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Meeting of the Policy Committee

Wednesday, August 10, 2022, 8:30 AM
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, and 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 and unmute you when the chair calls on you. You will receive an auto-reply confirming we received your request, along with instructions.

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

- by leaving a voice message at (813) 756-0371
- by e-mail to tpo@plancom.org
- 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, Welcome of Other TPO Board Members** (Gail Reese, TPO Staff)
 - A. Vote of Consent for Remote Member Participation – *if applicable*
- III. **[Approval of Minutes: May 11, 2022](#)**

IV. Public Comment – 3 minutes per speaker, for a maximum of 30 minutes.

V. Action Items

A. Storm Evacuation and Shelter-in-Place Study Report

(Allison Yeh, TPO Staff and Karen Kiselewski, Cambridge Systematics, TPO Consultant)

VI. Status Reports

A. 56th St/ 50th St Corridor Planning Study (Sigal Carmenate, FDOT Staff)

B. HART FY23 Budget (Loretta Kirk, HART Staff)

C. Transportation System Sales Surtax - Planning Portion (Beth Alden, TPO Director)

VII. Old & New Business

VIII. Adjournment

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

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Persons needing interpreter services or accommodations for a disability in order to participate in this meeting, free of charge, are encouraged to contact Joshua Barber, (813) 576-2313 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) 272-5940 or (813) 273-3774 and dial 1.

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

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

I. CALL TO ORDER, PLEDGE OF ALLEGIANCE (*Timestamp 0:00:20*)

Chair Kemp, called the meeting to order at 8:34 AM and led the pledge of allegiance. The regular monthly meeting was held in-person and virtual via WebEx.

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

The following members were present in person: Commissioner Pat Kemp, Commissioner Mariella Smith, Commissioner Kimberly Overman, Charles Klug

The following members were present virtually: Robert Frey

The following members were Excused/Absent: Commissioner Harry Cohen, Councilman Guido Maniscalco, and Commissioner Gwen Myers.

Welcome to other TPO Board Members present: Adalee Le Grand (HART) and Commissioner Nate Kilton (City of Plan City)

A quorum was met in person.

A. Vote of Consent for Remote Member Participation (*Timestamp 0:11:59*) – Robert Frey joined the meeting virtually.

Chair Kemp sought a motion to approve remote participation for virtual committee members. Commissioner Smith so moved, seconded by Commissioner Overman. Voice vote, the motion passes unanimously.

III. APPROVAL OF MINUTES (*Timestamp 0:02:20*) – April 13, 2022

Chair Kemp sought a motion to approve the meeting minutes from April 13, 2022. Commissioner Smith so moved, seconded by Commissioner Overman. Voice vote; motion passes unanimously.

IV. PUBLIC COMMENT (*Timestamp 0:02:47*) – 3 minutes per speaker to a maximum of 30 minutes.

- Candace Savitz expressed concern regarding the I-275 work at the DTI, specifically the amount of dust produced and the potential health implications. Ms. Savitz emailed her full remarks. They can be found in the [Email section](#) at the end of the minutes.
- Rick Fernandez asked the TPO Policy committee to take a further look at the Public Participation Plan based on specific items regarding the DTI and Tampa Heights. It is a

failure of reporting for the period of 2020-2021 between Tampa Heights, FDOT, the TPO, and the TPO Staff. Mr. Fernandez asked that the document be returned to the author(s) for a rewrite and be removed from the TPO Board's Consent Agenda. These issues have been brought before the TPO Board by way of public comment and CAC actions/recommendations in January, February, and March of 2022. The authors of the PPP have ignored the work product done by the citizens and have incorrectly documented details. The CAC has made a recommendation in agreement with this request. Full emailed comments can be found in the [Email section](#) at the end of the minutes.

Discussion:

Concern was expressed for the construction dust and mitigation on the DTI project. Information on what is and can be done needs to be obtained from FDOT.

V. ACTION ITEMS

A. Smart Cities Mobility Plan (Johnny Wong, TPO Staff; Lee Woodcock, Adkin) *(Timestamp 0:12:26)*

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

Presentation: [Smart Cities Mobility Plan](#)

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

Recommendation: **Approve the draft report and forward it to the TPO Board for approval.**

Discussion:

It was noted that the federal infrastructure bill includes broadband and electric charging station infrastructure efforts. The Housing Element of the Comprehensive Plan is being discussed right

now and it is impacted by how people get around. This type of analysis will be able to identify things that can be implemented into housing policies. It was asked if this research could include bus emphasis and TOD to support the investment in infrastructure, land-use development, and housing policies. Transportation and housing policies are directly linked to developing resilient communities. TPO staff can work closely with the Land-Use Planners; have had some meetings with the planners working on the TOD studies. Transit stations will be a center for a lot of the technologies. It was asked about the Not In My Back Yard effect of development due to traffic and whether it could be identified where bus emphasis corridors can be located based on the Level of Service. That was not scoped into this plan. However, the TPO staff is working on a study with Hillsborough County staff to revise some of the Level of Service standards. It was asked how equity is being measured in this process. For Smart Cities projects submitted is whether or not they were flagged as potentially problematic by members of the community such as red-light running cameras, facial recognition, and payment processing systems. Let the agencies know prior to implementation. Looking to make sure the plan is in line with the TPO Equity Policy. It was asked that this project takes into consideration how housing policies interface with investments and plays a part in recommendations on the various levels of transit. It was asked if there was anything in addition to red-light cameras and facial recognition that was in question with the community. Yes, payment apps with mobility as a service because it stores credit card information. The City of Tampa is piloting a project with Mobility as a Service now utilizing an app that handles mobility options for the user. Again, it was expressed how to figure out how affordable housing, transit development, and infrastructure can be integrated together. There is a belief that the disconnect has been political in nature but there is optimism going forward. It was noted that HART is the most underfunded transit agency in the nation. Transit route planning has to be done in order to receive federal funds. It was noted that this will capture the data to reduce the politics in these decisions and other policies.

Commissioner Smith moved to accept the report, seconded by Commissioner Overman with the comments noted. Roll call vote, the motion passes 5 – 0.

B. Public Participation Plan: Measures of Effectiveness Report (2020-2021) (Davida Franklin, TPO Executive Director) *(Timestamp 0:44:30)*

- Went over why we do this report, why public engagement is important
- Review of categories
 - Visibility & Productivity – went over statistics and public visibility
 - Participation Opportunities – individuals who have attended Board and Committee meetings, speakers, received agendas, and event participation
 - Public Interest & Feedback – review of activities
 - Public Input – outreach events for studies and how input drives recommendations
 - Community Engagement – FLiP Jr., Remembrance Walk, Garden Steps, Gulf Coast Safe Streets Summit, and many more
 - Input Results – review of recommendations from 2020 – created FLiP Jr. program, One Minute Matters videos, hybrid engagement through pandemic, TIP Amendment pilot.

- 2022 Recommendations – Increase digital and social media tools to increase engagement, provide more clarity about the TPO’s role and responsibilities in the transportation planning process, use focus groups more often, build a culture of awareness

Presentation: [Public Participation Plan Measures of Effectiveness](#)

Draft: [Measures of Effectiveness Report](#)

Recommendation: Approve the Public Participation Plan Measures of Effectiveness and forward it to the TPO Board for approval.

Discussion:

It was noted that public outreach is a strength of the TPO and the continued progress in this area and the use of creative strategies. It was agreed that the City of Tampa is a good example. The concern from the CAC was acknowledged and would like to make sure that is noted. Reddit was suggested as a possible platform. It was recognized that we have public forums for projects that don’t have funding, which doesn’t help credibility.

Commissioner Smith moved to accept the report, seconded by Commissioner Overman. Roll call vote; the motion passes 5 – 0.

