



# Hillsborough TPO

## Transportation Planning Organization

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**Plan Hillsborough**  
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601 E Kennedy Blvd  
18<sup>th</sup> Floor  
Tampa, FL, 33602

### ***Meeting of the Technical Advisory Committee***

Monday, September 12, 2022, 1:30 pm

County Center, 18<sup>th</sup> Floor – Plan Hillsborough Committee Room

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

#### Remote participation:

- To view presentations and participate your computer, tablet or smartphone:  
<https://attendee.gotowebinar.com/register/5607487736734289424>
- Register in advance to receive your personalized link, which can be saved to your calendar.
- Dial in LISTEN-ONLY MODE: 1-415-655-0060 Access Code 927-936-375
- Presentations, full agenda packet, and supplemental materials [posted here](#), or phone us at 813-756-0371 for a printed copy.
- Please mute yourself after joining the conference to minimize background noise.
- Technical support during the meeting: Priya Nagaraj (813) 310-9709.

#### Rules of engagement:

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

## **Agenda**

- I. Call to Order & Introductions**
- II. Roll Call & Declaration of Quorum** (Gail Reese, TPO staff)
  - A. Vote of Consent for Remote Member Participation** – *if applicable*
- III. Public Comment** - 3 minutes per speaker, please
- IV. Approval of Minutes** – August 1, 2022
- V. Action Items**
  - A. TIP Roll Forward Amendment 2022**  
(Connor MacDonald, TPO Staff)
  - B. FDOT SIS Cost Feasible Plan – Letter of Comment**  
(Beth Alden, TPO Executive Director)

## **VI. Status Reports**

- A. Tampa International Airport Master Plan Process  
(Gina Evans, Hillsborough County Aviation Authority)
- B. Tampa Vision Zero Implementation through Maintenance  
(Cal Hardie, City of Tampa)
- C. Health Impact Assessment of 2045 LRTP Complete Street Projects  
(Joshua Barber, TPO Staff and Curtis Ostrodka, VHB)

## **VII. Old Business & New Business**

## **VIII. Adjournment**

## **IX. Addendum**

- A. TPO Meeting Summary and Committee Reports
- B. [FL Transportation Plan, Implementation Element](#)
- C. SR56 Extension ETDM Report
- D. Plant City Canal Connector Trail Study Survey Flyer
- E. Raise 2022 Award Fact Sheet
- F. Factsheet: Nebraska Ave Ped Upgrades
- G. Announcement: [Gulf Coast Safe Streets Summit November 3](#)

The full agenda packet is available on the TPO's website, [www.planhillsborough.org](http://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](mailto: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  
TECHNICAL ADVISORY COMMITTEE  
HYBRID MEETING OF AUGUST 1, 2022**

**I. CALL TO ORDER, ROLL CALL AND CONSENT VOTE FOR REMOTE PARTICIPATION**

Vice Chair Williams called the meeting to order at 1:32 PM

Members Present In-Person: Jeff Sims, Mike Williams, Brian McCarthy, Jonathan Scott, Chris Jadick, Anna Quinones, Clay Hollis, Chris DeAnnuntis, Mark Hudson, Jay Collins, Jennifer Malone, Nicole Sutton

Members Present Virtually: Robert Frey, Danni Jorgenson, Sarah Caper

Members Absent/ Excused: Michael English, Gina Evans, Lelans Dicus,

Others Present: Gena Torres, Christopher English, Davida Franklin, Priya Nagaraj, Allison Yeh, Wade Reynolds, Lisa Silva, Greg Colangelo, Amber Simmons, Beth Alden, Elizabeth Watkins, Vishaka Shiva Raman, Joshua Barber, Gail Reese (TPO Staff); Jason Smeak, Lauren Brooks, Channing Bickford, Larisa Krinos (AE Com); Loretta Kirk, Kemly Green (HART); Jennifer Musselman, Sigal Carmenate (Kittleson); Brian Shroyer, Suzanne Monk (FDOT); Tammy Vrana (VCI Planning)

*An in-person quorum has been met.*

**Vice Chair Williams called for a Vote of Consent for Remote Member Participation. (Timestamp 0:02:35)**

**Jay Collins made the motion of consent for remote member participation, seconded by Jonathan Scott. Voice vote; the motion passed unanimously.**

**II. PUBLIC COMMENT (Timestamp 0:03:11) – None at this time**

**III. APPROVAL OF MINUTES (Timestamp 0:03:51)– June 6, 2022**

**Motion to approve June 6, 2022 minutes by Jay Collins, seconded by Nicole Sutton. Voice vote, motion passes unanimously.**

Correction to the June 6<sup>th</sup> minutes was noted by Chair Sims after the meeting on August 1<sup>st</sup>. It was a correction to the vote for remote participation called by Vice Chair Williams and not Vice Chair Sims. The change was made on August 2, 2022 by Recording Secretary Gail Reese.

**IV. ACTION ITEMS**

A. **Freight Supply Chain Resilience Study** (Allison Yeh, TPO Staff; Jason Smeak, Lauren Brooks, AECOM) (*Timestamp 0:04:49*)

- Review of study purpose – mapping, identifying potential vulnerabilities, recommend actions, ongoing engagement.
- Went over the timeline.
- Top 5 Commodities – Food/Groceries, Water & Wastewater Utilities, Housing Material, Urgent Healthcare Services & Medicine, Fuel Distribution Systems
- Disaster Scenarios – Cyber Attack, Flooding/ Wind Event, Transportation Event (Sabotage/ Major Roadway Accident), Climate Change
- Review of stakeholder and community outreach – group interviews, community sessions
- Looked at supply chain map
- Went over the framework
- Noted key stakeholders – agency and private companies
- Went over next steps – interviews, preliminary actionable recommendations, present findings, finalize recommendations and study

**Presentation:** [Freight Supply Chain Resilience Study](#)

**Discussion:**

It may be difficult to distinguish between freight traffic and general movement. One of the key considerations is flooding when it comes to rail, which becomes a long recovery process. It was asked what public health groups were engaged in the study. Tampa General was the primary. Recommended reaching out to the Florida Department of Health in Hillsborough County. It was asked if there are a couple of recommendations that stand out from the 80 and if any were screened out as to how they impact people on the ground today. A number of coordination and tool elements that the TPO could spearhead along with additional engagement from the public sector. It is important to incorporate the public and private sector inputs. Recommends starting that by developing a Freight Advisory Committee and then look at the identified commodities and their challenges in a geospatial context. Integrated with two community sessions and incorporated feedback on how disasters impacted access to the supply chain. Found it comes to the impacts on the workforce and elements that enable workforce participation. It was pointed out that the federal government has a new Freight Office within the office of the Secretary of Transportation as a result of the transportation bill.

It was asked if the committee is approving the recommendations, but the report isn't finalized until August. The committee is being asked to approve the report without the executive summary or formatted. It was asked if this is coming back once finalized. It was noted that the presentation given was different than the one attached to the agenda. It was asked if infrastructure, police/fire, and first responders were in the recommendations. There was a recommendation that the item comes back, even on consent, once the report is finalized.

**Jay Collins moves to accept the draft recommendations on the Freight Supply Chain Resilience Study and that the study will return at a later date once finalized for final approval; seconded by Jennifer Malone. The Voice vote passes unanimously.**

**B. Public Participation Plan Amendments** (Davida Franklin, TPO Staff) *(Timestamp 0:41:12)*

- Review of the Public Participation Plan.
- Amendments:
  - Required Public Review (pg. 24, 25, 26, 33) – 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, placement of road signs, and placing the amendments on news calendars. Showed examples used during the pilot program.

**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 asked if the federal and/or state governments require public notice of TIP amendments. Yes, there are. The question was asked if the additional methods of notification are documented to show proof. Yes, those are documented on the TIP Amendment web page and in the presentations made to the TPO committees and Board. The additional methods of engagement along with the shortened timeframe have resulted in a growth in public engagement. People pay attention in the last two weeks prior to when things happen. There was a question about how shortening our timeframe compared to other MPO/TPOs in the area. It is not known; Ms. Franklin will find out and bring that information back.

**Jonathan Scott made the motion to approve the Public Participation Plan Amendments; seconded by Jay Collins. The Voice vote passes unanimously.**

**V. STATUS REPORTS**

**A. 56<sup>th</sup>/50<sup>th</sup> Street Corridor Planning Study** (Jennifer Musselman, Kittelson & Associates, Inc.) *(Timestamp 1:03:30)*

- Review the study corridor.
- Milestones: deliverables and public engagement process.
- Purpose of the study – Target Zero
- Issues and Opportunities
  - Existing transit conditions – some of HART’s most robust service
  - Safety concerns – high crash corridor
  - Review of how the corridor is service drivers
  - Went over who lives and travels the corridor
- Public Engagement
- Project Advisory Group, Stakeholder Interviews, 12/14/21 Public Meeting

○ Safety	○ Bike/Ped
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○ Transit	○ Land Use
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- Showed potential intersection changes – specific examples on Hillsborough Avenue and Sligh Avenue
- Showed potential section changes – 4 options

○ Two-Way separated bike lanes maintain curb	○ 12' Widewalk separated
○ One-way separated bike lanes w/ wider sidewalk	○ 12' Widewalk

- Review of segment operations analysis – six-lane and four-lane typical segments, feasibility of changing
- Next Steps
  - TPO Committees and Board - now
  - Meet with the public – August 2022
  - Select final alternative – Summer 2022
  - Corridor Development Plan – final PAG Meeting, Fall 2022

**Presentation:** [56th and 50th Street Corridor Planning Study Presentation](#)

**Website:** [56th and 50th Street Corridor Planning Study](#)

**Discussion:**

It was noted that there is an industrial section of this corridor north of Hillsborough and that Sligh has a lot of pedestrian traffic. The separated, on-road facilities are good; bikes could use the road with vehicles if speeds drop. I was brought up that a lot of the fatal crashes on this corridor are the result of people crossing the street being hit. It was asked if there will be additional mid-block crossings. Those will be shown at public meetings. It was also asked how many mid-block crossings are planned for Temple Terrace. That will depend on directional turn lanes and land use. It was noted that there is a large Winn Dixie located in the Downtown area of Temple Terrace that may cause challenges for the proposed plan and it needs to be taken into consideration.

