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Transportation Planning Organization

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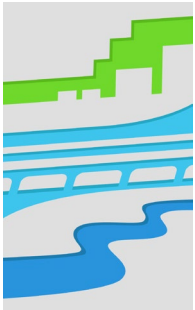
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Plan Hillsborough

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18th Floor
Tampa, FL, 33602

Meeting of the Livable Roadways Committee

Wednesday, August 24, 2022, 9:00 a.m. – 11:00 a.m.

County Center, 18th Floor – Plan Hillsborough Committee Room

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

Remote participation:

- To view presentations and participate on your computer, tablet or smartphone:
- <https://attendee.gotowebinar.com/register/7353436334849122059>
- Register in advance to receive your personalized link, which can be saved to your calendar.
- Dial in LISTEN-ONLY MODE: 1-415-655-0052 Access Code: 304-220-405
- Presentations, full agenda packet, and supplemental materials [posted here](#), or phone us at 813-756-0371 for a printed copy.
- Please mute yourself after joining the conference to minimize background noise.
- Technical support during the meeting: Jason Krzyzanowski at (813) 836-7327 or JasonK@plancom.org.

Rules of engagement:

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

Agenda

- I. Call to Order and Introductions**
- II. Roll Call Vote and Declaration of Quorum (Gail Reese, TPO Staff)**
 - A. Vote of Consent for Remote Member Participation – if applicable**

- III. Public Comment - 3 minutes per speaker, please**

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

- IV. [Approval of Minutes – June 22, 2022](#)**

V. Action Items

- A. ETDM Project #14494 -Van Dyke Road from Gunn Highway to East of Whirley Road (Lizzie Ehrreich, TPO Staff)

VI. Status Reports

- A. 56th/50th Street Corridor Planning Study (Sigal Carmenate, Kittelson)
- B. Plant City Trail Canal Connector Study (Wade Reynolds, TPO Staff)
- C. Hillsborough County Bicycle Network Evaluation (Wade Reynolds, TPO Staff)
- D. Health Impacts of Complete Streets LRTP (Joshua Barber, TPO Staff)

VII. Old Business & New Business

- A. LRTP Amendment: I-275 Thru Lanes (Hillsborough to Bearss) discussion Sept 14, 2022 at TPO Board Meeting (Lisa Silva, TPO Staff)

VIII. Adjournment

IX. Addendum

- A. TPO Meeting Summary and Committee Reports
- B. FDOT SIS Cost-Feasible Projects 2035-2050 Draft for Comment
- C. Fact Sheet: Dale Mabry Resurfacing South Tampa
- D. SR56th/50th Public Meeting Flyer
- E. ETDM #14390 SR 56 Extension ACE Updated Report
- F. Announcement: TBARTA Survey

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

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

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**HILLSBOROUGH COUNTY
TRANSPORTATION PLANNING ORGANIZATION
LIVABLE ROADWAYS COMMITTEE (LRC)
HYBRID MEETING OF JUNE 22, 2022**

I. CALL TO ORDER AND ROLL CALL *(Timestamp 0:00:18)*

Chair Citro called the meeting to order at 9:00 AM and led the Pledge of Allegiance.

Members Present In-Person: Councilmen Joseph Citro, Cal Hardie, Waldo Carbo, David Hey, Chris Thomson, Larry Josephson, Karen Kress, Catherine Coyle, Arizona Jenkins, Carlos Ramirez, Krystina Steffen

Members Present Virtually: Emily Hinsdale, Christian Leon, Matthew Pleasant, Richard Ranck

Members Absent/Excused: Oona Johnsen, Julie Ham, Melissa Collazo, Matthew Lewis, Scott Drainville, Jason Jackman, Ray Mensah

Other Attendees: Lisa Silva, Jason Krzyzanowski, Allison Yeh, amber Simmons, Elizabeth Watkins, Lizzie Ehrreich, Johnny Wong, Gena Torres (TPO Staff); Christopher DeAnnuntis, Loretta Kirk, Carla Williams, Omar Alvarado (HART); Kristine Williams (USF); Paula Flores, Sara Caper (Hillsborough County); Connor Ford (FDOT); Tim Heberlein (City of Tampa)

An in-person quorum was met.

A. Vote for Remote Participation *(Timestamp 0:02:41)*

Carlos Ramirez so moved, seconded by David Hey, Voice vote passes unanimously.

II. PUBLIC COMMENT (3 minutes per speaker) *(Timestamp 0:03:10)* – None at this time.

III. APPROVAL OF MINUTES *(Timestamp 0:03:34)* – May 25, 2022.

Arizona Jenkins moved to approve the minutes of May 25, 2022, seconded by Karen Kress; the motion passed unanimously by voice vote.

ACTION ITEMS

- A. Public Participation Plan Amendments 2022** (Davida Franklin, TPO Staff) *(Timestamp 0:04:01)*
- Review of the Public Participation Plan.

- Amendments:
 - Required Public Review (pg. 24, 25, 26) – TIP Amendment change from 21 to 14 days minimum review period; require no public advertisement, and are generally considered at a public meeting; public notices and/or advertisements may also involve a social media post, notice on the Plan Hillsborough website, a post on the calendars of new media websites, and a press release or newsletter article, and placement of road signs. Showed examples used during the pilot program.
 - Amendment 2 – TIP Amendment (pg. 33); removal of the CAC meeting requirement.

Attachments:

Presentation: [Public Participation Plan Amendment Presentation Slides](#)

Public Participation Plan: [Public Participation Plan 2020 Update \(planhillsborough.org\)](#)

Recommended Action: Approve the Public Participation Plan Amendments.

Discussion:

It was how the listings are published in the newspaper. Clarification was asked if it was required to place an ad and post on social media for TIP Amendments. Social media posts and calendar posts can result in being picked up by the newspaper. For the TIP, it is required to take out an advertisement. There was a question about whether or not this methodology would reach more people and how the road signs impact effectiveness. It was noted that the two weeks prior to a hearing/action is when people typically provide comments. It was asked if the communications are ADA compliant. Newsletter articles on the website are ADA compliant. It was asked if the information getting out is as transparent as it possibly can be. Yes, this is ramping up the engagement effort. An additional effort being considered for this year is putting out strategic mailers and can be put in the strategy. It was also asked about possibly moving the CAC meeting to allow more time for review. That meeting date can change based on the request for their meeting time at the beginning of the year.

Karen Kress moved to approve the Public Participation Plan Amendments and recommend to the TPO Board, seconded by David Hey. Roll call vote, the motion passes 13 - 0

B. ETDM Project #14503, Suncoast Parkway Widening (S of Van Dyke Road to SR 52) (Lizzie Ehrreich, TPO Staff) (Timestamp 0:23:23)

- Review of ETDM process.
- Project is located in Hillsborough and Pasco counties; approximately 16 miles; increased capacity; and possible interchange improvements.
 - This segment will require additional capacity by 2035.
 - Will evaluate existing and possible new interchanges; expects to enhance evacuation route.
 - Improvements should stay within the existing right-of-way.
 - Review of land use of the project corridor
 - Review of mobility and recreational/protected areas
 - Review of community and cultural considerations

- Review of environmental considerations
- Review of physical considerations
- Went over consistency with plans and studies, the Comprehensive Plan, and Future Land Use Element
- Summarized staff recommendations

Presentation: [ETDM14503 Suncoast Pkwy](#)

Recommendation: Provide comments to FDOT.

Discussion:

Staff reviewed this from all agencies. Looking for further comments from the committee. It was asked if there was a recommendation to not do the project. Under this review, has the induced demand been looked at? It is noted that permanent effects are not anticipated to be affected when it comes to air quality. This is referring to construction time air quality. Asked for clarification on whether or not FDOT looks at the air quality of their projects after completion. The PD&E will address this more in-depth. It was noted that since this isn't in the LRTP, it is unsure why FDOT is looking at this study. FDOT has traditionally gone down a path that results in projects getting to the point of going from a study to a project because they are too far into the process. It was questioned why the money is being spent on studying projects that are not identified when it could be spent on projects that have already been identified. It was also noted that this project has not been identified by the State plan at this point. It was pointed out that this project has not been looked at from all angles at this time.

It was noted that there needs to be a clear need for this project and alternatives with full analysis before this project continues. There are a lot of concerns in the project corridor. Under the Physical Considerations, long-term effects need to be considered and a plan in place. In the Capacity Improvements, would like to see an alternative analysis that includes rail, bus, etc. to reserve right-of-way for future, non-vehicular transportation. It was asked what the alternatives are if the committee does not recommend this and why is the money being spent at this time. Clarification was asked if this came from the Florida Turnpike Authority. It was asked if this has been identified in Pasco County as a priority. Pasco County lists this project in the PD&E phase in their LRTP. It was noted that the widening would be done to the middle instead of the outside. That does not provide for anything else in the space for transit. A lot of development is coming to the North. It would be nice if there was a rail put in place to connect. There is not a lot of known information about this project on how the construction is going to take place. It was asked where Brightline is coming in. Ybor City.

Members discussed several potential motions to revise or add to the staff's presentation recommendations. The moved approving the following.

Catherine Coyle moved to accept suggestions made by the committee:

- **Rec 1: Include any "widening" be replaced with "capacity increase" and include prioritizing alternatives such as rail and rapid transit.**
- **Rec 5: Include additional, long-term environmental impacts due to the "capacity increase" be evaluated.**

- **Rec 7: Add language to include all airborne contaminants, following all health and safety protocols.**
- **Add language that the additional capacity must be compatible with the Hillsborough County LRTP and community needs.**

Seconded by David Hey. Roll call vote, motion passes 12 – 0.

IV. STATUS REPORTS

A. HART Transit Development Plan & Budget (Loretta Kirk, HART) (Timestamp: 1:13:38)

- Proposed on May 25, 2022 to the Budget and Finance committee. Looking for HART Board approval on September 26, 2022.
- Projected Service
 - Summarized Fixed Route, Paratransit, Streetcar, and All HART
- Summarized Operating Budget – personnel costs are approximately 70% of the budget, this is in line with most transit systems.

Presentation: [HART FY 23 - 27 Proposed Budget June 2022](#)

Discussion:

It was asked if BRT was allocated in the budget and if it has been under discussion. Yes, there is \$30 million for 2027. This is a preliminary budget and is subject to change. It was asked if there is anything in the transportation study budget for last mile. HART is looking at many options for the studies. HART is working through the TDP to update it. Are on target for a fall expected date. Working on a coordinated effort and data collection. It was noted that maintenance on the buses is impacting travel on the paratransit vehicles in that AC is not working, lifts are not working, wires are exposed, etc. Several users are having challenges. There is a budget for this. It was also asked if the employees have received their raises yet. The Board approved the raises on June 21, 2022; working on the retroactive pay and new pay scales. It was asked if the 2023 budget is including any new routes. No, this is to maintain the service. The miles increased and questioned that. Noted that there is \$3.2 million for bus shelters; asked how many new shelters that would include. Customer amenities are a priority for HART. It was pointed out that there is a reduction in advertising revenue and asked what would account for that. HART is changing its approach to advertising, so this is a conservative estimate. It was asked about the Downtowner, bringing it back and possibly expanding it to the Westshore area. HART is considering everything and trying to get the best level of service for HART. It was noted that call-in communication is not optimum at this time.

B. Tampa Vision Zero Implementation through Maintenance (Cal Hardie, City of Tampa) (Timestamp 1:46:46)

- The last time the gas tax was raised was in 1993 and is not pegged to inflation. Fuel tax should be about 34.4 cents to have the same purchasing power. Vehicles are more efficient today and fewer gallons are being purchased per vehicle.
- Vehicles have increased on the road, maintenance is increasing in costs
- 54% of the gas tax is spent on resurfacing, the total need is \$40 million and the current budget is \$5.4 million. Roads are deteriorating more quickly.

- 44 people killed, 289 severely injured each year
- Using the safe system approach and utilizing Complete Streets opportunities when resurfacing is done. Provided examples of how this is being implemented. Continuing to look for funding for the Brorein Street Bridge; \$13 million project; planning to widen the sidewalks on both sides and add a traffic rail between the vehicles and pedestrians.

Presentation: [Vision Zero Implementation Through Maintenance, City of Tampa](#)

Websites:

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

Discussion:

It was asked if there was a different color pavement being used. No, the pavement ages very quickly in this area going from black to gray. Going south on Ashley before turning right onto Brorein; It was asked that the lanes be marked as to which lanes vehicles need to be in as they cross Brorein.

C. Hillsborough County Corridor Planning and Preservation Best Practices Study (Richard Ranck, Hillsborough County and Kristine Williams, USF CUTR) (*Timestamp 2:00:58*)

- Review of plan objectives – assess current practices, review best practices, and synthesize findings.
- Key Findings: legal context, contemporary plans, redundancy and connectivity, resiliency plans.
- Went over Best Practice Examples
 - Area Type and Context – Fort Worth, TX; Indianapolis-Marion County; El Paso
 - Network Spacing and Connectivity – Salt Lake City, Indian River, Bastrop
 - High-Tech Corridors – Smart Roads Classification Systems, FDOT EV Master Plan
 - Resilient Corridors – Resilient Tampa Bay, Network Redundancy
- Summary of Recommendations
 - Clear and integrated vision of the future thoroughfare system
 - Classify thoroughfares
 - Adapt thoroughfare plan
 - Anticipate and integrate
 - Increase redundancy
 - Establish a dedicated funding source
- Next Steps
 - Update the Comprehensive Plan Mobility Element
 - Context-Based Classification
 - Summary of the process
 - Study Schedule – started April 2022, concluding April 2023

Presentation: [Corridor Planning & Preservation Best Practices](#)

Study: [Hillsborough Corridor Planning & Preservation Best Practices \(flippingbook.com\)](#)

Discussion:

It was asked about adding CSX to the corridor of preservation in Tampa and how Indianapolis did this. CSX is part of the report and part of the strategy being looked into. Noted that the grid opportunities are very important. Development has cut that off and it is needed. There is policy work that has to be done. Looking for new opportunities.

V. OLD BUSINESS & NEW BUSINESS (Timestamp: 2:23:13)

A. **Next meeting on August 24, 2022.**

VI. ADJOURNMENT Meeting adjourned at 11:22 AM

A recording of this meeting can be viewed on YouTube: [Hillsborough County TPO YouTube Channel](#)

From Chat

Johnny King Alaziz Wong (to Organizers and Panelists Only):

9:23 AM: Lisa is right. We had a preliminary TIP presentation 2 months prior to the hearing and a 2hr pizza party to discuss the TIP in more detail. The last CAC meeting had 3hrs dedicated just to that agenda item.

Matthew Pleasant (to Organizers and Panelists Only):

10:00 AM: All, widenings seem to take on an air of inevitability and become hard to stop later on. I agree that we should request more evaluation of alternatives to widening and, at the very least, a stronger purpose and need

Matthew Pleasant (to Organizers and Panelists Only):

10:01 AM: I'm at home with a sick child and have to hop off early. Appreciate the presentations

Calvin Hardie (to Organizers and Panelists Only):

10:29 AM: Can we get a copy of presentation?

Lisa Silva (to All - Entire Audience):

10:34 AM: yes, all presentations get posted on the LRC calendar page, and included in the LRC minutes.

