



Hillsborough TPO Transportation Planning Organization

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Executive Director



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Meeting of the TPO Board

Wednesday, May 11, 2022 @10:00am
Hillsborough County Center, 601 E. Kennedy Blvd., 26th Floor

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.

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

Public comment opportunities:

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

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

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

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

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

Agenda

- I. **Call to Order & [Pledge of Allegiance](#)**
- II. **Roll Call & Declaration of Quorum** (Gail Reese, TPO Staff)
 - A. Vote of Consent for Remote Member Participation – *if applicable*
- III. **[Approval of Minutes – April 13, 2022](#)**
- IV. **Public Comment on Agenda Items – 30 minutes total, with up to 3 minutes per speaker. Staff will unmute you when the chair recognizes you. As needed, the chair may allow for additional time later in the agenda.**

- V. **Committee Reports and Advance Comments** (Bill Roberts, CAC Chair, Davida Franklin, TPO Staff and Beth Alden, TPO Director)
- VI. **Consent Agenda**
- A. Committee Appointments
 - B. Smart Cities Mobility Plan – *Reviewed by committees*
 - C. Public Participation Plan: Measures of Effectiveness Report (2020-2021) – *Reviewed by committees*
- VII. **Action Items**
- A. FY23 & FY24 Unified Planning Work Program Approval (Amber Simmons, TPO Staff)
 - B. TPO Apportionment Plan (Elizabeth Watkins, TPO Staff)
 - C. Executive Director Performance Evaluation (Cameron Clark, TPO Attorney)
- VIII. **Status Reports**
- A. Tampa MOVES and Vision Zero Action Plan (Alana Brasier, City of Tampa)
 - B. Bylaws Amendment: Code of Conduct (Beth Alden, TPO Director)
- IX. **Executive Director’s Report**
- X. **Old Business & New Business**
- XI. **Adjournment**
- XII. **Addendum**
- A. Announcements
 - TPO Public Hearing to update and adopt the Transportation Improvement Program for FY23-FY27 and the List of Priority Projects: June 8, 6:00pm, virtual and at Hillsborough County Center, 2nd Floor BOCC Chambers
 - Sun Coast Transportation Planning Alliance joint meetings with Tampa Bay TMA Leadership Group and Central Florida MPO Alliance: June 10, 10:00am and 11:30am, Lake Eva Event Center, Haines City
 - [Public survey for Tampa Comprehensive Plan 2045 Vision](#)
 - B. Project Summaries, Fact Sheets & Other Status Reports
 - MPOAC 4/27 Passenger Rail Workshop Slides, “Options for Expanding Amtrak Service in Florida”
 - I-75 Concrete Pavement Repair
 - C. Correspondence
 - Tampa Mayor Castor’s Proclamation re: Community Garden Month
 - To FDOT re: I-75 PD&E
 - To FDOT re: US 301 PD&E

- To USDOT supporting FDOT grant application for truck parking on I-4
- To USDOT supporting Port Tampa Bay RAISE grant application for Berth 301

D. Articles Related to TPO Work

- [Too much of not enough](#) | Tampa Bay Business Journal | 04.15.22
- [Tampa's TECO Line Streetcar has busiest month ever with 108K rides in March](#) | Florida Politics | 04.13.22
- [Buoyed by federal grant, HART bus rapid transit enters its next phase with an eye on Fowler Avenue](#) | Tampa Bay Business Journal | 04.13.22
- [TECO Line Streetcar breaks all-time monthly ridership record](#) | Tampa Bay Business Journal | 04.13.22
- [Hillsborough seeks aesthetics code for rural Lithia development](#) | Tampa Bay Times | 04.12.22
- [Hillsborough County commissioner says inflation may hinder transportation surtax's success](#) | Tampa Bay Business Journal | 04.07.22
- [1% transportation sales tax referendum moves forward in Hillsborough County](#) | 10 Tampa Bay | 04.06.22
- [Hillsborough sets sales tax hearing](#) | Tampa Bay Times | 04.06.22
- [Up to Speed: Brightline high-speed rail still making plans for Tampa Connection](#) | 10 Tampa Bay | 04.05.22
- [From Bikes To Planes, TPO Keeps Hillsborough County Moving](#) | Osprey Observer | 04.04.22
- [Higher tax bills around Tampa Bay could spur wallet pain and political heat](#) | Tampa Bay Times | 04.02.22
- [Tampa judge denies proposal to issue refunds for Hillsborough County transportation tax](#) | Fox 13 Tampa Bay | 03.31.22
- [Officials give glimpse into new project with 22-mile trail for bikers, pedestrians](#) | Fox 13 Tampa Bay | 03.30.22
- [Judge's ruling paves the way for 2018 surtax funds to return to Hillsborough's transportation coffers](#) | Tampa Bay Business Journal | 03.29.22
- [Some hope for Hillsborough County's transportation challenges | Editorial](#) | Tampa Bay Times | 03.29.22
- [Hillsborough commissioners vote to draft a transportation tax ordinance](#) | WUSF Media | 03.28.22
- [Statewide transportation: Tampa newsmaker Gena Torres](#) | Tampa Bay Business Journal | 03.28.22
- [HART on track to receive same percentage of 2022 surtax as the 2018 version](#) | Tampa Bay Business Journal | 03.25.22
- [Judge rejects Hillsborough sales tax refund plan](#) | Tampa Bay Times |
- [Hillsborough sticks with transit emphasis in sales tax plan](#) | Tampa Bay Times | 03.23.22
- [Hillsborough County officials move new transportation surtax forward](#) | Tampa Bay Business Journal | 03.23.22
- [Transportation surtax would stave off HART's 'financial cliff' for several years](#) | Tampa Bay Business Journal | 03.22.22
- [Brightline agrees to make future Tampa station part of a broader transit network](#) | Tampa Bay Business Journal | 03.18.22

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

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or barberj@plancom.org, three business days in advance of the meeting. If you are only able to speak Spanish, please call the Spanish helpline at (813) 273-3774, ext. 211.

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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

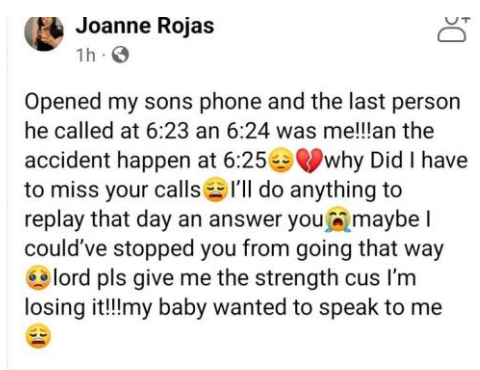
Dave Justask

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

Aarown Matthys

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

Dave Justask- Shared screen shot below:



3/23

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

Tatiana Morales:

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

We should look into expanding bus service to reduce traffic

Bill Mattull:

Road should have been widened to 4 lanes 10 years ago

3/29

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

Andrew Guilbert:

Not bad

4/8

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

Vela Christopher:

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

Jesus...the world we live in.

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

4/12

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

Vela Christopher:

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

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

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

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

Kinda strange that some of them live in the city.

Twitter

3/17

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

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

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

3/28

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

Roc King: That's gutsey but good.

3/30

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

Tolar Manufacturing: (Applause emoji)

3/30

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

Roc King: You go judge.

4/1

Regarding a post about protected intersections

Bruce Wright:

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



Apr 5

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

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

Apr 6

Regarding a driver awareness post about pedestrian safety at crosswalks

Roc King: Crank it on.

Apr 7

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

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

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

Email

From: [Lena Young](#)

To: calvin.hardie@tampagov.net

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

Subject: Completion of The Green ARTery Perimeter Trail

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

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

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

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

LYG (813) 538-3219

From: [Rick Fernandez](#)

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

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

myersg@hillsboroughcounty.org;

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

[Beth](#)

Alden; Johnny Wong

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

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

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

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

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

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

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

jessica.vaughn@hcps.net; "Kitty

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

LawsonL@hillsboroughcounty.org;

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

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

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

Subject: Construction Vibration And the manifest inefficiencies

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

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

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

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

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

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

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

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

Most Sincerely ...

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

From: Rick Fernandez <rick@fernandezconsulting.net>

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

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

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

Greetings:

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

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

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

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

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

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

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

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

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

Rick Fernandez

Transportation Committee Chair, Tampa Heights Civic Association

TPO CAC Vice Chair

2906 N. Elmore Ave

Tampa, FL 33602

786.837.3818

From: Calvin Hardie

To: Rick Fernandez; Nina Mabileau

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

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

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

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

Rick,

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

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

Cal Hardie, P.E.

Capital Projects Manager, Mobility Department

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

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

From: Rick Fernandez <rick@fernandezconsulting.net>

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

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

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

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

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

Is that about the up-shot of it?

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

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

Seriously?

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

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

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

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

Let's talk. Soon. Please.

Rick Fernandez

786.837.3818

Begin forwarded message:

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

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

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

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

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

All,

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

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

Sincerely,

Cal Hardie, P.E.

Capital Projects Manager, Mobility Department

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

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

From: Floribraska Project <FloribraskaProject@tampagov.net>

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

To: Shane Ragiel <shane9218@gmail.com>

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

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

Mr. Ragiel,

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

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

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

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

Sincerely,

Nina Mabileau, E.I.

Transportation Project Coordinator, Mobility Department

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

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

e: nina.mabileau@tampagov.net

Please note: This e-mail is public record.

From: Shane Ragiel <shane9218@gmail.com>

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

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

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

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

Hey There,

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

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

Thanks!

Shane Ragiel

From: Lopez, Luis D. (FHWA)

To: CM; Christian, Jamie (FHWA)

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

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

Subject: RE: Noise Study Report Update

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

Good evening Mr. Vela,

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Respectfully,

Luis D. López-Rivera, P.E.

Senior Environmental Specialist
U.S. Department of Transportation
Federal Highway Administration
Florida, Puerto Rico and US Virgin Islands Division Offices
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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
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From: Beth Alden <aldenb@plancom.org>

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

To: Charlotte Greenbarg <cgreenbarg@outlook.com>

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

Subject: RE: New message from Plan Hillsborough contact form

Good morning, Ms. Greenbarg,

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

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

Best,
Beth

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

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

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

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

And links to supporting analyses are on the project page:

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

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

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

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

Best,
Beth

Beth Alden | AICP

Transportation Planning Organization

Executive Director

she/her

813.547.3318 (o)

813.748.5081 (c)

planhillsborough.org

[Plan Hillsborough logo](#)

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

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

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

To: Sharon Snyder <snyders@plancom.org>

Cc: Christopher English <englishc@plancom.org>

Subject: New message from Plan Hillsborough contact form

Name: Charlotte Greenbarg

Email: cgreenbarg@outlook.com

Subject: Public Records Request

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

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

Date: March 29, 2022

Time: 3:16 pm

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

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

Chrome/99.0.4844.74 Safari/537.36 Edg/99.0.1150.55

Remote IP: 72.187.24.212

Powered by: Elementor

From: [Erin Bilgili](#)

To: [Rick Fernandez](#)

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

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

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

Rick,

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

Let me know how else I can be supportive.

Best,

Erin

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

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

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

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

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

Thank you ... Rick

From: southby5 <southby5@aol.com>

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

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

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

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

Sent from my Galaxy

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

From: Rick Fernandez <rick@fernandezconsulting.net>

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Best, Rick Fernandez

From: Rick Fernandez

To: "southby5"; "Michael Coleman"

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

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

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

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

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

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

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

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

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

From: Beth Alden

To: Andrew Morris

Subject: RE: Tampa Bay Passenger Rail Update

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

Good morning, Mr. Morris,

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

Thanks,

Beth

From: Andrew Morris <amorrisrollins@gmail.com>

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

To: Beth Alden <aldenb@plancom.org>

Subject: Tampa Bay Passenger Rail Update

Beth Alden,

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

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

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

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

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

Sincerely,

Andrew Morris

FRA Southeast Regional Rail Plan (2020)

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

FDOT Florida Intercity Passenger Rail Vision Plan (2006)

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

Spain's high-speed railway revolution (2021)

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

From: Rick Fernandez

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

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

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

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

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

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

tim.keepports@gmail.com;

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

brenda@myhistorictampa.com;

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

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

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

Gallagher";

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

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

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

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

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

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

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

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

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

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

Summary:

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

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

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

List of Concerns

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

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

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

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

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

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

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

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

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

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

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

From: neil.cosentino@icloud.com

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

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

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

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

Good Morning

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

Opportunity Cost

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

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

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

Subject: Public Comment for Tomorrow's TPO Meeting

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

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

Dayna Lazarus, homeowner, urban planner, zip code 33605

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

Form Name: TPO Board Meeting Public Comment Signup Form

Submission Time: April 12, 2022 12:35 am

Browser: Safari 15.4 / OS X

IP Address: 47.197.194.74

Unique ID: 952077976

Location:

First Name Mauricio

Last Name Rosas

Email mrosas1001@mac.com

Phone (813) 727-6680

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

Board Meeting - April 13, 2022 at 10 AM

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

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

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



Hillsborough TPO

Transportation Planning Organization

Committee Reports

Meeting of the Intelligent Transportation System (ITS) Committee on April 14

The ITS held its election of officers. Margaret Kubilins was reaffirmed as the Chair, Brian Gentry as the Vice-Chair and Jeff Sims as the officer-at-large.

The ITS Committee approved the following action item:

✓ Smart Cities Mobility Plan

TPO staff presented the vision statement and the purpose of the Smart Cities Mobility Plan. There were primarily four tasks – Existing project inventory and the production of a factsheet booklet, comparison of Tampa Bay’s current deployments against the inventory and across peer metros, new ranking methodology for TIP prioritization and community outreach. Committee members discussed about the challenges including maintenance and funding investment. The committee approved the Smart Cities Mobility Plan and recommended to the TPO Board.