- B. **HART FY2023 Budget** (Loretta Kirk, HART) – deferred due to technical challenges in the meeting room.
  - It was noted that there are minor changes coming to HART routes in the near future and possibly more substantial ones coming in early 2023.

**VI. OLD BUSINESS & NEW BUSINESS**

- A. **Next meeting is on September 12, 2022**

**VII. ADJOURNMENT**

Meeting adjourned at 3:00 PM

**A recording of this meeting may be viewed at:**

[https://www.youtube.com/channel/UCsojHyZb\\_mkYIU3o32Tbg4w/featured](https://www.youtube.com/channel/UCsojHyZb_mkYIU3o32Tbg4w/featured)



# Hillsborough TPO Transportation Planning Organization

## Board & Committee Agenda Item

### **Agenda Item:**

TIP Roll Forward Amendment 2022

### **Presenter:**

Connor MacDonald, TPO Staff

### **Summary:**

Every year in July, the Florida Department of Transportation (FDOT) district begins developing its Five-Year Work Program. Following an extensive review process, the Work Program is adopted in July of the following year and a summary “snapshot” of projects listed in the Work Program is provided to the TPO in April. This “snapshot” includes a list of funded projects which are required to appear in the TPO’s TIP.

When the new TIP and Work Program are adopted in June and July, respectively, there are often projects in the previous TIP which had funding programmed but the work was not completed due to delays or a host of other reasons. The programmed funds must then be “rolled forward” into the next TIP so that the work can be completed. The TIP must therefore be amended to include those delayed projects and so that the funding amounts match the Work Program.

This Roll Forward Amendment includes funds for three projects: FDOT’s Westshore Interchange Major Reconstruction, City of Tampa’s Floribraska Avenue Complete Street project, and HART’s New Maintenance Facility. All three projects were budgeted in the last fiscal year and have been delayed into the current fiscal year. It’s now anticipated that these activities will be underway no later than June 30, 2023.

This amendment ensures that year one of the TIP, adopted by the Board on June 8<sup>th</sup>, 2022, matches year one of the FDOT Work Program, with no funds left on the table.

### **Recommended Action:**

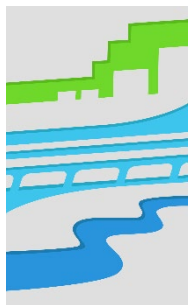
Adoption of the Roll-Forward Amendment to the Transportation Improvement Program for FY 2022/23 through FY 2026/27.

### **Prepared By:**

Connor MacDonald, TPO Staff

### **Attachments:**

[Comparative Report  
Presentation](#)



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# Hillsborough MPO Metropolitan Planning for Transportation

## Board & Committee Agenda Item

### Agenda Item

FDOT SIS Cost Feasible Plan – Letter of Comment

### Presenter

Beth Alden, TPO Executive Director

### Summary

The Strategic Intermodal System (SIS) is Florida's high priority network of transportation facilities critical to the state's continued economic growth and mobility. Facilities included on the SIS are considered to be significant for interregional, interstate, and even international travel. The SIS Cost Feasible Plan (CFP) illustrates projects that may be financially feasible within a time horizon of 11 to 25 years in the future. This list of projects is updated typically every 2 to 3 years as new revenue projections become available.

Leading up to the CFP update, MPOs around the state are asked to provide comments on projects included in the draft CFP. For FDOT District 7, this includes projects in Citrus, Hernando, Pasco, Pinellas, and Hillsborough counties. All of the projects within Hillsborough County have been reviewed for consistency with both the Transportation Improvement Program and Long Range Transportation Plan, and comments have been offered in the attached Letter of Comment.

In a departure from previous practice, MPOs were invited to submit proposals for projects to include on the District's Priority List and staff have included a list of safety, resilience, and reliability projects on SIS facilities and parallel corridors.

Letters of comment must be submitted to FDOT by September 16, 2022. Advisory committees and Board members are encouraged to provide comments to be considered for inclusion in the letter.

### Recommended Action

Approve the Letter of Comment for transmittal to FDOT District 7.

### Prepared By

Johnny Wong, PhD, TPO Staff

### Attachments

FDOT SIS Cost Feasible Projects, 2035-2050 Draft for Comment

SIS Cost Feasible Plan - Letter of Comment





## Beth Alden

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

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**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](mailto: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) <b>New Band</b>

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

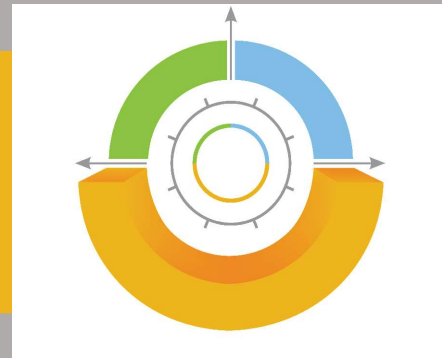
- ACCESS: Access
- BRIDGE: Bridge
- FRTCAP: Freight Capacity
- GRASEP: Grade Separation
- HWYCAP: Highway Capacity
- PTERM: Passenger Terminal
- ITS: Intelligent Transp. Sys
- MGLANE: Managed Lanes

- 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.

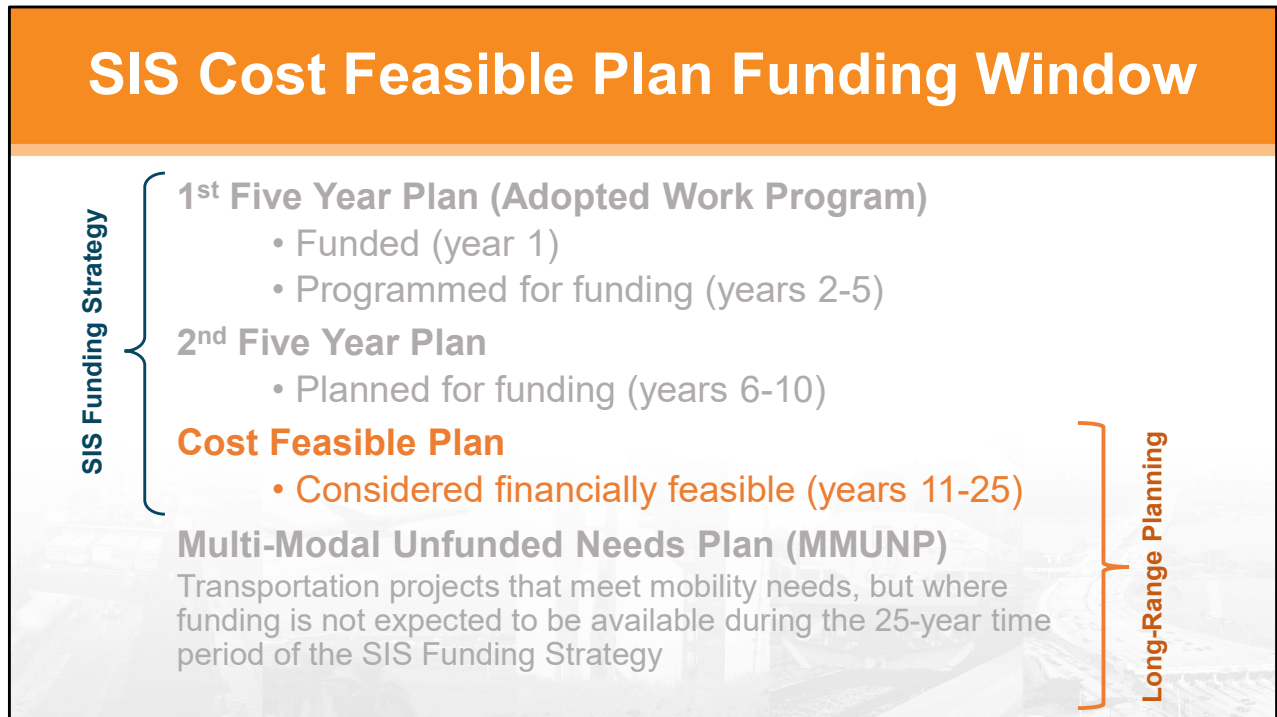
This document, which also serves as a guide for the overall SIS long range planning process, provides direction to the CFP from a planning perspective in the form of its project selection criteria. The SIS Central Office Staff will be using these criteria when identifying projects for the Statewide CFP.