VI. STATUS UPDATE

A. Transportation Improvement Program (TIP) Priorities Update: Preliminary Draft (Johnny Wong, TPO Staff) (*Timestamp 1:04:57*)

- Passed through the background as the TPO Policy Committee has seen it before.
- Noted that there is a new methodology for State of Good Repair to note critical vulnerability. Changed Real Choices When Not Driving to incorporate the high amount of safety projects.
- Three sections:
 - Projects that are programmed for construction will remain in Table 1 until they are complete.
 - Table 2 is the list of candidates for new funding and seeking funding.
 - Table 3 is all other projects. Any project that has funding over the next five years; many fall into miscellaneous categories along with local CIP funding projects.
- Table 1 has been reformatted to make it clearer and easier to understand
 - Removed some projects as they have been completed
 - Went over new items for this year; projects that received funding
- Table 2 is the priorities list
 - State of Good Repair & Resilience – percent of transit assets that are not in a state of good repair.
 - Vision Zero – received a lot of requests for this area. Had to add additional filters to assist in prioritizing. Construction Ready is the primary key. If there was no funding identified, it moved down the list. Used criteria to identify projects in high-crash corridors and then ranked projects near disadvantaged communities to break ties.
 - Smart Cities – improve reliability.

- Real Choices When Not Driving – look at population density within a certain distance of paths and trails. Because there were so many safety projects, some were shifted here.
- Major Investments for Economic Growth – connect people to jobs or are somewhat expensive for the TPO to use discretionary grants. If there was a safety project that was more than \$5 million, they were put into this category.
- Next Steps – a little more than a month away from the public hearing
 - Coordinating with Hillsborough County for #20, #21, and #23; would like the Policy Committee to provide feedback on these. Would like to know if the committee’s preference is for funding longer-range studies or the quick fixes that are construction ready.

Presentation: [TIP Preliminary Draft](#)

Website: [Transportation Improvement Program \(TIP\)](#)

Discussion:

It was noted that the TPO needs to proceed this year with the funds available. If additional funding becomes available from the surtax, perhaps it can be allocated to the longer-term projects. Vision Zero problems are very severe and whatever funds we can use to the quick fixes would be appropriate.

VII. OLD & NEW BUSINESS (*Timestamp 1:20:36*)

- **None at this time**

VIII. ADJOURNMENT – The meeting adjourned at 9:54 AM

The recording of this meeting can be viewed at:

<https://www.youtube.com/c/HillsboroughCountyMeetings/videos>

Public Comment:

Email:

“Candace Savitz 3812 N Arlington Ave, Tampa Heights 33603 TPO MEETING - 5/11/2022

My name is Candace Lane Savitz. I am a homeowner in Tampa Heights for 17 years now. I believe the 275 FDOT project is poisoning us. Allow me to explain.

I go to Winn Dixie on MLK in Tampa Hts, several times per week. And I always take the back road when I return home. I use Taliaferro to Lake Ave to Florida Ave to return home. I drive right by the construction site.

In March of 2022 I was returning home. I had my car windows down and immediately upon entering Taliaferro from the Winn Dixie parking lot, I was hit with a gust of toxic dust. I choked and

immediately could taste a petrol chemical taste in my mouth. My throat was full of phlegm and tasted like gas for the next several days. Today, a couple months later, I still cannot clear my throat completely. My primary care is sending me to an ENT doctor.

I saw men with jackhammers blasting the old concrete from the 275 overpass to expose the rebar on the east side of the interstate. Now, I have documented that there is exposed rebar at Floribraska, Lake, Chelsea, MLK, Osborne and Hillsborough overpasses. It would be reasonable to assume that jack hammering was used on all these.

The pulverizing of this old highway created toxic dust. There was no dust mitigation in place that I could see or document. No water trucks spraying to keep the dust down, no dust mesh to capture the dust from 20 feet in the air, on top of the overpasses.

I spoke with another Tampa Heights resident who owns a home on Lake Ave, Jessica Pierce. She also has breathing problems and is worried that she is being harmed by toxic dust. She has spoken up about this, recently at a Tampa Heights Civic Assoc meeting where Mayor Castor was our guest speaker.

Concrete dust is the poison. It contains crystalline silica. breathing this dust can produce lung damage, called silicosis. Silicosis can lead to total disability and may also cause death. This information is easy to look up. It is real.

As it stands now, only the east side of the 275 project has the exposed rebar. FDOT hasn't started pulverizing the west side yet. Since there is obviously a danger to the public with this project due to the lack of supervision and dust mitigation, I strongly support stopping this project to determine how much toxic dust has been put upon my neighbors in the communities of Tampa Heights and Seminole Heights.

Let's protect our residents from this poisonous project. Perhaps this project needs oversight at the federal level.

Thank you. And I have a transcript of my statement to insure accuracy.”

From: [Rick Fernandez](#)

From: [Rick Fernandez](#)

To: [Cheryl Wilkening](#); KempP@HCFLGov.net; [Kimberly Overman](#); guido.maniscalco@tampagov.net; "[Mariella Smith](#)";

CohenH@hcflgov.net; MyersG@hcflgov.net; Joseph.Citro@tampagov.net; jessica.vaughn@hcps.net

Cc: [Rick Fernandez](#); LawsonL@hillsboroughcounty.org; BrownAK@hillsboroughcounty.org

Subject: Public Comment Directed to TPO Policy Committee and TPO Board _ May 11, 2022 Meetings _ Rick Fernandez _ Policy Committee

Agenda Action Item V (B) _ TPO Board Consent Agenda Item VI (C)

Date: Monday, May 9, 2022 3:00:42 PM

Attachments: [image001.png](#)

TPO Board and Policy Committee Members:

Please see page 30 of the Public Participation Plan: Measures of Effectiveness Report (2020-2021)

(Policy Agenda Item V (B) | Board Agenda Item VI (C)). In pertinent part, note the section captioned “

Major Projects with substantial public input ... Transportation Improvement Plan”, which reads as follows:

Transportation Improvement Plan]

In 2021, the TPO approved its Transportation Improvement Program (TIP), a five-year plan that includes \$3.1 billion in funding for local transportation projects. During the five-hour-long meeting, Board members heard recommendations from TPO staff, FDOT Secretary David Gwynn, and the public. Projects proposed for I-275 through Tampa Heights and Seminole Heights as well as the Downtown Interchange (DTI) caused lengthy public comment and debate; the topic garnered 31 comments via email, voicemail, and social media in advance of the meeting as well as 20 public comments during the meeting. As a result, the Board asked its attorney about options to alleviate the public's concerns. However, they were advised that the project was too far along in development to remove from the TIP. Subsequently, the Board voted to approved the TIP 11-4.



The next to last sentence of this paragraph is inaccurate: “... they were advised that the project was too far along in development to remove from the TIP.”

In fact, what the TPO Board was told by Attorney Cameron Clark is this: “I’m not definitively saying you can or can’t do this. There’s ambiguity there. I just want to be clear on that because, like I said, I think it’s less clear that [sic] you might think.”

For context, the discussion centered around FS 339.175 (8)(d), sometimes referred to as the Point of No Return Statute, and its impact on a motion made by Commissioner Overman seeking to strike the DTI lane movement from Westbound I-4 to Northbound I-275. If one takes the time to review relevant portions of the meeting transcript and YouTube video, Mr. Clark makes abundantly clear the statutory language is not defined, ambiguity exists, there is no case law or legislative intent to guide interpretation. Faced in the moment with Commissioner Overman’s motion, Attorney Clark could not say yay or nay. Commissioner Overman withdrew her motion thus making moot the question of statutory impact. The DTI Quick Fix project was unfunded at the time. Funding was not documented in the TIP until October 2021.

This report should be amended to accurately reflect events during the June 9, 2021 TPO Board Meeting. The report should also be removed from the TPO Board’s consent agenda for May 11, 2022.

Respectfully Submitted,

Rick Fernandez
2906 N Elmore Ave
Tampa, FL 33602
TPO CAC Vice Chair
Chair, Tampa Heights Transportation Committee

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

MyersG@hcflgov.net; guido.maniscalco@tampagov.net; Joseph.Citro@tampagov.net; jessica.vaughn@hcps.net

Cc: BrownAK@hillsboroughcounty.org; LawsonL@hillsboroughcounty.org; Rick Fernandez; "Brian Seel"; lenayoung@thjca.org; tarynsabia@gmail.com; tim.keeports@gmail.com; "Mauricio Rosas"; shane9218@gmail.com; Nicole Perry; honclive@gmail.com

Subject: Public Comment Directed to TPO Policy Committee and TPO Board for May 11, 2022 meetings _ Rick Fernandez

_ TIP Line Items Related to the DTI Quick FIX Project and Interstate Retention Walls in Tampa Heights

Date: Monday, May 9, 2022 5:51:51 PM

Attachments: [Motion To Strike TIP Amendments _ RAF 5 9 2022.docx](#)

TPO Policy Committee and TPO Board:

The TPO Policy Committee will review a preliminary draft of this year's TIP during its meeting May 11 (Agenda Item VI (A)). The full Board will review the TIP during public hearing June 8.