The Florida Senate

2021 Florida Statutes (Including 2021B Session)

<u>Title XXVI</u> PUBLIC TRANSPORTATION	<u>Chapter 338</u> LIMITED ACCESS AND TOLL FACILITIES <u>Entire Chapter</u>	SECTION 2216 Florida Turnpike Enterprise; powers and authority.
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338.2216 Florida Turnpike Enterprise; powers and authority.—

(1)(a) In addition to the powers granted to the department, the Florida Turnpike Enterprise has full authority to exercise all powers granted to it under this chapter. Powers shall include, but are not limited to, the ability to plan, construct, maintain, repair, and operate the Florida Turnpike System.

(b) It is the express intention of the Florida Turnpike Law that the Florida Turnpike Enterprise be authorized to plan, develop, own, purchase, lease, or otherwise acquire, demolish, construct, improve, relocate, equip, repair, maintain, operate, and manage the Florida Turnpike System; to expend funds to publicize, advertise, and promote the advantages of using the turnpike system and its facilities; and to cooperate, coordinate, partner, and contract with other entities, public and private, to accomplish these purposes.

(c) The executive director of the turnpike enterprise shall appoint a staff, which shall be exempt from part II of chapter 110. Among the staff shall be a chief financial officer, who must be a proven, effective administrator with demonstrated experience in financial management of a large bonded capital program and must hold an active license to practice public accounting in Florida pursuant to chapter 473. The turnpike enterprise staff shall also include the Office of Toll Operations.

(d) The Florida Turnpike Enterprise shall pursue and implement new technologies and processes in its operations and collection of tolls and the collection of other amounts associated with road and infrastructure usage. Such technologies and processes must include, without limitation, video billing and variable pricing. The Florida Turnpike Enterprise may require the use of an electronic transponder interoperable with the department's electronic toll collection system for the use of express lanes on the turnpike system. Variable pricing may not be implemented in express lanes when the level of service in the express lane, determined in accordance with the criteria established by the Transportation Research Board Highway Capacity Manual (5th Edition, HCM 2010), as amended from time to time, is equal to level of service A. Variable pricing in express lanes when the level of service in the express lane is level of service B may only be implemented by charging the general toll lane toll amount plus an amount set by department rule. Except as otherwise provided in this subsection, pricing in express lanes when the level of service is other than level of service A or level of service B may vary in the manner established by the Florida Turnpike Enterprise to manage congestion in the express lanes.

(e) Effective July 1, 2018, if a customer's average travel speed for a trip in an express lane falls below 40 miles per hour, the customer must be charged the general toll lane toll amount plus an amount set by department rule. A customer's express lane average travel speed is his or her average travel speed from the customer's entry point to the customer's exit point.

(f) The Florida Turnpike Enterprise may enter into one or more agreements to fund, construct, and operate facilities for the advancement of autonomous and connected innovative transportation technologies for the purposes of improving safety and decreasing congestion for the traveling public. Such agreements may include terms that authorize a private entity to sell or provide products or business opportunities at the facilities which benefit the traveling public, provide additional revenue, or otherwise advance the enterprise's objectives as set forth in the Florida Transportation Code.

(2) The department shall have the authority to employ procurement methods available to the Department of Management Services under chapters 255 and 287 and under any rule adopted under such chapters solely for the benefit of the turnpike enterprise.

(3)(a) The turnpike enterprise shall be a single budget entity and shall develop a budget pursuant to chapter 216. The turnpike enterprise's budget shall be submitted to the Legislature along with the department's budget.

(b) Notwithstanding the provisions of s. [216.301](#) to the contrary and in accordance with s. [216.351](#), the Executive Office of the Governor shall, on July 1 of each year, certify forward all unexpended funds appropriated or provided pursuant to this section for the turnpike enterprise. Of the unexpended funds certified forward, any unencumbered amounts shall be carried forward. Such funds carried forward shall not exceed 5 percent of the original approved operating budget as defined in s. [216.181\(1\)](#) of the turnpike enterprise. Funds carried forward pursuant to this section may be used for any lawful purpose, including, but not limited to, promotional and market activities, technology, and training. Any certified forward funds remaining undisbursed on September 30 of each year shall be carried forward.

(4) The powers conferred upon the turnpike enterprise under ss. [338.22-338.241](#) shall be in addition and supplemental to the existing powers of the department and the turnpike enterprise, and these powers shall not be construed as repealing any provision of any other law, general or local, but shall supersede such other laws that are inconsistent with the exercise of the powers provided under ss. [338.22-338.241](#) and provide a complete method for the exercise of such powers granted.

History.—s. 18, ch. 2002-20; s. 57, ch. 2002-402; s. 4, ch. 2003-286; s. 6, ch. 2004-6; s. 42, ch. 2006-122; s. 15, ch. 2009-85; s. 2, ch. 2017-182; s. 11, ch. 2019-101.

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Hillsborough TPO

Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

ETDM Project #14494 (Van Dyke Road from Gunn Highway to East of Whirley Road)

Presenter:

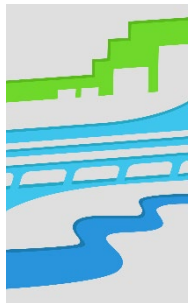
Lizzie Ehrreich, TPO Staff

Summary:

This project proposes the widening of Van Dyke Rd from the existing undivided, two lanes to four lanes with a divided median from Suncoast Parkway to east of Whirley Road in Hillsborough County. The project area under evaluation spans approximately 2.2 miles. The segment from Gunn Highway to Suncoast Parkway is not being analyzed due to the policy constraint from the Hillsborough Comprehensive Plan. Improvements will also include bicycle and pedestrian facilities. Van Dyke Road is functionally classified as a rural minor arterial and has an existing speed limit of 45 mph. The project traverses the Lutz community and borders the Keystone-Odessa community.

The purpose of this project is to accommodate future traffic volumes and address safety issues along Van Dyke Road from Suncoast Parkway to east of Whirley Road. The need for this project is to mitigate the traffic impacts of new and/or expanded developments; accommodate future growth; alleviate traffic congestion; improve emergency evacuation capabilities; and improve trail connectivity. Between 2015 and 2020 the total number of crashes on Van Dyke Road within the project area was 342 with a historic average crash rate of 3.12 for this segment of Van Dyke Road. Additionally, Van Dyke Road is listed as a hurricane evacuation route and a Designated Truck Route in Hillsborough County.

This project is listed in the Hillsborough Transportation Planning Organization (TPO) 2045 Long Range Transportation Plan (LRTP) Cost Feasible Plan. The project was listed in the FY 2019 TPO Transportation Improvement Program (TIP) (Project No. 69646) but was not included in the recent TIP adopted in June 2021. This project is not listed in the FDOT State Transportation Improvement Program (STIP).



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Recommended Action:

Provide comments to FDOT

Prepared By:

Lizzie Ehrreich

Attachments:

[Advance Notification \(AN\) Package](#)



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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Hillsborough TPO

Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

Plant City Canal Connector Trail Study

Presenter:

Wade Reynolds, TPO Staff

Summary:

The Canal Connector Trail was identified as one of three catalyst projects in the Plant City Walk-Bike Plan prepared by the Hillsborough TPO in 2018. The City currently has a limited amount of active transportation or recreational trail options that would fit the description of regional in context. Introducing an iconic trail has been known to activate community space and place, provide connectivity for residents to community-based programs, and support the use of alternative transportation modes for exercise, shopping and commuting to work. The planned Canal Connector Trail will extend the on-street system and connect residential communities, commercial areas, and other points of interest for pedestrians and cyclists. This trail is proposed to extend south of Downtown Plant City to McIntosh Preserve, north of Interstate 4.

Recommended Action:

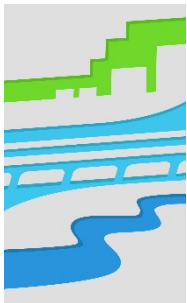
None, for informational purposes only.

Prepared By:

Wade Reynolds, TPO Staff

Attachments:

[Project Web Page](#)



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Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

Hillsborough County Bicycle Network Evaluation

Presenter:

Wade Reynolds, TPO Staff

Summary:

Committed to improving the mobility and safety of all residents, Hillsborough County and the TPO are looking to identify, evaluate, and prioritize bicycle facility needs along the County's roadway transportation network. Establishing a data-driven methodology and process to address the mobility and safety needs of people on bicycles will assist in realizing the commitment and desire to provide a safe, connected, and inviting network of bicycle facilities.

Recommended Action:

None, for information only

Prepared By:

Wade Reynolds, TPO Staff

Attachments:

[Project Webpage](#)



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Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

Health Impact Assessment of Complete Streets in LRTP

Presenters:

Joshua Barber, TPO Staff

Curtis Ostrodka, VHB

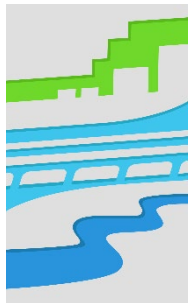
Summary:

Building upon several major health planning initiatives, including the Health in All Policies Resolution and Hillsborough County Health Atlas, the TPO commissioned a health impact assessment of the complete streets projects in the 2045 Long-Range Transportation Plan in early 2022. The major project goal is to explore and evaluate how implementation of Complete Street treatments would impact public health conditions and potentially reduce risk levels. Staff will provide an update on the status of this project, review materials received, and discuss results.

The impact assessment is composed of five basic parts:

- Collect data, and using VHB's Healthy Mobility Model establish a baseline health risk map for Hillsborough County.
- Evaluate the relationship between mobility variables and health outcomes
- Choose sample roadways based on context classification and identify a set of "typical" treatments for each
- Apply "typical" treatments to the top 350 miles of high-crash roadways and evaluate the impacts to health.

To date, staff have received drafts of the baseline health risk map for Hillsborough County, the statistical analysis of mobility variables and health outcomes, and draft "typical" treatments based on roadway context. Next steps include finalizing the "typical" treatments and evaluating the impacts 350 miles of complete streets have on health risks.



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Recommended Action:

No Recommended Action.

Prepared By:

Joshua Barber, TPO Staff

Attachments:

None.

**HILLSBOROUGH TRANSPORTATION PLANNING ORGANIZATION BOARD
HYBRID MEETING AND PUBLIC HEARING, JUNE 8, 2022
DRAFT MINUTES**

I. CALL TO ORDER, PLEDGE OF ALLEGIANCE_*(Timestamp 0:05:03)*

Commissioner Cohen, called the meeting to order at 6:00 PM and led the pledge of allegiance. The Public Hearing was held in person and virtual via WebEx.

II. ROLL CALL_ (Gail Reese, TPO Staff) *(Timestamp 0:00:00)*

The following members were present in person: Commissioner Harry Cohen, Commissioner Pat Kemp, Commissioner Kimberly Overman, Commissioner Gwen Myers, Commissioner Mariella Smith, Councilmember Guido Maniscalco, Councilmember Joseph Citro, Councilmember Lynn Hurtak, Mayor Andrew Ross, Commissioner Nate Kilton, Joe Lapano, Greg Slater, Charles Klug

The following members were present virtually: Adalee Le Grand

The following members were absent/excused: Cody Powell, Jessica Vaughn

A quorum was met in person.

A. Vote of Consent for Remote Member Participation.

Councilman Maniscalco so moved, seconded by Councilman Citro; Voice vote, motion passes unanimously.

III. APPROVAL OF MINUTES_*(Timestamp 0:07:10)* – May 11, 2022

Chair Cohen sought a motion to approve the May 11, 2022 minutes. Councilman Maniscalco so moved, seconded by Commissioner Kemp. Voice vote: motion carries unanimously.

IV. PUBLIC COMMENT ON ITEMS OTHER THAN THE TIP *(Timestamp 0:07:27)* (30 minutes total, with up to 3 minutes per speaker) Additional comments made via [Social Media](#) and [Email](#) can be found at the end of these minutes.

- None at this time.

V. COMMITTEE REPORTS & ADVANCE COMMENTS ON ITEMS OTHER THAN THE TIP (Bill Roberts, CAC Chair; Davida Franklin, TPO Staff) *(Timestamp 0:00:00)*

A. CAC – Bill Roberts, CAC Chair (June 1, 2022 meeting)

- In-person quorum voted to allow virtual members to participate.
- Considerable discussion about items in the TIP. Have discussed the TIP on three occasions, 2 regular meetings and a workshop

- Heard 2 public comment emails. One about the toxic dust from construction on I-275 north of I-4 and one about the South County Ferry.
- Passed three motions at the meeting.
- Recommended that FDOT items 440511-7 and 440511-8 be removed from the TIP as a result of the removal of the BRT lanes on Florida and Tampa Streets. Those being deferred and transferred to HART. FDOT's Justin Hall joined virtually. He explained that the road improvements included that those TIP provisions are needed to make the BRT lanes on those two streets.
- Requested specific explanations about the intent to impose tolls on the express lanes to be built on the Howard Franklin Bridge on the segment between Downtown and Westshore.
- Discussed the funds for the Westshore Interchange. It was not clear that the funding described in the TIP was budgeted through the five-year Work Program. Justin Hall explained how the Work Program works and that the funds are there.
- There was a discussion about the Downtown Interchange. Line items 66 and 67. It was pointed out that two general-purpose lanes north of the interchange were previously removed at the request of the TPO Board.
- A vote was taken on the TIP. The CAC Vice-Chair noted that the action of approving the TIP amounts to rescinding a prior action taken by the CAC regarding those two general-purpose lanes north of the junction. Subsequently, the TPO Legal Council affirmed the appropriateness of the CAC's action in recommending the TIP to you.

B. TAC – June 6, 2022 (Davida Franklin, TPO Staff)

- Approved
 - TIP update and priority list approval – questioned timetable for the Dale Mabry Overpass (#71 on the table 2 – list of candidates for new funding, received clarification that the overpass is included in the State Road 60 interchange project with construction in 2030.

C. LRC – May 25, 2022 (Davida Franklin, TPO Staff)

- Approved
 - TIP update and priority list.
 - Passed a motion to consider the integration of transportation demand management strategies and commuter assistance into the process of allocating funds for the next TIP update.
 - Reflected on a previous motion to require that all projects should start with a Vision Zero lens and then apply other criteria.

D. BPAC – May 25, 2022 (Davida Franklin, TPO Staff)

- Approved
 - TIP update and priority list.
 - Confirmed that priorities come from jurisdictional applications and will complete projects already underway.

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.

VI. CONSENT AGENDA (Timestamp 0:15:06)

A. Committee Appointments

- TDCB – Kristen Thomas representing Veterans' Affairs, with Meghan Krieger as the alternate.
- LRC – Waldo Carbo, Jr. representing Westshore Alliance

B. Proposed edit of TPO Bylaws, Sections 4.2 and 7.6 – included in the [June 8, 2022 Agenda Packet](#)

Motion to approve the consent agenda from Councilman Maniscalco, seconded by Commissioner Kemp. Voice vote, the motion passes unanimously.