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)

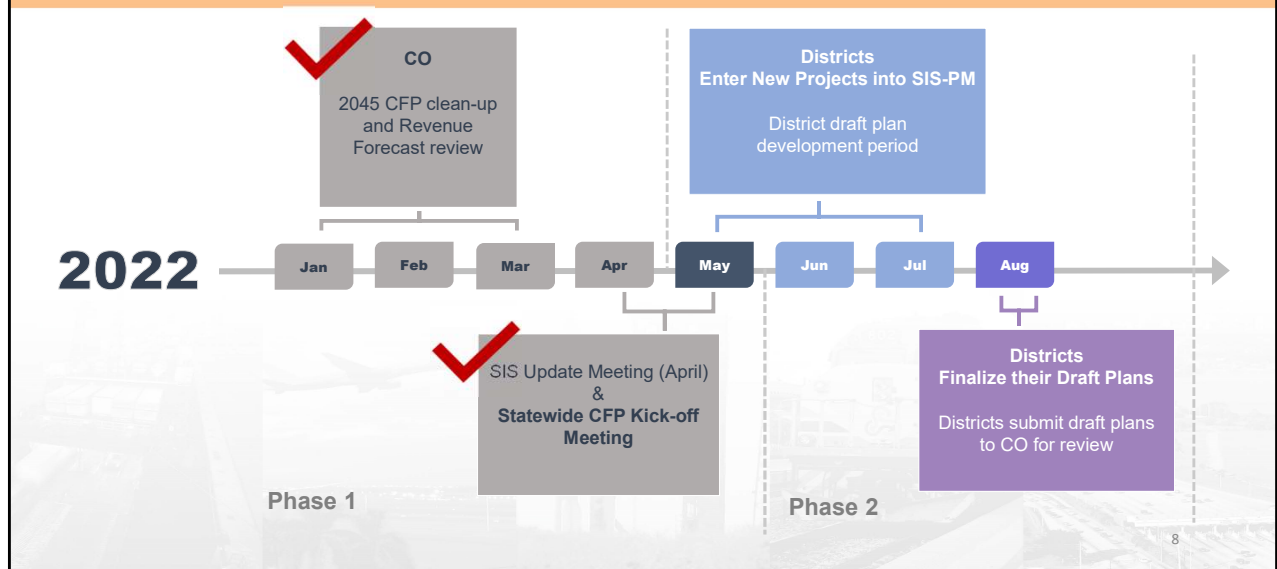
*Band D – FY 2046 – 2050 (new)*

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 11<sup>th</sup> year following the 1<sup>st</sup> Five-Year Plan and 2<sup>nd</sup> 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 38<sup>th</sup> Avenue to N of 4<sup>th</sup> Street N**

- ROW, CST – FY 2033 - 2035

### **I-275 from N of I-375 to N of 38<sup>th</sup> 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 38<sup>th</sup> Avenue to N of 4<sup>th</sup> Street N - Right of Way and Construction – FY 2033 – 2035**

**I-275 from N of I-375 to N of 38<sup>th</sup> Avenue N - Construction – FY 2033 – 2035**

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

### **I-275 from 54<sup>th</sup> 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 54<sup>th</sup> 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](mailto:Lori.marable@dot.state.fl.us)



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

Thank you.





# Hillsborough TPO

## Transportation Planning Organization

Commissioner Harry Cohen  
Hillsborough County  
TPO Chair

Commissioner Pat Kemp  
Hillsborough County  
TPO Vice Chair

Paul Anderson  
Port Tampa Bay

Councilman Joseph Citro  
City of Tampa

Councilmember Lynn Hurtak  
City of Tampa

Commissioner Nate Kilton  
City of Plant City

Adelee Marie Le Grand  
HART

Joe Lopano  
Hillsborough County  
Aviation Authority

Councilman Guido Maniscalco  
City of Tampa

Commissioner Gwen Myers  
Hillsborough County

Commissioner  
Kimberly Overman  
Hillsborough County

Cody Powell  
Planning Commission

Mayor Andrew Ross  
City of Temple Terrace

Greg Slater  
Expressway Authority

Commissioner  
Mariella Smith  
Hillsborough County

Jessica Vaughn  
Hillsborough County  
School Board

Beth Alden  
Executive Director

September 14, 2022

Mr. David Gwynn  
District Seven Secretary  
Florida Department of Transportation  
11201 N. McKinley Drive  
Tampa, FL 33612-6403

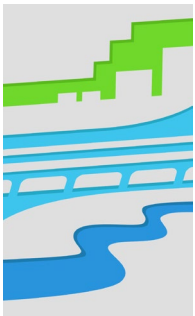
RE: Comments on Strategic Intermodal System Cost Feasible Projects, 2035-2050

Dear Secretary Gwynn,

Thank you for the opportunity to provide comments on the Strategic Intermodal System (SIS) Cost Feasible Plan. The Hillsborough Transportation Planning Organization appreciates the Department's continued partnership supporting the goals of safety, reliability and mobility across the greater Tampa Bay region. During the previous three years, the TPO and FDOT District 7 have worked together to secure funding for some of the top priorities of both the county and region, namely the Downtown Interchange, Westshore Interchange, and Howard Frankland Bridge replacement.

The Hillsborough TPO offers the following observations, comments, and suggestions to the draft SIS Cost Feasible Plan priority list:

- **I-275 from N of Lois Ave to N of Howard Ave and from N of Howard Ave to N of Hillsborough River (#3695, 3715):** The two projects are supported in the TIP and are currently ranked #69 out of 95 on the List of Priority Projects. The additional travel lanes will provide an important connection to the major job clusters of Westshore and Downtown Tampa. For clarity, please specify which managed lane strategies are under consideration and please engage TPO staff early in the process of establishing the toll rate;
- **I-4 (EB) from E of Orient Rd to W of I-75 (#1497):** This project will improve access to I-75 and eastern Hillsborough County. This project should be coordinated with Hillsborough County's road widening project on Orient Rd from Sligh Ave to Columbus Dr;
- **US-41 from S of Pendola Point/Madison Ave to S of Causeway Blvd (#1728):** This project will support goods movements and provide connections to a minor job cluster. The project appears in the TIP, is currently ranked #86 on the List of Priority Projects, and is consistent with the Hillsborough & Polk County Freight Logistics Strategies Plan;



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- **SR60 from Dover Rd to SR39 and from SR39 to Polk County Line (#3289, 3290):** These projects are not included in the 2045 Long Range Transportation Plan, and there are priorities of higher concern. We request that the Department provide the rationale for widening this segment in rural eastern Hillsborough County which lies outside of the urban services boundary. Alternatively, there is an urgent need for safety treatments on SR60, as it is the highest injury roadway in all of Hillsborough County;
- **I-275 Interchange Modifications at Bearss Ave, Busch Blvd, Fowler Ave, and Fletcher Ave (#3270, 3267, 3268, 3269):** Improvements at these interchanges are critically needed. Crash analyses show that there have been nearly 2,000 crashes near these interchanges in just the last five years – some of which have resulted in fatalities and serious injuries, while others have resulted in congestion and contributed to unreliable travel times. Special attention should be paid to the design of treatments located at the on and off ramps and crash reduction should be paramount. High visibility crosswalks, lighting, and speed management strategies should be considered at the off-ramps;
- **I-4 Interchange Modifications EB from E of Orient Rd to W of I-75 and at Polk County Line, McIntosh Rd, and Branch Forbes Rd (#1497, 3795, 3662, 3663):** Diverging Diamond Interchanges should be considered at these locations consistent with FDOT Design Criteria;
- **I-275 from N of Hillsborough Ave to S of Bearss Ave (#3507):** This highway widening project is currently included in the 2045 Long Range Transportation Plan, but is being considered for removal or modification by the TPO Board. At this time, it is not clear whether this project is supported;
- **Various Managed Lane Projects on Interstate Facilities:** For clarity, please specify which managed lane strategies are under consideration. As previously noted, the TPO should be engaged early in the process to participate in the decision-making process regarding toll rates;

The SIS Policy Plan invites MPOs to submit proposals for investments to ensure the safety of all modes of travel. Furthermore, the Florida Transportation Plan has a goal of agile, resilient, and quality infrastructure, as well as enhancing travel time reliability. Please find below a list of proposed projects to include in the forthcoming CFP and the justification for inclusion.