The DTI Quick Fix project has been the subject of heated debate for years. The three lane movements making up the DTI are now documented in Table 1 of the TIP under FPN #'s **445051-1** (Westbound I-4 to Northbound I-275, **445056-2 | f/k/a Amendment 8** (Westbound I-4 to Southbound I-275), **445057-1 | f/k/a Amendment 9**) (Southbound I-275 to Eastbound I-4).

In March 2022, the TPO CAC approved a Motion to Strike Amendments 8 and 9 from the TIP. Both amendments were part of a 14 Amendment package approved by the TPO Board in October 2021. Amendments 8 and 9 enable lane movements impacting the expansion of Interstate retention walls along the eastern boundary of Tampa Heights.

The Motion To Strike considered by the CAC in March is attached, incorporated by reference, and constitutes just one possible path to the stated goal of keeping FDOT's retention walls where they are.

Tampa Heights has requested a reprieve from FDOT's wall intrusion plans. The prayers for relief began in December 2021, days after the undersigned first learned of this latest assault on our community. There is nothing left for us to do administratively.

There are sufficient votes on the TPO Board to deliver the relief requested by Tampa Heights. What is not clear is why our requests have met with inaction from those responsible for the systemic failure leading to this moment.

The DTI Quick Fix has not been popular with Tampa, Urban Core, residents. When surveyed in 2018/19, we preferred the no build option. In 2020 the TPO CAC voted to strike all elements of the DTI Quick Fix project. In 2021, one member of the TPO Board suggested striking the lane movement from Westbound I-4 to Northbound I-275. This year the TPO CAC has twice taken action to hold the line against retention wall intrusion in Tampa Heights (Resolution in January 2022 and the abovementioned Motion to Strike in March).

It is well past time for the elected members of this Board to do what many of you promised to do when running for office. Fight the further expansion of this oppressive Interstate.

Most Sincerely,
Rick Fernandez
2906 N Elmore Ave
Tampa, FL 33602
Chair, Transportation Committee, THCA
Vice Chair, TPO CAC

Motion to Strike Two TIP Amendments

RE: Downtown Interchange Safety & Operations Improvements

Supporting Memorandum

Event Timeline Relevant to Notice of Impacts Adverse to Tampa Heights

Motion To Strike

The undersigned moves to strike the following Amendments from the Hillsborough County

Transportation Planning Organization's (TPO) Transportation Improvement Program (TIP):

1. Amendment Number 8 of the 2021/22-2025/26 TIP. **Item number 445056 2.**

I-275 SB I-4 WB from north of Morgan ST to west of N 12th ST*. Amendment date 10/13/2021.

(*Alternative description - I-4 WB to I-275 SB)(see TIP insert on p. 4 and slide p. 14)

2. Amendment Number 9 of the 2021/22-2025/26 TIP. **Item number 445057 1.**

I-275 SB off ramp to I-4 from north of Floribraska to west of 21st*. Amendment date

10/13/2021. (*Alternative description – I-275 SB to I-4 EB)(see TIP insert on p. 4 and slide p. 14)

Memorandum in Support of Motion to Strike

On October 13, 2021, The Florida Department of Transportation (FDOT) requested a set of 14 amendments to the 2021/22-2025/26 Transportation Improvement Program (TIP). The 14 Amendments included two turn movements of the Downtown Tampa Interchange (DTI) that are the subject of this Motion to Strike: Amendment 8 - I-4 westbound to I-275 southbound, and; Amendment 9 - I-275 southbound to I-4 eastbound. This request was approved by the Hillsborough County Transportation Planning Organization (TPO) Governing Board on October 13, 2021.

TIP Amendments 8 and 9, singularly and in combination, will have an adverse/negative impact on the Tampa Heights Historic District, individual historic properties, and the greater Tampa Heights Community including the Community's minority populations and those who live, work, recreate, and attend school in the said Community.

As currently described to the community by representatives of the FDOT, construction of these two turn movements will involve further I-275 Interstate retention wall intrusion along the eastern boundary of Tampa Heights. Intrusions will vary from 15 to 50 feet all along the Interstate's arc from south of Robles Street (along N. Elmore Ave) to south of 7th Ave (terminating at Jefferson Street). **(See p. 5 insert for image of impact corridor)**

Tampa Heights residents were informed on January 23, 2020, at a meeting of the Tampa Heights Civic Association (THCA), that the community would experience no right of way impacts secondary to these two projects, then referred to as parts of the "Locally Preferred Alternative" for the DTI. This information was communicated by senior FDOT District 7 representatives, Secretary David Gwynn, Kirk Bogen, Ed McKinney and Consultant Elaine Illes. This information was never updated and remained the gold standard of community knowledge on the issue until November 17, 2021. **(See FDOT PowerPoint slides displayed at THCA January 23, 2020, insert p. 5)**

On November 17, 2021, the Transportation Committee Chair for the THCA learned of plans for retention wall intrusion while having a meeting with FDOT representatives concerning possible architectural and landscaping opportunities along the Interstate retention walls bordering Tampa Heights to the east. This revelation came 35 days after the TPO Board had approved TIP Amendments 8 & 9.

The challenged TIP amendments were approved by the TPO Governing Board without either notice to or input from the Tampa Heights Community regarding the additional Interstate retention wall intrusion.

Both TIP Amendments identified for removal were approved by the TPO Governing Board on October 13, 2021. Presently, the DTI projects relating to both Amendments are in the procurement phase. There is currently no contractor or design process in place. There is no project start date. On these facts, the undersigned asserts the TPO Governing Board maintains unilateral control over items to be removed from the TIP **(See p. 15 insert for text of Florida Statutes Title XXVI. Public Transportation § 339.175 (8)(d))**. The statute quoted here has not been triggered and does not apply:

“(d) Projects included in the transportation improvement program and **that have advanced to the design stage of preliminary engineering** may be removed from or rescheduled in a subsequent transportation improvement program only by the joint action of the M.P.O. and the department.”

This CAC has previously voted to strike the Downtown Tampa Interchange Operational and Safety Improvements from the TIP. (See **CAC Committee report to the TPO Board June 30 2020, insert-p.6**). In 2021 the CAC voted to strike the TIP item calling for two additional general use lanes from Hillsborough Ave. to Bearss Ave. This recommendation was followed by the TPO Governing Board.

These 14 TIP Amendments (including the same DTI Operational and Safety Improvements previously rejected by the CAC) were brought before the CAC on October 6, 2021. The CAC did not have an in-room quorum for that meeting. No action could be taken on these 14 Amendments but there was a robust discussion memorialized in the Meeting Minutes. This Motion to Strike offers the CAC a de novo opportunity to review and record action on two of these 14 Amendments. (The October 6, 2021 CAC discussion summary about these 14 Amendments is captured in the meeting Minutes. The Minutes are found in the CAC Agenda Package for the meeting held November 3, 2021 (p. 22/67). [CAC-November-Draft-Agenda-Packet.pdf \(planhillsborough.org\)](#))

During previous meetings of the CAC, most recently January 5 and February 2, 2022, we have addressed in detail the impacts Tampa Heights will suffer secondary to the lane movements described in TIP Amendments 8 & 9. We have also discussed the FDOT’s failure to disclose these planned wall intrusions to the Tampa Heights Community. The FDOT presentation on October 6, 2021, before the CAC, was yet another opportunity for that agency to disclose this inconvenient truth. The FDOT again failed. The October 6, 2021 CAC meeting is, therefore, one of the most recent examples of the FDOT’s breach of duty to inform the Citizens of Tampa and Hillsborough County through the conduit of the CAC. October 6 was also the last opportunity the undersigned had to learn of the planned retention wall intrusions before the TIP Amendments were presented to the TPO Governing Board on October 13, 2021.