PUBLIC HEARING: (Timestamp 0:15:23)

A. Transportation Improvement Program (TIP) Annual Update (Timestamp 0:15:45) Effective October 1, 2022 – September 30, 2027

Staff Presentation (Johnny Wong, TPO Staff)

- Review of the three tables in the TIP and their purpose.
- Went over how projects are submitted by the jurisdictions and agencies.
- Identified how projects are funded and pointed out new funding sources for this year that are included in Table 2
- Review of Table 1 – existing priorities funded for construction
 - Noted projects that have been completed and removed for this update.
- Review of Table 2 – the priority list. Identified the columns and what they mean. Added the column of “No Return” and if funding is received and allocated, it is at the point of no return would indicate a joint action from the TPO Board and FDOT.
- Quick review of Table 3 – these are CIP projects and are allocated outside the TPO purview.
 - Went over funding percentages of the projects.
- Next Steps
 - Coordination with and reviewed by partners and committees
 - Regional Project review for TRIP and MUT being presented to the Sun Coast XXX on Friday, June 10, 2022.
 - Will make sure the TIP is all in compliance with rules and regulations with FDOT.

Presentation: [TIP FY2022/23 - 26/27 Presentation](#)

Draft: [Measures of Effectiveness Report](#)

Public Hearing Flyer (English): [TIP Public Hearing Flyer - English Version](#)

Public Hearing Flyer (Spanish): [TIP Public Hearing Flyer - Spanish Version](#)

FY2022/23 – 26/27 TIP Tables 1, 2, 3 Included: [TIP FY22/23-26/27](#)

[Priority Request Letters submitted to the TPO by the Jurisdictions](#)

Recommendation: Approve the TIP Update for FY2022/23 – 26/27 And Approve the TIP Priority List (Table 2).

Public Comment on the TIP – *Time allotted to each speaker may be adjusted by the chairman to accommodate as many as possible. (Timestamp 0:35:00)*

Rick Fernandez – Is out of Tampa Heights and is the CAC Vice-Chair. Incorporates, by reference, written comments. The principal ask is to have the TPO strike the three DTI Lane Movements making up the Quick Fix project in Table 1: FPN #s 20561, 20562, and 0571. There are other pressing concerns including dedicated transit lanes on Florida and Tampa Streets, the retention walls along the eastern boundary of Tampa Heights, and several underpasses in Tampa Heights and Seminole Heights. Expressed disappointment by the Boards engagement with the public, especially the locally elected members. Noted that the acceptance of the TIP tonight would indicate approval of Jim Crow era racism and environmental pollution; suggests approval of people being displaced from their homes in VM Ybor, intrusion of interstate retention walls in Tampa Heights, disruption of residents' quiet enjoyment and threats to their health and safety all along the urban interstate corridor, devaluation and damage to private property, FDOT's disregard for historic preservation and community standards, abandonment of dedicated transit lanes for BRT on Florida and Tampa, and the failure of FDOT's and the TPO Board's public outreach related to the Quick Fix project. It was asked that the TPO Board strike the lane movements in Table 1, stop the intrusion of the retention walls in Tampa Heights, support the dedicated transit lanes on Tampa and Florida Streets, and step into the discussion of vertical retention walls at Floribraska, Lake, Osborn, and Chelsea underpasses.

James Dunbar – Resident and works along Tampa Street. Excited to see some of the changes to make it safer. Has worked there for ten years and has seen many, many fatalities along those corridors. They are three-lane highways in each direction. Noted that he drove to County Center on the Crosstown and realized that the roads in front of his house and work are wider than the Crosstown. The speeds driven on the three-lane roads are vey high. Noted Tampa and Florida going from Tyler to Floribraska changes will make great impact going through the southern part of The Heights creating more safety for walkability, the designated bus lanes, and the sidewalks. What doesn't make sense is north of Floribraska to MLK. There is a ½ mile from Floribraska to MLK, where he lives, which will continue to be three lanes in each direction. Sees the reduction above and below this stretch but not in this ½ mile.

Mauricio Rosas – *(Chair Cohen went through the list of individuals who signed up donating their time to Mr. Rosas).* Thanked the TPO Board and HTV for allowing the playing of a video. Thanked Secretary Gwynn for opening up FDOT and working with the public. Went over changes that have taken place in the urban corridor and the history of racial injustices. Gave an example of what New York City has done with its infrastructure. Referenced that if the current path is followed, there will be no mass transit in the region. Noted that East Tampa is a food desert; place-making is critical. Asked that FDOT be proud of what they are doing with beautification and aesthetics with the DTI project and underpasses. Stated that trees are necessary along the roads to make them beautiful and walkable in the sun and pedestrian-friendly. Said that the only way to get to Vision Zero is by reducing the number of vehicles on the road. Video shown with interviews of two residents of East Tampa and I-275 roadway.

Michael Maurino – Executive Director of the Westshore Alliance. Sent in a letter but would like to highlight a few things. The presented TIP, there are two projects in Vision Zero that are in

Westshore; a signal at Boy Scout and Hatton. That came from the community and was identified in 2018. Lois Ave. is a Complete Streets project. There are two others for Westshore. Those types of projects move Vision Zero forward but also increase community and economic development. The Gray Street Bicycle project; with the projects of the Westshore Interchange, there is the real possibility for a pedestrian-friendly neighborhood where one does not exist. There is a gap in the system, that is Gray Street. Elements are there, it would get the East-West connection before 2030 when the interchange is done.

Candace Lane Savitz – Homeowner in Tampa Heights. Speaking up about the FDOT I-275 project; it is toxic and hurting the residents. In Tampa Heights, Seminole Heights, and Ybor Heights. Asked that her environmental reports receive attention and be looked into further. Stated that the dust from the project is in violation of the Clean Air Act and subsequent amendments. The Robles Park Community has federal protections.

Shane Ragiell – Resident of Tampa Heights. Fifth-year speaking to the TPO Board during the TIP Hearing. Is asking that the promises to make transit a priority are upheld. The county is transforming rapidly and it needs transformation. Noted that the county looks nothing like it did five years ago and asked why the TIP has the same priorities. Enough roads cannot be built to keep up with the population growth, need to have mass transit so that cars are optional. Stop leaving things in the TIP until FDOT can better define them. FDOT is focused on cars; they can come back and amend the TIP when they have better definitions. Objects to projects that increase capacity, impact historic neighborhoods and sacrifice the urban core. Increased capacity is for the increasing population of neighboring counties and leads to urban sprawl.

Will Greaves – Lifetime Tampa resident, business owner, and is on the Boards of multiple local non-profit organizations. Is engaged and passionate about this city. No one has asked for the widening of I-275, believes it is a mandate from Tallahassee. Residents of the city and county have been asking for real transit options. That can be seen in the votes for the AFT in 2018 and the push to return it to the ballot in 2022; it can also be seen in the ridership of the ferry and streetcar. We do not need a decades-long project that further divides our communities and be inadequate when complete. Let's put the money where it can do the best good and in projects that the local citizens want.

Sharon Graham Barrett – Resident and healthcare worker in Tampa. Widening highways perpetual racism and it is ineffective in solving our transportation and traffic concerns. Invest in focused, public transportation infrastructure. Walking and bicycle paths have health benefits by way of decreased rates of asthma, cancer, heart disease, obesity, and diabetes. Is asking for no further intrusion of the interstate into Tampa Heights, VM Ybor, Ybor City, Seminole Heights, and Old Seminole Heights and to remove all highway expansion from the annual transportation budget. Replace it with sidewalks, bike lanes, bus lanes, and mass transit. In 2020, this Board wrote a resolution supporting racial justice. It acknowledged that the construction of I-275 and I-4 was used to divide African American communities and eliminate the Central Avenue Business District. Asked that the TPO Board vote in line with the resolution.

Cindy Davis – Is the co-owner of Paws Paradise for Life on George Road. Is primarily concerned about the George Road and Memorial Boulevard intersection, they see about one to two accidents a month if not more that result in bodily injuries, property damage, and have seen a

pedestrian being hit while trying to cross the road. People park on the sidewalks instead of in the 7Eleven parking lot causing problems with pedestrians walking along the sidewalk. Something has to be done about this intersection. The accidents are traumatizing to watch. It is a small area and feels that small areas get pushed to the back burner, feels this needs to get pushed to the front burner.

Dayna Lazarus – Has learned a lot about the TIP process since first standing in front of the Board in 2016. The TPO Board does not have the ability to put projects into the TIP, that is up to implementing agencies. Noted that it must be frustrating when the community begs for transit, protected bike lanes, wider sidewalks, safety infrastructure, etc. The Board has expressed the desire to want to make a difference. The power is in being able to take things out of the TIP and in prioritizing what is there. Asked that the Board remove projects that widen highways and slash through communities. The staff has done their best to put together a TIP based on the requests and funding sources available. It is time for the Board to remove items and prioritize items the community really wants. You are the only ones who can tell FDOT no. There are funding sources in the pipeline and the future pipeline.

Zulema Ramos – Has lived in Tampa for fifteen years and runs a local non-profit. The state of public transit and gentrification is dire to people living in the city. Immediate free 24-hour access and real safety measure can mean the difference between making it to a hospital and dying on the street. Saw a man dead in a bush because he couldn't afford to call 911 and there wasn't a bus or a tram available. Remembers when she was a disabled college student and was stuck in the city because her work schedule made her late for the last bus. Jobs require time past midnight. Human trafficking victims would have a better chance of escape. Transportation is a right and honors the people the Board is supposed to be working for. Public transit should be free and expanded without TBX, there would be fewer accidents and deaths. Change the way we travel and where structures are built to reduce the number of crashes, amount of pollution, and criminal acts of survival. Transit reduces the amount of gasoline burned. If it was solar-powered, imagine how much better our kids could breathe. For every \$10 million of transit investment, business sales increase by \$30 million. Solutions are there. Taxes would not have to increase if the bloated police and sheriff's budgets were used for transportation.

Kat – Gas is the highest it has ever been. Is a teacher and either subs or is full-time depending on the time of year. The average pay for subs is between \$8 and \$12. Does not understand how we can expect teachers to be able to afford to live and drive to get to work. Other cities around the country that are poorer have free public transport. Tampa is a much richer city. Does not understand why buses aren't treated as a public service here. Was trying to bike on Dale Mabry to Downtown. There were no sidewalks and a lot of car exhaust in the air that had an effect on his health. None of the residents want more highways. They want more transit. *(speaker went off the topic of the TIP, Chair Cohen requested that comments be kept to items in the TIP).*

Lena Young Green – Noted that we are here, again, for another year. Asked that the TPO Board be sensitive to those in the Urban Core, particularly to those in Tampa Heights. Thought there were changes when working with TBX. This year, there are walls changing. Tampa Heights has been overburdened by the interstate. Have talked about this many times. Tampa Heights has been the most impacted in the urban core. The environmental injustice map released a few weeks shows

how disadvantaged this area of the city is. This map shows that Tampa Heights has had a legacy of pollution, health burdens, particulate matter exposure, traffic proximity, and traffic volumes. The community speaks up at every opportunity to tell the Board how they are impacted by the highway and high-traffic areas. Are asking for the removal of the three lane movements. Also asking to move forward with the Heights Mobility project with the dedicated transit lanes on Florida and Tampa Streets. Thanked the Board for including the Green ARtery. She personally worked with 22 communities on that project. Asked that concrete walls not be built at Robles Park at the interstate and to use trees and plants as the noise walls instead to improve the quality of air in that area.

David Coleman – Noted that he was told there would be positive things done for safety. Noted that gun violence is a terrible thing needlessly taking lives and something needs to be done. Said he felt the same about traffic deaths. In Hillsborough last year, there were 255 deaths and 7300 hits and runs. At a recent event with the City of Tampa Mayor, the speed limit on I-275 from Busch Boulevard to the Howard Franklin was stated incorrectly by the mayor's traffic person. There are few signs and no enforcement on this stretch. Noted that in two days, three people were killed on North Florida Avenue. One was by a police officer going 66 mph in an unlit, residential area. Began attending FDOT meetings. Did not receive adequate responses as to why there was nothing being done to reduce the deaths in the county. Signs won't help as redesigns are necessary. Lowered limits won't help because there is not enough enforcement. Spent hundreds of thousands of dollars with a Miami company on landscaping the apex in front of Avalon with a flashing crosswalk because of the direction from Tallahassee. It was unneeded and not asked for. Believes that other citizens would be willing to add a few more minutes to their travel times, lowering and obeying speed limits on secondary roads with the 35 Arrive Alive Campaigns is warranted. Using black spot signs where people have been killed would make a difference. Increased penalties for leaving the scene of an accident involving a pedestrian are needed. The speed limit on I-275 in the city limits is 55 mph and is the best-kept secret in Tampa.

Kevin O'Hare – Lives in Westshore and works in Ybor City. Asked that the three additional lane movements from the DTI Quick Fix project be stricken from Table 1; support additional funding for the Green ARtery Trail sections D and E; and continue funding the Heights Mobility Study and the arterial bus rapid transit project not on the highway to encourage urban core transportation and reduce traffic. Noted that in 2018, the citizens of Hillsborough County voted for no further interstate expansion. Noted that the speakers tonight are all asking for the same thing. Asked for a diverse set of options to move around Hillsborough County.

Summary of Public Comments on the TIP Submitted in Advance (Davida Franklin, TPO Staff)
(Timestamp 1:41:46) – included at the end of the minutes in the [Email](#) and [Social Media](#) sections.

Board Discussion and Action (Timestamp 1:48:10)

Councilman Maniscalco – Noted that this is his 8th TIP hearing. Has never been a supporter of widening the interstate. Has seen the destruction from the past and what will happen in the future by accommodating vehicles and not the communities. Said there are many beneficial projects in the TIP update. The Westshore Interchange includes new express lanes, but he does not agree with those or widening the highway. The Downtown Interchange, he does not support those TIP projects.

There are items that are already funded and do not believe they can be removed. Asked if that is possible.

Cameron Clark – Removal from the TIP has to do with the stage of development of a project. Things can be removed only by joint action of the MPO and the FDOT. The statute does not define the “design stage or preliminary engineering phase”. The TPO Staff does not track the stages of the projects. There is no legal guidance from a legal standpoint. It’s not that something has been in the TIP in the past, it’s what stage of development the project is at.

There was a discussion about Table 2 and the column labeled as “Point of no return” and clarification.

It was clarified that that this column is included to let the Board members know what stage a project is at. That information is provided by the agencies requesting the project. Anything that has been reported as being in the design, design/construction, or construction phase is designated with a “Yes” in that column. Transit projects do not follow the same stages as construction projects, an example is bus replacement. Once that money is allocated, it can’t be taken back as buses will be purchased and can’t be returned.

Board members stated that there are a lot of amazing projects on this TIP such as the Vision Zero projects. It was asked if the three lane movement in Table 1 are able to be removed or if there is any influence the Board can have on design. It was also noted that the community would like connections and not more segmentation. Secretary Gwynn defined the “design” stage and when a project reaches it. There is some flexibility, but the contract will be awarded soon. There are new underpass designs and will be bringing them back to the community,

The Board asked about the dedicated transit lanes in The Heights Mobility project. FDOT is waiting for HART to submit their final application based on their study and what type of premium service will be offered for those lanes. Once that is done and approved, FDOT will approve it and incorporate it. FDOT is using the RAISE Grant funds to get the roadway ready for the dedicated transit lane. FDOT is not a transit provider, that is why they are waiting on HART.

The Vision Zero project involving Fowler Avenue was asked about. It has pieces on Tables 2 and 3. It looks like the part from 56th Street to I-75 is going to linger and slip further down. It was stated that there is a recommendation to allocate \$5 million in 2027 for design and will be in the 2027 FDOT Work Program.

There was discussion about the additional lanes on I-275 north of the DTI to Bearrs and how to get the process started to remove them from the LRTP. They are no longer in the TIP and want to explore options for the future.