- **Four SIS facilities and parallel corridors are listed among the worst performing** segments for fatal and serious injury crashes. Chief among these is SR60 (Brandon Blvd) from Falkenburg Rd to Dover Rd, which averages approximately 25 crashes per mile, giving it the dishonor of having the highest number of severe crashes per mile countywide. Segments of I-275 and I-4 also rank among the worst, with approximately 16 crashes per mile on I-4 from I-275 to 22<sup>nd</sup> St and 15 crashes per mile on I-275 from Howard Frankland Bridge to Busch Blvd. Big Bend Rd serves as a connection to both US41 and I-75. The segment between these two SIS facilities averages approximately 17 severe crashes per

mile. A number of safety improvements are already programmed along the I-275 corridor, but the TPO welcomes continued collaboration with FDOT to make progress toward Vision Zero;

- **There are a number of segments and ramps on the SIS which rank among the least reliable for travel time consistency.** The TPO has identified unreliable segments as candidates for treatments ranging from access management to transit service, demand management, and TSM&O. Please consider the following segments for inclusion among the list of District Priority Projects:
  - Busch Blvd from I-275 Ramp to Nebraska Ave
  - I-75 from Manatee County Line to Gibsonton Dr
  - SR60 (Adamo Dr) from 22<sup>nd</sup> St to 34<sup>th</sup> St
  - SR60 (Brandon Blvd) from I-75 Ramp to Grand Regency Blvd
  - SR60 (Kennedy Blvd) from Hyde Park Ave to Plant Ave
  - US92 from Mango Rd to I-4 is a corridor parallel to a SIS facility and is both a key economic space in Hillsborough County and Freight Logistics Zone; and
  
- **Vulnerability to sea-level rise, storm surge, and inland flooding is a critical issue for the Tampa Bay region and resilience adaptations are necessary to avoid major disruptions to life and economic growth.** Please find below a list and attached a map showing moderate to highly vulnerable and critical transportation facilities in need of resilience enhancements, such as pavement hardening, stormwater enhancements, and wave attenuation. Please consider adding these segments among the list of District Priority Projects.
  - Causeway Blvd from US41 to 78<sup>th</sup> St
  - Channelside Dr from Nebraska Ave to SR618
  - College Ave from US41 to 21<sup>st</sup> St
  - Hillsborough Ave from Race Track Rd to SR589
  - I-275 from 4<sup>th</sup> St N to SR60
  - SR60 from I-275 to Church Ave
  - SR60 from Brevard St to Marion St
  - N 21<sup>st</sup> St from E 2<sup>nd</sup> Ave to Selmon Expwy
  - N 22<sup>nd</sup> St from E 2<sup>nd</sup> Ave to Selmon Expwy
  - S 20<sup>th</sup> St from Durham St to Maritime Blvd
  - S 22<sup>nd</sup> St from Maritime Blvd to US41
  - SR60 from Hillsborough Ave to I-275
  - SR60 from 45<sup>th</sup> St to Consoweld Dr
  - SR60 from 19<sup>th</sup> St to 39<sup>th</sup> St
  - US41 from College Ave to Big Bend Rd
  - US41 from CR676A to Distribution Dr
  - W Courtney Campbell Causeway from Bayview Ave to SR589
  - West Shore Blvd from Prescott St to Euclid Ave

Thank you for the opportunity to comment and to propose projects for inclusion in the SIS Cost Feasible Plan. If you have any questions, please contact Beth Alden for further discussion or clarification.

Sincerely,

Commissioner Harry Cohen  
TPO Chair

Cc: TPO Board Members  
Justin Hall, FDOT District 7 PLEMO Administrator  
Brian Hunter, FDOT District 7 Liaison Administrator



# Hillsborough TPO Transportation Planning Organization

## Board & Committee Agenda Item

### **Agenda Item:**

Tampa International Airport Master Plan Process

### **Presenter:**

Gina Evans, Hillsborough County Aviation Authority

### **Summary:**

On November 3, 2021, the HCAA Board of Directors approved launching the 2022 Master Plan Update (MPU) for Tampa International Airport. This update will follow the same general airport master planning process prescribed by the Federal Aviation Administration and the Florida Department of Transportation undertaken for the 2012 Master Plan Update. In general, it will identify industry trends and assess future aviation demand patterns in order to create a cohesive, long-term airport development strategy, which in turn will help define a new Capital Improvement Plan for the Airport. However, the 2022 Master Plan Update will complement and supplement the focus areas of study that were included in the 2012 Master Plan Update and the 2016 Addendum.

TPA's Master Plan Update is anticipated to span approximately 24 months and will involve coordination and interactions with the Authority's airline and business partners, the regulatory and local planning agencies, airport stakeholders, and the public throughout the master planning process in order to solicit input and comments regarding current and future airport needs, and the resulting master planning analyses and recommendations.

This process will culminate with the submission of the Airport Master Plan Update and the associated Airport Layout Plan to the FAA for its review and subsequent approval.

### **Recommended Action:**

None, for information only.

### **Prepared By:**

Ben Gordon, TPO Staff

### **Attachments:**

[Tampa International Airport Master Plan website](#)



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# Hillsborough TPO Transportation Planning Organization

## Board & Committee Agenda Item

### **Agenda Item:**

Tampa Vision Zero Implementation through Maintenance

### **Presenter:**

Cal Hardie, City of Tampa

### **Summary:**

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

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

Tampa MOVES (Mobility, Opportunity, Vision, Equity, and Safety) is the City of Tampa's new transportation plan to address these recommendations.

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

### **Recommended Action:**

None. For information only.

### **Prepared By:**

Lisa K. Silva, AICP, PLA, TPO staff

### **Attachments:**

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



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# Hillsborough TPO Transportation Planning Organization

## Board & Committee Agenda Item

### Agenda Item:

Health Impact Assessment of 2045 LRTP Complete Street Projects

### Presenters:

Joshua Barber, TPO Staff and 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.

### Recommended Action:

None. For information only.

### Prepared By:

Joshua Barber, TPO Staff

### Attachments:

None.



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**HILLSBOROUGH TRANSPORTATION PLANNING ORGANIZATION BOARD  
HYBRID MEETING AUGUST 10, 2022  
DRAFT MINUTES**

**I. CALL TO ORDER, PLEDGE OF ALLEGIANCE\_***(Timestamp 1:34:38)*

Commissioner Cohen, called the meeting to order at 10:00 AM and led the pledge of allegiance. The meeting was held in person and virtual via WebEx.

**II. ROLL CALL\_** (Gail Reese, TPO Staff) *(Timestamp 1:35:10)*

The following members were present in person: Commissioner Harry Cohen, Commissioner Pat Kemp, Commissioner Kimberly Overman, Councilmember Guido Maniscalco, Councilmember Lynn Hurtak, Mayor Nate Kilton, Gina Evans, Adalee Le Grand, Greg Slater, Charles Klug, Planning Commissioner Cody Powell

The following members were present virtually: Commissioner Mariella Smith

The following members were absent/excused: Councilmember Joseph Citro, Mayor Andrew Ross, School Board Member Jessica Vaughn

A quorum was met in person.

**A. Vote of Consent for Remote Member Participation.**

**Voice vote, motion passes unanimously.**

**III. APPROVAL OF MINUTES\_***(Timestamp 1:37:06)* – June 8, 2022

**Chair Cohen sought a motion to approve the June 8, 2022 minutes. Commissioner Myers so moved, seconded by Commissioner Overman. Voice vote: motion carries unanimously.**

**IV. PUBLIC COMMENT ON ITEMS OTHER THAN THE TIP** *(Timestamp 1:37:28)* (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.

- Ron Weaver – It was noted that the three lane movements of the Downtown Interchange, he is in favor of those movements. Understands that this item has been moved to the September meeting at Mayor Ross' request. Is very concerned about the safety of this intersection and the volume of crashes. Would like to see that the 3.2 million people who are dependent on that interchange are served.
- Rick Fernandez – Donated his time to Candace Savitz.
- Candace Savitz – Is opposed to the I-275 project. The project is toxic. Some of the project has already been done but other are still on the horizon. Damage has been done and people are at risk. Drives by the six underpasses every day. The neighborhood never wanted the project and it is hurting the people. On August 9<sup>th</sup>, at Martin Luther King at 8:45 PM, took a video of



jackhammering putting a plume of toxic dust into the air. There was no dust mitigation. Stated that the dust being created from the lead-laden highway is 1 million times more toxic than what is allowed under the provisions of the Clean Air Act. Has a lab sample and does not believe it should be classified as a soil sample. The dust is in the wind and being created by the construction. Pointed out that the residents of Robles Park Village have window air conditioners. This toxic dust is going into their homes from the AC units. Has a list of professionals who will attest to the toxicity, poor construction practices, and lack of adherence to the OSHA safety standards with regard to the removal of lead from an existing structure. They include a doctor, a civil engineer from New York who has viewed photos, and an EMT who is certified in OSHA toxic removal. Stated she would like to see the documentation regarding that. Ms. Savitz noted that she has been harassed by the workers in the common, public areas and right-of-way while she is taking photos and videos. It was said that FDOT is jackhammering so that the rebar can be used for the expansion. Reusing the rebar is not good practice. Has letters from FDOT dated May 22<sup>nd</sup> and June 22<sup>nd</sup> stating that a wet saw would be used to cut the barrier edge, but that did not happen. Asked that the TPO Board prioritize people over the cars and not worry about the 14 minutes being saved by people driving from Lutz to Downtown. Offered her documents and background information to the Board. Has submitted a written comment as well.

**Discussion:**

The toxic dust challenge was questioned and asked for follow-up from FDOT. Beth Alden suggested this be scheduled as an item at the next TPO Board meeting. Commissioner Overman rejected the suggestion and moved that work be suspended until FDOT comes back with a report. Commissioner Overman has received 58 emails since may from a variety of members of the community. Not all have been about the toxic dust, but all are about this project. Noted that she drives under the overpasses every day. Would like to know what the options are that can be done today.