The FDOT’s messaging around the DTI project has been inconsistent, confusing and arguably deceptive. Evidence of this messaging extends beyond interactions with the Tampa Heights Community to the TPO Board Room and CAC Conference Room. (See **pp. 5-14 inserts for messaging examples and the Event Timeline set out at pp. 15-17**)

Wherefore, the undersigned requests the TPO CAC adopt this motion and recommend enabling action to the TPO Governing Board striking TIP Amendments 8 and 9.

1. Amendment Number 8 of the 2021/22-2025/26 TIP. **Item number 445056 2. I-275 SB I-4 WB from north of Morgan ST to west of N 12th Street***. Amendment date 10/13/2021.

(*Alternative description - I-4 WB to I-275 SB)

2. Amendment Number 9 of the 2021/22-2025/26 TIP. **Item number 445057 1. I-275 SB off ramp to I-4 from north of Floribraska to west of 21st***. Amendment date 10/13/2021. (*Alternative description – I-275 SB to I-4 EB)

Respectfully Submitted,

Ricardo (Rick) Fernandez

TPO - Citizens Advisory Committee, Vice Chair

CAC Committee Report to TPO Board June 30, 2020

FDOT 5 Year TIP Hillsborough County, District 7									
HIGHWAYS									
Status: Amended Amendment Date: 10/13/2021 Amendment Number: 8									
Item Number: 445056 2 Description: I-275/SR 93 SB/I-4/SR 400 WB FROM N OF MORGAN ST TO W OF N 12TH ST LRTP: S-4									
Related Project: Extra Description: ADD AUX LANES, INTERCHANGE IMPROV., REALIGN PATH									
Project Length: 1.493 *SIS*									
Type of Work: INTERCHANGE - ADD LANES									
Fund		<2022	2022	2023	2024	2025	2026	>2026	All Years
DESIGN BUILD - MANAGED BY FDOT									
Added	ARPA	\$0	\$56,622,140	\$0	\$0	\$0	\$0	\$0	\$56,622,140
Added	ARPA	\$0	\$1,201,232	\$0	\$0	\$0	\$0	\$0	\$1,201,232
Added	DIH	\$0	\$900,924	\$0	\$0	\$0	\$0	\$0	\$900,924
Totals:		\$0	\$58,724,296	\$0	\$0	\$0	\$0	\$0	\$58,724,296
ENVIRONMENTAL - MANAGED BY FDOT									
Added	DS	\$0	\$57,510	\$0	\$0	\$0	\$0	\$0	\$57,510
Totals:		\$0	\$57,510	\$0	\$0	\$0	\$0	\$0	\$57,510
PRELIMINARY ENGINEERING - MANAGED BY FDOT									
Added	DIH	\$0	\$1,107	\$0	\$0	\$0	\$0	\$0	\$1,107
Added	ACNP	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$1,000
Added	ARPA	\$0	\$690,492	\$0	\$0	\$0	\$0	\$0	\$690,492
Totals:		\$0	\$692,599	\$0	\$0	\$0	\$0	\$0	\$692,599
RAILROAD & UTILITIES - MANAGED BY FDOT									
Added	ARPA	\$0	\$995,000	\$0	\$0	\$0	\$0	\$0	\$995,000
Totals:		\$0	\$995,000	\$0	\$0	\$0	\$0	\$0	\$995,000
Item 445056 2 Totals:		\$0	\$60,469,405	\$0	\$0	\$0	\$0	\$0	\$60,469,405

FDOT 5 Year TIP Hillsborough County, District 7									
HIGHWAYS									
Status: Amended Amendment Date: 10/13/2021 Amendment Number: 9									
Item Number: 445057 1 Description: I-275/SR 93 SB OFF RAMP TO I-4 FR N OF FLORIBASKA TO W OF 21ST LRTP: S-4									
Related Project: Extra Description: WIDEN RAMP, ADD LANES, ADD NEW EXIT RAMP									
Project Length: 1.985 *SIS*									
Type of Work: INTERCHANGE - ADD LANES									
Fund		<2022	2022	2023	2024	2025	2026	>2026	All Years
DESIGN BUILD - MANAGED BY FDOT									
Added	ARPA	\$0	\$1,141,868	\$0	\$0	\$0	\$0	\$0	\$1,141,868
Added	DIH	\$0	\$872,219	\$0	\$0	\$0	\$0	\$0	\$872,219
Added	ARPA	\$0	\$62,802,752	\$0	\$0	\$0	\$0	\$0	\$62,802,752
Totals:		\$0	\$64,816,839	\$0	\$0	\$0	\$0	\$0	\$64,816,839
ENVIRONMENTAL - MANAGED BY FDOT									
Added	DS	\$0	\$57,510	\$0	\$0	\$0	\$0	\$0	\$57,510
Totals:		\$0	\$57,510	\$0	\$0	\$0	\$0	\$0	\$57,510
PRELIMINARY ENGINEERING - MANAGED BY FDOT									
Added	DIH	\$0	\$15,000	\$0	\$0	\$0	\$0	\$0	\$15,000
Added	ARPA	\$0	\$666,744	\$0	\$0	\$0	\$0	\$0	\$666,744
Totals:		\$0	\$681,744	\$0	\$0	\$0	\$0	\$0	\$681,744
RAILROAD & UTILITIES - MANAGED BY FDOT									
Added	ARPA	\$0	\$1,291,700	\$0	\$0	\$0	\$0	\$0	\$1,291,700
Totals:		\$0	\$1,291,700	\$0	\$0	\$0	\$0	\$0	\$1,291,700
RIGHT OF WAY - MANAGED BY FDOT									
Added	DIH	\$0	\$15,521	\$0	\$0	\$0	\$0	\$0	\$15,521
Totals:		\$0	\$15,521	\$0	\$0	\$0	\$0	\$0	\$15,521
Item 445057 1 Totals:		\$0	\$66,863,314	\$0	\$0	\$0	\$0	\$0	\$66,863,314



Tampa Interstate Study Supplemental Environmental Impact Statement

*I-275 (SR 93) from the Howard Frankland Bridge to
north of Dr. Martin Luther King Jr. Boulevard (SR 574) and
I-4 (SR 400) from I-275 (SR 93) to east of 50th Street (US 41)*

Work Program Item Segment #258337-2

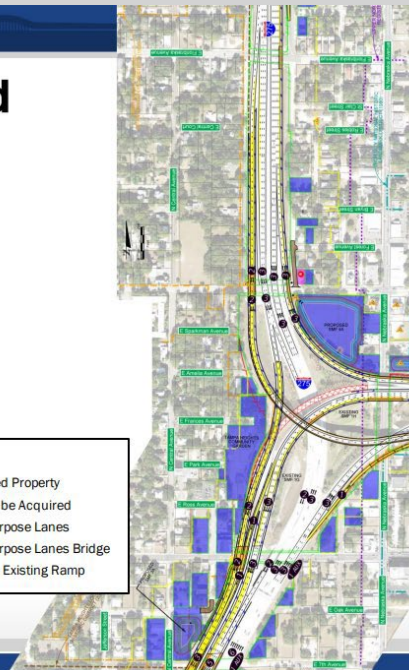
Tampa Heights Civic Association
January 23, 2020



Recommended Locally Preferred Alternative (LPA)

- No right-of-way impacts are anticipated in Tampa Heights
 - No impacts to the Historic District
 - No impacts to Individual Historic Properties

Legend	
	FDOT Owned Property
	Property to be Acquired
	General Purpose Lanes
	General Purpose Lanes Bridge
	Removal of Existing Ramp





Committee Reports

Meetings of the Citizens Advisory Committee (CAC) on June 10 and May 20

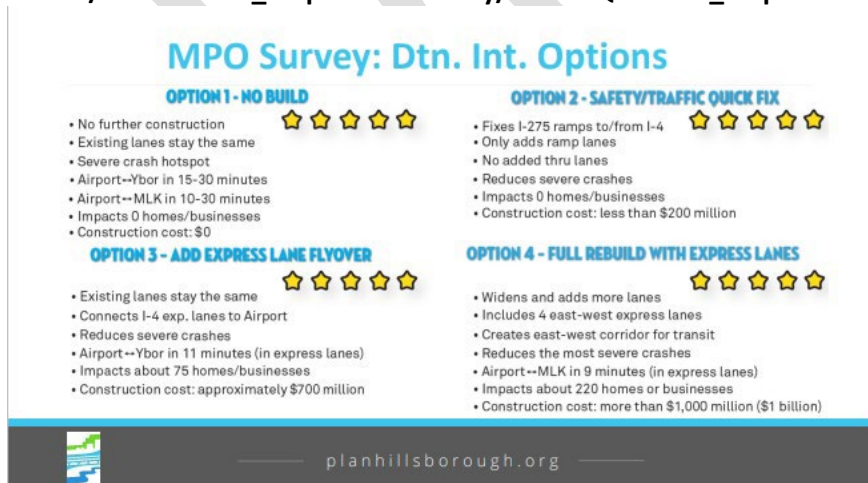
On June 10, the CAC reviewed the **Transportation Improvement Program** and took the following actions:

- ✓ On Table 2, the MPO's list of priorities for new funding, **Priority #3 – TBARTA vanpools**, we passed a motion recommending that TBARTA consider adding multimodal connections, such as trails, to this funding request
- ✓ Passed a motion asking that Priorities **#12 (Heights Mobility improvements), #35 (Modern Streetcar Extension requested by the City of Tampa) and #47 (Modern Streetcars requested by HART) be moved up** on the list of priorities
- ✓ Passed a motion supporting efforts to **advance the overwhelmed I-75/Gibsonton Dr interchange (Priority #34)** and as an interim measure suggest an evaluation of a traffic signal to enable eastbound vehicles to make a left turn to cross busy Gibsonton Dr to enter northbound I-75.

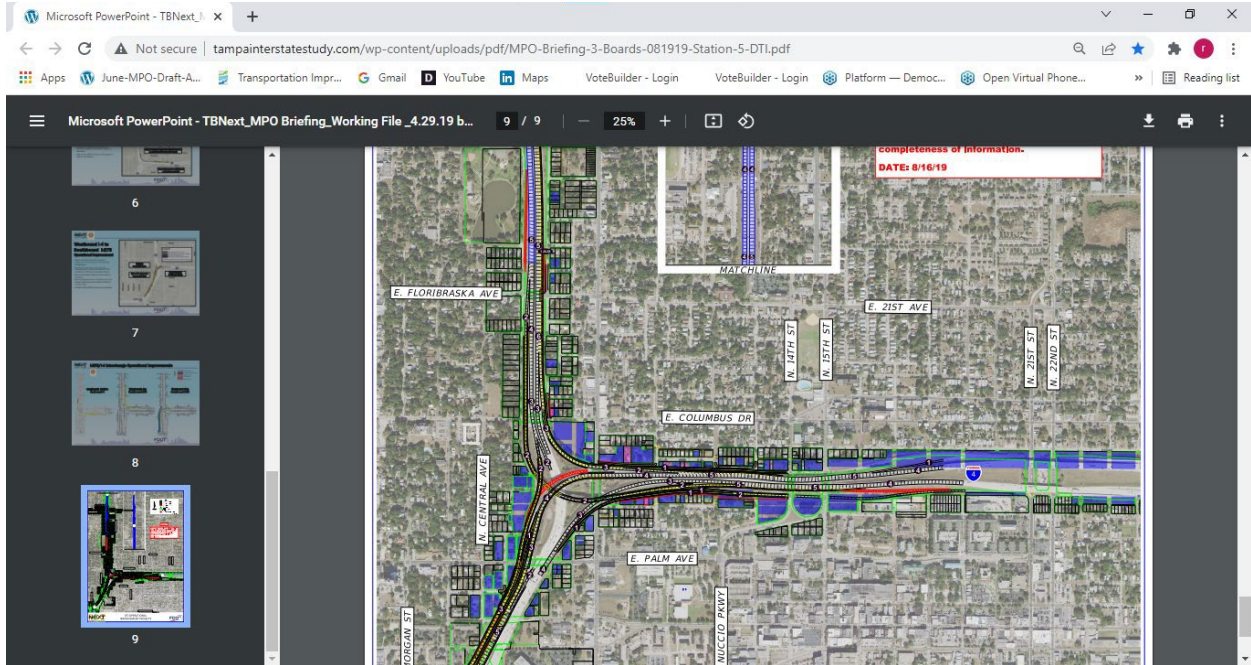
We also passed motions recommending to **strike** several items from the TIP, including:

- ✓ **Priority #31 (additional lane on I-275 from North of MLK to N of Bearss Ave)**, by a vote of 10 – 4
- ✓ **Priority #32 (safety & operational improvements to the downtown interchange of I-4 & I-275)**, by a vote of 8 – 5
- ✓ **Project #434045-2 (adding express lanes on I-275 from south of Lois Ave to east of the Hillsborough River)**, by a vote of 7 – 4
- ✓ **Project #431746-2 (design to add express lanes on I-4 from the Selmon Connector to east of Branch Forbes Rd)**, by a vote of 8 – 4
- ✓ With those exceptions, we passed a motion **recommending the rest of the TIP** by a vote of 9 – 3

FDOT/MPO DTI Messaging in 2018/2019 Survey: “Option 1 – No Build _ Impacts 0 homes/businesses” _ “Option 2 – Safety/Traffic Quick Fix _ Impacts 0 homes/businesses”



FDOT Roll Plot dated August 16, 2019. Displayed at Special Briefing #3, August 19, 2019. No annotation regarding retention wall relocation in Tampa Heights.

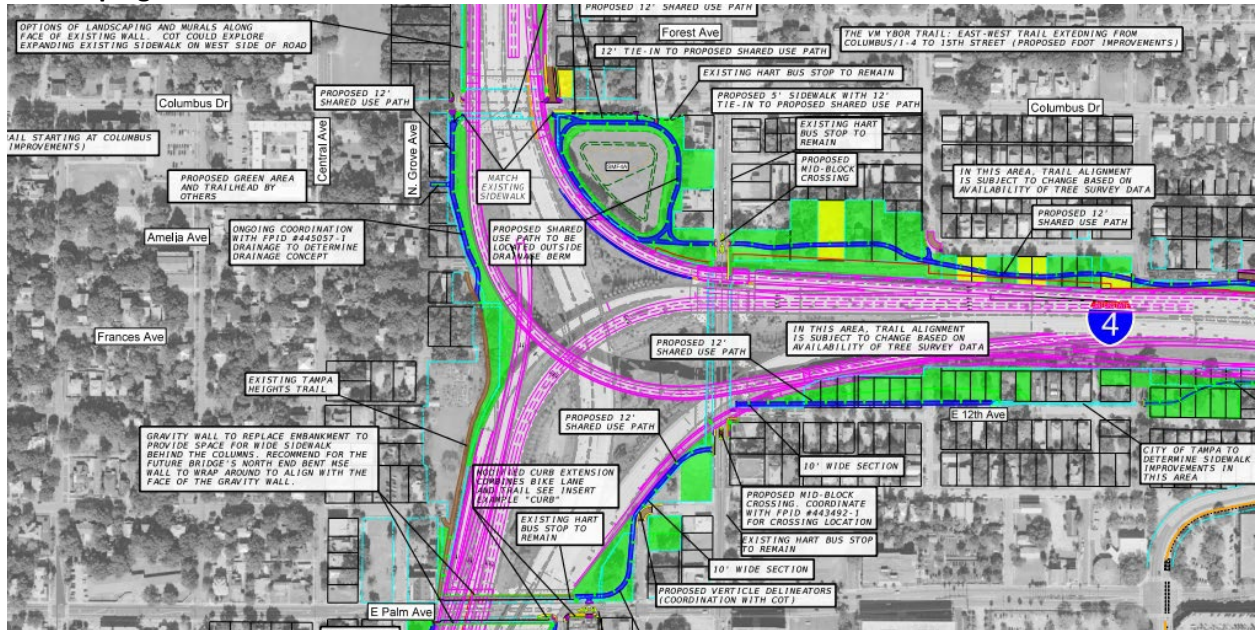


FDOT's DTI Messaging June 30 2020 – "... options are feasible without the acquisition of additional right of way."