The ITS Committee heard status reports on the following:

- Regional ITS Architecture

FDOT Central Office and the consultant presented a review of the FDOT Statewide and Regional ITS Architecture website which is currently being updated. The website helps the stakeholders and agencies to access the inventory of existing and planned systems across the region, the project information flows and the functional requirements. The website will be available to the public once the update is complete.

- Low-Cost Air Quality Monitoring Pilot Study

TPO staff presented an update on the low-cost air quality monitoring pilot study that is being conducted in partnership with the USF College of Public Health, Hillsborough County EPC and FHWA. The areas identified as part of the pilot study were Sulphur Springs, VM Ybor, South Nebraska. Committee members raised question about moving to a larger project. The long-term goal was to develop methods to establish a larger community monitoring network and for them to monitor the quality of the air around them.

- FY 23 & FY 24 UPWP Preliminary Draft

Staff presented the UPWP Preliminary Draft, with a review of the budget and a summary of the FY 21 and 22 projects. The final UPWP will be approved by the Board in May.

- Introduction to New TPO Studies

A brief overview of the upcoming TPO projects was presented.

Meeting of the Transportation Disadvantaged Coordinating Board (TD) on April 22

The TDCB held its annual workshop seeking public engagement on the Transportation Disadvantaged Program.

The TDCB approved the following action item:

- ✓ Community Transportation Coordinator (CTC) Trip and Service Rates for 2022/2023

The TD heard status reports on the following:

- FY 23 & FY 24 UPWP Preliminary Draft
- Intro to New TPO Studies

The Executive Director of the Sunshine Line provided their bimonthly update. Sunshine Line is gearing up to provide transportation to the Tampa Heights Civic Association for their Water Safety Program for the summer as well as the HCSO Homeless initiative. They're also gearing up for the opening of three new Aging Services sites. Otherwise, they are operating at less than 50% capacity for drivers and are having significant challenges recruiting and retaining vehicle operators as a result of non-competitive wages. On-time performance is at 87.3% last month, the lowest it's been in many years. Saturday service is being phased out currently as a result of the driver shortage, and trips are being prioritized into essential and non-essential trips.

Meeting of the Bicycle Pedestrian Advisory Committee (BPAC) on April 27

The BPAC did not make recommendations on any action items due to lack of a quorum:

- Public Participation Plan: Measures of Effectiveness Report (2020-2021)
 - Committee members expressed their appreciation for the report and continued outreach.
- TPO Apportionment Plan Draft - Members had several questions on the proposal:
 - Is there an issue with the current distribution?
 - Would this put the City of Tampa at a disadvantage? (it was pointed out that County Commission Districts also include the cities)
 - Should the independent agencies be removed? Some members expressed that they provide value and expertise to the conversation.
 - Several agency staff commented that they would abstain since their agencies had not yet taken a position.

The BPAC heard status reports on the following:

- City of Tampa MOVES and Vision Zero Action Plan
- Introduction to New TPO Studies
- Live. Grow. Thrive. Tampa Comprehensive Plan Update

Livable Roadways Committee (LRC) on April 27

The LRC took the following actions:

- χ TPO Membership Apportionment Plan Draft – The LRC did not approve the staff recommendation, instead moved that the TPO Apportionment be left Status Quo.
- ✓ Public Participation Plan Measures of Effectiveness Report was approved.
- ✓ Comments on ETDM Project #14486 (US 301 from Moccasin Wallow Road to SR 674 – The LRC moved to submit the staff comments, comment from a member of the

public on behalf of the Sundance Community, and additional comments made by the committee on the topics of rural context, wildlife crossings, safety, and a request to return to the committee at the design phase.

The LRC heard status reports and updates on:

- FDOT District 7 Safety Program
- FY23 and FY24 UPWP Preliminary Draft
- Introduction to new TPO Studies
- Memo on Government in the Sunshine
- Live. Grow. Thrive. Tampa Comprehensive Plan Update

Meeting of the Technical Advisory Committee (TAC) of May 2

The TAC approved the following action items:

- ✓ FY 23 & FY 24 UPWP Approval
- ✓ Public Participation Plan: Measures of Effectiveness Report (2020-2021) - Members commented that they liked that outreach is being tracked and evaluated, and agreed that the engagement on the Non-Discrimination Plan was very effective.
- χ The TAC heard a motion to approve the Apportionment Plan as recommended but the motion failed to pass, therefore no action was taken. Comments included:
 - HCAA commented that you cannot compare Hillsborough to other MPOs because most airports are owned by the County. In examples where there is an independent authority, they have voting seats. For example, Orlando International Airport has a voting seat on the MetroPlan Board. HCAA representatives speak for the Board, not the CEO. HCAA has a unique perspective as a transportation operator and should retain a voting seat. The Port Authority agreed with HCAA, and finds the proposed plan disturbing.
 - Planning Commission, Hillsborough County, and City of Tampa representatives abstained from voting since their Boards have not taken a position.

The TAC heard status reports and announcements on:

- Transportation Improvement Program (TIP) Priorities Update: Preliminary Draft
- Live. Grow. Thrive. Tampa Comprehensive Plan Update
- HCAA is updating its Master Plan (<https://www.tampaairport.com/tpa-master-plan>)

Meeting of the Citizens Advisory Committee (CAC) of May 4

The CAC approved action items:

- ✓ FY 23 & FY 24 UPWP
- ✓ TPO Apportionment Plan Draft, as recommended by the Policy Committee
- ✓ Public Participation Plan: Measures of Effectiveness Report (2020-2021) – with the caveat that the report needs to acknowledge the challenges over the last 2 years in communicating with the public about the design of the Downtown Interchange.

The CAC heard status reports on:

- TIP Priorities Update: Preliminary Draft
- Live. Grow. Thrive. Tampa Comprehensive Plan Update



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item

Committee Appointments

Presenter

None – Consent Agenda

Summary

The *Livable Roadways Committee (LRC)* shall be composed of representatives of local government departments, transportation agencies and other organizations. They may be elected officials, appointed officials, organization members, designated representatives or staff, but may not be staff to the TPO.

The following have been nominated to serve on the LRC:

- Emmeth Duran, as alternate member, by Institute of Transportation Engineers

Recommended Action

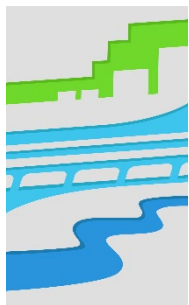
That the TPO confirm the above nominations

Prepared By

Cheryl Wilkening, TPO Staff

Attachments

None



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Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item

Smart Cities Mobility Plan Update

Presenter

Johnny Wong, TPO Staff

Summary

The Smart Cities Mobility Plan represents an evolution of the 2013 Intelligent Transportation Systems Plan Update. The plan will include several new features to meet the needs of planners and traffic operations teams across Hillsborough County. Chief among these new features is a prioritization matrix, which may resolve a gap in the Transportation Improvement Program (TIP) ranking methodology. The new prioritization matrix allows non-traditional Smart Cities projects to be ranked and compared both against one another and against traditional project types.

Staff will provide a summary of the Smart Cities Mobility Plan's findings, its recommendations, and will demonstrate how the prioritization matrix is being used to rank projects in the TIP priority list.

Recommended Action

Approve the Smart Cities Mobility Plan and forward to the TPO Board.

Prepared By

Johnny Wong, PhD, TPO Staff

Attachments

[Draft Smart Cities Mobility Plan Presentation Slides](#)



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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 \(2020-2021\)](#)

[Presentation Slides](#)



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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:

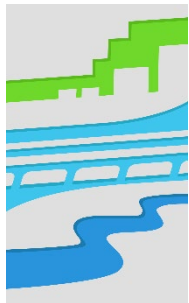
Approve the FY 23 & FY 24 UPWP

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

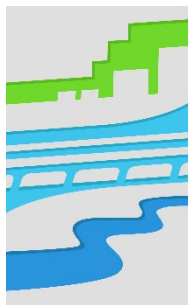
These changes were suggested based two concerns: 1. the difficulty of coordinating with agency representatives about transportation investments when communications about any topic that might be voted on by Board members in the future must be at a public meeting conducted in compliance with Florida's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

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

The draft Apportionment Plan was discussed at TPO Committee meetings. The following list outlines the action taken by the Committees:

- Bike and Pedestrian Action Committee – No action; no quorum
- Livable Roadways Committee – Retain status quo
- Technical Advisory Committee – No action; no direction from local government governing boards
- Citizens Advisory Committee – Recommend approval

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



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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.

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	Independent Org but 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:

Executive Director Performance Evaluation

Presenter:

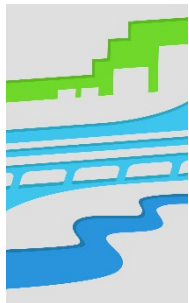
Cameron Clark, TPO Attorney

Summary:

The TPO attorney prepared and distributed a questionnaire to board members concerning the annual performance review of the TPO executive director. The attorney will provide a summary of the responses.

Because the TPO Board has a staffing services agreement with the Planning Commission, administration of any performance-based merit increase directed by the board will be handled by the Planning Commission Executive Director.

Last fiscal year, salaries were frozen for all Planning Commission and TPO employees, and the TPO Board followed suit in its executive director performance evaluation. In previous years, the Board has directed that a performance-based merit increase be awarded consistent with the performance standards used for all of the Planning Commission and TPO staff. As an agency, the Planning Commission continues to budget for merit increases on par with Hillsborough County.



Recommended Action:

Accept the report and direct that a merit increase be awarded consistent with the performance standards used for all the Planning Commission and TPO staff

Prepared By:

Cheryl Wilkening, TPO Staff

Attachments:

To be distributed via email in board member folders

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Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

City of Tampa MOVES and Vision Zero Action Plan

Presenter:

Alana Brasier, City of Tampa

Summary:

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

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

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



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

Recommended Action:

None. For information only.

Prepared By:

Gena Torres, TPO staff

Attachments:

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

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Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

Bylaws Amendment: Code of Conduct

Presenter:

Beth Alden, TPO Director

Summary:

Recently, board members have discussed whether the TPO should establish standards of conduct in its bylaws. Last month, the Board reviewed the standards of conduct of the Hillsborough County City-County Planning Commission, and directed staff and counsel to bring back language similar to the portions that are relevant to the TPO.

Recommended Action:

None; first reading of two

Prepared By:

Beth Alden, TPO Director

Attachments:

- Proposed edit of TPO Bylaws, Sections 4.2 and 7.6
- [Code of Conduct of Hillsborough County City-County Planning Commission](#)



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**BY-LAWS OF
THE HILLSBOROUGH COUNTY
TRANSPORTATION PLANNING ORGANIZATION
AND ITS COMMITTEES**
Amended September 14, 2021 June 8, 2022

1.0 PURPOSE: These *By-laws* are adopted by the Hillsborough County Metropolitan Planning Organization to govern the performance of the MPO's duties as well as those of MPO committees and to inform the public of the nature of the MPO's internal organization, operations and other related matters.

1.1 DOING BUSINESS AS: Consistent with the Fictitious Name Act (s.865.09, F.S.), and as registered with the Florida Department of State, the MPO will conduct business as the "Hillsborough Transportation Planning Organization," hereinafter called the "TPO".

2.0 DEFINITIONS:

2.1 EMERGENCY: Any occurrence or threat thereof, whether accidental or natural, caused by man, in war or in peace, which necessitates immediate action because it results or may result in substantial injury or harm to the population or the TPO or substantial damage to or loss of property or public funds.

2.2 GOOD CAUSE: A substantial reason which is put forward in good faith.

2.3 INTERESTED PERSON: Any person who has or may have or who represents any group or entity which has or may have some concern, participation or relation to any matter which will or may be considered by the TPO.

2.4 MEMBER(S): The TPO consists of sixteen (16) official members, with FDOT designated as a non-voting advisor. Each member government or authority may also appoint an alternate member, who may vote at any TPO meeting in place of a regular member. TPO committee membership is as provided in these By-laws.

2.5 PUBLIC HEARING: A meeting of the TPO convened for the purpose of receiving public testimony regarding a specific subject and for the purpose of taking action on amendment to or adoption of a plan or program. A public hearing may be convened with less than a quorum present; however, no official action other than adjournment or continuation of the public hearing to another time may be taken unless a quorum is present.

2.6 REGULAR MEETING: The regular scheduled meeting of the TPO at which all official business may be transacted.

- 2.7 SPECIAL MEETING:** A meeting of the TPO held at a time other than the regularly scheduled meeting time. All official business may be transacted at a special meeting.
- 2.8 WORKSHOP:** A conference where members are present and are meeting to discuss a specific subject. A workshop may be convened with less than a quorum present; however, no official action other than adjournment or continuation of the workshop to another time may be taken.
- 3.0 MPO OFFICERS:** There shall be a Chair and a Vice-Chair. All officers shall be voting members of the TPO.
- 3.1 TENURE:** All officers shall hold office for one (1) year or until a successor is elected. However, any officer may be removed by a majority of the total members. No officer may serve for more than two years consecutively.
- 3.2 SELECTION:** At the regular meeting in December, the members shall nominate one or more candidates to fill each office. Immediately following the close of nominations, the TPO shall vote to fill each office, with the vote for each office being taken in the order in which candidates for that office were nominated, until one is elected. New officers shall take office immediately upon the conclusion of the election of officers.
- 3.3 VACANCY IN OFFICE:** A vacant office shall be filled by the TPO at its first regular meeting following the vacancy. The officer so elected shall serve the remainder of their predecessor's term in office.
- 3.4 DUTIES:** The officers shall have the following duties:
- 3.4.1 CHAIR:** The Chair shall:
- (a) Preside at all regular and special meetings, workshops and public hearings.
 - (b) Represent the TPO on the West Central Florida MPO Chairs Coordinating Committee (CCC), doing business as Suncoast Transportation Planning Alliance (SCTPA), and the Florida MPO Advisory Council (MPOAC).
 - (c) Establish such ad hoc committees as the Chair may deem necessary and appoint their members and chairs.
 - (d) Call special meetings and workshops and public hearings.
 - (e) Sign all contracts, resolutions, and other official documents of the TPO, unless otherwise specified by the *By-laws* or *Policies*.
 - (f) Express the position of the TPO as determined by vote or consensus of the TPO.
 - (g) See that all actions of the TPO are taken in accordance with the *By-laws*, *Policies* and applicable laws.
 - (h) Perform such duties as are usually exercised by the Chair of a commission or board, and perform such other duties as may from time to time be assigned by the TPO.