Chair Cohen recommended that the agenda move forward and this be taken up at the end of the meeting. Asked that FDOT have responses ready at that time if possible. At that time, if Commissioner Overman is not satisfied with the information, the Board can go forward with the motion.

**V. SPECIAL PRESENTATION** (Beth Alden – TPO Executive Director) *(Timestamp 1:50:32)*

- A. The 27 MPOs around the state voted on projects and recognized the ones that are noteworthy for best practices: Resilient Tampa Bay was voted the top project. Certificate presented to Allison Yeh, the project manager on this project.

**VI. COMMITTEE REPORTS & ADVANCE COMMENTS** (Bill Roberts, CAC Chair; Davida Franklin, TPO Staff) *(Timestamp 1:52:26)*

**A. CAC – July & August 2022** (Bill Roberts, CAC Chair)

- In-person quorum voted to allow virtual members to participate.
- Met in July to help with relief of backlog of items.

- August 3, 2022 meeting
  - Several suggestions on the Public Participation Plan – suggestions on additional media, public meetings, requested clarifying to members of the public when items can no longer be removed from the TIP. Approved the plan with recommendations.
  - Freight Supply Chain Resilience Study – did not approve, lacked components that the TPO Board has approved in the past.
  - Heard from the CFO of HART – asked about the effect of the American Rescue Funds that are not recurring, will be receiving follow-up on that. Also asked about some of the uses of the surtax funds if the referendum passes in November.
  - Heard about the status of the make-up of the CAC. Asked staff to come back with five specific recommendations on how to have the representation more reflective of the community including demographic and geographic.
  
- B. TAC – August 1, 2022** (Davida Franklin, TPO Staff)
  - Approved
    - Public Participation Amendments.
    - Approved the draft report of the Freight Supply chain Resilience Study. Asked it to be brought back for a review of the final study for approval.
  - Status Reports
    - Tampa International Airport Master Plan, 56<sup>th</sup>/50<sup>th</sup> Street Corridor Planning Study, HART FY 2023 Proposed Budget was deferred due to technical challenges with Plan Hillsborough Room.
  
- C. LRC – June 22, 2022** (Davida Franklin, TPO Staff)
  - Approved
    - Public Participation Amendments 2022, commented on ETDM Project #14503 Suncoast Parkway Widening
  - Status Reports
    - HART FY 2023 Proposed Budget, Hillsborough County Corridor Preservation Best Practices Report, Tampa Vision Zero Implementation Through Maintenance
  
- D. BPAC – June 22 and July 27, 2022** (Davida Franklin, TPO Staff)
  - Approved
    - Public Participation Amendment
  - Status Reports
    - Hillsborough county Corridor Preservation Best Practices Report, Tampa Vision Zero Implementation Through Maintenance.
  - Tri-County BPAC discussions: Upper Tampa Bay Trail Gap, the future of the nonmotorized count program, and the proposed US Bike Route 15 through Pasco and Hillsborough Counties.
  
- E. TDCB – June 24, 2022**
  - Approved
    - Public Participation Plan Amendments 2022, TDCB Grievance Procedures, TDCB Annual Bylaws Review.
  - Status Reports
    - Sunshine Line Update, TBARTA Regional Rapid Transit Development Concept of Operations, HART Transit Development Plan

**F. ITS – July 14, 2022**

- Status Reports
  - Freight Supply Chain Resilience Study, FDOT District 7 Smart Corridors Plan, One.Network Traffic Management Platform, I-4 Florida’s Regional Advance Mobility Elements (FRME) Project and FDOT Connected and Automated Vehicles (CAV) Program.

**G. TPO Policy – August 10, 2022 (Beth Alden)**

- Reviewed one action item, the Storm Evacuation and Shelter In Place Study, supported and recommend to the Board. Noted that information and communications are critically important for evacuation times; when and where to go may be more important than transportation improvements.

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

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

**VII. CONSENT AGENDA** (*Timestamp 2:01:00*)

**A. Committee Appointments**

- LRC – Omar Alvarado (HART); Glorimar Belangia (Hillsborough County Schools); Gus Ignas (at-large representing Transit Users)

**B. Storm Evacuation and Shelter-in-Place Study Report** – included in the [July 10, 2022 Agenda Packet](#)

**C. Amendment to Fellowship Agreement with USF Dept. of Urban & Regional Planning** – included in the [July 10, 2022 Agenda Packet](#)

**D. General Planning Consultant Contract Extensions** – included in the [July 10, 2022 Agenda Packet](#)

**Motion to approve the consent agenda from Council Member Maniscalco, seconded by Commissioner Overman. Voice vote, the motion passes unanimously.**

**VIII. ACTION ITEMS:**

**A. Public Participation Plan Amendments** (Davida Franklin, TPO Staff) (*Timestamp 2:01:21*)

- Went over the Public Participation Plan and that it is updated every two years.
- Amendments:
  - How a notification is done: website, social media, a post on the calendars of news media websites, road signs, direct mailers to residents in impacted areas for projects that require right-of-way acquisition, a press release and/or newsletter article. Showed examples used during the pilot program. This resulted in an increase in public participation from none to over 24 responses.
  - TIP Amendment change from 21 to 14 days minimum review period.
  - Improve transparency and indicate when projects cannot be removed from the TIP per state statute.
- Noted that in public comment, it was suggested that the 21 day review period be kept but note that the time frame may be reduced to 14 days if necessary. It was also suggested that more committees review TIP amendments before coming to the TPO Board.

- Went over notification periods from other counties.

**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 asked how people who are not on the internet are going to receive the information on TIP amendments. They will get a mailer if they are in the area of a project requesting right-of-way acquisition. It was noted that this is a bias and has produced an equity situation for those that are dependent on transportation issues but do not have the internet. It was questioned as to why the notification timeframe change is needed. It is due to leftover money becoming available and can be allocated to a project in Hillsborough County; this can happen very quickly to distribute and then hit the TPO Board meeting. This allows for more flexibility for projects on the TIP priority list. In the past, notification was posted on the TPO website only. Ads are not required. During the pilot, TPO Staff worked with journalists to get articles out to the public. It was brought up that social media is fractured and may still not be enough.

**Commissioner Kemp moved to approve the Public Participation Plan Amendments with language stating that 21 day notification will be used except in special situations with a minimum of 14 days notification and it be explained why it is 14 day on the notification; seconded by Commissioner Overman.**

**Discussion:**

It was recommended that the language be strong that the 14-day notification would be the exception to the rule. The TPO has a lot of discretion on this topic. It was asked if this would go into effect right now or if it will come back after further public comment opportunities. This is intended to be the final decision, there was a 45-day notice, and fair input has been provided by the public and the committees. It was asked if the proposed language would give the TPO Staff enough time. It was asked if the use of television in the community reports could be used in the notification process. It was explained that Pinellas County does use a “when and why” for their TIP Amendments, so there is something out there.

**Voice vote – passes unanimously**

It was asked that every six months, this be brought back to let the TPO Board know how it is going. This is most likely to occur in the spring.

**B. TPO Apportionment Plan (Elizabeth Watkins, TPO Staff) (Timestamp 2:33:00)**

- Review required every 10 years
- Review criteria
- Went over HCAA, PTB, THEA, HART, TPC, and TPO Board make-ups
- Explained three apportionment options
- Review of why the Sunshine Law is a challenge in the apportionment. Members rely on staff directors from agencies for their expertise. As members of the same board, it does not allow for this communication outside of a noticed meeting.

## Discussion:

It was brought up that with the replacement of the agency staff with appointed representatives, you lose the expertise and if you use elected officials, you will run out of people. It was noted that historically elected officials are held responsible for decisions made by this Board, and it is critical that the Sunshine Law be observed. By having all seven members of the BOCC on the Board, there would be representation and elected officials from the agency boards on the TPO Board while being able to consult with the agency staff on the TPO Board. The Aviation Authority opposes this change as they have a very small board of volunteers except for the Mayor of Tampa and the BOCC representation. Elected officials and board members have limited time and other things to do besides sit in public meetings. The agency Boards have the option to appoint elected officials of their Boards to the TPO. Ms. Le Grand reviewed the motion from May 11<sup>th</sup>, which was passed unanimously, to add elected officials while retaining the agency staff representation. The options presented are not moving this motion forward. It was asked if this has been a problem in the past; have Sunshine violations occurred? Within HART, committees are put together which are governed in the Sunshine. After the meeting, the members engage with each other outside the meetings, but not on the particular topics of the committees. Sunshine should be managed at the agency level and not by TPO Staff. HART does not believe they have challenges in this regard. Cameron Clark does not believe there have been any issues and noted that the reason FDOT has an advisory role is that Board members regularly consult with them. The Sunshine Law says that individuals cannot communicate on issues that may come before the common Board. Anytime there is a meeting between two officials where items that may come before their common Board, it must be noticed, and in a public forum. Individuals can meet as long as the Sunshine Law criteria are met. Most of the time other staff than the members of the TPO Board are going to be the ones talking to TPO Board members. Concurred with the time constraints of agency Board members. It was asked why it would need to be Directors of the agencies to be represented on the TPO Board. The Sunshine Law is personal, direct communications. It was noted that Hillsborough County is different than other counties and that is one reason why having the agency representation on the TPO Board makes sense. It was brought up that having the agency representation on the TPO Board as they are the best at advocating for themselves. It is important for the continuity of the agencies as elected officials come and go and some projects are decades long. It was brought up that the agency representation is not responsible to the public and that it would be important to have the entire BOCC on the TPO Board. It was also noted that having an odd number on the Board would be a good idea.

