabaldon, 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 Study from Fowler Avenue to State Road 56](#)

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

Recommended Action: Approve the letter with comments

Discussion:

It was asked if there are wildlife corridor specifications 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

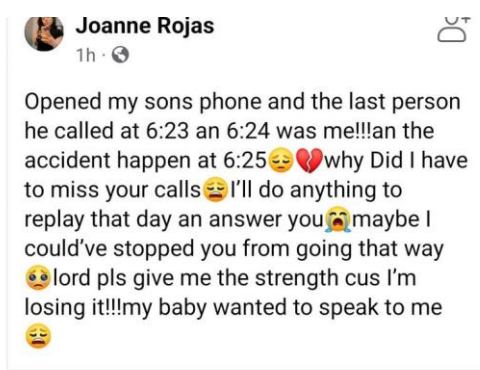
Dave Justask

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] FLORIBASKA 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 Floribaska 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 Floribaska 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 Floribaska 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 Floribaska 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 Floribaska 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. Floribaska 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: Floribaska Project <FloribaskaProject@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; FLORIBASKA AVE FROM N TAMPA ST TO 9TH ST Bike Lane/Sidewalk; FPN: 436640-1; CIP# 1001531

All,

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

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

Sincerely,

Cal Hardie, P.E.

Capital Projects Manager, Mobility Department

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

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

From: Floribraska Project <FloribraskaProject@tampagov.net>

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

To: Shane Ragiel <shane9218@gmail.com>

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

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

Mr. Ragiel,

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

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

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

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

Sincerely,

Nina Mabileau, E.I.

Transportation Project Coordinator, Mobility Department

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

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

e: nina.mabileau@tampagov.net

Please note: This e-mail is public record.

From: Shane Ragiel <shane9218@gmail.com>

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

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

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

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

Hey There,

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

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

Thanks!

Shane Ragiel

From: Lopez, Luis D. (FHWA)

To: CM; Christian, Jamie (FHWA)

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

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

Subject: RE: Noise Study Report Update

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

Good evening Mr. Vela,

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Respectfully,

Luis D. López-Rivera, P.E.

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

From: CM <cmvela311@gmail.com>

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

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

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

Subject: Re: Noise Study Report Update

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

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

Luis and James,

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

May I get a follow up?

Thanks,

Chris

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

Luis,

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

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

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

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

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

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

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

Sincerely,
Chris

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

www.tampainterstatestudy.com.

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

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

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

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

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

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

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

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

Respectfully,

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

From: CM <cmvela311@gmail.com>

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

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

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

Subject: Re: Noise Study Report Update

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

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

Luis,

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

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

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

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

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

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

So to recap:

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

Thanks,
Chris Vela

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

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

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

Thank you,
Chris

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

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

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

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

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

Respectfully,

Luis D. López-Rivera, P.E.

Senior Environmental Specialist

U.S. Department of Transportation

Federal Highway Administration

Florida, Puerto Rico and US Virgin Islands Division Offices

400 W. Washington Street | Suite 4200

Orlando, FL 32801

t. 407.867.6420

From: CM <cmvela311@gmail.com>

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

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

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

Subject: Noise Study Report Update

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

Mr. Lopez,

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

Please note the quote from the report below:

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

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

Thanks,

Chris Vela

--

Christopher

--

Christopher

From: Beth Alden

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

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

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

From: Charlotte Greenbarg <cgreenbarg@outlook.com>

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

To: Beth Alden <aldenb@plancom.org>

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

Subject: Re: New message from Plan Hillsborough contact form

Thanks Ms. Alden

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

Charlotte Greenbarg
Get [Outlook for iOS](#)

From: Beth Alden <aldenb@plancom.org>

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

To: Charlotte Greenbarg <cgreenbarg@outlook.com>

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

Subject: RE: New message from Plan Hillsborough contact form

Good morning, Ms. Greenbarg,

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

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

Best,
Beth

From: Charlotte Greenbarg <cgreenbarg@outlook.com>

Sent: Friday, April 1, 2022 8:04 AM

To: Beth Alden <aldenb@plancom.org>

Cc: Sharon Snyder <snyders@plancom.org>; Gena Torres <torresg@plancom.org>; Allison Yeh <yeha@plancom.org>;