Hillsborough MPO List of Priority Projects
 FY2020/2021-2024/2025 Transportation Improvement Program
 Table 2: CANDIDATES FOR NEW FUNDING

2020 Priority	FPN	2045 LRTP Reference	Project Limits	Project Description	Project Sponsor	Project Status / Request	Suggested Funding Type	Prioritization Criteria
Potential new projects in blue								
Major Investments for Economic Growth								<ul style="list-style-type: none"> • 2045 job density per Centerline Mile • 2045 Traffic Volume/Capacity (V/C) ratio • 2045 Delay Reduction per Centerline Mile
31	431821.2	1006	I-275 from North of MLK to N of Bearss Ave	Capacity, Operational & Safety Improvements	FDOT	Partial funding: \$40M in FY23 for MLK to Hillsborough Ave. Additional funding requested for CST of whole segment with one general purpose lane each direction, noise walls, hardened shoulder, walk/bike, and lighting at under passes.	SIS	2045 Priority, TMA Priority, 1.13 V/C peak period, jobs/mi = 28,461, delay reduction/mi = 179
32	443770.1	1005	I-275 to and from I-4 (Downtown Interchange Safety/Operational Improvements)	Operational & Safety Improvements	FDOT	<ul style="list-style-type: none"> • Addition of a second lane on the Southbound I-275 to I-4 "flyover" ramp that currently has only one lane. The approach to the ramp will also be widened to allow for two stacking lanes and reconstructed to correct the changes in profile around Columbus Drive (the roller-coaster effect). Reconfiguration of the I-4 eastbound exit to Ybor City will be evaluated in consultation with the City of Tampa. • Minor reconstruction and additional auxiliary lanes on the ramp from Westbound I-4 to Southbound I-275 & Downtown Tampa. This will correct an existing weave movement and "lane dive" dive issue that occurs on the I-4 mainline on the approach to the interchange. • Addition of a second lane on the ramp from Westbound I-4 to Northbound I-275. • Estimate: \$50-70M NOTE: FDOT is currently refining concept designs and at this point believe all three options are feasible without the acquisition of additional Right-of-Way. FDOT anticipate these improvements will generate safety benefits by reducing rear-end and sideswipe crashes. Additionally, new sound walls will be looked at in the areas of improvement and installed where feasible.	SIS	2045 Priority, TMA Priority, 1.13 V/C peak period, jobs/mi = 28,461, delay reduction/mi = 179
34	437650.2	Smart Cities	Gibsonton Dr at I-75	Interchange Improvements	FDOT/Hillsborough County	Funding need for ultimate interchange modification. PE \$4.5M unfunded, CST \$32.4M unfunded	SU, SIS	2045 Priority, TMA Priority freeway needing CM impr - 1.58 V/C peak period 2040 Priority art needing CM impr - 1.00 peak period V/C
35		61	Modern Streetcar Extension (Regional Transit Catalyst Project)	Transit Connection	Tampa	Study on going, modernization estimate \$70M, extension estimate \$103M. The Invision Tampa Streetcar extension project has been accepted into the Project Development phase of the Federal Transit Administration's Small Starts program.	FTA Small Starts, FDOT New Starts	Connection to regional transit hub for Downtown Tampa
36		Real Choices	Expansion of existing maintenance facility	Transit	HART	\$30 million requested for improvements to existing facility to enter project development	FTA, TIGER/BUILD	Listed based on HART's priority setting
37	438998.1	1045	US 92 from Maryland Ave to Polk County	Widen to 4LD	FDOT; Plant City	PD&E completed, \$3.7MPE needed, CST\$42M unfunded	State Funds, Other Arterials	Delay reduction/mi = 119; 2040 jobs/mi = 568, V/C 1.75
38	438997.1	1043	US 92 (Garden Ln/Eureka Springs to CR 579 (MANGO RD)	Widen 2 lanes to 4 lanes divided	FDOT	PD&E completed, \$4.2M PE needed, CST \$41M unfunded	State Funds, Other Arterials	Delay reduction/mi = 57; 2040 jobs/mi = 1760, V/C 1.75

FDOT DTI Messaging April/May 2021 Before TPO Board: No wall relocations noted. "Existing Wall" and right of way abutting N. Elmore Ave are called out as location for murals and landscaping.



FDOT DTI messaging Before TPO Board May 12 2021: TIP Amendment Requested _ \$2.5M for ROW acquisition in VM Ybor.

TIP Amendment Transportation Improvement Program Fiscal Years 2020/21 – 2024/25

Amendment for I-4 WB to I-275 NB from W of 14th to Floribruska Ave
Downtown Interchange Operational Improvements
May-June 2021 MPO Board



planhillsborough.org


Downtown Tampa Interchange (I-4 / I-275) Operational Improvements

- Amendment for Right-of-way phase to purchase 7 parcels in the downtown area
- Project FPN 445056 1 for I-4/SR 400 WB to I-275/ SR 93 NB segment
- Section 6 of Downtown Interchange (DTI) Operational Improvements
- Total funding allocated \$2,549,700 for Right-of-way phase
- Preferred alternative based on 2019 MetroQuest survey, for a “quick fix” solution that was adopted in the 2045 Long Range Transportation Plan (LRTP)



planhillsborough.org

FDOT DTI messaging Before TPO Board June 9, 2021 _ TIP Public Hearing: “FDOT is currently refining concept designs and at this point believe all three options are feasible without the acquisition of additional Right-of-Way” [note: this is less than four weeks after ROW acquisition in VM Ybor was addressed before the TPO Board on May 12, 2021]

 Major Investments for Economic Growth		Goals by 2045 * Targeted Investments for Good Transportation Infrastructure * Promote Economic Growth by Connecting People to Key Economic Spaces				• 2045 Employment Density (Major/Minor/No Job Cluster) • 2045 Traffic Volume/Capacity (V/C) ratio • 2045 Delay Reduction per Centerline Mile, check MOE 2024 EC w 2045 SE data		
		Project ID	Project Name	Category	Funding Source	Employment Density	Delay Reduction	
55		52&53	HART CSX Study	Transit	HART	\$3.5M requested; HART has budgeted \$150k to complete an initial assessment that will guide feasibility of this priority study, Top priority of MPO Board	SIJ, FTA	Connection to all Major Job Clusters; N/A; N/A
56	431821.2	5-6	I-275 from North of MLK to N of Bears Ave	Capacity, Operational & Safety Improvements	FDOT	Partial funding: \$40M in FY23 for MLK to Hillsborough Ave. Additional funding requested for CST of whole segment with one general purpose lane each direction, noise walls, hardened shoulder, walk/bike, and lighting at under passes.	SI5	Connection to Major Job Clusters; 1.14 VCR; N/A
57	443770.1	5-4	I-275 to and from I-4 (Downtown Interchange Safety/Operational Improvements)	Operational & Safety Improvements	FDOT	• Addition of a second lane on the Southbound I-275 to I-4 “flyover” ramp that currently has only one lane. The approach to the ramp will also be widened to allow for two stacking lanes and reconstructed to correct the changes in profile around Columbus Drive (the roller-coaster effect). Reconfiguration of the I-4 eastbound exit to Ybor City will be evaluated in consultation with the City of Tampa. • Minor reconstruction and additional auxiliary lanes on the ramp from Westbound I-4 to Southbound I-275 & Downtown Tampa. This will correct an existing weave movement and “lane dive” dive issue that occurs on the I-4 mainline on the approach to the interchange. • Addition of a second lane on the ramp from Westbound I-4 to Northbound I-275. • Estimate: \$50-70M NOTE: FDOT is currently refining concept designs and at this point believe all three options are feasible without the acquisition of additional Right-of-Way. FDOT anticipate these improvements will generate safety benefits by reducing rear-end and sideswipe crashes. Additionally, new sound walls will be looked at in the areas of improvement and installed where feasible.	SI5	Connection to Major Job Clusters; 0.90 VCR; N/A
58	437608-2-98-01	Rapid Transit Projects Pg. 52	City of Tampa Downtown Streetcar Extension and Modernization	Transit Connection	HART (Chief Recipient) City of Tampa (Project Sponsor)	The Invision Tampa Streetcar extension project has been accepted into the Project Development phase of the Federal Transit Administration’s Small Starts program. Total Estimate of \$234M with \$100M from FTA, \$67M State New Starts, \$67M local funding	FTA Small Starts, FDOT New Starts	Connection to Major Job Clusters; N/A; N/A

FDOT DTI messaging Before TPO Board October 13, 2021



Board & Committee Agenda Item

Agenda Item

Transportation Improvement Program (TIP) Amendments for Westshore Interchange Reconstruction Preliminary Phase, Downtown Interchange Safety & Operations Improvements, and Traffic Congestion Management Technology

Presenters


Connor MacDonald, TPO Staff, and FDOT Representative

Summary

The Florida Department of Transportation (FDOT) requested this set of 14 amendments to the 2021/22-2025/26 [Transportation Improvement Program](#) to document the addition of state and/or federal funds for regionally significant safety and congestion improvements. The 14 amendments comprise 3 major projects identified in the TPO's TIP Priority List and Long Range Transportation Plan, including the Westshore Interchange, Downtown Interchange, and various Integrated Corridor Management projects.