**Commissioner Kemp moved that the TPO Board be made up of elected officials with the agency representation being non-voting, seconded by Commissioner Smith.**

## Discussion:

Chair Cohen asked Mr. Clark, as a point of order, if this is the same motion that was voted on at the May 11<sup>th</sup> meeting. Cameron Clark responded that this would be a motion on something that was previously considered. If a motion to reconsider were to be brought forward, it has to be done by a representative of the majority side and it must be done at the same meeting. There has been no final determination on this issue. It was determined to re-evaluate and come back at a subsequent meeting. It was noted that the motion that was voted on unanimously at the last

meeting was the issue of the number of BOCC and City Council members and the agency representation issue had been settled. Mr. Clark believes that the Board can take up the apportionment since no final decision has been made. It was asked if there were anything that would prohibit having all seven members of the BOCC while keeping the agency representation. The maximum number of members for the TPO Board is 25 according to the statute.

**Commissioner Overman moved to keep the membership as it stands and expand membership to include all seven BOCC members on the Board, seconded by Councilmember Hurtak.**

**Discussion:**

It was brought up that by including the additional elected officials, it sets up the TPO Board to have this topic come up again and have the support to make the changes that have been asked for previously, to remove the transportation authority agencies from voting membership. It was requested to keep the TPO Board status quo and reminded that 70% are elected officials. It was asked if making a change to the apportionment of the Board if it can be done before the next ten-year requirement. It can be done but there is a process based on the significance of the change that could potentially last multiple years. It was brought up that the requirement of the TPO Board membership shall be at least 5 but not more than 25 and may include membership from agencies that operate major modes of transportation. It was brought up that Hillsborough County has the lowest TPO representation of elected officials in the state, that the county is unique with the agencies, and that the county has the largest unincorporated area of any county in the state. The MPO/TPOs were created so the local population has representation. Mr. Slater noted that THEA is in opposition to the change as well as and the agency Board has very limited time and options. The representation comes to the TPO Board with experiences from other parts of the country or the world. Also noted is that with the new motion, there has not been time given to their Board to digest the implications and make a voting recommendation. Ms. Le Grand brought up the May 11<sup>th</sup> minutes and questioned if TPO Staff looked at a plan option adding more elected officials as a compromise framework and if the new plan was circulated to local governments to see if it was supported. Ms. Alden stated that some agencies have been historically represented by Board members. The options brought forward today include the transportation agency representation from the elected officials on the agency Boards. It was also noted that activity centers can increase population but the statute requires actual population. Ms. Le Grand asked if there was anything circulated to local officials for the apportionment plan. Ms. Alden noted that the apportionment plan needs to be agreed upon by the TPO Board first, then it is brought to the local governments for approval, and then it goes to the Governor for final approval. Ms. Le Grand asked if that met the intent of the motion from May and if adding elected officials was acceptable to other local officials. It was brought up that the only way to reflect the population of the county is to add the additional BOCC members as the cities are represented appropriately. It was clarified that the current motion does not remove voting members from the TPO Board; it adds two additional BOCC members. Would like to hold the county officials accountable for the budgeting and funding of transportation.

*(Skip in the recording at 3:29:36)*

**Roll call vote, the motion passed 7 to 5.**

## **IX. FDOT Response to Public Comment**

- Worked on verification of the sample testing from Candace Savitz. Jackhammering is done to the rebar. Went back to the contractor and asked them to use water during demo operations at all of the overpass construction. Talked to the overnight monitor and they are also using water. During construction, there is going to be dust. If too much water is used, you run into another challenge with the runoff of materials.
- FDOT reviewed the sample collected. It is consistent with the soil sample. It was evaluated for contamination. It is measured in mass and not volume. There is a residential contamination threshold of 400 ppm for lead. The sample had 18 ppm of lead. There was silica present. Based on pre-construction, there is no level of additional lead. Asbestos was tested for and it is clear of that. The sample Ms. Savitz is using is being compared to a volume test. The volume metric is air samples collected over an 8-hour time frame. The jackhammering doesn't last that long. FDOT is going to look at alternate options that might be available. Showed a picture of water in use during the demolition.

### **Discussion:**

It was asked for clarification on the results from Ms. Savitz. If it was 18 for an 8-hour period of air volume test, it would be severely over the limit allowed. When talking about residential contamination, it is well under the 400-ppm threshold. It was asked about the night work for jackhammering. Yes, there is night work. Notification is sent out. Some businesses request it. Have moved some of the work around concerns of the community. In this type of work, there is never a good time, working to complete as quickly as possible. It was asked if there is an endpoint for this type of construction creating these issues. The east side of the demolition is done, and the west is underway. Closer to the end at this point. It was asked what the schedule is. FDOT will follow up with that information. Invited the TPO Board members to visit the site. It was requested that FDOT contract the EPC to measure the air quality in the direct area of the construction and come back within 30 days with the results to address the citizen concerns. When Ms. Savitz brought her concerns to the EPC, they deferred to FDOT. FDOT has looked into doing a volumetric assessment. The air quality sample would need to be done over an 8-hour period of time; construction does not last that long. The material level is far below now, mathematically, it would be impossible for a volume metric to exceed the standards. The contaminants are not present in the physical material, new material is not being introduced, and the work is not being done in a confined space. The EPA levels are for the workers in direct exposure. Because the dust is silica, it dissipates very quickly. They reached out to an independent partner, and it was determined that the test would not result in significant results and there will be no conclusive results. Commissioner Overman noted that people live there all of the time and do not believe that a contractor doing the sampling and test would assure the community. Requested that EPC do the testing. It was asked for clarification about the testing of the material before construction started. As part of the PD&E process, contamination samples of the material are taken over a multi-year period; 30 to 40 samples were taken on each side of the interstate. It is done again right before construction. The samples consist of core, material, scrape, etc. It was asked if any ongoing testing has been done. No, there was no material prior to construction and no new material is being introduced, there is no reason to conclude that material would be there now. Due to the era that the bridges were constructed,

asbestos was a concern; the bridges were not painted, and the rebar was not coated. FDOT is above OSHA standards, the contractors are OSHA trained, and the workplace can be inspected at any time. It was asked about holding contractors to the standards being set. A third-party firm is the 24/7 eyes and ears on-site. They are monitoring all standards, behaviors, patterns, materials coming in and out, and the technical aspects of the project. Additionally, FDOT is in and out on site; at any time there can be as many inspectors as there are contractors. It was asked if EPC could speak to the TPO Board in September or if they could speak about this at the EPC meeting on August 18 on the subject; Commissioner Smith is the Chair of the EPC. FDOT noted that the CAR (contamination and remediation) contractor used for sample collection is an EPC contractor. It was asked that Commissioner Smith bring it to the EPC Board at their August meeting. Commissioner Overman withdrew her motion as long as the EPC Board will request that FDOT present its findings and that the EPC provide solutions to be brought back to the TPO Board.

#### **X. STATUS REPORTS**

- A. **FDOT Electric Vehicle Plan** (April Combs, FDOT) - deferred
- B. **FDOT District 7 Safety Program Update** (Peter Hsu, FDOT) - deferred
- C. **Bylaws Amendment for Transportation Disadvantaged Coordinating Board** (Beth Alden, TPO Executive Director) (*Timestamp 3:45:10*)
  - The TDCB is requesting a bylaw amendment for their section of the overall bylaws to return the in-person quorum to a simple majority of the seated members. This is the first reading. It will be on the consent agenda in September. This change is supported by the TDCB Chair, Commissioner Myers.

#### **XI. EXECUTIVE DIRECTOR'S REPORT** (*Timestamp 3:46:18*)

- A. CAC demographic representation review – working with the committee to see how it can be more representative of the demographic and geographic makeup of the county. Asked that the TPO Board not nominate members to the CAC until this is brought back to the TPO Board.
- B. Sunrunner BRT field trip? – There are Board members that would like to do this. Will look at a date later in the year.

#### **XII. OLD & NEW BUSINESS** (*Timestamp 3:47:50*)

- A. Next meeting is on September 14, 2022.

#### **XIII. ADJOURNMENT** – The meeting adjourned at 12:29 PM

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

#### **Social Media**

**Facebook**

**6/9**

**Dave Coleman**



Apparently only 2 people voted against cart blanc for the FDOT. Every Hillsborough commissioner was all in with slow incremental direction from Tallahassee. 255 dead 7,300 hit and runs and nothing absolutely nothing will change. Sleep well commissioners. So over it.

**Dave Coleman**

The board was so broken up last night about the 255 dead and 7,300 hit and runs in our county they needed tissues. Nothing changes if nothing changes. Think globally but act locally they said. So over it. No one cares I was right along. If the body count is the same this year it's on the board. Who else? Done blaming the FDOT. The cats are multiplying in the hen house.

**Dave Coleman**

255 dead 7,300 hit and runs. Fletcher ave near cdc is 35 with multiple flashing crosswalks. It works. Leaving the rest of the county 45 on secondary roads is nothing short of negligent homicide. Start a campaign. Drop the speed limits. No studies, no cost, make hcso enforce existing laws. So over it. The board is complicit.