3.4.2 Vice-Chair: The Vice-Chair shall, during the absence of the Chair or the Chair's inability to act, have and exercise all of the duties and powers of the Chair, and shall perform such other duties as may from time to time be assigned to the Chair by the TPO.

4.0 COMMITTEES:

4.1 AD HOC COMMITTEES:

4.1.1 Chair and Expiration: An ad hoc committee shall consist of a committee chair, who shall be a member of the TPO. All ad hoc committees shall have an expiration time identified by the Chair at the time of creation or shall dissolve at the expiration of the Chair's term.

4.1.2 Purpose: The purpose of establishing ad hoc committees is to facilitate the accomplishment of a specific task identified by the Chair.

4.2 STANDING COMMITTEES:

4.2.1 Appointment of Committee Members: Members and alternate members of all committees shall be appointed by action of the TPO. Members representing an organization on a committee, as specified in the committee membership list, shall be nominated in writing by their organization. Members representing the citizens of Hillsborough County, and not representing any particular entity as specified in the committee membership list, shall be recommended for membership by action of the committee on which they would like to serve. Using the same procedure, alternate members may be designated to act on behalf of regular members with all the privileges accorded thereto. The TPO shall not appoint committee applicants who are affiliated with private TPO consultants or contractors. If such an affiliation occurs, an existing committee member shall be deemed to have resigned.

4.2.2 Termination of Committee Membership: Any member of any committee may resign at any time by notice in writing to the Chair. Unless otherwise specified in such notice, such resignation shall take effect upon receipt thereof by the Chair. Each member of each committee is expected to demonstrate his/her interest in the committee's activities through attendance of the scheduled meetings, except for reasons of an unavoidable nature. In each instance of an unavoidable absence, the absent member should ensure that his/her alternate will attend. The TPO may review, and consider rescinding, the appointment of any member of any committee who fails to attend three (3) consecutive meetings. In each case, the TPO will warn the member in writing, and if applicable the member's nominating organization, thirty days in advance of an action to rescind membership. The TPO Chair may immediately terminate the membership of any committee member

for violations of standards of conduct, defined as conduct inconsistent with ~~Florida Senate Administrative Policies and Procedures~~Section 7.0 of these By-laws. At a minimum, committee member attendance will be reviewed annually. In the case of members representing an organization on a committee as specified in the committee membership list, the individual's membership may also be rescinded by the nominating organization, by letter to the Chair.

- 4.2.3 Officers of Standing Committees:** The committee shall hold an organizational meeting each year for the purpose of electing a committee chair (unless designated by the TPO), a committee vice-chair, and, at the discretion of the committee chair, an officer-at-large. Officers shall be elected by a majority vote of a quorum of the members. Except as otherwise provided in these By-laws, officers shall serve a term of one year starting with the next meeting. The powers and duties of the committee chair shall be to preside at all meetings; to express the position of the committee as determined by vote or consensus of the committee; and to ensure that all actions of the committee are taken in accordance with the bylaws and applicable law. The committee vice chair shall have these same powers and responsibilities in the absence of the committee chair. The officer-at-large shall, during the absence of both the committee chair and the committee vice-chair or their inability to act, have these same duties and responsibilities, and in addition shall perform other duties as may from time to time be assigned by the committee chair.
- 4.2.4 Conduct of Committee Meetings:** Sections 5 through 9, excluding Section 8.1, of these TPO By-laws shall be used for the conduct of all TPO committee meetings.
- 4.2.5 Standing Committee Sub-Committees:** An TPO standing committee or the MPO may establish such sub-committees to a standing committee as deemed necessary to investigate and report on specific subject areas within the scope of the standing committee. Such sub-committees shall be of limited duration and shall dissolve at such time as designated at the time of establishment or upon completion of the task(s) specified at the time of establishment. These TPO By-laws shall be used for the conduct of such sub-committees meetings in the same manner as the TPO committees.
- 4.2.6 TPO Technical Advisory Committee (TAC):** Established pursuant to Section 339.175, Florida Statutes, the TAC shall be responsible for considering safe access to schools in the review of transportation project priorities, long-range transportation plans and transportation improvement programs and shall advise the TPO on such matters. In addition, the TAC shall be responsible for assisting in the development of transportation planning work programs; coordinating transportation planning and programming; review of all transportation

studies, reports, plans and/or programs, and making recommendations to the TPO that are pertinent to the subject documents based upon the technical sufficiency, accuracy, and completeness of and the needs as determined by the studies, plans and/or programs. The TAC shall coordinate its actions with the School Board of Hillsborough County and other local programs and organizations within Hillsborough County that participate in school safety activities and shall also coordinate its actions with the appropriate representatives of the Florida Department of Transportation.

TAC Membership: The TAC shall be composed of technically qualified representatives for the purpose of planning, programming and engineering of the transportation system within the Hillsborough County Transportation Planning Organization area boundary.

The membership shall be composed of: three (3) members from Hillsborough County, two (2) members from City of Tampa, two (2) members from the Hillsborough County City-County Planning Commission, one (1) member from the Tampa Hillsborough Expressway Authority, one (1) member from the Hillsborough Area Regional Transit Authority, one (1) member from Environmental Protection Commission, one (1) member from the Tampa Port Authority, one (1) member from City of Temple Terrace, one (1) member from the Tampa Bay Regional Planning Council, one (1) member from the Florida Department of Environmental Protection, one (1) member from City of Plant City, one (1) member from the Hillsborough County Aviation Authority, one (1) member from the Tampa Bay Area Regional Transportation Authority, one (1) member from the Tampa Historic Streetcar, Inc., one (1) member from the Department of Health-Hillsborough and one (1) member from the Florida Trucking Association.

Terms of Membership: Members shall serve terms of indefinite length at the pleasure of their respective nominating organizations and the TPO.

4.2.7 TPO Citizens Advisory Committee (CAC): The CAC shall be responsible for providing information and overall community values and needs into the transportation planning program of the TPO; evaluating and proposing solutions from a citizen's perspective concerning alternative transportation proposals and critical issues; providing knowledge gained through the CAC into local citizen group discussions and meetings; and establishing comprehension and promoting credibility for the TPO Program.

CAC Membership: The CAC shall be composed of appointed citizens (transportation agency staff are not eligible) who together shall represent a broad spectrum of social and economic backgrounds and who have an interest in the development of an efficient, safe and cost-

effective transportation system. Minorities, the elderly and persons with disabilities must be adequately represented on the CAC.

All members must be residents of Hillsborough County. Membership will be as follows: one (1) member nominated by each member of the Board of County Commissioners serving on the TPO, one (1) member nominated by each member from the City of Tampa serving on the TPO, one (1) member from the City of Temple Terrace nominated by the Mayor of the City of Temple Terrace, one (1) member from the City of Plant City nominated by the Mayor of the City of Plant City, one (1) member nominated by each respective Chairperson of the Hillsborough County Aviation, Tampa-Hillsborough Expressway, Tampa Port and Hillsborough Area Regional Transit Authorities, one (1) member representing the transportation disadvantaged nominated by the Chairman of the Transportation Disadvantaged Coordinating Board, one (1) member nominated by the Chairperson of the Hillsborough County City-County Planning Commission and one (1) member nominated by the School Board member serving on the MPO. In addition, there shall be six (6) at-large members nominated by local organizations representing the following constituencies or through application directly to the CAC as provided in Section 4.2.1. These shall comprise one (1) person of Hispanic ethnicity, one (1) person of African-American descent, one (1) person under the age of 30, one (1) woman, one (1) person to represent neighborhoods, and one (1) person to represent the business community.

Terms of appointment shall be for a two-year period with an opportunity for reappointment thereafter, unless the official who appointed the member leaves office or the TPO board during the term of the member's appointment. In that case, the member shall be deemed to have resigned from the CAC and the new official shall have the right to appoint a new member or reappoint the same member. A member of the committee whose term has expired shall continue to serve until they are reappointed or replaced. The terms of appointment notwithstanding, CAC members shall serve at the pleasure of the TPO.

4.2.8 TPO Policy Committee: The TPO Policy Committee shall be responsible for the review and in-depth discussion of items and issues proposed to come before the TPO and for development of recommendations to the TPO, as appropriate, regarding such items and issues in order to facilitate the accomplishment of the TPO's responsibilities to manage a continuing, cooperative and comprehensive transportation planning process and the development of transportation plans and programs.

Membership: The Policy Committee shall be composed of at least five (5) members of the TPO who shall serve on a voluntary basis. Volunteers for membership will be solicited at the TPO meeting at

which the Chair is elected and at any TPO meeting thereafter if the total membership of the Policy Committee falls below five (5). Those TPO members requesting to be made Policy Committee members in response to such solicitation or upon the initiative of an individual TPO member shall be so appointed by action of the TPO and shall serve terms that last until the next TPO meeting at which the Chair is elected.

4.2.9 Transportation Disadvantaged Coordinating Board (TDCB): The primary purpose of the TDCB is to assist the TPO in identifying local service needs and providing information, advice, and direction to the Community Transportation Coordinator (CTC) on the coordination of services to be provided to the transportation disadvantaged pursuant to Section 427.0157, Florida Statutes.

The following agencies or groups shall be represented on the TDCB as voting members:

- an elected official serving on the Hillsborough County TPO who has been appointed by the TPO to serve as TDCB Chairperson;
- a local representative of the Florida Department of Transportation;
- a local representative of the Florida Department of Children & Families;
- a local representative of the Public Education Community, which could include, but is not limited to, a representative of Hillsborough County Public Schools, School Board Transportation Office or Head Start Program;
- a local representative of the Florida Division of Vocational Rehabilitation or the Division of Blind Services, representing the Department of Education;
- a person recommended by the local Veterans Service Office representing the veterans in the county;
- a person who is recognized by the Florida Association for Community Action (President) as representing the economically disadvantaged in the county;
- a person over sixty years of age representing the elderly citizens in the county;
- a person with a disability representing the disabled citizens in the county;
- two citizen advocates in the county, one of whom must be a user of the transportation services of the coordinated transportation disadvantaged system as their primary means of transportation;
- a local representative for children at risk;
- the chairperson or designee of the local mass transit system's board except when they are also the CTC;
- a local representative of the Florida Department of Elder Affairs;
- a local representative of the local for-profit transportation industry;

- a local representative of the Florida Agency for Health Care Administration;
- a local representative of the Regional Workforce Development Board;
- a representative of the local medical community, which may include, but is not limited to, kidney dialysis centers, long term care facilities, assisted living facilities, hospitals, local health department or other home and community based services, and;
- A local representative of the Agency for Persons with Disabilities

TDCB Terms of Appointment. Except for the TDCB Chairperson, the members of the TDCB shall be appointed for three (3) year terms which shall be staggered equally among the membership. The TDCB Chairperson shall serve until elected term of office has expired or is otherwise replaced by the TPO.

TDCB Duties. The TDCB shall perform the following duties which include those specified in Chapter 41-2, Florida Administrative Code and Section 427.0157, Florida Statutes.

- a. Maintain official meeting minutes, including an attendance roster, reflecting official actions and provide a copy of same to the Commission for the Transportation Disadvantaged and the TPO Chairperson;
- b. Review and approve the CTC's memorandum of agreement and the transportation disadvantaged service plan;
- c. On a continuing basis, evaluate services provided under the transportation disadvantaged service plan. Not less than annually provide the TPO with an evaluation of the CTC's performance relative to the standards adopted by the Commission for the Transportation Disadvantaged and the TPO. Recommendations relative to performance and the renewal of the CTC's memorandum of agreement with the Commission for the Transportation Disadvantaged shall be included in the report;
- d. In cooperation with the CTC, review and provide recommendations to the Commission for the Transportation Disadvantaged and the TPO on all applications for local, state, or federal funds relating to transportation of the transportation disadvantaged in the county to ensure that any expenditures within the county are provided in the most cost effective and efficient manner;
- e. Review coordination strategies for service provision to the transportation disadvantaged in the county to seek innovative ways to improve cost effectiveness, efficiency, safety, working hours, and types of service in an effort to increase ridership to a broader population. Such strategies should also encourage multi-county and regional transportation service agreements between area CTCs and

- consolidation of adjacent counties when it is appropriate and cost effective to do so;
- f. Appoint a Grievance Subcommittee to process, investigate, resolve complaints, and make recommendations to the TDCB for improvement of service from agencies, users, or potential users, of the systems in the county. This Subcommittee shall meet as often as necessary to resolve complaints in a timely manner;
 - g. In coordination with the CTC, jointly develop applications for funds that may become available;
 - h. Prepare quarterly reports outlining the accomplishments and activities or other areas of interest to the Commission for the Transportation Disadvantaged and the TPO;
 - i. Consolidate the annual budget of local and federal government transportation disadvantaged funds estimates and forward them to the Commission for the Transportation Disadvantaged. A copy of the consolidated report shall also be used by the TDCB for planning purposes;
 - j. Develop and maintain a vehicle inventory and utilization plan of those vehicles purchased with transportation disadvantaged funds for inclusion in the transportation disadvantaged service plan for the Commission for the Transportation Disadvantaged;
 - k. Assist the TPO in preparing a Transportation Disadvantaged Element in their Transportation Improvement Program (TIP);
 - l. Assist the CTC in establishing eligibility guidelines and priorities with regard to the recipients of nonsponsored transportation disadvantaged services that are purchased with Transportation Disadvantaged Trust Fund moneys;
 - m. Work cooperatively with regional workforce boards established in Chapter 445, Florida Statutes, to provide assistance in the development of innovative transportation services for participants in the welfare transition program.