This TIP Amendment includes funding for a TPO priority listed in the Major Investments for Economic Growth category. The project comprises three turn movements of the Downtown Interchange: the westbound I-4 ramp to I-275 northbound, the westbound lanes of I-4 to I-275 southbound, and the I-275 southbound to I-4 eastbound ramp. The "quick fix" safety and operational improvements are anticipated to significantly improve safety along this Top 20 Vision Zero Corridor by reducing lane weaving and speeding, reducing congestion in vehicles lining up for exits, and making it easier to get to exits. The presentation will address questions about the incorporation of noise walls, landscaping and walk/bike treatments through this segment.

FDOT DTI messaging Before TPO Board October 13, 2021 (continued): Lane movements 1 and 3 are the subjects of this Motion to Strike.



I-275/I-4 Interchange

Safety and Operational Improvements




Safety and operational improvements to the I-275/I-4 interchange

- 1. Southbound I-275 to Eastbound I-4 (FPID 445057-1)**

 - Widen existing 1 lane flyover ramp to EB I-4 to 2 lanes
 - Modify exit ramps to Ybor City/East Tampa from 21st/22nd Streets to 14th/15th Streets
 - Widen EB I-4 existing frontage road to 2 lanes
- 2. Westbound I-4 to Northbound I-275 (FPID 445056-1)**

 - Widen existing 1 lane ramp from I-4 to NB I-275 to 2 lanes
 - Additional merge lanes on NB I-275 from the interchange to the Dr. MLK Jr., Blvd exit
- 3. Westbound I-4 to Southbound I-275 (FPID 445056-2)**

 - Widen 2-lane ramp from I-4 to SB I-275 to 3 lanes
 - Widen shoulders on SB I-275 from Palm Ave. to Jefferson St.
 - Downtown exit ramp shifted to the west



3

Florida Statutes Title XXVI. Public Transportation § 339.175

(d) Projects included in the transportation improvement program and **that have advanced to the design stage of preliminary engineering** may be removed from or rescheduled in a subsequent transportation improvement program only by the joint action of the M.P.O. and the department. Except when recommended in writing by the

district secretary for good cause, any project removed from or rescheduled in a subsequent transportation improvement program shall not be rescheduled by the M.P.O. in that subsequent program earlier than the 5th year of such program.

Event Timeline Relevant to Notice of Impacts Adverse to Tampa Heights

- 1. 2018/2019** It's Time Hillsborough Survey describes the No Build and Quick Fix DTI alternatives as both having 0 impact on homes and businesses. (p. 7)
- 2. August 2019** – MPO Special Briefing #3 introduces the DTI Quick Fix with roll plot lacking wall relocation annotation. (p. 8)
- 3. January 23, 2020** – Tampa Heights Civic Association Annual Meeting. FDOT representatives present the Locally Preferred Alternative (DTI Quick Fix) as having no ROW Impacts on Tampa Heights. Resident asks (on video) if the Interstate footprint will be expanded. FDOT representatives do not answer the question. Rather, they suggest the Tampa Heights Greenway acts as a buffer between Interstate and Community and Greenway will stay “as is”. (p. 5)
- 4. February 19, 2020** – FDOT creates a DTI roll plot with annotation describing noise wall relocations along the eastern boundary of Tampa Heights. Neither roll plot nor message was shared with Tampa Heights at any time before November 17, 2021. This is 27 days after FDOT presented their “no ROW impact” message to the THCA in January 23, 2020.
- 5. February 27, 2020** – FDOT hosts one of two SEIS Public Hearings at the Port of Tampa. The February 19, 2020 roll plot with noise wall relocation annotation is alleged to have been on display at this hearing. Not reported as seen by any resident of Tampa Heights. Such a sighting would have been purely accidental in that setting. Roll plot is now filed in the virtual scrapbook created to house material from the February 2020 SEIS Public Hearing. Item 46/108.
- 6. June 10, 2020** – TPO CAC passes motion to strike Priority #32 DTI Operational and Safety Improvements (DTI-OSI) from the TIP. Vote is 8-5. This includes all three lane movements now being pursued by FDOT in 2022: SB I-275 to EB I-4, WB I-4 to SB I-275, WB I-4 to NB I-275. (p. 6) The submittal letter from TPO/MPO Director to FDOT District 7 Secretary (**July 14, 2020**) incorrectly reports that CAC approved these lane movements.
- 7. June 30, 2020 TIP Public Hearing** – TPO Board approves the TIP with 3 dissenting votes (Miller, Maniscalco, Kemp). Priority #32 (DTI-OSI) is set out in TIP Table 2 with the following information: FDOT believes “all three options are feasible without the acquisition of additional Right-of-Way”. “All three options” refers to three lane movements now being pursued by FDOT: SB I-275 to EB I-4, WB I-4 to SB I-275, WB I-4 to NB I-275. (p. 9)
- 8. May 12, 2021** – TPO Board Approves TIP Amendment 21. Purchase of seven parcels for the DTI Operational Improvements. Adding \$2.5M towards Right-of-Way acquisition phase in VM Ybor. Lane movement from WB I-4 to NB I-275. This action was taken with little notice to the public. FDOT DTI roll plot used during this meeting shows no wall relocation annotation in Tampa Heights. On the contrary, the only reference to interstate noise walls in Tampa Heights speaks to an “existing wall” being used for artwork. The section of wall referenced is on N. Elmore Ave., approximately 100 yards from the undersigned’s front door. (pp. 10-11)
- 9. June 9, 2021 TIP Public Hearing** – Priority #57 (DTI-OSI) is set out in TIP Table 2 with the following information: FDOT believes “all three options are feasible without the acquisition of additional Right-of-Way”. FDOT/TPO fail to publish the ROW acquisition approved May 12, 2021. (p. 10)
- 10. October 6, 2021** – FDOT representative Mary Lou Godfrey makes a presentation to CAC regarding 14 requested TIP Amendments including funding documentation for the three DTIOSI “Quick Fix” turn movements. Total funding to be documented - \$257M in state and/or Federal funds. Two of these turn movements impact the Interstate retention walls along the

eastern boundary of Tampa Heights. Ms. Godfrey fails to disclose the wall intrusion plans. CAC did not secure an in-room quorum for this meeting. No action was taken on the 14 TIP amendments.

11. October 13, 2021 – TPO Board approves 14 requested TIP Amendments including funding documentation for the three DTI-OSI “Quick Fix” turn movements. Two of these turn movements impact the Interstate retention walls along the eastern boundary of Tampa Heights. These projects are now in procurement. (pp. 13-14)

12. November 17, 2021 – Tampa Heights Civic Association, Transportation Committee Chair, Rick Fernandez (the undersigned) meets with FDOT representatives Mary Lou Godfrey and Alice Price to discuss architectural treatments and landscaping for the Interstate retention walls and right of way buffers along the eastern boundary of Tampa Heights. During this meeting, Ms. Godfrey casually mentions that “after the walls are moved” there will be landscaping and other opportunities for beautification. This is how Tampa’s oldest suburb, a Nationally and Locally Designated Historic District, was given notice of another round of destruction at the hands of the Florida Department of Transportation.

13. January 11, 2022 – TPO Board meeting. FDOT representatives publish a PowerPoint slide depicting an FDOT produced DTI roll plot created February 19, 2020. That roll plot contains an annotation regarding noise wall relocation along the eastern boundary of Tampa Heights. Juxtaposed against the roll plot on the PowerPoint slide is a listing of locations and dates where that roll plot was allegedly made available for public view. Five of the seven dates listed, predate the creation of the roll plot. It literally did not exist at the times proposed. This one slide contains at least eight (8) misrepresentations of fact regarding notice of adverse impact to the community.