**Charles Eldredge**

Before going to the expense of putting in trains, create a real bus system with cross crossing routes. See if you can get people to leave their cars before creating boondoggle trains.

Get rid of I-275 from Pasco County where it splits from I-75 to the I-4 interchange. Now that we have I-75 we do not need that section of interstate with all its noise and air pollution. Knit our neighborhoods back together and develop that huge, wide swath of land with business, residential, and trolleys or trains. Other cities have done it very successfully.

Blvdtampa.com

**6/9**

**Vela Christopher**

Christie Hess as a bicyclist and taxpayer I have a right to bike on the roads you drive on. And in most cases, allowed per law. Good luck changing that.

**6/10**

**Dave Coleman**

Christie Hess no bike lanes on Florida or Nebraska? Flashing crosswalks are for flashers? I drive fletcher often and must have missed it. Why are fake news narratives allowed on fb but if I call someone a name I go to fb jail.

**6/14**

**Vela Christopher**

Not bad Sarasota...

"Within the first two months, 41,000 people rode the Bay Runner, and 37,600 rented a scooter or bicycle for a short distance trip, helping to reduce traffic." But Hillsborough TPO and Hillsborough Area Regional Transit FDOT already funds towards trolley ridership at other places. We are not that special where you can't say no TBNEXT.

### **Summary of Public Social Media Comments – August 2022**

“In addition to city economic development funds and a \$1.5 million FDOT grant, the DID and BID each allocated \$50,000 toward the three-year trolley pilot program. The service is operated by CPR Medical Transportation, which also operates the Siesta Key Breeze.”

**6/15**

**Vela Christopher**

The Hillsborough TPO needs an overhaul on board setup and with approving road plans from 25 years ago.

**6/16**

**In response to a job post that shared three highlight from the June 8, 2022 TIP public hearing**

**Rick Fernandez**

even your highlight summary is misleading and incomplete ... why don't you people just sit down ...

**Tatiana Morales**

Rick Fernandez whats missing?

**Rick Fernandez**

Tatiana Morales it was a 3 hour+ meeting so almost everything ... no mention of the DTI, Westshore interchange, walls in Tampa Heights, taking of homes in VM Ybor ... for starters ...

As for the things that are mentioned:

1. Hurtak and Maniscalco were the only two to support the neighborhoods.
2. I don't remember anything about HART pushing forward dedicated bus lanes @Tampa St, Florida Ave
3. Board moved to discuss (in August) removing additional lanes on I-275 north of Hillsborough to Bears ... this does not impact 275 between I-4 and Hillsborough
4. No mention that all but one public commentator stood opposed to TIP approval and interstate expansion.
5. No mention that not a single board member bothered to move to strike objectionable items from the TIP .. The level of dysfunction can't be captured in a FB post.

**6/23**

**Vela Christopher**

That is okay folks!

We got MPO named to Hillsborough TPO

We are having railway tracks removed.

We approve highway expansions.

We now rely on FDOT for ferry funding.

We pilot AV and vehicle technologies on local roads and expressways.

Our bus service has gone down.

We are about to vote on a slush fund for really bad road projects.

I think I got it all...idk. My commissioners rock!

**6/28**

**Vela Christopher**

This picture below is only one out of the few alias FDOT uses for the Hillsborough property appraisers office. All in red marks indicate DOT land with no property taxes or development opportunities. At value, the entire district of Ybor is disproportionately harmed more than other neighborhoods. But Hillsborough TPO doesn't see it that way. They never will. Again, these are not all properties under FDOT , just under one of their names.

## **Summary of Public Social Media Comments – August 2022**

**7/1**

**Vela Christopher**

How many excuses are we are going to make for FDOT, cars, and more lanes?  
People drive faster because our Hillsborough TPO allowed this city to be built for speed.  
Stop grabbing the trends and own your mistakes.

**7/5**

**Vela Christopher**

Regarding Cypress, I think the Hillsborough TPO and Westshore Alliance might have a plan.

**7/10**

**Vela Christopher**

Lesson learned; sometimes it really isn't the fight against a big industrial complex operated by the 'men in black.' Because we have proven to figure them out and their massive projects.  
It is not the Goliath but rather the tiny town commissioners and leaders with a dated, southern thirst for power, attitude along with the archaic board structure of the Hillsborough TPO. It is not an effort to evolve insight to address many issues of human culture to health caused by this highway complex.  
Fearless, we know how to talk to the big boys on the stateside and the Hill. They don't. We know more about transportation and its impacts than most walking in circles inside 601 E Kennedy Blvd. We also know there are broken people, those running for reelection who don't mind carrying on the torch of structural racism, repeated blows to CRA areas that are CRAs because of the original highway, environmental destruction, and to brand but not use #VisionZero as a philosophy in design and decision making.

This battle doesn't date back to 2016. With this project, concerns bubbled in 2013. I remember looking for material with some proposals in 2012, 2011, and 2010. Way before that, many in the 80s opposed highway expansion on these same roads—some before I was born as well.

So this message of change is a legacy of outcry. We took that and overturned big government. But we've overlooked our neighbors. Those who were part of the cause, once friends, became leaders, off our backs, to turn on that legacy. They disregard generations of families who want to live fairly and have their communities intact. Families who continue to take more of the environmental brunt for those who don't live in this county or pay taxes. This legacy of outcry is recognized as discrimination by our county. Yet the same board who took that as a proclamation to guide their leadership away from racial decision-making cast it aside.

We have people who don't care about the minorities, those in the inner city, environmental impacts, and safe mobility operations. They don't care about HART, and now they want our money for a surtax that could be used to expand the interstate. They are in power. It is now up to you to decide if you want to carry their legacy with a vote.

**7/24**

**Mike Lamarca**

The entire public works department, and Hillsborough TPO needs to be gutted. They are the biggest waste. TPO blames everything on Public Works. Public Works blames it on TPO plans pushed down.

## **Summary of Public Social Media Comments – August 2022**

**8/9**

### **Regarding a post about proposed Public Participation Plan amendments**

**Vela Christopher**

You all already want to reduce time to review for TIP. That is desired because you all literally recommended that through proposed amendments.

So if you value your hard work (tip) and the public poorly then why survey at all?

Reply22h

**Hillsborough TPO**

Hey Vela Christopher, it's Davida! So I just wanted to clarify that the review period for the TIP will remain the same. It's the review period of TIP amendments that we're proposing to change. This isn't really something we want. It's just that TIP amendments must go to the CAC and TAC before going to the Board. And due to scheduling changes over the years, the time between those meetings has diminished. So we're trying to have the Public Participation Plan accurately reflect this. Please know that we don't want to focus less on you or anyone else. That's why in lieu of the proposed change, we're doing more outreach than we've done before.

**Vela Christopher**

Hillsborough TPO weeks ago, I made a note of a few changes to the PPP but I'm reluctant to send those over since no one will listen. A number of TPOs in the nation actually set their tip review amendments at 21 days. They have a clause to go to 14 days if necessary to align schedules. Basically they don't go to 14 days like this proposed change.

**Hillsborough TPO**

Thanks for the suggestion, Chris Vela! You rock! I'll integrate your suggestion into the amendment presentation. And please send over any other suggestions you would like to share ☐☐☐

**Twitter**

**6/9**

**Walk Bike Tampa**

Every community needs 100s of @CoachBaltos!!

### **Regarding a post asking people what they are going to do about hurricane season**

**Mauricio Rosas**

1. Adding more cars and pollution.
2. Deforestation to accommodate more suburbs.
3. Denying climate change is real.

**6/28**

**Walk Bike Tampa**

Then conjunction is AND, not OR. Density AND nature deliver sustainable, healthy and prosperous outcomes.

**Paula Flores**

## **Summary of Public Social Media Comments – August 2022**

“Space for green and nature in cities DOESN'T compete with density of people or density of buildings. It competes with density of CARS.”

**7/19**

### **Regarding a post about Beth Alden's presentation at Café con Tampa**

**James Steel Olmstead**

She was excellent. It was a very encompassing discourse.

**Roc King**

WOW

Unvarnished, stripped what paint cover it had totally off.

**7/25**

**Tatiana**

Yes we rapidly need to get tons of funding into HART to drastically improve quality, reliability, service, lower wait times and provide basic necessities such as seating and shade at all stops. We need to improve transportation in our community!

**7/26**

**Tatiana**

Also someone peoples start talking about how we can build an Elevated Automated Metro system in Tampa and how cities like Vancouver are a wonderful model of success. We won't ever be a true gem of a city until we have public transportation that actually serves the community!

**7/31**

**Tampa Bay Beat**

Yet you dopes want Hillsborough taxpayers to foot most of the cost of a billion dollar stadium for a billionaire.

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

**Email**

Board Folder was emailed to the TPO Board on 8/9/2022

Received 8/10/2022 @ 8:45 AM, written statement of public comment spoken during the meeting.

Candace Savitz, 3812 N Arlington Ave, Tampa Heights 33603, 813-696-8836  
TPO MEETING - 10:00AM 8/10/2022

My name is Candace Savitz, I am a long-time homeowner in Tampa Heights.