Commissioner Kemp moved to begin the process to remove the additional two lanes of I-275 North from the LRTP so that they are no longer there, seconded by Councilmember Hurtak.

Discussion:

It was noted that this could have dramatic future consequences and that this is a multi-step process. It was also pointed out that the current TPO is dealing with things that were done decades ago. It

was asked if this changes is being asked for the current LRTP or the LRTP update coming in the next two years,

Commissioner Kemp modified her motion to have this set for the August 2022 agenda. Does not want future TPOs to get stuck with this. Would like to get the process started now to avoid the problems that the DTI is causing now. Seconded by Commissioner Myers.

It was noted that there is a public notification process for changing the current LRTP and that staff will need to bring back information regarding traffic impacts. Asked for clarification on what the TPO Board would like to have brought back in August.

Commissioner Kemp – Would like the process to start for the 2050 LRTP to address these two lanes.

Roll Call vote – passes 14 to 0

The HART Heavy Maintenance Facility was asked about. It is in the Major Investment section of Table 2 at #94. The City of Tampa and Hillsborough County have put money to match funding. This facility is critical and unsafe. It is low on the priority list due to the criteria used to rank projects. Will be working with HART to find funding. It was also noted that HART has indicated that #95 needs to be at the same and the cost goes to \$125 million. HART is waiting until the FDOT Work Program is updated in December as well. One year of vehicle replacement funds has been moved to the heavy maintenance facility; it still requires four additional years of funding. It would be beneficial to move it higher on the list particularly if HART has identified that this project is more important than the passenger rail study. HART confirmed that this facility is their number one priority.

Commissioner Smith moved to move #94 and #95 to the top of the Major Improvement Projects, seconded by Mayor Ross and Councilmember Citro.

Discussion:

Commissioner Kemp – Noted that HART desperately needs this; it is the number one need to move people in the region.

Roll call vote, motion passes 14 – 0.

Councilmember Hurtak moved to move item #65 further down the priority list after #75, CSX has expressed that they have no interest in this at this time. There is no second.

Discussion:

There was discussion about the fact that the CSX conversation has been on the list for several years, HART has it scheduled to be moved forward in 2027. Does not believe moving the maintenance facility up will change the prioritization of the CSX study. Reviewed what was heard at TBARTA. On a regional level, it will be looked at how passenger rail could evolve over time in the entire region. Item #65 is the only anchor keeping this on the TIP. This was moved from #95 last year.

There was discussion regarding the project in Table 2, item 67, referencing new express lanes. There was a discussion at the TPO level that for any project that addresses express lanes the TPO Board would have communication on what managed express lanes will be. Either they are tolled or not. This project references managed express lanes. Would like clarification on this. Does not want this

to mean that they are approving toll lanes. Secretary Gwynn stated that the Westshore Interchange project is 8 to 10 years from opening up. As it gets closer to opening, FDOT will hold public hearings and the strategies for the express lanes. There will be opportunities for the public and the TPO Board to have input on this. It was asked for clarification on the standing that this project is at the point of no return and whether or not lane management would be able to be addressed in the future. It has been agreed on in the past that when the Board is voting on any item that includes managed lanes, they would have the information on the management strategy before the vote. Secretary Gwynn stated that a contractor will be selected in the next few months, will take 8 to 10 years since traffic has to keep flowing, and will cost \$1.2 billion. It will be built in multiple phases. They do not know what management options will be available closer to the time the lanes open up. It can be built for tolls and then not be tolled. There is precedent for that in Florida. Tolling or not tolling is a policy decision and not related to the RFP.

Councilmember Hurtak – Noted that she cannot support the TIP with this on it.

Charles Klug moved to approve the TIP, seconded by Joe Lopano.

Commissioner Cohen – Thanked everybody for a good discussion. There is a lot of good stuff in the TIP. Every year we hear the public pleading with us for transit and additional safety measures. There has been enormous frustration with our inability to deliver on major transit solutions for this community. It is no accident that the five County Commissioners sitting on this Board placed something on the ballot this November to try and give our community some options on how to move forward. Safety and the idea of reducing the number of cars on the road by giving other options are at the centerpiece of the directions we are trying to move. We are doing the best we can with the money we have. There is a lot of money left on the federal and state table because we don't have the money to match. And if we had the money to match, we would be in an entirely different circumstance.

Roll call vote, motion passes 12 – 2. (“No” votes from Councilmembers Maniscalco and Hurtak)

VII. OLD & NEW BUSINESS (Timestamp 3:10:46)

- A. Councilmember Citro – Wishes Ronald Weaver a Happy Birthday, is usually in the audience at TPO meetings.
- B. Commissioner Cohen – Some members of the Board are going to the meeting of the Suncoast Transportation Planning Alliance and the TMA Leadership Group on June 10th.
- C. Next meeting is on August 10, 2022.

VIII. ADJOURNMENT – The meeting adjourned at 9:07 PM

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

Summary of Committee Reports and Public Comments – June 2022

Pertaining to the action items:

- Transportation Improvement Program (TIP) update and priority list
 - Approved by the Citizens Advisory Committee, Technical Advisory Committee, Bicycle Pedestrian Advisory Committee, and Livable Roadways Committee
 - The Citizens Advisory Committee
 - Passed two motions, expressed that a more detailed description of the management strategy would better inform their decision-making process, voting 8-2 for each
 - One motion amends the description of TIP Table 1 Item: Howard Frankland Bridge Replacement w/ 4 new Express Lanes to refer to “managed toll lanes” rather than “express lanes”.
 - The other motion amends the description of TIP Table 2 Item 67: Westshore Interchange to refer to “managed toll lanes” rather than “express lanes
 - The Technical Advisory Committee
 - Questioned the timetable for the Dale Mabry Overpass (#71 on the table 2 - list of candidates for new funding), received clarification that the overpass is included in the State Road 60 interchange project with construction in 2030.
 - Bicycle Pedestrian Advisory Committee
 - Confirmed that priorities come from jurisdictional applications and will complete projects already underway
 - The Livable Roadways Committee
 - Passed a motion to consider the integration of transportation demand management strategies and commuter assistance into the process of allocating funds for the next TIP update
 - Reflected on a previous motion to require that all projects should start with a Vision Zero lens and then apply other criteria

Summary of Public Comments – June 2022*

*Comments received through Facebook, Twitter, and email

- Shared concerns about the increasing rate of bicycle and pedestrian deaths in the County
 - Jose Menendez
 - Jeff Redding
- Candace Savitz - concerned about toxicity of construction dust at I-275 widening project
- Neil Consentino
 - Supports NASA Regional Air Mobility project in Tampa
 - Supports repurposing the soon-to-be demolished segment of the Howard Frankland bridge as a solar array/pedestrian green way
- Ansh Bhatt – lives in Valrico, suggests commuter rail along CSX tracks can help ease worsening traffic congestion
- Peter Crosby
 - Build more mass transit



- Plant more trees
- Preserve historic neighborhoods
- Stop overbuilding south of Gandy Blvd.
- Andrew Morris – requests support for passenger rail to Pinellas County
- Mauricio Rosas – opposes land-use policies that create sprawling suburbs, because they are a detriment to Vision Zero
- Chris Vela – opposes nonelective seats and state legislators determining future projects
- Hillsborough County Commissioner Gwen Myers thanked the TPO for attending her town hall meeting
- Corine Linebrink – thanked TPO staff Johnny Wong and Conner MacDonald for presenting to the Ybor Community Redevelopment Area committee
- Pedal Power Promoters congratulated the TPO for Plan Hillsborough’s award from League of American Bicyclists

Please note: Attachments referenced by the public commenters are included in the email Cheryl Wilkening sent to board members on the morning of June 8.

This concludes my report.

Beth Alden

Subject: FDOT District 7 - DRAFT Cost Feasible Plan for SIS 2033-2050

From: Monk, Suzanne <Suzanne.Monk@dot.state.fl.us>

Sent: Wednesday, July 27, 2022 10:29 AM

To: Beth Alden <aldenb@plancom.org>

Subject: D7 - DRAFT - SIS CFP information

Good morning, Beth.

As discussed yesterday, the Department needs the SIS Long Range Cost Feasible Plan (CFP) and attached presentation inserted into the TPO Board's Agenda [Packet] for August.

Any comments/questions received on the presentation or plan, should be forwarded to Lori Marable [lori.marable@dot.state.fl.us] by September 16, 2022.

Please let me know if you need anything else.

Thanks,

Suzanne Monk, FCCM

Government Liaison
Florida Department of Transportation, District 7
11201 N. McKinley Drive, Tampa, Florida 33612
813-975-6721



FDOT D7 Cost Feasible Plan (CFP) with 2020 costs

ID	FPN	FACILITY	FROM	TO	Design			ENV	Right of Way / Construction			IMPRV TYPE	DISTRICT PRIORITY (2022)	NOTES	COUNTY
					PDE	PE	TOTAL		ROW	CON	TOTAL				
3695	434045-2	I-275	N of Lois Avenue	N of Howard Avenue		9,000,000		1,750,000		142,900,000		MGLANE	1	Hillsborough TPO Priority #67	Hillsborough
3715	434045-3	I-275	N of Howard Avenue	N of Hillsborough River		10,000,000		300,000		157,000,000		MGLANE	2	Hillsborough TPO Priority #67	Hillsborough
3735	449109-1	I-275	N of 38th Avenue	N of 4th St N						247,000,000		A2-6	3	Forward Pinellas Priority #12	Pinellas
3736	449109-2	I-275	N of I-375	N of 38th Avenue N						110,000,000		A2-6	4	Forward Pinellas Priority #13	Pinellas
3755	424501-7	I-275	54th Avenue South	I-375						57,580,000	57,580,000	A1-3	5	Forward Pinellas L RTP	Pinellas
1497	430338-1	I-4 (EB)	E of Orient Rd	W of I-75					10,302,700	124,117,521	134,420,221	M-INCH	6	Hillsborough TPO L RTP	Hillsborough
3271	431746-4	I-4	E of Branch Forbes Road	Polk Parkway		2,995,110	2,995,110			298,096,261	298,096,261	MGLANE	7	Hillsborough TPO L RTP	Hillsborough
3508	431746-3	I-4	Selmon Connector	Branch Forbes Road		6,840,612	6,840,612		30,213,600	919,003,751	949,217,351	MGLANE	8	Hillsborough TPO L RTP	Hillsborough
3281	437650-2	I-75	at Gibsonton Drive							50,375,697	50,375,697	M-INCH	9	Hillsborough TPO Priority #79	Hillsborough
3775	447107-5	SR 60 EB	N of Spruce ST/TIA Interchange	N of Memorial Highway		515,072	515,072			46,179,264	46,179,264	A2-8	10	Hillsborough TPO Priority #67	Hillsborough
3507	431821-3	I-275	N of Hillsborough Ave	S of Bearss Ave		2,266,385	2,266,385			223,531,797	223,531,797	HWYCAP	11	Hillsborough TPO Priority #66	Hillsborough
3270	431821-4	I-275 at Bearss Ave	S of Bearss Ave	N of Bearss Ave		909,835	909,835		1,648,200	77,682,248	79,330,448	M-INCH	12	Hillsborough TPO Priority #66	Hillsborough
3289	435750-2	SR 60	Dover Road	SR 39					14,563,100	98,400,670	112,963,770	A2-6	13		Hillsborough
3290	255819-1	SR 60	SR 39	Polk County Line		800,000	800,000		2,550,000	7,202,691	9,752,691	A2-6	14		Hillsborough
3267	443775-1	I-275 at Busch Blvd	Florida Ave	Nebraska Ave		126,000	126,000			4,332,312	4,332,312	M-INCH	15	Hillsborough TPO L RTP	Hillsborough
3268	443776-1	I-275 at Fowler Ave	SB I-275 Off Ramp	Nebraska Ave		136,320	136,320			6,372,242	6,372,242	M-INCH	16	Hillsborough TPO L RTP	Hillsborough
3269	443777-1	I-275 at Fletcher Ave	SB I-275 Off Ramp	NB On Ramp		126,000	126,000			2,395,368	2,395,368	M-INCH	17	Hillsborough TPO L RTP	Hillsborough
1728	430056-2	US 41	S of Pendola Point/Madison Ave	South of Causeway Blvd					4,900,900	20,867,635	25,768,535	A2-6	18	Hillsborough TPO Priority #84	Hillsborough
1632	419235-6	I-75	S of US 301	N of Bruce B Downs Blvd		13,662,688	13,662,688		66,911,400	2,101,343,092	2,168,254,492	MGLANE	19	Hillsborough TPO L RTP	Hillsborough
1634	433793-1	I-75	N of Bruce B Downs Blvd	N of I-75/I-275 Apex		26,748,000	26,748,000		35,325,500	164,072,000	199,397,500	MGLANE	20	Hillsborough TPO L RTP	Hillsborough
3278	419235-5	I-75	Manatee CO/L Rd	South of US 301		5,438,808	5,438,808		24,283,400	796,229,224	820,512,624	MGLANE	21	Hillsborough TPO L RTP	Hillsborough
3654	256931-4	US 92/SR 600/SR687/SR694/GANDY BLVD	4th St	W of Gandy Bridge					33,334,500	257,949,720	291,284,220	A2-6	22	Forward Pinellas Priority #18	Pinellas
3300	441250-2	US 92 (Gandy Bridge)	West end of Gandy Bridge	East end of Gandy Bridge		5,309,802	5,309,802			414,953,156	414,953,156	A2-6	23	Forward Pinellas Priority #18 (Pinellas Portion)	Hillsborough
3655	441250-3	US 92 (Gandy Bridge)	East end of Gandy Bridge	West Shore Blvd		1,908,384	1,908,384			9,421,603	9,421,603	A2-6	24	Hillsborough TPO L RTP	Hillsborough
3795	444434-1	I-4 at County Line Road	S of South Frontage Road	I-4 WB ramps						2,971,231	2,971,231	M-INCH	25	Operational Improvement	Hillsborough/ Polk
3298	TBD	US 19	Pinellas/Pasco County Line	Pasco/Hernando County Line		1,000,000	1,000,000					STUDY	26		Pasco
3293	256998-1	SR 686 / Roosevelt Boulevard	I-275/SR 93	W of 9th St N/MLK St N						100,323,234	100,323,234	M-INCH	27	Forward Pinellas Priority #20	Pinellas
1517	433798-1	US 19	S of Lake St	Pinellas Trail (Tarpon Interchange)		8,860,000	8,860,000			87,955,250	87,955,250	N-INCH	28	Forward Pinellas L RTP	Pinellas
1514	433799-1	US 19	CR 95	N of Nebraska Ave						152,082,330	152,082,330	M-INCH	29	Forward Pinellas Priority #19	Pinellas
3286	TBD	I-75	North of Bruce B. Downs	North of SR 52		2,000,000	2,000,000					PDE	30		Hillsborough
3661	433796-1	US 19	South of Timberlane Rd	South of Lake Street (Klosterman Interchange)						113,733,138	113,733,138	SERVE	31	Forward Pinellas Priority #26	Pinellas
3662	447157-1	I-4 at McIntosh	S of US 92	N of Dickey Rd					16,305,464	16,305,464	32,610,928	M-INCH	32	Hillsborough TPO L RTP	Hillsborough
3663	447159-1	I-4 at Branch Forbes Rd	S of US 92	Harvey Tew Rd					14,159,452	14,159,452	28,318,904	M-INCH	33	Hillsborough TPO L RTP	Hillsborough
3287	TBD	I-75	North of SR 52	Hernando/Sumter County Line		750,000	750,000					PDE	34		Hernando
1635	433794-1	I-75	SR 56	CR 54		12,019,000	12,019,000		52,807,457	60,094,886	112,902,343	MGLANE	35	Pasco MPO L RTP	Pasco
1501	258736-3	I-75	N of CR 54	N of SR 52		23,754,000	23,754,000		10,437,000	118,769,000	129,206,000	MGLANE	36	Pasco MPO L RTP	Pasco
1502	411014-3	I-75	N of SR 52	Pasco/Hernando C/L		4,848,000	4,848,000		15,002,000	317,822,916	332,824,916	MGLANE	37	Pasco MPO L RTP	Pasco
1505	411011-5	I-75	Pasco/Hernando C/L	S of SR 50		3,939,000	3,939,000					MGLANE	38		Hernando
1506	411012-3	I-75	S of SR 50	Hernando/Sumter C/L		4,207,000	4,207,000					MGLANE	39		Hernando
1508	411012-1	I-75	Hernando/Sumter C/L	CR 476-B		2,319,000	2,319,000					MGLANE	40		Hernando
1512	430051-1	SR 50	Brooksville ByPass	Lockhart Road		6,300,000	6,300,000		8,100,000	69,200,000	77,300,000	A2-6	41		Hernando
1511	433800-1	SR 50 (Cortez Blvd)	Suncoast Pkwy	Cobb Road		4,600,000	4,600,000		19,500,000	13,868,000	33,368,000	A2-6	42		Hernando
3288	445197-1	SR 54	at Collier Parkway			15,000,000	15,000,000		30,000,000	100,000,000	130,000,000	N-INCH	43	Priority #13 in Pasco MPO L RTP	Pasco