4.2.10 TPO Intelligent Transportation Systems (ITS) Committee: The ITS Committee is responsible for assisting in the development of Intelligent Transportation System (ITS) planning work programs, as well as reviewing ITS related studies, reports, plans, projects (including consistency with regional architecture and other standards and/or programs) and making recommendations to the TPO and/or other agencies. ITS Committee recommendations to the TPO shall be based upon the technical sufficiency, accuracy, and completeness of studies, plans and/or programs. The ITS Committee shall coordinate its actions with the appropriate representatives of the Florida Department of Transportation.

ITS Committee Membership: The ITS Committee shall be composed of members technically qualified in the planning, programming, engineering and/or implementation of intelligent

transportation systems or projects within the Hillsborough County Metropolitan Planning Organization area boundary or in the case of the member nominated by the Environmental Protection Committee, technically qualified in the area of air quality impacts of transportation. The membership shall be composed of: one (1) member each from Hillsborough County, the City of Tampa, the Environmental Protection Commission, Tampa-Hillsborough Expressway Authority, Hillsborough Area Regional Transit Authority, the USF Center for Urban Transportation Research, the City of Plant City and the City of Temple Terrace as well as a non-voting advisor from the FDOT. Members and Alternate Members shall serve terms of indefinite length at the pleasure of their respective governmental bodies or agencies and the TPO.

4.2.11 TPO Bicycle/Pedestrian Advisory Committee (BPAC): The BPAC shall be responsible for making recommendations to the TPO, Hillsborough County, City of Tampa, City of Plant City, City of Temple Terrace, the Hillsborough County Environmental Protection Commission, the Florida Department of Transportation, the Southwest Florida Water Management District, and others, on matters concerning the planning, implementation and maintenance of a comprehensive bikeway and pedestrian system. In addition, the BPAC shall be responsible for studying and making recommendations concerning the safety, security, and regulations pertaining to bicyclists and pedestrians. The BPAC shall coordinate its actions with the appropriate representatives of the Florida Department of Transportation.

BPAC Membership: The BPAC shall be composed of up to twenty-five members. One member shall represent each of the following entities, except as noted: City of Tampa (three seats), City of Temple Terrace, City of Plant City, Hillsborough County (three seats), University of South Florida USF, the Environmental Protection Commission of Hillsborough County, the Hillsborough County City-County Planning Commission, HART, and the Florida Health Department. The remaining members shall be citizen representatives.

All members of this Committee shall serve for a two-year term, ending on June 30th of its respective year. Without restriction, each member can be appointed to serve an unlimited number of two-year terms.

4.2.12 TPO Livable Roadways Committee (LRC): The LRC shall be responsible for integrating Livable Roadways principles into the design and use of public rights-of-way and the major road network throughout Hillsborough County. The LRC seeks to accomplish this responsibility by: making recommendations to create a transportation system that balances design and aesthetics with issues of roadway safety and function; ensuring that public policy

and decisions result in a transportation system that supports all modes of transportation, with a special emphasis on pedestrian and bicycle infrastructure and transit infrastructure and service; providing information and assistance to the TPO, local governments and transportation agencies relating to the mission of the Committee; and enhancing coordination among TPO member agencies and public participation in the transportation planning process. The LRC shall coordinate its actions with the appropriate representatives of the Florida Department of Transportation.

LRC Membership: The LRC shall be composed of representatives of local government departments, transportation agencies and other organizations. They may be elected officials, appointed officials, organization members, designated representatives or staff, but may not be staff to the TPO. Members will represent the following: City of Plant City; City of Tampa Parks and Recreation Department, Public Works, Transportation Division, or Urban Development Department (up to two members); City of Temple Terrace; Hillsborough County Planning and Infrastructure (up to two members); Hillsborough Area Regional Transit; Hillsborough County TPO Board Member (appointed by the TPO to serve as chair of the committee); Hillsborough County City-County Planning Commission; Tampa Hillsborough Expressway Authority and five members from professional organizations whose mission is consistent with the principles of Livable Roadways (such as American Planning Association; American Society of Landscape Architects; Urban Land Institute; Institute of Transportation Engineers; Congress for New Urbanism and American Institute of Architects); University of South Florida; New North Transportation Alliance; Tampa Downtown Partnership; Westshore Alliance; Person with disabilities; Neighborhood representative; Transit user representative; Citizen advocate for livable communities and/or multimodal transportation; and School District and/or School Parent representative.

5 MEETINGS:

5.1 SCHEDULE OF MPO MEETINGS:

5.1.1 Regular Meetings: Regular meetings shall take place on the first Tuesday of each month, unless otherwise decided by the TPO and shall be held in the Chamber of the Hillsborough County Board of County Commissioners or at another suitable location designated by the Chair.

5.1.2 Special Meetings and Workshops: Special meetings and workshops shall be held at the call of the Chair or majority of officers. Special meetings and workshops shall convene at a time designated by the Chair and shall be held in the Chambers of the Hillsborough County Board of County Commissioners or at another suitable location designated by the Chair.

5.1.3 Public Hearings: Public hearings of the TPO shall be held at a time designated by the Chair. A public hearing can be continued until a date and time certain, with due allowance of time for public notice of the continuation of the public hearing. Public hearings shall be held in the Chambers of the Hillsborough County Board of County Commissioners or at another suitable location designated by the Chair.

5.2 SCHEDULE OF STANDING COMMITTEE MEETINGS: Each standing committee shall meet monthly, with the exception of the Intelligent Transportation Systems Committee and the Transportation Disadvantaged Coordinating Board which shall meet every two months, at a regular date and time designated by the Chair.

5.3 SCHEDULE OF AD HOC COMMITTEE MEETINGS: Each ad hoc committee shall meet at the call of the committee chair. Ad hoc committee meetings shall not be scheduled during the times reserved for TPO meetings. Ad hoc committee meetings shall be held at a suitable location designated by the committee chair.

5.4 NOTICE OF MPO AND COMMITTEE MEETINGS: The Executive Director of the TPO shall be responsible for providing written public notice of all TPO meetings, public hearings and committee meetings. Except in case of emergencies, written notice of any meeting shall be given at least five (5) days prior to the meeting. In case of emergency, notice of such meeting shall be given to each member as far in advance of the meeting as possible and by the most direct means of communications. In addition, notice of such emergency meeting shall be given to the media, utilizing the most practicable method. Written notice of any meeting shall state the date, time and place of the meeting, a brief description of the agenda for the meeting, and shall be provided in accordance with the requirements of Florida law and the TPO's Public Participation Plan.

5.5 AGENDA OF MPO AND COMMITTEE MEETINGS: The agenda for all TPO regular and special meetings, workshops and public hearings shall be established by the Chair with the assistance of the Executive Director. Members or the Executive Director may request that an item be placed on the agenda by communicating such request to the Executive Director at least ten (10) days prior to the meeting date. The Chair shall consider with the Executive Director on a month to month basis whether there shall be a consent agenda.

The agenda for each committee meeting shall be established by the committee chair and shall be prepared by the Executive Director or designated TPO support staff. Members of a committee or the Executive Director may request that an item be placed on a committee agenda by communicating such request to the TPO support staff assigned to the committee, or the Executive Director at least ten (10) days prior to the committee meeting date.

The agenda shall list the items in the order they are to be considered. For good cause stated in the record, items on the agenda may be considered out of order with the approval of the TPO Chair or the committee chair.

The agenda for any TPO or committee meeting shall be delivered to each member at least five (5) days prior to the meeting date and shall be mailed or delivered to interested persons at that time, except in case of an emergency meeting, where the agenda will be provided to members, and interested parties as far in advance of such meetings as practicable.

5.6 RULES OF ORDER: Except where they are inconsistent with the *By-laws*, *Roberts Rule of Order* shall be used for the conduct of all TPO and committee meetings.

5.7 QUORUM: A simple majority of the total non-vacant membership of the TPO or TPO committee shall constitute a quorum for the transaction of business at all regular and special meetings and public hearings, except seven (7) members shall constitute a quorum for the CAC, five (5) members shall constitute a quorum for the TDCB and nine (9) members shall constitute a quorum for the LRC and BPAC. Public hearings may be conducted with less than a quorum, but no action, other than as noted at the end of this section, shall be taken unless a quorum is present. When a quorum is present, a majority of those present may take action on matters properly presented at the meeting. Workshops may be conducted with less than a quorum, but no official action may be taken. A majority of the members present, whether or not a quorum exists, may adjourn any meeting or continue any public hearing to another time.

5.8 CONDUCT OF MEETINGS:

5.8.1 Chair Participation: The presiding TPO Chair, or committee chair, shall not be deprived of any rights and privileges by reason of being presiding Chair, but may move or second a motion only after the gavel has been passed to the Vice-Chair or another member.

5.8.2 Form of Address: Each member shall address only the presiding Chair for recognition; shall confine his/her remarks to the question under debate; and shall avoid personalities or indecorous language or behavior.

5.8.3 Public Participation: Any member of the public may address the TPO or TPO committee at a regular or special meeting, public hearing, or public participation type workshop, after signing in with the TPO Staff for a specific item. When recognized by the Chair, a member of the public shall state their name, address, the person on whose behalf they are appearing and the subject of their testimony. Each member of the public shall limit his or her presentation to three (3) minutes unless otherwise authorized by the Chair.

- 5.8.4 Limitation of Testimony: The Chair may rule testimony out of order if it is redundant, irrelevant, indecorous or untimely.
- 5.8.5 Motions: The Chair shall restate motions before a vote is taken and shall state the maker of the motion and the name of the supporter.
- 5.8.6 Voting: Voting shall be done by voice, as a group, but a member shall have his/her vote recorded in the minutes of the meeting if so desired. A roll call vote shall be taken if any member so requests. Any member may give a brief explanation of his/her vote. A tie vote shall result in failure of a motion.
- 5.8.7 Reconsideration: A motion to reconsider an item on which vote has been taken may be made only by a member who voted with the prevailing side. The motion to reconsider must be made on the day the vote to be reconsidered was taken, or at the next succeeding meeting of the same type of meeting at which the vote to be reconsidered was taken (i.e., at the next succeeding regular meeting if the vote to be reconsidered was taken at a regular meeting). To be in order, the motion to reconsider must be made under the consideration of old business. Adoption of a motion to reconsider requires the approval of at least a simple majority of the votes cast. If a motion to reconsider is adopted, the members shall consider the need for additional notice to interested persons before a vote subject to the motion for reconsideration was taken at a special meeting or a public hearing for which no subsequently scheduled meeting will provide an opportunity for reconsideration of the item, then the motion to reconsider may be made at the next regular meeting in the manner provided.

5.9 ORDER OF BUSINESS AT MEETINGS: The order of business shall be determined by the Chair; however, the following is provided as a guide:

- 5.9.1 Regular TPO Meetings:
 - (a) Call to Order and Pledge of Allegiance
 - (b) Approval of minutes of prior meetings, workshops and public hearings.
 - (c) Public input on Agenda Items, TPO Committee Reports
 - (d) Presentation of the Chair's Report
 - (e) Presentation of the Executive Director's Report
 - (f) Consideration of Action Items
 - (g) Consideration of Status Reports
 - (h) Public input regarding general concerns
 - (i) Consideration of items under old business
 - (j) Consideration of items under new business
 - (k) Adjournment
- 5.9.2 Special Meetings or Workshops
 - (a) Call to Order

- (b) Consideration of individual agenda items
- (c) Adjournment

5.9.3 Public Hearings

- (a) Call to Order
- (b) Consideration of individual agenda items
 - 1. Presentation by staff
 - 2. Public comment
 - 3. Board deliberation
- (c) Adjournment

5.9.4 Order of Consideration of Action Items: The order of consideration of any individual agenda item shall be as follows unless otherwise authorized by the Chair:

- (a) Chair introduces the agenda item.
- (b) Staff presents the agenda item.
- (c) Other invited speaker(s) make presentations.
- (d) TPO or committee members ask questions.
- (e) Motion is made, seconded and debated.
- (f) Vote is taken.

The Chair may expand all time limitations established by this section.

5.9 OPEN MEETINGS: All TPO regular and special meetings, workshops and public hearings, TPO committee meetings, and all meetings of the committees are open to the public as provided by Florida's Government-in-the-Sunshine Law, Section 286.011, Florida Statutes.

6.0 ATTENDANCE: Members are expected to attend all regular and special meetings, public hearings and workshops of the TPO and its committees.

6.1 EXCUSAL FROM MEETINGS: Each member who knows that his/her attendance at a regular or special meeting, public hearing or workshop will not be possible, shall notify the Executive Director, or committee support staff, of the anticipated absence and the reason thereof. The Executive Director, or committee support staff, shall communicate this information to the Chair who may excuse the absent member for good cause.

7.0 CODE OF ETHICS:

7.1 COMPLIANCE WITH LAWS: Members shall comply with the applicable provisions of the Code of Ethics for Public Officers and Employees, Part III, Chapter 112, Florida Statutes.

7.2 REQUESTS FOR INFORMATION: Members may request information readily available to the general public directly from the appropriate staff person. Requests for information not readily available to the general public, or information which would involve the expenditure of staff time in preparation

or compilation, shall be made to the Executive Director, who may consult with the Chair for guidance.