Subject: Re: New message from Plan Hillsborough contact form

Thanks Beth,

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

Beat,

Charlotte

Get [Outlook for iOS](#)

From: Beth Alden <aldenb@plancom.org>

Sent: Thursday, March 31, 2022 10:28:47 AM

To: cgreenbarg@outlook.com <cgreenbarg@outlook.com>

Cc: Sharon Snyder <snyders@plancom.org>; Gena Torres <torresg@plancom.org>; Allison Yeh <yeha@plancom.org>

Subject: RE: New message from Plan Hillsborough contact form

Good morning, Ms. Greenbarg,

More information about the long range transportation plan (LRTP) is available in the Executive Summary posted at:

<https://planhillsborough.org/wp-content/uploads/2020/07/ExecSum-LRTP2045-HMPO-032020-4.pdf>

And links to supporting analyses are on the project page:

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

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

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

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

Best,
Beth

Beth Alden | AICP

Transportation Planning Organization

Executive Director

she/her

813.547.3318 (o)

813.748.5081 (c)

planhillsborough.org

[Plan Hillsborough logo](#)

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

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

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

To: Sharon Snyder <snyders@plancom.org>

Cc: Christopher English <englishc@plancom.org>

Subject: New message from Plan Hillsborough contact form

Name: Charlotte Greenbarg

Email: cgreenbarg@outlook.com

Subject: Public Records Request

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

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

Date: March 29, 2022

Time: 3:16 pm

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

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

Chrome/99.0.4844.74 Safari/537.36 Edg/99.0.1150.55

Remote IP: 72.187.24.212

Powered by: Elementor

From: [Erin Bilgili](#)

To: [Rick Fernandez](#)

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

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

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

Rick,

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

Let me know how else I can be supportive.

Best,

Erin

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

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

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

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

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

Thank you ... Rick

From: southby5 <southby5@aol.com>

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

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

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

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

Sent from my Galaxy

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

From: Rick Fernandez <rick@fernandezconsulting.net>

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

From: Rick Fernandez

To: "southby5"; "Michael Coleman"

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

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

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

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Thank you ... Rick

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

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

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

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

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

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

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

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

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

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

From: Beth Alden

To: Andrew Morris

Subject: RE: Tampa Bay Passenger Rail Update

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

Good morning, Mr. Morris,

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

Thanks,

Beth

From: Andrew Morris <amorrisrollins@gmail.com>

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

To: Beth Alden <aldenb@plancom.org>

Subject: Tampa Bay Passenger Rail Update

Beth Alden,

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

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

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

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

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

Sincerely,

Andrew Morris

FRA Southeast Regional Rail Plan (2020)

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

FDOT Florida Intercity Passenger Rail Vision Plan (2006)

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

Spain's high-speed railway revolution (2021)

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

From: Rick Fernandez

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

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

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

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

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

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

tim.keepports@gmail.com;

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

brenda@myhistorictampa.com;

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

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

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

Gallagher";

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

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

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

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

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

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

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

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

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

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

Summary:

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

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

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

List of Concerns

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

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

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

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

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

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

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

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

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

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

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

From: neil.cosentino@icloud.com

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

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

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

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

Good Morning

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

Opportunity Cost

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

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

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

Subject: Public Comment for Tomorrow's TPO Meeting

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

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

Dayna Lazarus, homeowner, urban planner, zip code 33605

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

Form Name: TPO Board Meeting Public Comment Signup Form

Submission Time: April 12, 2022 12:35 am

Browser: Safari 15.4 / OS X

IP Address: 47.197.194.74

Unique ID: 952077976

Location:

First Name Mauricio

Last Name Rosas

Email mrosas1001@mac.com

Phone (813) 727-6680

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

Board Meeting - April 13, 2022 at 10 AM

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

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

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



Hillsborough TPO

Transportation Planning Organization

Committee Reports

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

The BPAC met virtually and heard status reports on:

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

Livable Roadways Committee (LRC) on March 23

The LRC approved the following action item, with comments:

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

The LRC heard status reports on:

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

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

The TAC approved the following action items:

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

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

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

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

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

The CAC approved the following action items, with comments:

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

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

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

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

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

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