These projects are highlighted in the presentation

	FY 2033 to FY 2035 (3 years)
	FY 2036 to FY 2040 (5 years)
	FY 2040 to FY 2045 (5 years)
	FY 2045 to FY 2050 (5 years) New Band

NOTES

- (1) All values in thousands of Present Day Dollars (2017).
- (2) All phase costs shown as supplied by each District.
- (3) CON includes both Construction (CON52) and Construction Support (CEI).
- (4) ROW includes both Right-of-Way Acquisition/Mitigation (ROW43/45) and Right-of-Way Support.
- (5) "P3 Funds" - Used to fund Public-Private Partnership projects over a specified number of years.
- (6) Revenue forecast provides separate values for PDE and PE than for ROW and CON.
- (7) Other Funds - assumed to be toll revenue or partner funded.

IMPROVEMENT TYPES

- A1-3: Add 1 Lane to Build 3
- A2-4: Add 2 Lanes to Build 4
- A2-6: Add 2 Lanes to Build 6
- A2-8: Add 2 Lanes to Build 8
- A4-12: Add 4 Lanes to Build 12
- A1-AUX: Add 1 Auxilliary Lane
- A4-SUL: Add 4 Special Use Lanes

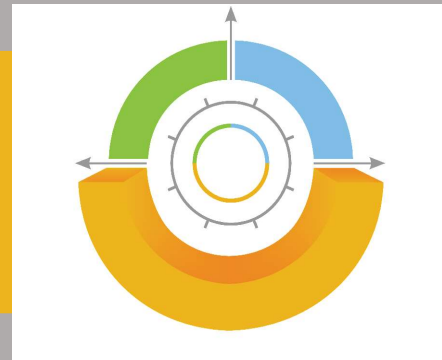
- ACCESS: Access
- BRIDGE: Bridge
- FRTCAP: Freight Capacity
- GRASEP: Grade Separation
- HWYCAP: Highway Capacity
- PTERM: Passenger Terminal
- ITS: Intelligent Transp. Sys
- MGLANE: Managed Lanes

- M-INCH: Modify Interchange
- N-INCH: New Interchange
- NR: New Road
- PDE: Project Dev. Env.
- SERVE: Add Svc/Front/CD System
- STUDY: Study
- UP: Ultimate Plan


Long-Range Cost Feasible Plan (CFP) FY 2033 - 2050

Strategic Intermodal System (SIS)

District Seven
August 2022



Welcome to the District Seven Strategic Intermodal System 2050 Long Range Cost Feasible Plan presentation.



SIS Long Range CFP Development Process



We will start with discussing the SIS Long Range Cost Feasible Development Process

Purpose of the Long Range Cost Feasible Plan

- Ensure consistency with the goals of the Florida Transportation Plan (FTP) and the objectives of the SIS Policy Plan
- Evaluate the SIS needs considering projected future revenues
- Develop a phased plan for SIS improvements
- Meet statutory requirement of Chapter 339.64(4)(d), F.S.



The CFP fulfills the following key purposes:

- It ensures consistency with the goals of the Florida Transportation Plan (FTP) and the objectives of the SIS Policy Plan,
- It evaluates statewide and local needs considering projected future revenues to determine the most strategic use of SIS funds,
- It contributes to the SIS's overall long-range planning efforts in the form of a phased plan for SIS improvements, and
- It meets the statutory requirements set forth in Chapter 339.64(4)(d), F.S..

2050 SIS Cost Feasible Plan

The 2050 Cost Feasible Plan will reflect:

- Projects deferred during the previous Work Program Development Cycles
- Remaining project phases from the SIS 2045 Cost Feasible Plan
- Projects advanced from the *SIS 2045 Multi-Modal Unfunded Needs Plan*
- New projects identified as priorities

When the 2050 CFP is complete it will contain:

- Projects deferred during previous Work Program Development Cycles,
- Projects remaining from the SIS 2045 CFP,
- Projects advanced from the *SIS 2045 Multi-Modal Unfunded Needs Plan*, and
- New projects identified as priorities

SIS Funding Eligibility Guidance



STRATEGIC INTERMODAL SYSTEM

Funding Eligibility Guidance Document

2019



Is the project:

- of statewide importance?
- contributing to the expansion of major SIS roadway trade and tourism corridors?
- contributing to the completion of a SIS corridor?
- contributing to the overall connectivity of the SIS?

The Funding Eligibility Guidance is a part of the SIS planning process and receives its direction from the FTP and SIS Policy Plan. This guidance document contains criteria that is used to identify eligible SIS projects.

This document, which also serves as a guide for the overall SIS long range planning process, provides direction to the CFP from a planning perspective in the form of its project selection criteria. The SIS Central Office Staff will be using these criteria when identifying projects for the Statewide CFP.

Key criteria to be considered when submitting projects for the CFP are:

- Is the project of statewide importance,
 - Does the project contribute to the expansion of major roadway trade and tourism corridors,
 - Does the project contribute to the completion of a corridor,
 - Does the project contribute to the overall connectivity of the SIS?
- *For more information, please see the Funding Eligibility Guidance Document on the FDOT SIS Website*

<https://www.fdot.gov/planning/systems/documents/brochures/default.shtm>

SIS Cost Feasible Plan Funding Window



The SIS Funding Strategy includes three inter-related sequential documents that identify potential SIS capacity improvement projects in various stages of development. These documents are the first and second five-year plans, and the CFP.

- All projects identified within the SIS Funding Strategy are considered financially feasible for implementation within the next 25-year period.
- The CFP years 11 – 25 or FY 2033 to 2050, along with the Multi-Modal Unfunded Needs Plan, represent the SIS's two long-range planning documents.

2050 CFP Funding Bands and Costs

4 Funding Bands:

Band A – FY 2033 – 2035 (3 years)

Band B – FY 2036 – 2040 (5 years)

Band C – FY 2041 – 2045 (5 years)

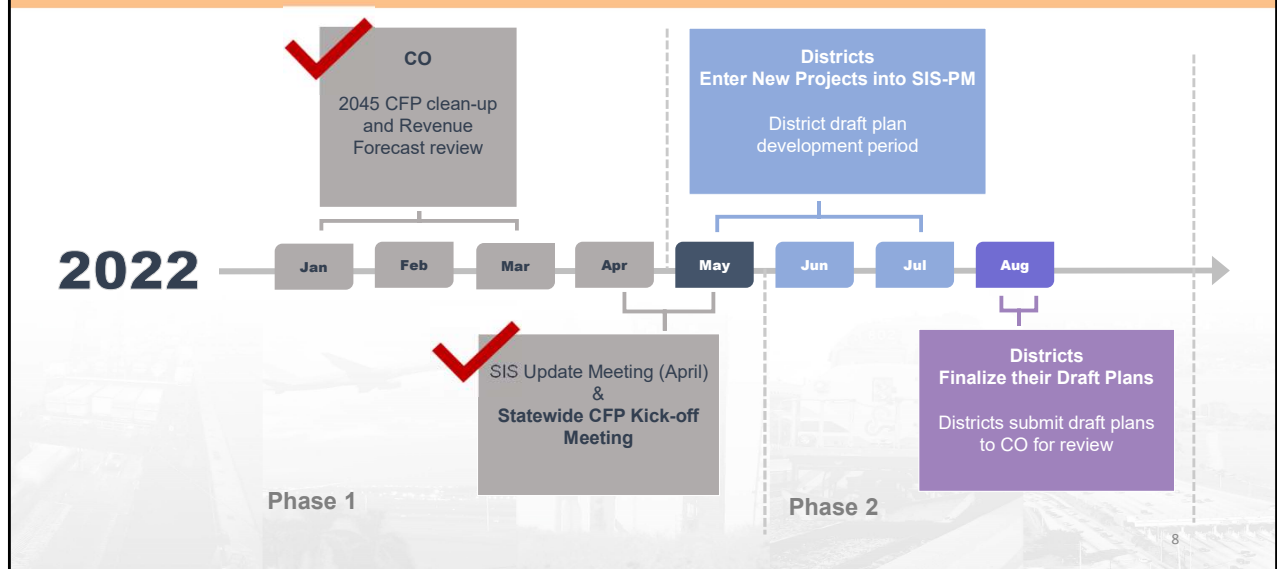
Band D – FY 2046 – 2050 (new)

Project Costs will be in Present Day Costs (PDC)

- Conversion to Year of Expenditure (YOE) will be done by Central Office upon final approval

- The 2050 CFP will have 4 funding bands.
- The first year in Band A (FY 2033) reflects the 11th year following the 1st Five-Year Plan and 2nd Five-Year Plan SIS Work Program. During this update cycle we are adding Band D to coincide with the new planning horizon (2050).
- The plan will be developed in Present Day Costs (PDC) and converted into Year of Expenditure (YOE) once approved.

Where are we in the process?



Where are we in the process?

- Phase 1 CFP development process contained tasks solely executed by DOT Central Office.
- Phase 2 (is where we are now) consists of District and MPO/TPO's coordination and collaboration. Districts will be responsible for developing their districtwide draft CFP plans. MPO/TPO's will review the draft CFP Plan and provide comments. At the completion of this phase in August, districts will submit their draft CFPs to Central Office for review and incorporation into the Draft Statewide CFP.

Where are we going?



Where are we going?

- Phase 3: central office will develop the statewide draft CFP, which is rooted in the districts draft CFP plans, and seeks senior management input.
- Phase 4: District, with input from MPO/TPOs, will review and revise the statewide CFP draft plan. Districts will submit their revision to central office at the end of this phase.
- During Phase 5 Central Office will be making final revisions, seeking approval of the draft statewide CFP from senior management, and publication of the final CFP in spring of 2023.
- This schedule is subject to change and none of these dates are set in stone. If there is a change central office staff will notify all districts of that change.
- Communication and coordination between Central Office, districts, and MPO/TPOs, should be free flowing across all phases.

Note: Keep in mind that the dates and targets reflected in this schedule are subject to change, especially in later phases towards the end of the CFP update process. We want to ensure that ample time is built into to the schedule for coordination which includes draft plan review and partner outreach.

Sample of Long-Range SIS Projects (FY 2033 – 2050)

I-275 from N of Lois Avenue to N of Howard Avenue

- PE, CST – FY 2033 - 2035

I-275 from N of Howard Avenue to N of Hillsborough River

- PE, CST – FY 2033 - 2035

I-275 N of 38th Avenue to N of 4th Street N

- ROW, CST – FY 2033 - 2035

I-275 from N of I-375 to N of 38th Avenue N

- CST – FY 2033 - 2035

I-275 from N of Lois Avenue to N of Howard Avenue – PE and Construction – FY 2033 – 2035

I-275 from N of Howard Avenue to N of Hillsborough River – PE and Construction – FY 2033 – 2035

I-275 N of 38th Avenue to N of 4th Street N - Right of Way and Construction – FY 2033 – 2035

I-275 from N of I-375 to N of 38th Avenue N - Construction – FY 2033 – 2035

Sample of Long-Range SIS Projects (FY 2033 – 2050)

I-275 from 54th Avenue S to I-375

- CST – FY 2033 - 2035

I-4 (EB) from E of Orient Road to W of I-75

- ROW, CST – FY 2033 - 2035

I-4 from E of Branch Forbes Road to Polk Parkway

- PE – FY 2033 - 2035 / CST – FY 2036 - 2040

I-4 from Selmon Connector to Branch Forbes Road

- PE, ROW, CST – FY 2033 - 2035

I-275 from 54th Avenue S to I-375 - Construction – FY 2033 - 2035

I-4 (EB) from E of Orient Road to W of I-75 - Right of Way and Construction – FY 2033 - 2035

I-4 from E of Branch Forbes Road to Polk Parkway - PE – FY 2033 - 2035 / Construction – FY 2036 - 2040

I-4 from Selmon Connector to Branch Forbes Road - PE, Right of Way, and Construction – FY 2033 - 2035

Sample of Long-Range SIS Projects (FY 2033 – 2050)

US 41 from S of Pendola Point/Madison Avenue to South of Causeway Blvd

- ROW, CST – FY 2033 - 2035

I-75 from SR 56 to CR 54

- PE – FY 2033-2035, CST – FY 2040 - 2045

SR 50 (Cortez Blvd) from Suncoast Parkway to Cobb Road

- PE – FY 2033 - 2035, CST – FY 2040 - 2045

SR 54 at Collier Parkway

- PE, ROW – FY 2033 - 2035 / CST – FY 2036 - 2040

US 41 from S of Pendola Point/Madison Avenue to South of Causeway Blvd – Right of Way and Construction – FY 2033-2035

I-75 from SR 56 to CR 54 – PE – FY 2033-2035 and Construction – FY 2040 - 2045

SR 50 (Cortez Blvd) from Suncoast Parkway to Cobb Road – PE – FY 2033 – 2035, Construction - CST – FY 2040 - 2045

SR 54 at Collier Parkway – PE and Right of Way – FY 2033 - 2035 / Construction – FY 2036 - 2040

Stakeholder Input

- Review existing 2045 SIS Long Range Cost Feasible Plan to ensure projects reflect current and future stakeholder priorities
- Review Draft 2050 SIS Long Range Cost Feasible Plan prepared by District 7
- Review current LRTP to determine what new projects should be added to the 2050 CFP
- Coordinate with adjacent MPO/TPOs and/or counties
- Comments should be sent to Lori and are due by August 31, 2022

Stakeholders can do a few things to help with the development of the statewide CFP such as:

- Review existing 2045 CFP to ensure that the projects listed accurately reflect current and future stakeholder priorities.
- Review the Draft 2050 CFP prepared by District 7 staff
- Review existing LRTPs to see if new projects should be added to the 2050 CFP
- Coordinate with adjacent MPO/TPOs and/or counties
- Comments should be sent to Lori and are due by August 31, 2022 – This date is subject to change.