7.3 LOBBYING ACTIVITIES: Members shall use their discretion in conducting private discussions with interested persons regarding TPO business, as long as all interested persons are treated equally. Any written material received by a member in connection with a private discussion with an interested person shall be given to the Executive Director for distribution to other members and as appropriate, to staff.

7.4 GOVERNMENT IN THE SUNSHINE: Members shall refrain from participating in any private communications regarding TPO business involving two or more members. For purposes of this section, a private discussion is one that is not conducted in accordance with the requirements of Florida's Government-in-the-Sunshine Law, Section 286.011, Florida Statutes.

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 for distribution to other members and as appropriate, to staff.

7.5 STATEMENTS BY MEMBERS: Members will from time to time be asked to give their opinions regarding matters which have been or will be considered by the TPO or one of its committees. No member shall be prohibited from stating his/her individual opinion on any matter; however, in doing so, each member shall take care to make clear that the opinion expressed is his/her own, and does not constitute the official position of the TPO or one of its committees.

7.6 CODE OF CONDUCT: Recognizing that persons holding a position of public trust are under constant observation, and that maintaining integrity and dignity are essential for high levels of public confidence in institutions of government, members are expected to adhere to the following:

- a. Prepare for and regularly attend all meetings of the member's group;
- b. Extend courtesy and consideration toward colleagues, citizens, and staff, during all discussions and deliberations;
- c. Avoid appearance of impropriety;
- d. Allow citizens, colleagues, and staff sufficient opportunity to present their views, within the prescribed rules of conduct of meetings;
- e. Refrain from abusive comments or intimidating language directed at colleagues, citizens, or staff, including gestures, body language or distracting activity that conveys a message of disrespect and/or lack of interest;
- f. Not engage in harassing behavior or unwelcome conduct of a sexual nature toward colleagues, citizens, or staff;
- g. Discharge their duties without prejudice toward any person or group;
- h. Not lend their influence towards the advancement of personal financial interests or the financial interests of family, friends, or business associates.

8.0 ADMINISTRATION: The administration of TPO activities shall be accomplished through official actions of the TPO in accordance with the following guidelines:

8.1 POLICIES: The TPO shall adopt, by a vote of a majority of the total membership, *Policies* to guide the administration of the TPO. The *Policies* shall be published in conjunction with the *By-laws*. The *Policies* may be amended from time to time by a vote of a majority of the total voting membership of the TPO.

8.2 STATUTES: The TPO shall abide by legislation authorizing and specifying its duties and functions and all other requirements of Florida law.

8.3 STAFF: The staff of the TPO shall consist of the Executive Director and such additional employees as provided by the Hillsborough County City-County Planning Commission. The staff shall be directed by the Executive Director of the TPO.

9.0 RULES OF CONSTRUCTION: The following rules apply to the text of this document.

9.1 The particular controls the general.

9.2 The word “shall” is mandatory and not discretionary. The word “may” is permissive.

9.3 Words used in the present tense include the future; words used in the singular number shall include the plural and the plural the singular unless the context indicates the contrary.

9.4 Words not defined shall have the meaning commonly ascribed to them.

10.0 AMENDMENT: The *By-laws* may be amended by two-thirds majority vote of the total voting membership of the TPO. Any amendment shall be proposed at a regular meeting and voted upon the next regular meeting.



The future rides with us

Options for Expanding Amtrak Service in Florida

Presentation to Florida MPOAC - F&RC Passenger Rail Workshop

April 27, 2022

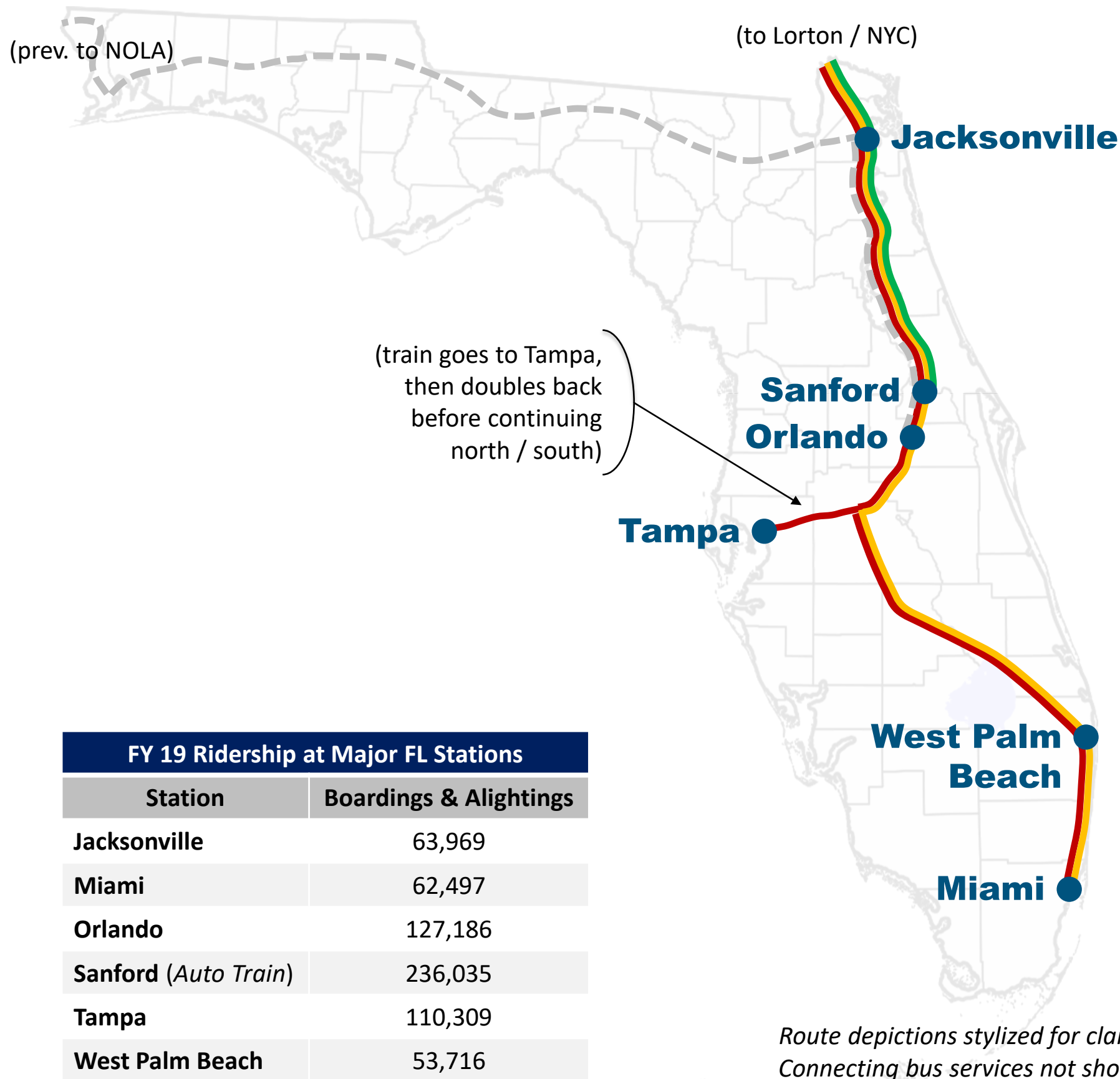
What Is Amtrak?

- Before Amtrak, railroads were obliged to offer passenger service—even if their primary business was freight. Over time, travel habits changed; by 1970, many railroads wanted to be relieved of that obligation.
- In part at the railroads' request, Congress created Amtrak to provide intercity passenger service—enabling those railroads to focus on freight operations. In exchange, the railroads were required to allow Amtrak to use their tracks and facilities at incremental cost.
- Amtrak has a public purpose. Our mission, defined by statute, is “to provide efficient and effective intercity passenger rail mobility consisting of high-quality service that is trip-time competitive with other intercity travel options...” In practice, that means:
 - **Providing retail commercial transportation** across three service lines (State-Supported, Long-Distance, and Northeast Corridor)
 - **Operating and maintaining critical rail infrastructure** used by Amtrak and other railroads (e.g., the Northeast Corridor and major stations)
 - **Operating or funding adjacent enterprises**, including contract commuter services (e.g., Metrolink), a bus network that connects to Amtrak routes (Thruway), charter trains, etc.

Amtrak Quick Facts

- More than 40 routes
- Approx. 21,400 route-miles
- Approx. 300 weekday trains (pre-pandemic)
- Service to 500+ stations in 46 states, plus DC & Canada
- Approx. 17,000 employees
- More than 32 million riders per year (pre-pandemic)
- Service partnerships with seventeen states sponsoring twenty-eight corridor routes

Amtrak in Florida Today



- Amtrak operates three once-daily Long-Distance routes that serve Florida:
 - **The Silver Star** (Miami to NYC via Tampa, Orlando, and CSX’s “S-Line” (goes through Columbia, SC))
 - **The Silver Meteor** (Miami to NYC via Orlando and CSX’s “A-Line” (goes through Savannah and Charleston))
 - **The Auto Train** (Sanford to Lorton, VA (DC area))
- A fourth Long-Distance route, the *Sunset Limited*, previously connected Orlando with Los Angeles; service east of New Orleans was suspended following Hurricane Katrina in 2005.
- Amtrak does not currently operate any State-Supported corridor routes in Florida.

Amtrak Connects US

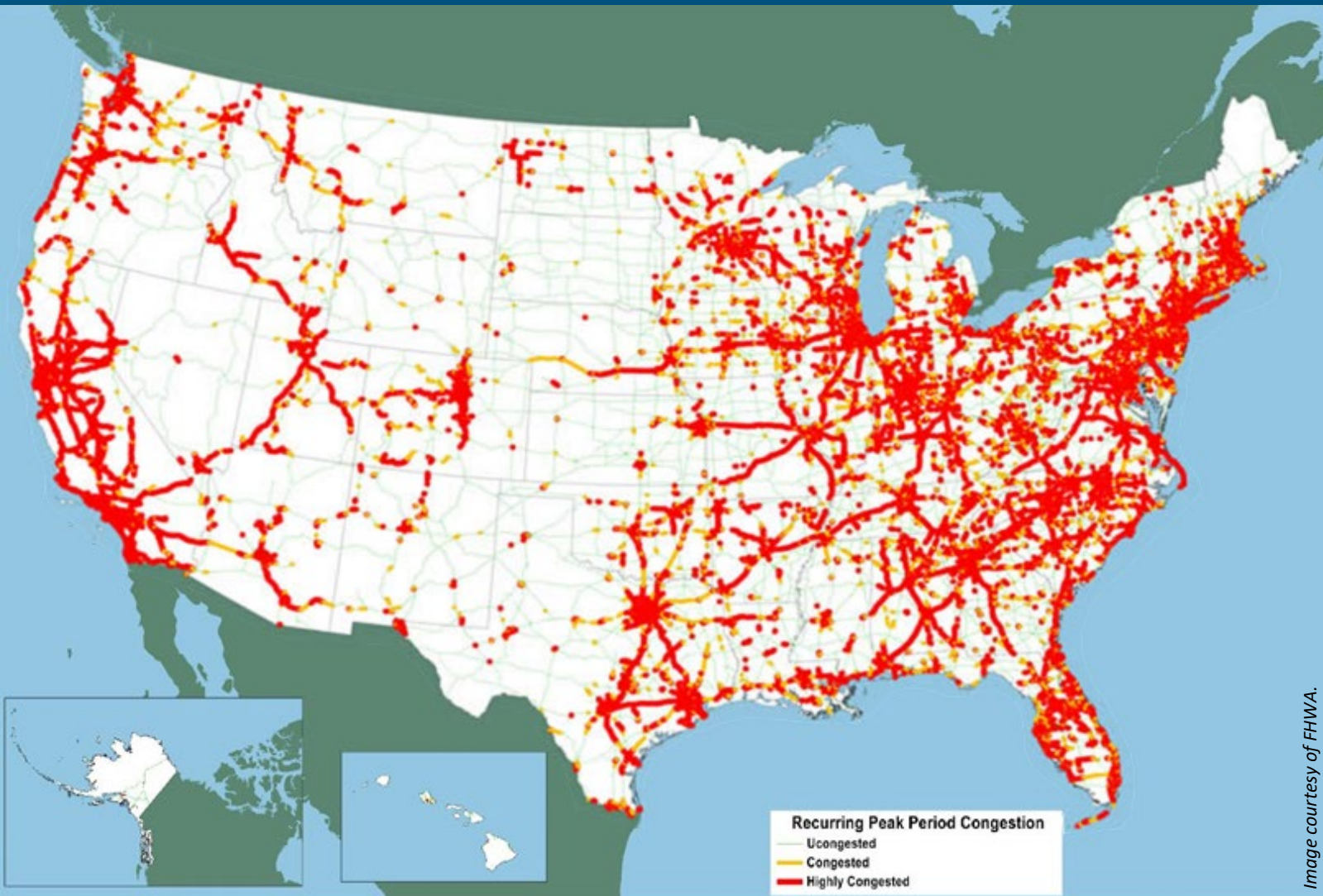
- **Amtrak Connects US (ACUS)** is Amtrak’s **vision** for growing rail service in currently unserved and under-served communities across America, in close partnership with states and other stakeholders.
- The proposal calls for expanding service in dozens of high-potential “corridors”: relatively densely-populated clusters of communities that are less than 500 miles from end to end.
- Rail is trip time-competitive with other modes at these distances, and the corridors’ high population bases mean that well-planned, well-resourced routes could recoup a large share of their operating costs.
- Service expansions would be operated as elements of Amtrak’s State-Supported Service, meaning Amtrak would typically provide the equipment and crews, and would operate trains in accordance with the sponsoring states’ wishes.
- Routes’ long-term operating losses (if any) would largely be covered by the relevant states. However, Amtrak is seeking significant new federal support for the up-front capital costs and early-year operating costs associated with service expansions.