The screenshot shows a PowerPoint slide titled "TPO Board Meeting" with the subtitle "MPO Board Meeting Presentation By FDOT". The slide is dated "DATE: January 11, 2022". The main content is a slide titled "Noise Barriers Locations" which includes a map of Tampa Heights and a list of dates and locations where the roll plot was allegedly made available for public view. The list includes:

- Roll Plot Creation Date: February 19, 2020
- Could not have been used in August 2019 at the special briefing.
- Not used at the Tampa Heights Civic Association Meeting January 23, 2020.
- It could not have been used at the Tampa Heights CRA meeting on February 18, 2020.
- It could not have been used in general displays during the entire period February 4 – March 23 at:
 - FDOT D7 Headquarters
 - Robert Saunders Library
 - West Tampa Library
 - HCC Dale Mabry
- It could not have been on internet display from February 4, 2020 to the present
- MPO Special Briefing #3 - August 19, 2019
 - For Board and Committees as well as Citizens
- Public Documents Displayed from February 4, 2020 to March 23, 2020
 - FDOT District 7 Headquarters
 - Robert Saunders Senior Public Library
 - West Tampa Branch Library
 - HCC Dale Mabry Campus Library
- Public Hearing - February 25 and 27, 2020
 - HCC Dale Mabry Campus
 - Port of Tampa - Cruise Terminal 6
- Presentations to TPO Board and Committees as well as Community Associations and CRAs
 - Tampa Heights Civic Association - January 23, 2020
 - Tampa Heights CRA - February 18, 2020
- Project Materials have been online since February 4, 2020 and are still available online



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

Storm Evacuation and Shelter-in-Place Study Report

Presenter:

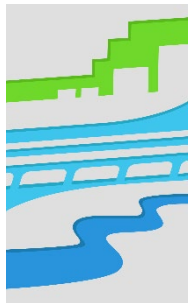
Allison Yeh, TPO Staff and Karen Kiselewski, Cambridge Systematics

Summary:

A critical component of transportation agencies' policy and program decision-making is system resilience to disruption. The [TPO's Storm Evacuation Forecast & Shelter-in-Place Scenarios Study](#) supplements the ongoing work of Emergency Management in the County and Cities by providing a high-level analysis of Hillsborough's evacuation practices today. The study evaluated best practices in evacuation regionally and nationally, assessed potential evacuation enhancement options in Hillsborough County, and developed a set of recommendations and next steps for the TPO and other agencies to consider supporting emergency evacuations in Hillsborough County.

The overall goal of this study was to assess and identify potential strategies that improve evacuation without undertaking expensive road widening projects. The objectives are to enhance the transportation experience to meet evacuation needs safely, efficiently, and effectively for all affected people.

The project team will provide an overview of the study and recommendations. Issues were identified in part based on stakeholder and public input, such as congestion during evacuations, transportation evacuation operations, and event-related communications. Further, congested "hotspots" from past hurricane evacuations and potential operational strategies were reviewed, and the analysis included traffic modeling to evaluate various evacuation strategies. Traffic operations strategies that were evaluated include traffic signal coordination, circuitous routes, phased evacuations, emergency shoulder use, and reversible lanes. Communication strategies include dynamic message signs, targeted messaging, and collaboration and coordination. The presentation will conclude with recommendations for the TPO and other agencies to consider for improving storm evacuation and sheltering.



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Recommended Action:

Accept the report

Prepared By:

Allison Yeh, AICP, LEED GA

Attachments:

[Final Report](#)
[Study Fact Sheet](#)
[Presentation](#)



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item

56th/50th Street Corridor Planning Study

Presenter

Sigal Carmenate, Kittelson & Associates, Inc.

Summary

FDOT District 7 is studying 56th/50th Street from the Selmon Expressway to Fletcher Avenue to evaluate multimodal solutions to create a corridor that allows for safe travel of all users.

Part of the study limits, from Sligh Avenue to Busch Boulevard, was identified in the Vision Zero Action Plan as one of the top 20 High Injury Corridors in Hillsborough County. The study will determine how best to meet the needs of current and future users and establish a long-term plan to guide the evolution of the corridor that appropriately balances land use and transportation planning and lead to the elimination of severe and fatal crashes.

The results of the 56th Street/50th Street Corridor Planning Study will include a range of short-, mid- and long-term solutions that will inform roadway design decisions. A preferred concept plan is scheduled to be completed in October 2022.

Recommended Action

None. For informational purposes only.

Prepared By

Wade Reynolds, TPO Staff

Attachments

[Presentation slides.](#)



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Tampa, FL, 33602



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

HART FY 2023 Budget

Presenter:

Loretta Kirk, HART Chief Financial Officer

Summary:

HART staff will present an overview on the Fiscal Year 2023 Proposed Budget components. Staff will explain the Fiscal Year 2023 Proposed Operating Budget, Proposed Capital Budget, and Five-Year Capital Plan.

Recommended Action:

None. For information only.

Prepared By:

Elizabeth Watkins, AICP, TPO Staff

Attachments:

[Presentation slides](#)



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Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

Transportation System Sales Surtax – Planning Portion

Presenter:

Beth Alden, TPO Director

Summary:

One-half of one percent of the proceeds of the transportation system sales surtax which will be considered by the county's voters in November is set aside for "Planning & Development" tasks to be conducted by the TPO.

The set-aside is described in Section 4(c) of the [ordinance adopted by the Board of County Commissioners in April](#). Further, section 4(d) of the ordinance proscribes a review of the surtax fund allocations every five years following the update of the TPO Long Range Transportation Plan.

Key language from the ordinance includes:

- *The Planning and Development Portion shall be expended by the MPO on planning and development purposes, including data collection, analysis, planning, and grant funding to assist the other Agencies in carrying out the projects on which such other Agencies will expend their distribution of the Surtax Proceeds.*
- *Additionally, the Planning and Development Portion shall be expended by the MPO, together with the Hillsborough County City-County Planning Commission, on the preparation of the transportation element of neighborhood and community plans in coordination with the County and the Municipalities.*
- *At least every five (5) years subsequent to the enactment of this Ordinance, the Board will review the distribution of the Surtax Proceeds as provided for in Section 4(A)-(C) of this Ordinance for consistency with the goals, policies, and performance measures of the Long Range Transportation Plan, as adopted and updated from time to time by the MPO*



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The TPO Board in 2019 approved a budget for the TPO's use of the 2018 surtax funds' Planning & Development set-aside (attached). The director will lead a discussion of the previous budget, differences in the current ordinance, and next steps for the TPO.

Recommended Action: Based on committee discussion

Prepared By: Beth Alden

Attachments: FY 19-20 UPWP Appendix J: County Charter
Transportation Improvement Surtax FY 20 Budget

APPENDIX J

County Charter Transportation Improvement Surtax

FY 20 Budget

DRAFT

The purpose of the surtax is to fund transportation improvements throughout Hillsborough County, including road and bridge improvements; the expansion of public transit options; fixing potholes; enhancing bus service; relieving rush hour bottlenecks; improving intersections; and making walking and biking safer. One percent of the surtax proceeds shall be expended by the MPO on planning and development purposes, including data collection, analysis, planning, and grant funding to assist the implementing agencies and the Independent Oversight Committee, as defined in Article 11 of the Hillsborough County Charter.

[Charters in Fund 10903]

Character	FY 20 Amount	Comments
10 - Personnel	\$482,872	Based on: <ul style="list-style-type: none"> • Transportation planning engineer • Community relations coordinator • Planning program & grants coordinator • Community planner for shared mobility services • ¼ Deputy executive director • ¼ Administrative assistant • ¼ Accountant
30 - Operating	\$2,372,128	Includes: <ul style="list-style-type: none"> • Planning/engineering consultant services: planning-level feasibility studies, field reviews, transit service planning, etc. as requested by implementing agencies • Shared data platforms: development, subscriptions, data collection as needed, etc. • Production and distribution of public information materials such as reports, presentations, web pages, etc. • Administrative and overhead costs such as legal ads, postage, office supplies, printing, software, etc.
60 - Equipment	\$5,000	<ul style="list-style-type: none"> • Computers, servers, projectors etc. > \$1,000
	\$2,860,000	