Questions and Comments

Lori Marable

District Seven SIS Coordinator

813-975-6450

Lori.marable@dot.state.fl.us

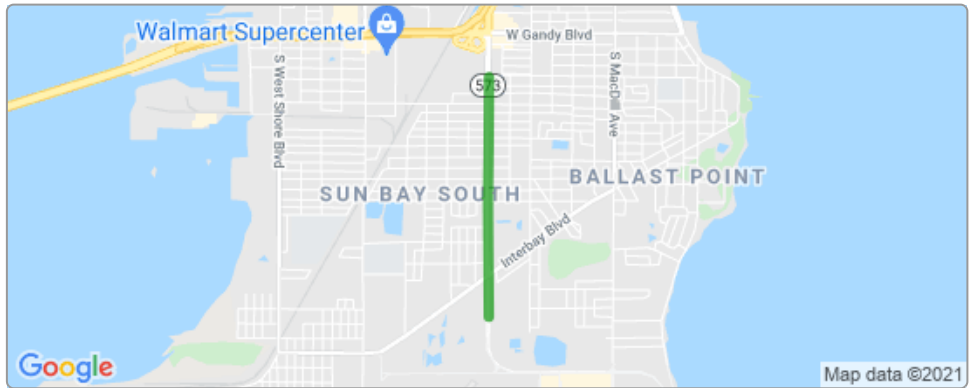


If you have any questions or comments please contact the District Seven SIS Coordinator, Lori Marable.

Thank you.

SR 573 (Dale Mabry) Repaving from Pinewood St. to Ballast Point Blvd. 443347-1-52-01

Project Details	
Work Type	Repaving
Phase	Design
Limits	from south of Pinewood St. to north of Ballast Point Blvd
Length	1.5 miles
City	Tampa
County	Hillsborough
Road	Dale Mabry Hwy SR 573
Design Cost	\$808,000



About

This project will repave Dale Mabry Hwy between Pinewood St. and Ballast Point Blvd. in south Tampa. In addition to repaving the road, the traffic signal at the intersection of Dale Mabry Hwy and Oklahoma Ave will be replaced with hurricane resistant poles.

Design activities are currently underway. Construction is anticipated to begin in 2024.

Contact Information	
Design Manager	Charlie Xie 813-975-6287 Charlie.Xie@dot.state.fl.us
Media Contact	Kris carson 813-975-6060 Kristen.Carson@dot.state.fl.us

Public Meeting



Hillsborough County, FL

TWO IN-PERSON OPTIONS

5:30 P.M. – 7:30 P.M.

Tuesday, August 30, 2022

Wednesday, August 31, 2022

ONE VIRTUAL OPTION

12:00 P.M. – 2:00 P.M.

Wednesday, August 31, 2022



COMPANY/ORGANIZATION
TITLE
RECIPIENT NAME
BUILDING X
123 STREET, SUITE A
SOMEWHERE, FL 00000

PLACE
POSTAGE
HERE

FDOT DISTRICT SEVEN
11201 MCKINLEY DRIVE
TAMPA, FLORIDA 33612





Public Meeting



Hillsborough County, FL

TWO IN-PERSON OPTIONS
5:30 P.M. – 7:30 P.M.
 Tuesday, August 30, 2022
 Wednesday, August 31, 2022

ONE VIRTUAL OPTION
12:00 P.M – 2:00 P.M.
 Wednesday, August 31, 2022

MEETING PURPOSE

The Florida Department of Transportation (FDOT) District Seven invites you to participate in a Public Meeting on Tuesday, August 30, 2022, and Wednesday, August 31, 2022 for the **56th Street/50th Street Corridor Planning Study from the Selmon Expressway to Fletcher Avenue**. There are two in-person and one virtual meeting options to choose from. The same content will be shared at each meeting.

The study is developing potential solutions to improve multimodal safety, operations, and connectivity. The intent is to develop a comprehensive vision to implement continuous multimodal facilities that connect the communities and destination along the corridor.

The study team will share the study background, purpose and needs, and gather feedback on potential alternatives and intersection treatments.

WHEN AND WHERE?

IN-PERSON
Tuesday, August 30, 2022

Holiday Inn Express & Suites Tampa East

2520 North 50th Street, Tampa, FL 33619

Wednesday, August 31, 2022

Lesley Miller Jr. All People's Community Park & Life Center

6105 E Sligh Ave, Tampa, FL 33617

VIRTUAL
Wednesday, August 31, 2022

Join at <https://meet.goto.com/658282773>

Or dial in using your phone.

United States (Toll Free): 1 866 899 4679

Access Code: 658-282-773

One-touch: tel:+18668994679,,658282773#



HAVE COMMENTS?

Visit the project website to share ideas at specific locations along the corridor:

<https://www.fdotd7studies.com/projects/56thstreetcorridor/public-involvement/virtual-comment-tool/>

For more information about this project, please contact Brian Shroyer FDOT Project Manager at 813-975-6449 or by email at Brian.Shroyer@dot.state.fl.us.

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to Title 23 of the United States Code, Section 327 and a Memorandum of Understanding dated May 26, 2022, and executed by the Federal Highway Administration and FDOT.

Comuniquese Con Nosotros: Si usted tiene preguntas o comentarios, o si simplemente desea más información sobre este proyector, por favor ponerse en contacto con el señor Manuel Flores al teléfono 813-975-4248 o al correo electrónico: manuel.flores@dot.state.fl.us

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require special accommodations under the Americans with Disabilities Act (ADA) or persons who require translation services (free of charge) should contact Roger Roscoe, Public Involvement Coordinator, Florida Department of Transportation, District Seven, MS 7-500, 11201 N. McKinley Drive, Tampa, FL 33612; 813-975-6411.

ALTERNATIVE CORRIDOR EVALUATION
METHODOLOGY MEMORANDUM

Florida Department of Transportation

District Seven

SR 56 Extension

From US 301/SR 41 to US 98/SR 35/SR 700

Pasco County, Florida

Work Program Item Segment Number: 443367-1

Efficient Transportation Decision Making Number: 14390

July 2022

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated May 26, 2022 and executed by FHWA and FDOT.

This planning product may be adopted into the environmental review process, pursuant to 23 U.S.C. §168, or the state project development process.

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1.0 BACKGROUND

The Florida Department of Transportation (FDOT) District Seven is utilizing the Alternative Corridor Evaluation (ACE) process as part of the study to evaluate the extension of State Road (SR) 56 from US 301/SR 41 to US 98/SR 35/SR 700 in Pasco County, Florida. The intent is to find a suitable corridor for the extension of the existing SR 54/SR 56 facility, which currently stretches from US 19 to the intersection with US 301/SR 41. This extension of the corridor could complete a direct east-west route across the southern portion of Pasco County into Polk County and could also serve as part of a bypass for the City of Zephyrhills.

The ACE process is typically performed concurrent with the Efficient Transportation Decision Making (ETDM) screening efforts (that precede the Project Development and Environment (PD&E) phase) to identify, evaluate, eliminate, and then recommend reasonable alternative corridor(s) for further study in the PD&E phase. A corridor advancing to the PD&E phase should support the purpose and need for the project, in accordance with all applicable laws and regulations, through the balancing of engineering, environmental, and economic aspects while considering comments received from the public and agencies through the ETDM screening efforts and ACE study.

The purpose of this Methodology Memorandum (MM) is to document the evaluation methodology to be utilized for the elimination and recommendation of alternative corridor(s) conceived as part of the SR 56 Extension Study. The MM details the goals of the evaluation, the methodology, how coordination with stakeholders will occur, and the basis for decision making. This MM will be reviewed by the Environmental Technical Advisory Team (ETAT) members during a 30-day comment period. The evaluation of the corridor(s) will be detailed in the Alternative Corridor Evaluation Report (ACER). The results documented in the ACER will identify the reasonable alternative corridor(s) to be recommended for advancement to the PD&E Study for further analysis.

1.1 CONTACT PERSONNEL

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1.2 PROJECT INFORMATION

In June 2019, FDOT District Seven initiated the ACE process as part of the study to extend SR 56 from US 301/SR 41 to US 98/SR 35/SR 700. The Pasco County Metropolitan Planning Organization (MPO) 2045 Long Range Transportation Plan (LRTP) identifies the SR 56 Extension, a new four-lane roadway from US 301/SR 41 to CR 535/Chancey Road, as a cost affordable roadway identified on Map 10-4: Roadway Capacity Improvements and Number of Lanes (2025-2045). The project is also identified within the Pasco County MPO's Fiscal Years 2022-2026 Transportation Improvement Program as part of the 2021 List of Priority Projects.

Currently, no other phases beyond the ongoing PD&E phase are included in the FDOT Five Year Work Program and FDOT State Transportation Improvement Program (STIP) for the extension of SR 56 from US 301/SR 41 to US 98/SR 35/SR 700. As the project advances, FDOT District Seven will coordinate with the Pasco County MPO to ensure that the LRTP is amended to identify consistent project limits and that programmed funding for future phases is identified in both the LRTP and TIP in order to satisfy planning consistency requirements. Coordination with the Hillsborough Transportation Planning Organization (TPO) and Polk TPO will also take place to ensure the project is consistent with their respective transportation planning documents as needed.

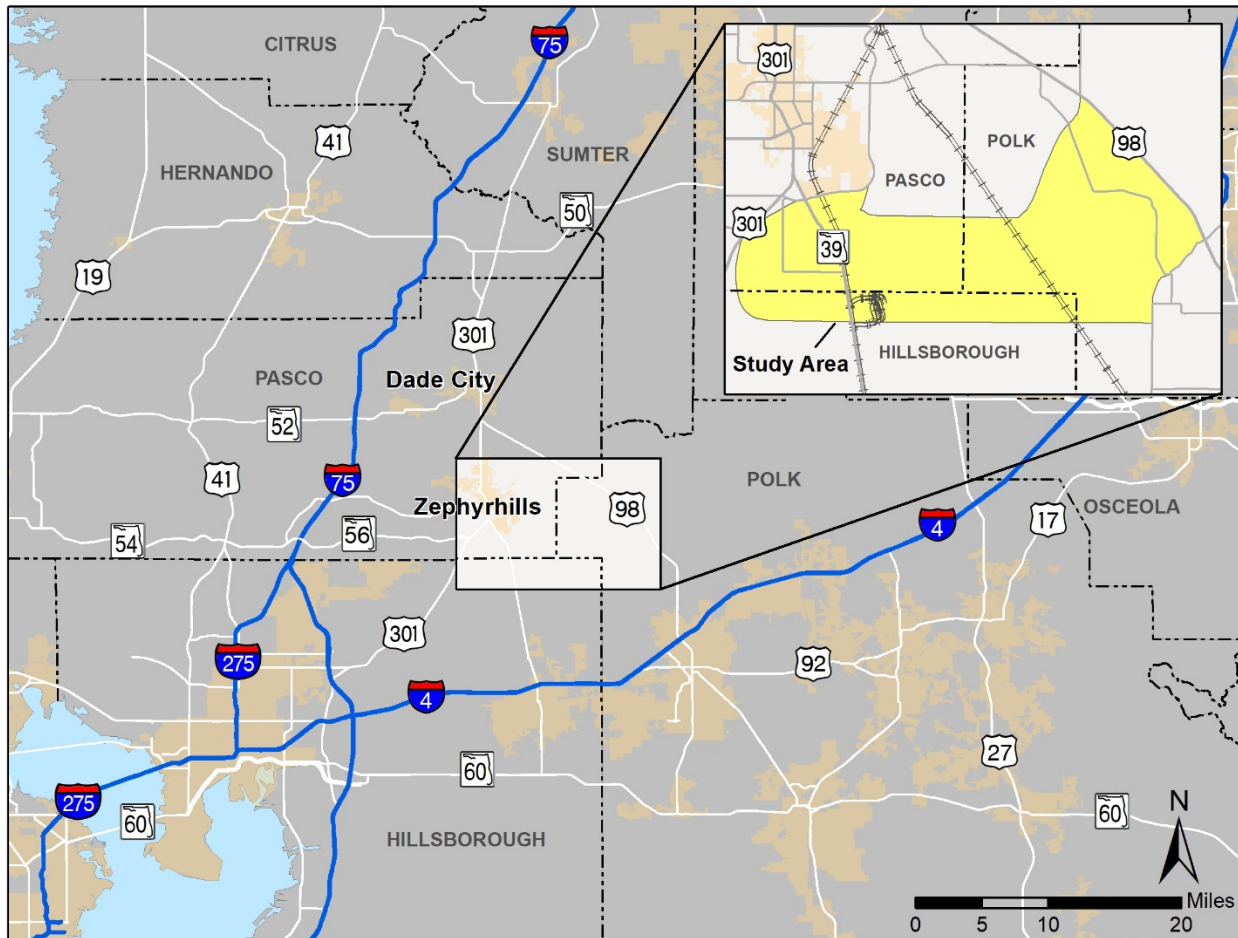
1.3 PROJECT DESCRIPTION

The ACE study will evaluate potential alternative corridors for the extension of SR 56 eastward from US 301/SR 41 to US 98/SR 35/SR 700 in Pasco County. SR 56 is a major east-west arterial that serves both local and regional traffic from SR 54 to US 301/SR 41, for a length of approximately 13 miles. SR 56 from SR 54 to Meadow Pointe Boulevard is a four-lane and six-lane divided roadway and is functionally classified as an urban principal arterial. The segment of SR 56 from Meadow Pointe Boulevard to US 301/SR 41 was recently opened to traffic and provides a new four-lane divided roadway with a ten-foot wide multi-use trail (south side), a five-foot wide sidewalk (north side), and seven-foot wide bicycle lanes in each direction. A project location map is shown in **Figure 1-1**.

It is important to note that SR 56 intends to serve as an extension of SR 54, which currently stretches from US 19 to the intersection with SR 56 just west of I-75. At this point, SR 54 becomes CR 54/Wesley Chapel Boulevard as it heads north to intersect with SR 581/Bruce B. Downs Boulevard. From SR 581/Bruce B. Downs Boulevard to US 301/SR 41, the facility transitions back to SR 54. **Figure 1-2** shows the roadway designations as described above.