Amtrak Connects US will transform passenger rail as we know it. Our plan will:

- **Bring service to 160+ new communities**
- **Create 10,000 permanent new jobs, and temporarily support thousands more (e.g., during construction)**
- **Provide \$150 billion in new economic benefits by 2035**
- **Greatly reduce greenhouse gas emissions relative to existing travel options**

Why Develop Corridor Service?

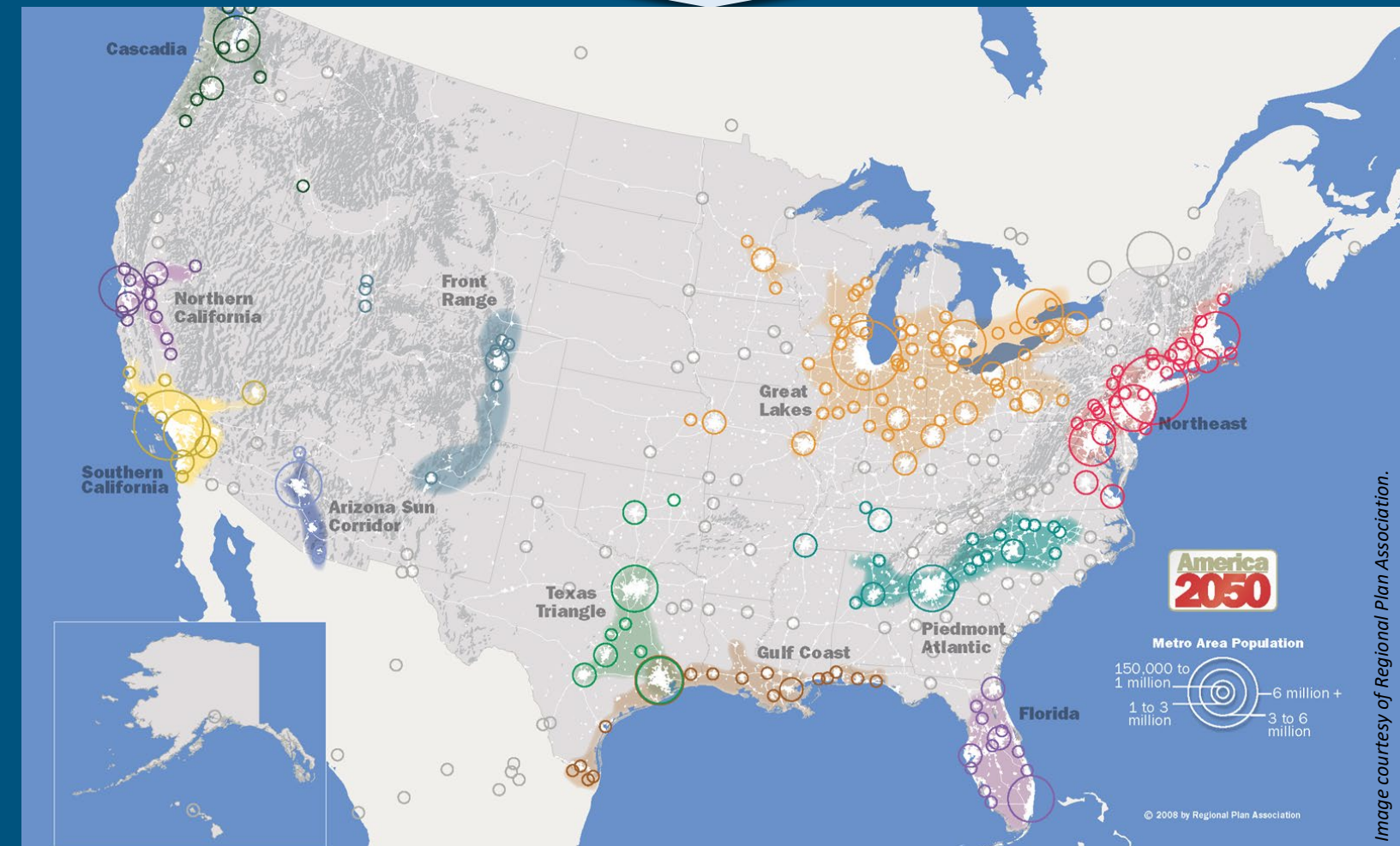


Population Shifts

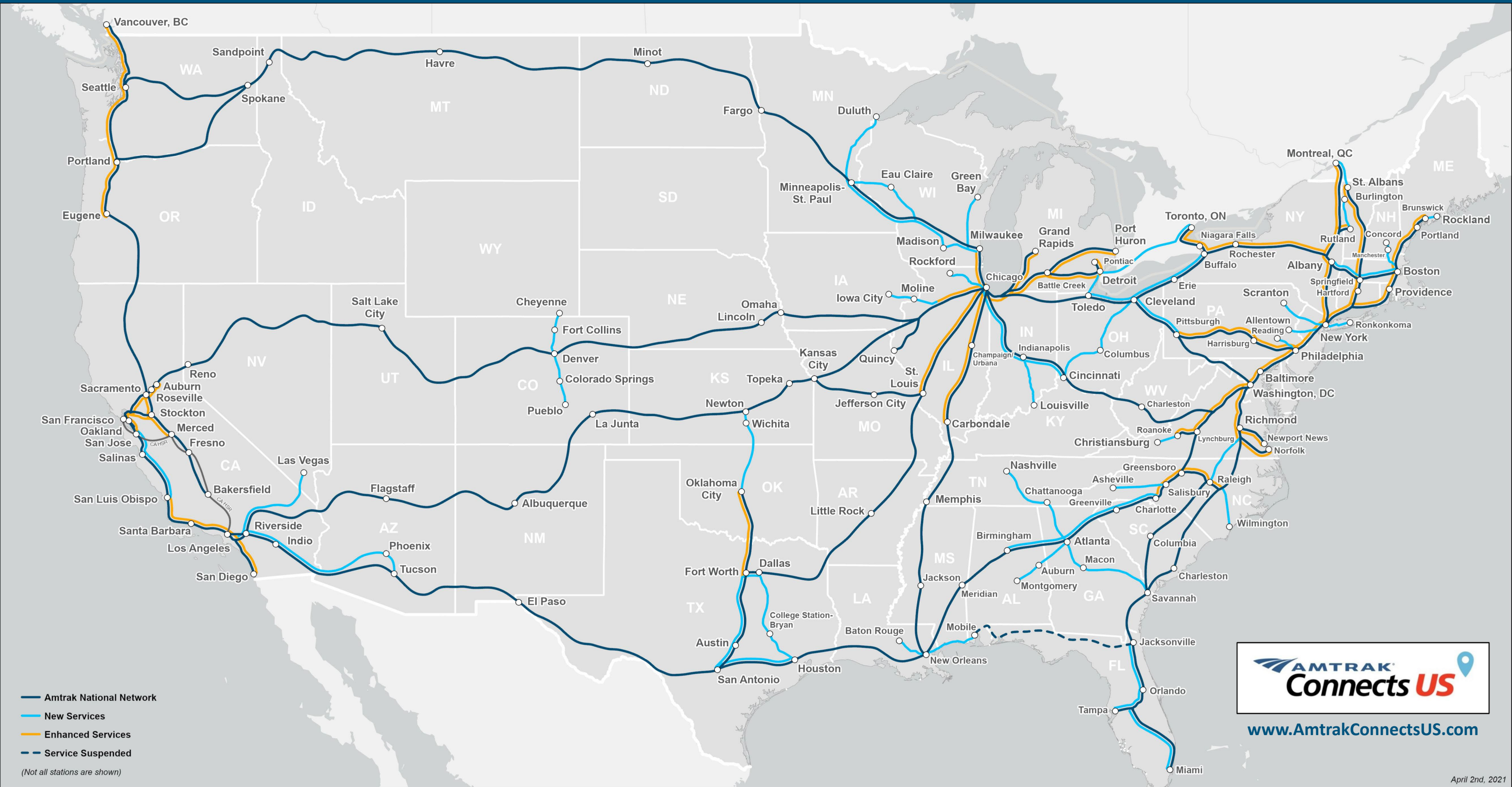
The U.S. population is increasingly concentrated in megaregions—densely-populated city-clusters that can be efficiently served by intercity passenger rail. Yet Amtrak’s network looks much the same as it did in 1971. **As a result, there is a mismatch between large, growing populations and sparse, infrequent service across much of the South (including Florida) and the West.**

Worsening Congestion

Map shows projected peak-period highway congestion in 2045. Red “highly congested” segments indicate “stop-and-go conditions with volume/service flow ratios greater than 0.95,” as estimated using Highway Performance Monitoring System field manual procedures.



Amtrak's Vision for Corridor Development



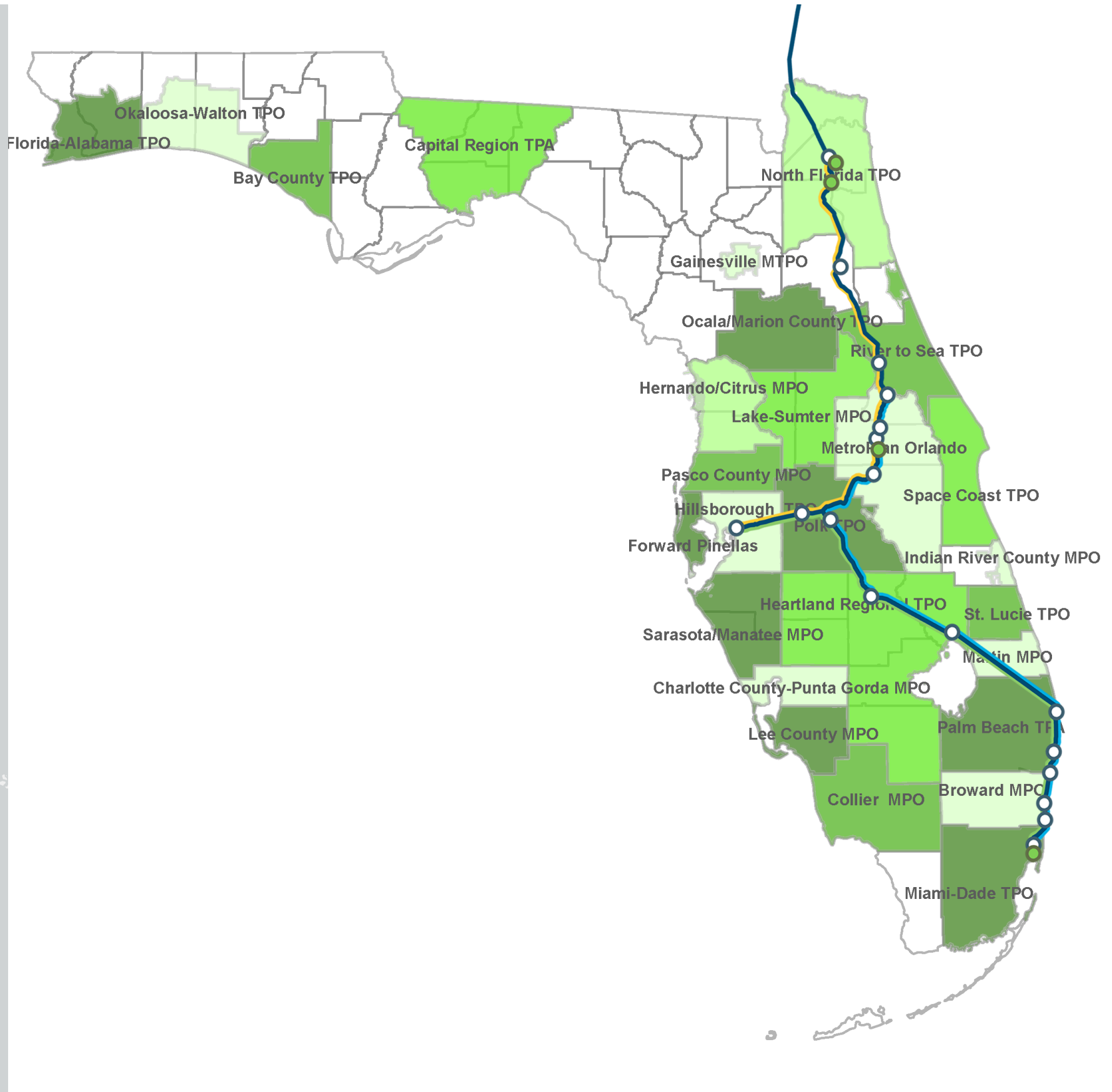
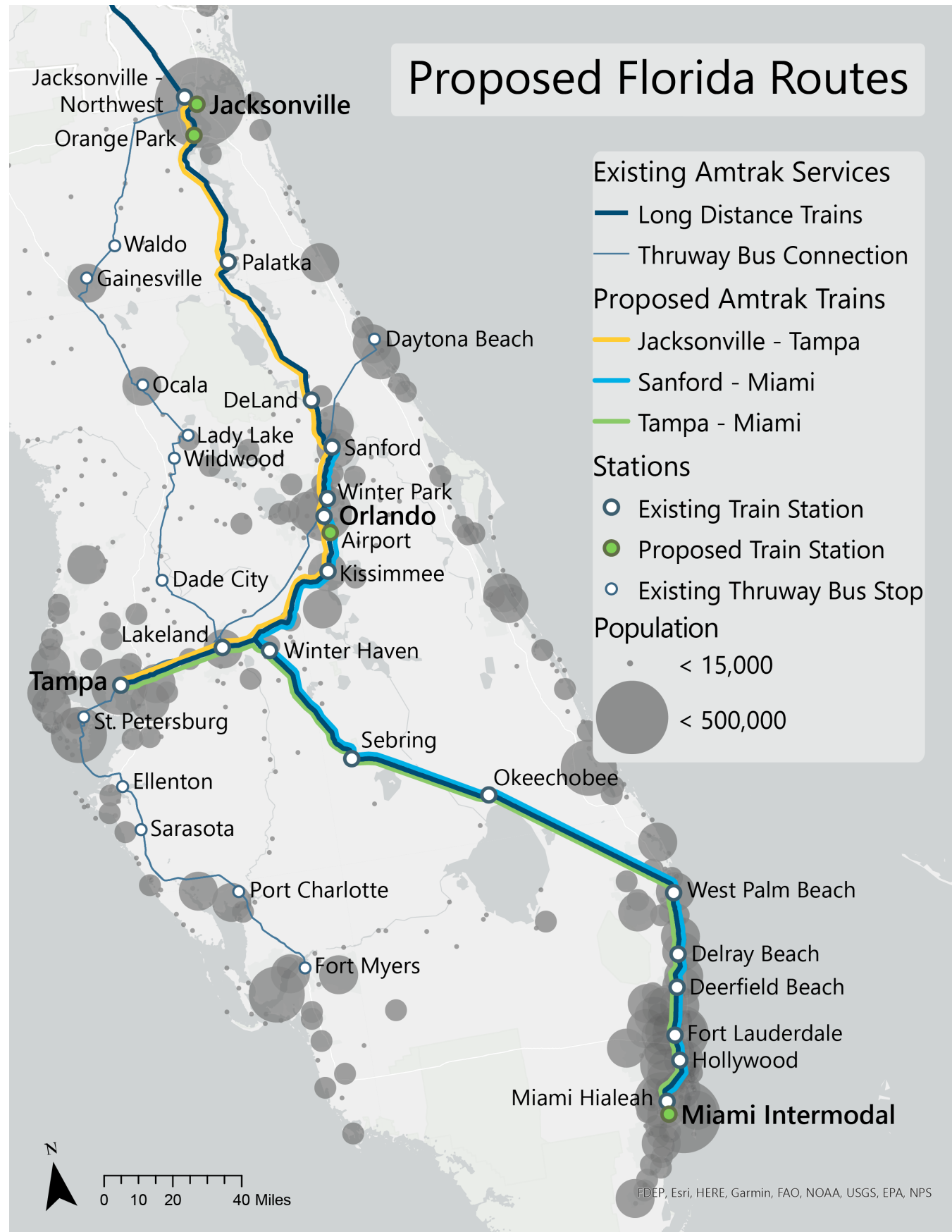
Map is for illustrative purposes only, and depicts one of many possible scenarios for what service could look like in 2035. Amtrak remains interested in working with any state that wishes to expand service.