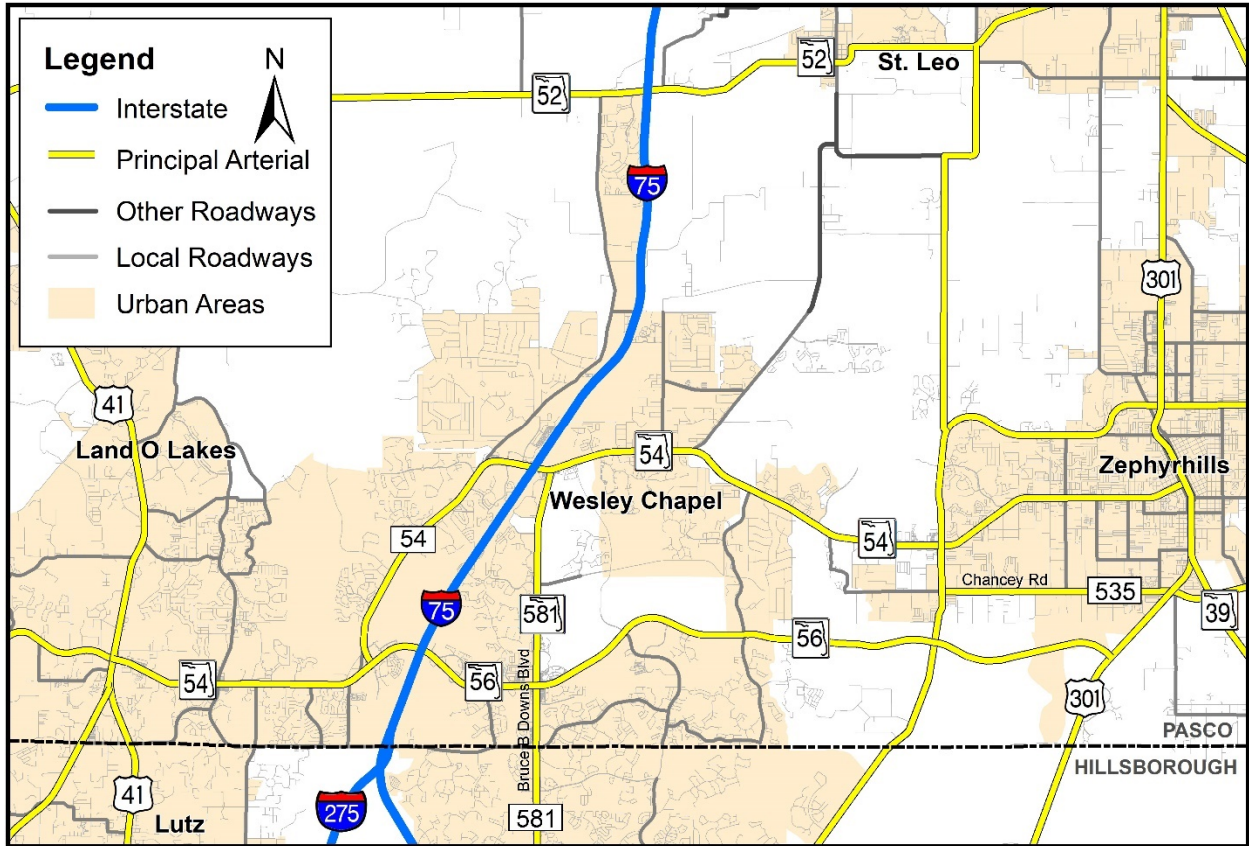
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**FIGURE 1-1
PROJECT LOCATION MAP**



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**FIGURE 1-2
ROADWAY DESIGNATIONS**



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1.4 PURPOSE AND NEED

Purpose

The purpose of this project is to provide the extension of an east-west route through Pasco County connecting to US 98/SR 35/SR 700 that would allow regional traffic to bypass the City of Zephyrhills and to have a more direct route to the Lakeland area in Polk County.

Need

SR 56/SR 54 forms a major east-west connection traversing a large portion of Pasco County from US 19 in west Pasco County to US 301/SR 41. SR 56/SR 54 and SR 52 are parallel east-west facilities within the county; however, they are nearly 9 miles apart in some areas. Improvements to the SR 56/SR 54 corridor are a focus of the Pasco County MPO. With the completion of the portion of SR 56 from Meadow Pointe Boulevard to US 301/SR 41, vehicles desiring to continue eastward to US 98/SR 35/SR 700 would need to utilize US 301/SR 41, CR 535/Chancey Road, and CR 54, creating a circuitous route along the eastern portion of the City of Zephyrhills.

System Linkage

SR 54/56 is a principal arterial that spans a large portion of Pasco County providing an important east-west route. In addition to SR 52, it is one of only two continuous east-west connections within the County. It also links to important regional north-south facilities such as US 19, SR 589 (Suncoast Parkway), US 41, and I-75. It connects to US 19 in western Pasco County, just south of New Port Richey, and to US 301/SR 41 south of the City of Zephyrhills. The Pasco County MPO is completing an initiative called Vision 54/56, which is a study designed to define a transportation vision for the future of the SR 54/56 corridor from US 19 to SR 581/Bruce B. Downs Boulevard.

2.0 GOALS AND OBJECTIVES OF THE ALTERNATIVE CORRIDOR EVALUATION

2.1 INTENT OF THE ALTERNATIVE CORRIDOR EVALUATION

The ACE process, as defined in the PD&E Manual Part 1, Chapter 4 and ETDM Manual, meets the intent of 23 Code of Federal Regulations (CFR) § 450 (Planning Assistance and Standards) and 23 United States Code (U.S.C.) §168 (Integration of Planning and Environmental Review). It documents and links planning activities for use in the National Environmental Policy Act (NEPA) environmental analysis in accordance with the Planning and Environment Linkages described under Fixing America's Surface Transportation (FAST) Act. It is FDOT's intent to utilize the ACE process for the proposed extension of SR 56 from US 301/SR 41 to US 98/SR 35/SR 700 so that planning decisions can be directly incorporated into the NEPA process.

Alternative corridors developed through the ACE process will be evaluated based on consideration of meeting the project purpose and need, avoidance and/or minimization of potential impacts to environmental resources, engineering feasibility, cost estimates, a narrative assessment of the corridors, and agency/public input.

Based on this evaluation, alternatives can be refined and advanced for further study or eliminated from further consideration.

2.2 STATUS IN PROJECT DELIVERY

The ETDM Planning Screen for Project #14390 (SR 56 Extension from US 301/SR 41 to US 98/SR 35/SR 700) was initiated on March 15, 2019 with the Planning Screen Summary Report being published on July 11, 2019. As part of the Planning Screen, two areas (Alternatives #1 and #2) – that would likely encompass all alternative corridors to be developed for this study – were screened to help identify sensitive resources and other fatal flaws that should be avoided. There are no proposed corridors from any previously completed planning activities. The Planning Screen Summary Report may be found via the Environmental Screening Tool (EST) at <https://www.florida-estat.org/est/> or public access website at <https://etdmpub.florida-estat.org/est/>. The naming of each alternative corridor identified in the ACE will remain consistent throughout the ACE process and be carried through the PD&E phase.

2.3 DECISION POINTS/MILESTONES

This Draft MM will be distributed to the ETAT for review and comment through the EST. The ETAT has 30 calendar days to comment on the Draft MM. Once comments on the Draft MM have been incorporated, a link to the revised MM will be included in the republished Planning Screen Summary Report.

It should be noted that this ACE MM was previously reviewed by the ETAT in March/April 2020. The ACE MM has been revised to better clarify elements of the methodology and to reflect an updated ACE study area.

The revised MM and implementation of the ACE process will be documented in the ACER. The results of the ACE will document which corridors do not meet purpose and need and will determine which should be eliminated from further study based on social, cultural, natural, and physical impacts. The Draft ACER will be distributed to the ETAT for review and comment through the EST. The ETAT has 30 calendar days to comment on the Draft ACER. After ETAT review, the ACER will be submitted to the FDOT Office of Environmental Management (OEM), the Lead Agency under the NEPA Assignment Program, for acceptance and concurrence. After acceptance and concurrence from FDOT OEM, the Planning Screen Summary Report will be republished which will include links to the approved MM and ACER.

3.0 ALTERNATIVE CORRIDOR EVALUATION METHODOLOGY

3.1 DATA COLLECTION

Data sets to be used to evaluate each project corridor’s social, cultural, natural, and physical environmental impacts will be derived from Geographic Information Systems (GIS) data housed within the EST, Florida Geographic Data Library (FGDL), and websites of relevant counties and municipalities. Field and literature reviews will be performed, as appropriate, to verify key project corridor constraints. **Table 3-1** presents a preliminary list of the main GIS data layers to be used in the assessment of the project study area.

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**TABLE 3-1
GIS DATA LAYERS**

Category	Data Layer	Primary Source	Secondary Source
Social	U.S. Census Data (minority & low income)	EST or FGDL	
	Airports	Pasco County	EST or FGDL
	Railroads	Pasco County	EST or FGDL
	Cemeteries	Pasco County	EST or FGDL
	Civic Centers	EST or FGDL	
	Community Centers	EST or FGDL	
	Correctional Facilities	Pasco County	EST or FGDL
	Cultural Centers	EST or FGDL	
	Fire Stations	Pasco County	EST or FGDL
	Government Buildings	EST or FGDL	
	Golf Courses	EST or FGDL	
	Health Care Facilities	Pasco County	EST or FGDL
	Hospitals	Pasco County	EST or FGDL
	Laser Facilities	EST or FGDL	
	Law Enforcement Facilities	Pasco County	EST or FGDL
	Religious Centers	Pasco County	EST or FGDL
	Schools	Pasco County	EST or FGDL
	Social Service Facilities	EST or FGDL	
	Veteran Facilities	EST or FGDL	
	Residential Uses	Pasco County	EST or FGDL
	Developments of Regional Impact	EST or FGDL	Pasco County
	Planned Unit Developments	Pasco County	EST or FGDL
	Enterprise/Opportunity Zones	EST or FGDL	
Existing Land Uses	EST or FGDL	Pasco County, Hillsborough County, Polk County	
Future Land Uses	EST or FGDL	Pasco County, Hillsborough County, Polk County	
Prime Farmlands	EST or FGDL		
Cultural	American Indian Lands	EST or FGDL	
	Florida Site File Archaeological/Historic Resources	EST or FGDL	Pasco County
	Florida Site File Bridges	EST or FGDL	
	Florida Site File Cemeteries	EST or FGDL	
	Florida Site File Historic Standing Structures	EST or FGDL	Pasco County
	Florida Site File Resource Groups	EST or FGDL	
	National Register of Historic Places	EST or FGDL	
	State Historic Highways	EST or FGDL	
	Local Parks	Pasco County	EST or FGDL
	State Parks	EST or FGDL	
	Existing and Future Trails	EST or FGDL	

**TABLE 3-1
GIS DATA LAYERS (CONTINUED)**

Natural	100-Year Floodplain	EST or FGDL	
	Soils	EST or FGDL	Pasco County
	Verified Impaired Waters	EST or FGDL	
	Outstanding Florida Waters	EST or FGDL	
	Aquifers (principal & sole source) & Recharge Areas	EST or FGDL	Pasco County
	Wellhead Protection Locations & Areas	Pasco County	
	Wetlands	EST or FGDL	Pasco County
	Mitigation Banks & Service Areas	EST or FGDL	
	Bald Eagle Nesting Territories (i.e. Eagle Nesting Locations)	EST or FGDL	
	Wood Stork Nests	EST or FGDL	
	Protected Species Occurrence Potential (including Consultation Areas) – multiple layers	EST or FGDL	
	Florida Black Bear Road Mortality Locations	EST or FGDL	
	Critical Wildlife Areas/Habitat	EST or FGDL	Pasco County
	Managed Lands/Public Lands	EST or FGDL	Pasco County
	Conservation Lands	EST or FGDL	Pasco County
	SWFWMD Owned Lands	EST or FGDL	Pasco County
Physical	USEPA Regulated Facilities (air, water, & Resource and Recovery Act sites)	EST or FGDL	
	Abandoned Railways	EST or FGDL	Pasco County
	Brownfields	EST or FGDL	
	Hazardous Waste Facilities (including Superfund)	EST or FGDL	
	Nuclear Sites	EST or FGDL	
	Petroleum Contamination Monitoring Sites	EST or FGDL	
	Storage Tank Contamination Monitoring	EST or FGDL	
	Super Act Risk Sources & Wells	EST or FGDL	
	Toxic Release Inventory Sites	EST or FGDL	
	Landfills	Pasco County	
	Radio, Television, & Cellular Towers/Structures	EST of FGDL	Pasco County
	Airport Obstructions	EST of FGDL	
	Railroad Crossings	EST of FGDL	
	Sewage, Solid Waste, & Wastewater Facilities	EST of FGDL	
	Drinking Water & Groundwater Wells	EST of FGDL	
	Power Transmission Lines & Substations	EST of FGDL	
	Dams	EST of FGDL	
Power Plants	EST of FGDL		

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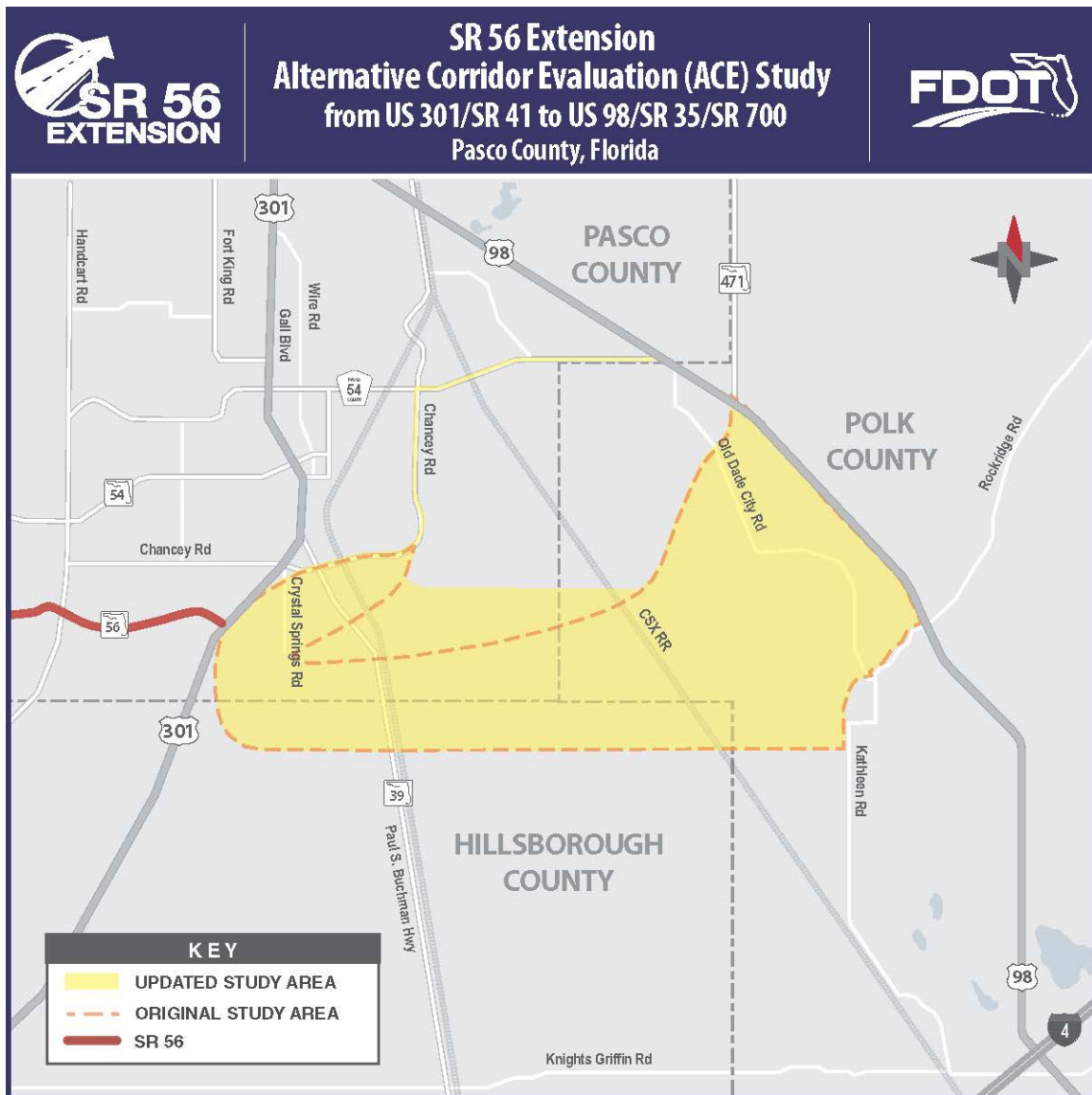
3.2 STUDY AREA

The original study area that was used for the ACE reflects the study area that was evaluated during the ETDM Planning Screen; it combined the two areas that were denoted as Alternative #1 and Alternative #2 in the ETDM Planning Screen.