Amtrak Connects US: Possible Florida Routes

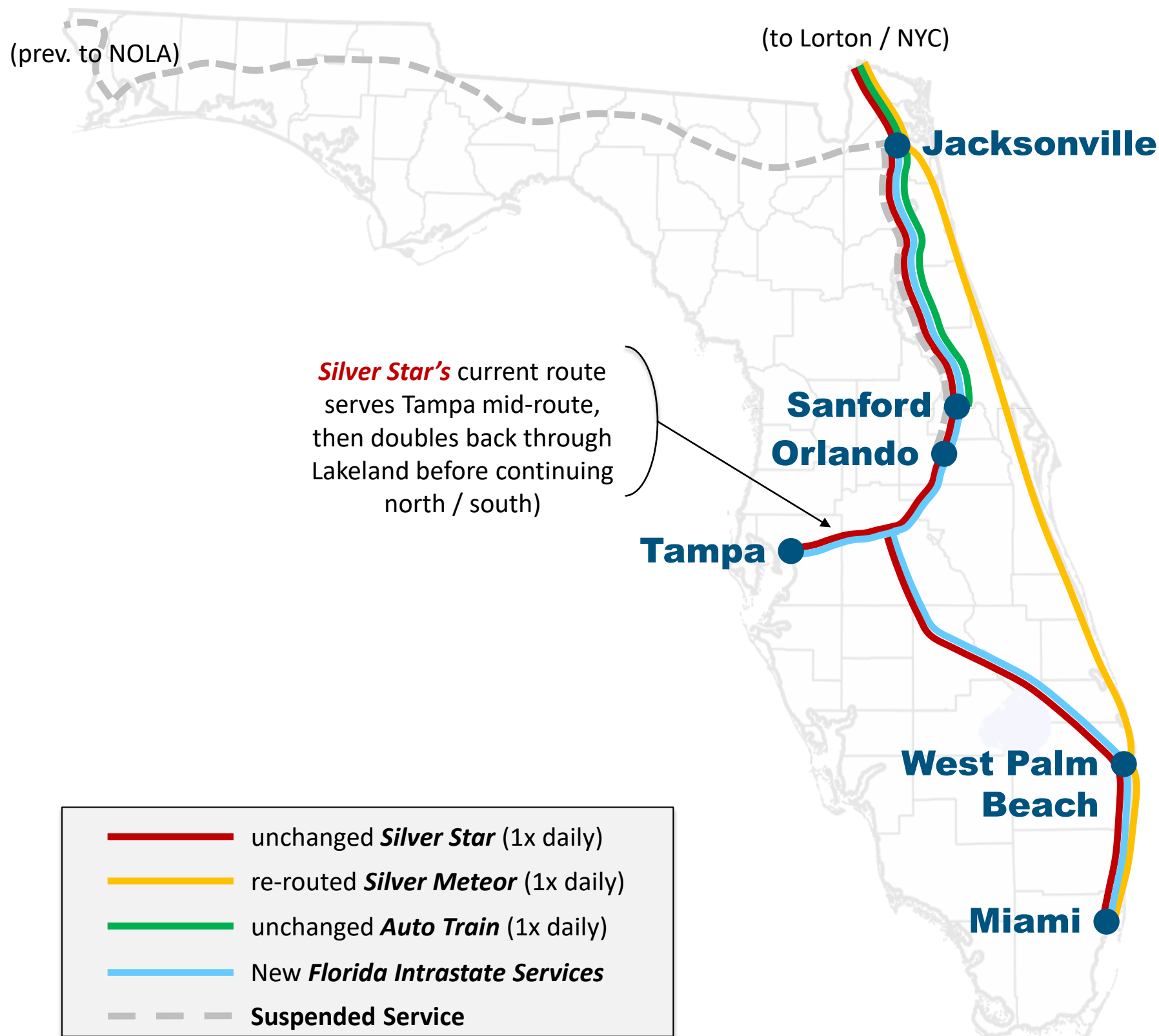


- If supported by FRA and state of Florida, ACUS proposal would provide **new, dedicated corridor rail service linking Florida metro areas** along three routes:
 - **Tampa – Orlando – Jacksonville**
2+ RT/day Jacksonville – Tampa
4+ RT/day Sanford – Orl.—Tampa
 - **Tampa – Miami**
3+ RT/day
 - **Sanford – Orlando – Miami**
2+ round trips/day
- These new corridor trains would be complemented by **continued operation of all current Long-Distance** trains.
- Amtrak is committed to help state partners and regional authorities to realize their visions for **intercity** and **commuter/regional** passenger rail.

Proposed Rail Service Links Florida's Four Largest Metros



Possible New Long-Distance Configurations – Options TBD



Route depictions stylized for clarity. Connecting bus services not shown.

Long-Distance service in Florida could be enhanced and improved through a reconfiguration of existing routes, for example:

- The Virginia-Florida *Auto Train* remains unchanged in all scenarios.

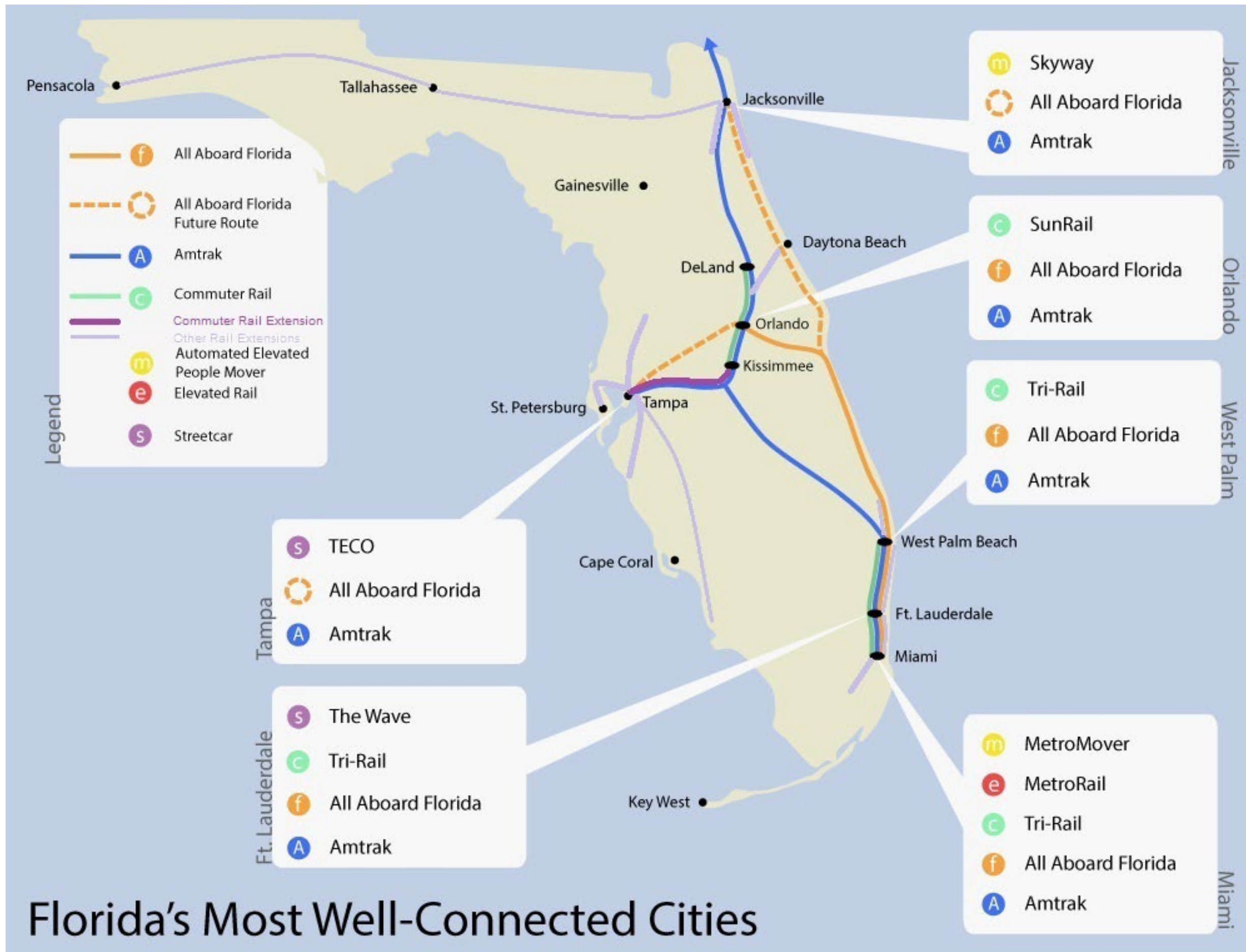
Option 1 (depicted on map):

- The route of the NY-Tampa-Miami *Silver Star* remains unchanged.
- The NY-Miami *Silver Meteor* reroutes to the Florida East Coast Railway (parallel to I-95), returning to its present route in West Palm Beach. This route shortens NY-Miami trip times by over two hours.

Option 2 (not depicted):

- Split both the NY-Florida *Silver Meteor* and *Silver Star* trains in Jacksonville, separate Jax-Orlando-Tampa and Jax-Daytona-Miami trains continue to/from Central/South Florida terminals.

Future Options for Intercity/Regional Rail Expansion



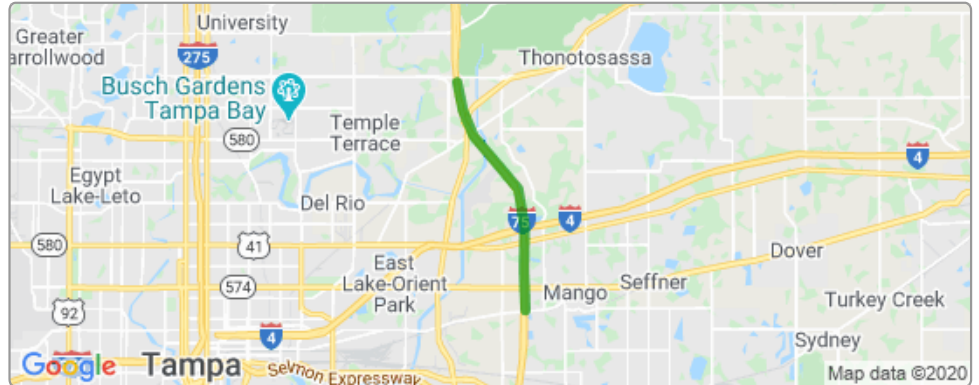
Florida's Most Well-Connected Cities



I-75 Concrete Pavement Repair from north of Broadway Ave and south of Fowler Ave.

443630-2-52-01

Project Details	
Work Type	Concrete Pavement Repair and Replacement
Phase	Design
Limits	from north of Broadway Ave. to south of SR 582/Fowler Ave.
Length	5.2 miles
City	Seffner Tampa Thonotosassa
County	Hillsborough
Road	I-75
Design Cost	\$1.2 million



About

This project will repair or replace the concrete pavement of the Interstate 75 roadway and ramps between Broadway Avenue and Fowler Ave.

These improvements are currently being designed. Construction is anticipated to begin in 2023.