Since the original acceptance of the ACE MM in October 2020 by FDOT OEM, the study area was updated to expand the east-west portion of the area slightly more north into Pasco County based on public comments received to keep alternative corridors concentrated within Pasco County.

Figure 3-1 shows the updated ACE study area.

**FIGURE 3-1
ACE STUDY AREA**



3.3 IDENTIFY CORRIDOR CONSTRAINTS

The GIS data will be used to identify corridors that avoid and minimize impacts to sensitive environmental features to the greatest extent practicable. The data sources included in Table 3-1 will be applied to locate social, cultural, natural, and physical constraints within the study area. Based on ETAT commentary from the ETDM Planning Screen, features identified as important considerations include, but are not limited to: low income residents, aesthetics, archaeological and historic resources, Florida Managed Areas (including Upper Hillsborough Preserve), recreational facilities associated with the Upper Hillsborough Preserve (trails, camp sites, etc.), 100-year floodplain, water quality (including Outstanding Florida Waters), wetlands and other surface waters, protected species and habitat, contamination, infrastructure-related facilities (airport, potable water wells, railroad crossings, power transmission lines, etc.), and noise.

3.4 IDENTIFY POTENTIAL CORRIDORS

The portion of SR 56 extending from I-75 to Mansfield Boulevard is functionally classified as an urban principal arterial and consists of six general purpose lanes. The section of SR 56 extending from Mansfield Boulevard to US 301/SR 41 is a four-lane facility (expandable to six lanes) featuring a ten-foot wide multi-use trail on the south side of the road, a five-foot wide sidewalk on the north side of the road, and seven-foot wide bicycle lanes in each direction. As such, to tie into the existing roadway, a similar typical section accommodating up to six lanes of traffic including sidewalk/trail facilities and bicycle lanes will be developed and utilized in the evaluation of the alternative corridors.

To allow for flexibility in developing proposed alignments that avoid potential constraints, corridors with a width of 250 feet will be evaluated as part of this ACE. This width can accommodate a range of potential typical sections that account for up to six general purpose lanes and possible multimodal features, including a high speed urban typical section requiring 174 feet of right-of-way and a rural typical section requiring 216 feet of right-of-way. The typical sections and the corridor alignments will be further refined during the PD&E Study. A planning-level traffic analysis is being performed as part of the ACE study to evaluate and compare traffic conditions and other relevant measures of effectiveness for each of the proposed alternative corridors and other key surrounding roadways in the study area.

It is anticipated that up to eight corridors will be developed for evaluation as part of this ACE study.

3.5 CORRIDOR ANALYSIS AND EVALUATION CRITERIA

The alternative corridors developed through the ACE process will be evaluated based on consideration of meeting the project purpose and need, avoidance and/or minimization of potential impacts to environmental resources, engineering feasibility, cost estimates, a narrative assessment of the corridors, and agency/public input. These evaluation criteria allow for the range of corridors to be compared on an equal level. Each criterion is described below in more detail.

It should be noted that the evaluation matrix tables in this section are examples displayed to demonstrate how they may look in the ACER. The number of columns and rows showing corridors will be adjusted to reflect the actual number of corridors created and evaluated. If during the evaluation, changes are identified to engineering or environmental considerations and evaluation criteria, this methodology will be re-evaluated to ensure that it continues to meet the intent of the ACE process. If changes are necessary, they will be coordinated with the ETAT and FDOT OEM.

3.5.1 PURPOSE AND NEED EVALUATION

Each corridor will be evaluated for how well it satisfies the project purpose and need and will be assigned a ‘Yes’ or ‘No’ for its ability to:

- Allow regional traffic to bypass the downtown area of the City of Zephyrhills
- Provide a direct east-west connection to US 98/SR 35/SR 700
- Link to other major facilities (i.e., US 301/SR 41, SR 39/Paul Buchman Highway, US 98/SR 35/SR 700, and CR 535/Chancey Road)

Any corridor that does not satisfy all three stated purpose and need criteria (i.e., results in one ‘No’ assignment) will be eliminated from further consideration. All remaining corridors will be evaluated using other considerations such as environmental impacts, engineering feasibility, associated costs, and agency/public input. **Table 3-2** provides the purpose and need evaluation criteria.

**TABLE 3-2
PURPOSE AND NEED EVALUATION CRITERIA**

Corridor	Allows Traffic to Bypass Downtown Zephyrhills	Provides a Direct East-West Connection to US 98	Links to Other Major Facilities
A			
B			
C			

3.5.2 ENVIRONMENTAL EVALUATION

The potential direct and indirect effects on the environment will be considered for each alternative corridor. **Table 3-3** provides an evaluation matrix that will be populated with data based on the GIS layers identified in Table 3-1 and the footprints of the respective corridors to be developed. Quantifiable values for the social, cultural, natural, and physical environments will be displayed as a number in the evaluation matrix. Non-quantifiable factors will be given a potential degree of impact (either Low, Moderate, or High). For protected species occurrence potential, an assessment of likelihood of impact will be made by a qualified biologist through the review of species occurrence databases from the sources identified in Table 3-1, as well as limited pedestrian wildlife surveys within the ACE study area shown in **Figure 3-1**. Those corridors resulting in higher quantifiable values or high impact ratings compared to other corridors will be considered for elimination.

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**TABLE 3-3
ENVIRONMENTAL EVALUATION CRITERIA**

Category	Evaluation Criteria	Unit of Measurement	Corridor A	Corridor B	Corridor C	Corridor D
			Quantity or Impact Rating	Quantity or Impact Rating	Quantity or Impact Rating	Quantity or Impact Rating
Social	Potential Residential Displacements	Number				
	Potential Non-Residential Displacements	Number				
	Community Facilities	Number				
	Neighborhoods	Number				
	Community Cohesion	Degree				
	Special Populations (low income or minority populations)	Number				
	Prime Farmlands	Acres				
Cultural	Historic Resources	Number				
	Archaeological Resources	Number				
	Potential Section 4(f) Resources	Number				
	Recreational Facilities	Number				
Natural	Protected Species Occurrence Potential	Degree				
	Managed/Conservation Lands	Acres				
	Forested Wetlands	Acres				
	Non-Forested Wetlands	Acres				
	100-Year Floodplain	Acres				
	Water Features	Acres				
	Water Quality (Verified Impaired Watersheds)	Number				
Special Designations (OFWs)	Number					
Physical	Potential Contamination Sites	Number				
	Noise Sensitive Sites	Number				

3.5.3 ENGINEERING EVALUATION

The engineering factors that will be used to evaluate the alternative corridors are listed in **Table 3-4**. The engineering factors include potential utility conflicts and involvement with infrastructure items such as railroad crossings, drainage basins, stormwater pond requirements, and new required right-of-way. Quantifiable values for the factors will be displayed as a number in the evaluation matrix. Non-quantifiable factors will be given a potential degree of impact (either Low, Moderate, or High). Those corridors resulting in higher quantifiable values or high impact ratings compared to other corridors will be considered for elimination.

**TABLE 3-4
ENGINEERING EVALUATION CRITERIA**

Evaluation Criteria	Unit of Measurement	Corridor A	Corridor B	Corridor C
		Quantity or Impact Rating	Quantity or Impact Rating	Quantity or Impact Rating
Utility Conflicts	Degree			
Railroad Crossings	Number			
Drainage Basins	Number			
Stormwater Ponds	Acres			
Right-of-Way	Acres			

Estimated construction, right-of-way, state owned managed/conservation land acquisition, and wetland mitigation costs will be provided for each alternative corridor and displayed in **Table 3-5**. Construction costs will be developed utilizing FDOT Long Range Estimates (LRE). Right-of-way costs will be estimated based upon general costs of land and buildings in the study area by land use type and unit right-of-way costs obtained from FDOT District Seven. Costs pertaining to state land impacts will require the purchase of 1.5 times impact acreage plus 0.5 times the market value of the impact area; price estimates will require agency coordination. Wetland mitigation costs will be based on the average mitigation bank costs from bids submitted every two years to the District and the cost of Southwest Florida Water Management District-FDOT mitigation program sites developed pursuant to Section 373.4137, Florida Statutes, adjusted for the Consumer Price Index provided annually by FDOT OEM.

**TABLE 3-5
EVALUATION OF COSTS**

Cost Category	Corridor A	Corridor B	Corridor C
	Amount	Amount	Amount
Construction Costs			
Right-of-Way Costs			
State Land Acquisition Costs			
Wetland Mitigation Costs			

3.5.4 NARRATIVE ASSESSMENT

Based on the evaluation criteria described above, a narrative discussion and assessment of each of the alternative corridors will be prepared in compliance with elements and issues contained in 23 U.S.C. § 168(c). This narrative will provide a discussion of the affected environment, advantages and limitations

of each corridor, and highlight any specific factors that may result in a corridor’s elimination. Public and agency input (consideration of input received from the ETAT, project stakeholders, and the general public) will be summarized in the narrative.

3.5.5 PUBLIC AND AGENCY CONSIDERATIONS

Public, agency, and ETAT member input received during the alternatives screening process will be used to refine the purpose and need, corridor constraints, and evaluation criteria in order to evaluate the corridors. A complete description of the opportunities for public input into the corridor evaluation process is provided in Section 4.0. The results documented in the ACER will be made available to the ETAT through the EST for 30 calendar days. Notification of the public meetings will be distributed to all the individuals on the project mailing list (such as local officials, agencies including appropriate Native American tribes, stakeholders, special interest groups, and property owners) within the affected study area. If meetings are needed to explain the results of the ACER, they will be scheduled as necessary.

3.6 APPROACH TO ELIMINATING UNREASONABLE ALTERNATIVES

Any corridor that does not meet the purpose and need for the project or results in higher quantifiable values or high impact ratings compared to other corridors will be eliminated from further consideration upon FDOT OEM approval. The corridors that meet the purpose and need criteria, as described in Section 3.5.1, will be compared using the remaining evaluation criteria described in Section 3.5. The corridor evaluation involves both quantitative and qualitative comparisons of the evaluation criteria. The comparative analysis will include the following:

- Environmental impacts (quantitative and qualitative)
- Engineering factors and associated cost estimates (technical feasibility) (quantitative)
- Narrative assessment (advantages and limitations) (qualitative)
- Public support including plan consistency and controversy potential (qualitative)

Upon completion of the comparative analysis, additional corridors may be eliminated, with FDOT OEM concurrence, based on resulting higher quantifiable values or high impact ratings. The comparative evaluation process is discussed further in Section 3.6.1. At the conclusion of the ACE study, FDOT may recommend that a “most probable” corridor(s) be carried forward into the PD&E phase. The PD&E Study project documentation will be prepared in accordance with the PD&E Manual. In compliance with the ETDM Master Agreement, agency involvement regarding project needs, issues, evaluation criteria, avoidance, minimization, decisions, and preliminary mitigation concepts will be a continuous effort throughout the ETDM and ACE processes. The evaluation criteria and units of measure used to assess and compare alternative corridors will include resource issues that are consistent and acceptable to each respective resource agency. The ACE process ensures that alternative corridors are evaluated consistently.

3.6.1 SUMMARY OF CORRIDOR IMPACTS

The potential impacts for each criterion evaluated will be provided for each corridor and summarized in a matrix similar to **Table 3.6**. The intent of the matrix is to facilitate an overall comparison of the alternative corridors.

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**TABLE 3-6
SUMMARY OF CORRIDOR IMPACTS**

Corridor	Evaluation Criteria					Recommended for Further Consideration
	Purpose and Need	Environmental Impacts	Engineering Factors	Associated Costs	Agency/ Public Support	
A						
B						
C						

3.7 ALTERNATIVE CORRIDOR EVALUATION REPORT

The results of the analysis described above will be summarized in the ACER. This report will be submitted to the ETAT and interested stakeholders through the EST for a period of 30 calendar days. Once comments are addressed, a public information meeting will be held to inform the public of the study results. The appropriate decision making matrices will be included in the ACER to substantiate findings, provide reasons for eliminating corridors, and to identify the corridor(s) that will be carried forward into the PD&E phase. A link to the ACER will be included in the republished Planning Screen Summary Report.

4.0 STAKEHOLDER COORDINATION

Public outreach conducted as part of the ACE will be used to engage stakeholders to identify community values and concerns that may affect the development and evaluation of the project corridors. **Table 4-1** lists the public and agency events that either have occurred or are planned to take place.

**TABLE 4-1
PLANNED PUBLIC MEETINGS**

Meeting	Purpose	Schedule
Elected Officials/Agencies Project Kick-Off Meeting	To introduce the project, set expectations for the ACE process and project study, and present the project schedule	08/13/2019
Small Group Meetings (as needed)	To receive input on the project (as needed)	Ongoing
Public Information Meeting	To present the results of the ACE and seek public opinion on corridor recommendations	First Quarter 2023 (Tentative)

Agency coordination was initiated with the ETAT review during the ETDM Planning Screen. ETAT coordination will continue throughout the ACE process with ETAT reviews of this MM and the ACER. It should be noted that additional meetings with the public, elected officials, special interest groups, and/or public agencies may occur (as needed) through the project study/ACE process. Other communication aids are being and will continue to be utilized, including a project website (including an interactive WikiMap Tool) and newsletters.

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5.0 CONCLUSION

In conclusion, the purpose of this MM is to document and describe the ACE methodology to be conducted as part of the study evaluating the extension of SR 56 from US 301/SR 41 to US 98/SR 35/SR 700 in Pasco County, Florida. The MM details the goals of the evaluation, the methodology, the process for stakeholders/public coordination, and the basis for decision making. The evaluation of the corridors will be detailed in the ACER, and the results will identify the reasonable alternative corridor(s) for NEPA analysis.

Beth Alden

Subject: Clearwater Aerial Gondola public survey open thru Aug.31

From: Chris Jadick <chris.jadick@tbarta.com>
Sent: Friday, August 12, 2022 1:32 PM
To: Beth Alden <aldenb@plancom.org>
Subject: Clearwater Aerial Gondola public survey now open

Should Clearwater build an aerial gondola to help you get to Clearwater Beach faster? TBARTA is conducting a survey this month and wants to hear from everyone in Tampa Bay! The anonymous survey is just 10 questions and takes only a couple minutes to complete. The information you provide will help future transportation considerations. Take the survey now at <https://www.surveymonkey.com/r/STNN6RJ>

Important to note – I think you are aware, but want to make clear TBARTA has no plans to build a gondola and we are not proposing one, this is simply a feasibility study. The project is part of the Innovative Transit Development funds received from the FL Legislature in 2019.

Please let me know if you have questions – thanks! Chris

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