Contact Information	
Design Manager	Manny Flores 813-975-4248 manuel.flores@dot.state.fl.us
Media Contact	Kris Carson 813-975-6060 Kristen.carson@dot.state.fl.us

Proclamation



Jane Castor, Mayor

WHEREAS, gardening instills in people a greater respect and care for our environment and natural resources, and gardeners have a passion for nurturing the beauty and resources of the earth and they produce the food which feed and sustain our citizens; and

WHEREAS, **community gardens** are plots of land, often located in urban areas that are utilized by individuals and groups for private gardens that benefit the people caring for them, and they vary to include areas where people are growing fruits, vegetables and herbs, a place to create attractive plants and flowers for pleasure and community improvement, and larger areas that are cultivated for land preservation with the goal of maintaining natural beauty, and the environment is greatly impacted through gardening by returning nutrients back into the soil including composting; and

WHEREAS, in Tampa, Florida, many urban community gardens have been created utilizing abandoned properties, turning them into productive gardens that benefit the community, adding to the quality of life of our citizens by providing opportunities for exercise, social engagement, fresh and nutritious foods, and education for the young and old on the art of gardening and the pleasure it can bring; and

WHEREAS, the **Coalition of Community Gardens, Inc.** was established in 2015, and it is a network of community gardens and other allied entities formed to support community gardening, build infrastructure, share knowledge and resources, and advocate for related public policies; and

WHEREAS, **Garden Steps**, a Hillsborough Metropolitan Planning Organization project, seeks to create community gardens with easy pedestrian and bicycle access in identified areas that have limited access to affordable and nutritious food, known as food deserts, in the city of Tampa with a goal of improving health equity and population health by increasing access to fresh fruits and vegetables, and the program received the **2019 First Runner Up Award** in the national Healthiest Cities/Counties Challenge, and the \$50,000 award helped to continue improving health equity in the Tampa community; and

WHEREAS, the Coalition of Community Gardens in partnership with Garden Steps established the **Healthy 22nd Street Initiative** to create a corridor of gardening along 22nd Street with the mission of education, community engagement, health and nutrition activities and establishing new gardens in the East Tampa neighborhood.

NOW, THEREFORE, I, Jane Castor, by virtue of the authority vested in me as Mayor of the city of Tampa, Florida do hereby proclaim April 2022 as

"COMMUNITY GARDENING MONTH"

in the city of Tampa, Florida and urge all residents to join me in recognizing the beauty and benefits found in our city because of community gardens and consider becoming involved in a local community garden or establish one to enhance a neighborhood.

Dated in Tampa, Florida, this 11th day of March, 2022.



Mayor





Hillsborough TPO

Transportation Planning Organization

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Hillsborough County
MPO Chair

Commissioner Pat Kemp
Hillsborough County
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Melanie Williams
HART

Beth Alden, AICP
Executive Director

April 13, 2022

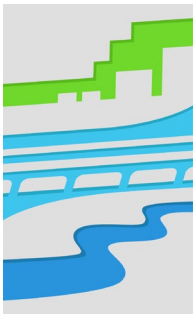
Amber Russo, P.E.
FDOT District 7
11201 N. McKinley Drive
Tampa, FL 33612-6403

RE: Project Development and Environmental (PD&E) Studies for I-75 from Bruce B. Downs Blvd to US 301 and from US 301 to Moccasin Wallow Rd

Dear Ms. Russo,

Thank you for your presentations to the TPO Board and its advisory committees regarding the referenced study. The following questions or concerns were raised:

- The study identifies the proposed new lanes in the I-75 median to be managed lanes. We understand that a number of management strategies may be considered, and we appreciate the Department confirming that these PD&E studies do not make a determination about the management strategies to be used. The TPO supports lane management strategies that incentivize high occupancy vehicles, alternative fuels, and transit, and that facilitate emergency response, evacuations, and safer movement of freight. The TPO has concerns about adding new tolls in an interstate highway corridor that has been supported with public dollars. We would appreciate the opportunity to be closely involved when the Department begins drafting its lane management approach. The TPO requests to be notified of the lane management approach before the design phase of preliminary engineering is proposed to be funded.
- Though the project is largely on property already owned by FDOT, a few parcels are proposed to be acquired. We request that the property owners and any tenants be notified by mail prior to finalizing the PD&E, if they have not already.
- We appreciate the Department sharing GIS mapping data about the locations where noise walls are proposed to be built. We noted some locations where it appears there are residences while no noise walls are proposed, and would like more information about the decision-making process. Examples include:
 - Homes on Navajo Ave north of Harney Rd
 - Homes on E Sligh Ave, Carmack Rd, and N Falkenburg Rd near the I-4 interchange
 - Fern Valley Mobile Home Park south of US 92



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- Woodberry Woods Apartments, and homes on Fisher Ave, in the vicinity of Woodberry Rd
- Homes on Ballard Green Place and Acadia Harbor Place in the vicinity of Providence Lakes Blvd
- Homes on Riverview Dr and on Formby St and on Van Fleet Rd in the vicinity of Riverview Dr
- Homes on Bullfrog Creek Rd in the vicinity of Symmes Rd
- Cypress Creek Assisted Living, Sun City Center

Please let me or Assistant Director Gena Torres, torresg@plancom.org, know if you have any questions or would like to discuss this further.

Sincerely,



Beth Alden, AICP
Executive Director

cc: Suzanne Monk, FDOT District 7 Liaison



Hillsborough TPO

Transportation Planning Organization

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HART

Beth Alden, AICP
Executive Director

April 13, 2022

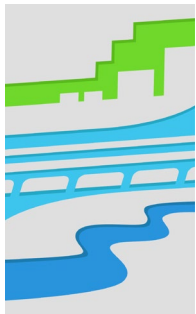
Amber Russo, P.E.
FDOT District 7
11201 N. McKinley Drive
Tampa, FL 33612-6403

RE: Project Development and Environmental Study for US 301 from Fowler Avenue to SR 56 – Project # 255796-1

Dear Ms. Russo,

The TPO Board and Committees received a presentation on the referenced study. The following concerns have been raised:

- This road widening is mostly outside of the Urban Service Boundary set forth in the adopted Hillsborough County Comprehensive Plan. The surrounding rural community has no plans for increased density, and widening will put undue development pressure on the area. Currently the Urban Service Boundary is close to Fowler Ave at Tom Folsom Road.
- The project is not cost-feasible in the Long Range Transportation Plan, nor has it been part of the Plan's needs assessment since the adoption of the 2040 Plan in 2014, when it was listed as a potential need outside of/beyond the 2040 horizon year. The project was removed from the needs assessment for 2040 because the Tampa Bay Regional Planning Model forecast showed that 2040's traffic congestion, while not nonexistent, will not rise to the level of severity of many other arterials in Hillsborough County.
- This PD&E study points to traffic congestion on US 301 being focused at the bookends of the corridor, Fowler Ave in Hillsborough County and SR 56 in Pasco County. We suggest focusing traffic operational improvements at the bookends, rather than widening the entire length of this road, which is both expensive and impactful on significant environmental areas.
- There are higher priorities in the long range plan, such as widening US 92 in the Sabal Park area where it is within the urban service boundary and alleviates I-4; and safety improvements on the high injury network (HIN). Seventy-eight percent of the Top 50 HIN corridor miles in Hillsborough County are state roadways.
- Though this segment of US 301 is part of the HIN, the proposed project will not necessarily alleviate the safety problems. The PD&E study shows design speeds



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of 60-65mph with no lighting improvements, both of which may lead to more severe injury and fatal crashes. The proposed wide median could reduce centerline cross-over crashes, but those could also be mitigated with a more modest center barrier in problem locations. Clusters of severe and fatal crashes currently exist in the vicinity of Harney Rd, Stacy Rd, and McIntosh Rd. We suggest safety-focused treatments in these areas, including consideration of intersection controls such as traffic signals or roundabouts. Further, to reduce deaths and injuries, speed management strategies should be considered throughout.

- There are important wetlands and preserves on either side, including primary sources of drinking water for the metro area; channelization of surface water flow between these preserves may have an impact on water quality. Further, this corridor intersects with a designated wildlife corridor. [See attached FDOT guidelines for wildlife corridors.](#)
- There are potential conflicts with access to existing and planned trails, like the extensions of Old Fort King Trail and crossing conflicts at John B Sargeant Sr. Park.

We appreciate the Department allowing us to review this PD&E study. We trust our comments will be addressed in the final report and will inform a decision to not pursue widening of US 301 at this time. In closing, we suggest operational improvements to address traffic congestion at the bookends of the corridor, and safety improvements along the length in between, with special attention to safety at the Harney, Stacy, and McIntosh intersections.

Sincerely,



Beth Alden, AICP
Executive Director

cc: Suzanne Monk, FDOT District 7 Liaison



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Cody Powell
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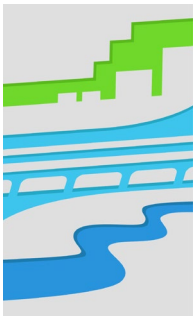
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April 11, 2022

The Honorable Pete Buttigieg
U.S. Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SW
Washington, D.C. 20590

Dear Secretary Buttigieg:

On behalf of Hillsborough Transportation Planning Organization (TPO), I am pleased to submit this letter supporting Florida Department of Transportation as it seeks federal grant funding for the New West Central Florida **I-4 Truck Parking Facility**. The project will be constructed along the heavily used I-4 corridor that connects the East and West coast of Florida, between Tampa and Daytona Beach which is a vital connection for America's supply chain and Florida's weather-related resiliency.

The **I-4 Truck Parking Facility** will strengthen America's *supply chain* by addressing the serious need for addition parking along the I-4 corridor to provide safe parking for truckers to meet hours of service rest requirements. Currently, the I-4 corridor from Tampa to Daytona Beach only has 90 public truck parking spots. The proposed facility will more than double the amount by adding 120 truck parking spots. Once completed, the proposed facility will connect to the statewide Truck Parking Availability System which provides truck drivers with valuable, real-time available parking information.

The **I-4 Truck Parking Facility** will provide a new, bi-directional truck parking facility off I-4 at County Line Road on the border of Hillsborough and Polk Counties, in West Central Florida. The proposed facility is within walking distance to several restaurants and hotels and sidewalks will be constructed to provide safe passage. There are also two truck fueling stations within 1,000 feet of the proposed facility.

The **I-4 Truck Parking Facility** will strengthen Florida's resiliency by serving as an emergency-response fuel and supply staging area in the West Central Florida in response to natural disasters and other large scale activation events. Rescue vehicles and response teams can be staged at the facility and following the emergency event, the facility will be transformed into a relief supply staging area.

The **I-4 Truck Parking Facility** is one of the TPO's top freight priorities, it is consistent with the TPO's [Freight Logistics Zone Strategic Plan \(Plan\)](#) developed in partnership with Polk Transportation Planning Organization. The intent of the Strategic Plan is to assist in the prioritization of potential funding for investments within designated Freight Logistics Zones (FLZs). The FLZ consists of freight facilities and infrastructure and an interconnected network of logistics-related businesses with ties to the Winter Haven Intermodal Logistics Center (ILC), Port Tampa Bay, and CSX Intermodal facility in east Tampa.

We are proud to support this important project. Thank you for your favorable consideration of the Florida Department of Transportation's New West Central Florida **I-4 Truck Parking Facility**.

Sincerely,

A handwritten signature in blue ink, appearing to read "Beth Alden". The signature is fluid and cursive, with a large initial "B" and a long, sweeping tail.

Beth Alden
Executive Director



Hillsborough TPO Transportation Planning Organization

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Hillsborough County
MPO Chair

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Melanie Williams
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Beth Aiden, AICP
Executive Director

April 8, 2022

Secretary Pete Buttigieg
U.S. Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave., SE
Washington, DC 20590

RE: Port Tampa Bay RAISE Grant Application

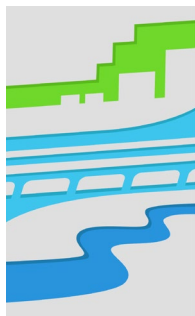
Dear Mr. Buttigieg,

On behalf of the Hillsborough TPO, I am pleased to submit this letter supporting the 2021 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant application for the new Port Redwing Berth 301 at Port Tampa Bay in Hillsborough County, Florida. Port Tampa Bay is completing an application to support funding for a new public bulk cargo berth to support growth in several industries including construction, agriculture and phosphate, among others.

This project will leverage private facility investment on Port Redwing and in the region. It will fill in unused waterfront space between two existing berths, creating room for a third large ship at Port Tampa Bay's high-growth satellite facility at Port Redwing. The peninsula is building out with tenants handling dry bulk as well as heavy machinery and project cargo. The new Berth 301 will help serve the growing needs of west central Florida, delivering the things that many other ports forget about – large volumes of industrial raw materials for Florida's construction companies, manufacturers and producers.

Port Tampa Bay's location right next to one of the fastest growing populations in the US makes this project doubly important. Using a port as close as possible to the cargo origin or destination helps reduce truck miles on Florida's overburdened highways, versus using a more distant port. As a result, this project contributes to a better environment. **Fewer truck miles travelled will cut emissions, enhance roadway safety, improve truck operations for highly perishable mixed cement, and enhance economic benefits.** This benefits the Tampa Bay region, the state and the nation.

Further, Port Tampa Bay is an economic engine of this region, and is an anchor of the Central Florida Mega-region's cluster of logistics-led businesses along the I-4 corridor - comprising 200 square miles of such businesses. **Our TPO's Hillsborough + Polk Freight Logistics Zone Strategic Plan documents the significance of this business cluster to the state's economy as well as to our residents' access to living-wage jobs.** Thus, strategic investments in transportation facilities supporting Port Tampa Bay will have broad and far-reaching benefits for prosperity.



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We are proud to support this important initiative. Thank you for your favorable consideration of Port Tampa Bay's Berth 301 RAISE grant application.

Sincerely,

A handwritten signature in blue ink, appearing to read "Beth Alden". The signature is fluid and cursive, with the first letter of the first name being a large, stylized 'B'.

Beth Alden
Executive Director