I am speaking up again with hope that our elected leaders will take action & pay attention to the TOXIC 275 capacity project. Some of the damage has been done, but the future projects are still looming. Residents are still at risk.

I will keep documenting what's going on. I drive by these 6 underpasses on a daily basis now. We never wanted this "capacity project" damaging our beautiful historic neighborhood, this project is poison to our families. I renamed it TOXIC 275.

It is my position right here, right now, that the airborne dust created from jack-hammering the barrier edges off a lead-laden 60-year-old interstate is ONE MILLION TIMES more toxic than allowed under the provisions of the Clean Air Act. I want to make clear that I have a lab report, that this airborne dust sample should not be classified as a soil sample. This is Dust in Wind created through shoddy construction practices by Lane and others.

I also point out that the residents of Robles Park village rely on window units for air conditioning. This toxic dust most likely has blown into the outside vent and filter of these units causing health hazards for this impoverished community. Does anyone care? Well, I DO.

I have a list of professionals who will render an expert opinion on the public toxicity, poor construction practices, and lack of adherence to OSHA safety standards with regard to lead-removal from an existing

structure. My experts include a doctor who will detail the effects of inhalation of lead-filled dust by children, that it deposits in their teeth, leads to all kinds of health problems. Another expert is a civil engineer from New York, who worked on many transportation projects there. He took a look at some of my photos of overpass expansion construction. His remarks - "This is dangerous and "cheapo construction." Finally, an EMT who is OSHA certified in toxic removals, says that none of typical toxic mitigation standards are being followed. I'd like to see some documentation from this 275 project about OSHA training. I doubt there is any.

Also I would like to mention a couple of things about my presence close to these construction sites. I have been harassed by workers, shooting me the middle finger as I took pictures of a concrete breaker on the south west side of MLK, next to McDonalds. Everyone who drove thru McDonalds that morning needs to be tested for lead poisoning. (mid July)

I was aggressively followed by a white Lane pick-up truck after I took photos of the West Side of Osborne (approx 1st week Aug). A worker in a Lane pickup sped up after me, followed me south on Central Ave, and when I pulled over and stopped by the Metropolitan Church, then the Lane pickup stopped and made a U turn in the middle of Central and went back to the construction site. Silly harassment in the residential neighborhood.

Also, at Chelsea's west side, I was taking video of jackhammering, I was behind some trees. When the jack guys saw me, they all stopped working and stood there, making gestures at me. Thankfully, I already had video (Late July)

FDOT is Jackhammering so it can reuse old rebar - for an interstate expansion. This is a disaster waiting to happen. And I have letters from Adam Klinstiver (May 20, 22) and Gregory Deese (Jun 20, 22) stating that a cut saw or WET SAW would be used to remove the toxic concrete edge. This did NOT happen. Shoddy construction / jackhammering lead to toxic dust. I'll say it again - Airborne Toxic dust is poisoning us. It's Highly toxic dust !!

PLEASE, I implore anyone on this committee to care more about the people and less about the cars. Do you think I give a damn about someone who saves 14 minutes driving from Lutz to downtown. Do you think the people of Tampa Heights should give up their health and their community so he can shave off 14 minutes of commute time?

It gives me nightmares to think about the upcoming DTI project, adding an expansion lane to a flyover. Dear god. Will it have a similar fate as the FIU pedestrian bridge? DTI should be shelved right now!! Find another solution.

I am asking any of you who want to see my documentation to please reach out. Look at my reports, my videos. Talk to me. Ask me for my resume while you're at it.

I am submitting this written transcript to committee via email. Thank You.



# Hillsborough TPO

## Transportation Planning Organization

### Committee Reports

#### **Meeting of the Livable Roadways Committee (LRC) on June 22**

The LRC approved the following action items:

- ✓ Public Participation Plan Amendments 2022
- ✓ Comments on ETDM Project #14503 Suncoast Parkway Widening - The LRC moved to transmit the following comments:
  - 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.

The LRC heard status reports on:

- HART Budget for FY23
- Hillsborough County Corridor Preservation Best Practices Report
- Tampa Vision Zero Implementation Through Maintenance

#### **Meetings of the Bicycle Pedestrian Advisory Committee (BPAC) on June 22 and July 27**

The BPAC approved the following action item:

- ✓ Public Participation Plan Amendments 2022

The BPAC heard the following status reports:

- Hillsborough County Corridor Preservation Best Practices Report
- Tampa Vision Zero Implementation Through Maintenance

The BPAC met with the Tri-County BPAC and discussed the Upper Tampa Bay Trail Gap at a workshop on July 27, 2022. Members asked about the timing of the current study; public outreach is expected in fall 2022. Members also discussed the future of the nonmotorized count program and the proposed US Bike Route 15 through Pasco and Hillsborough Counties.

### **Meeting of the Transportation Disadvantaged Coordinating Board (TDCB) of June 24**

The TDCB approved the following action items:

- ✓ Public Participation Plan Amendments 2022
- ✓ TDCB Grievance Procedures
- ✓ TDCB Annual Bylaws Review – The TDCB requested an amendment to change the quorum requirements from five (5) persons to a majority of the sitting board.

The TDCB heard status reports on:

- Sunshine Line Update
- TBARTA Regional Rapid Transit Development Concept of Operations
- HART Transit Development Plan

### **Meetings of the Citizens Advisory Committee (CAC) of July 13 and August 3**

The CAC voted to forego its July recess and hold an optional meeting to clear the backlog of status reports deferred from previous meetings. The committee heard status reports on July 13:

- County Corridor Preservation Best Practices Report – The CAC appreciated learning from peer metros to better assess effectiveness.
- Tampa Vision Zero Implementation Through Maintenance – Members were excited to learn more about the City's public-private partnerships as a means of reducing the cost burden of much needed improvements, and requested more information about how the CAC can help deliver safety funds.
- CAC Organizational Survey. The committee was presented with several proposals to address the representational deficiencies of membership, namely geographic and demographic, for consideration and future discussion. Some ways to address the deficiencies include expanding membership from 21 seats to potentially 60 or more; creating more seats reserved for underrepresented geographic areas and demographic groups; and moving the committee start time to the evening to be more accessible.

The CAC approved the following action item on August 3:

- ✓ Public Participation Plan (PPP) Amendments - The CAC recommended that the TPO update the list of print media outlets in the PPP; requested to add information about when projects cannot be unilaterally rescheduled or removed from the Transportation Improvement Plan (TIP), per the Florida State Statutes; commended the TPO for improving its public engagement strategies; and suggested additional strategies which the TPO staff agreed to utilize, such as increased outreach to persons with disabilities and community groups, rebranding the TIP and providing more public education about it, and redesigning roadside signs to make them simpler to read.

The CAC also heard a presentation on the Freight Supply Chain Resilience Study, and did not approve the report after suggesting the report should consider the Vision Zero mission. Several committee members cautioned that the TPO should not create a Freight Advisory Committee, as this could duplicate efforts occurring at both the regional and state level.

The CAC heard status reports on August 3:



- HART FY2023 Budget - Concern was expressed that the American Rescue Plan (ARP) funding constitutes a large share of HART's funding and committee members wonder what may happen when that funding expires. The committee requested that HART staff return at a later date and provide information about why some line items in the agency's budget have increased and how the agency would invest surtax funds if the Transportation Sales Surtax Referendum is approved by voters.
- CAC Organizational Structure - The committee was encouraged to provide feedback on proposals presented during the July meeting. While there was no action, there was general agreement that evening start times are preferable, and that the hybrid meeting format should remain as long as there are safeguards in place to prevent members from abusing that privilege. Regarding geographical and demographic representation, there was general agreement that more diversity is a goal that we should pursue. Several members expressed concern about expanding membership to 60 seats, with some remarking that membership should be capped at 30. Members requested that, at the next meeting, staff present five specific proposals covering start time, format, the number of seats, number reserved for geographies and demographics, and term limits.

### **Meeting of the Intelligent Transportation Systems Committee (ITS) of July 14**

The ITS Committee heard status reports on:

- Freight Supply Chain Resilience Study – Members appreciated the study and commented on fuel impacts during Hurricane Irma and disruption to communication systems.
- FDOT District 7 Smart Corridors Plan – Members discussed speed management on the interstates and the challenges for enforcement. There are opportunities for speed control and a possibility of a pilot project for variable speed limit signs on I-75. Temple Terrace and Plant City expressed interest in knowing more about the bike and pedestrian counts.
- One.Network Traffic Management Platform – One.Network is a traffic management platform for coordinating roadway interruptions due to incidents, events and work zone activities. One platform is used for data input, centralization and data sharing between the different jurisdictions. Members of the public can create customized maps and routes, and sign up to be notified of any future planned events.
- I-4 Florida's Regional Advanced Mobility Elements (FRAME) Project and FDOT Connected and Automated Vehicles (CAV) Program – FRAME deployment is underway and includes work zone traffic management, wrong way driving warning, traffic incident management, speed harmonization, freight management aspect and predictive analytics feature that predicts crash risk based on real-time data. The system can provide information to roadside units (RSUs) which can broadcast information to nearby vehicles, notifying of any incidents.

### **Technical Advisory Committee (TAC) on August 1**

The TAC approved the following action item:

- ✓ Public Participation Amendments were approved unanimously. There was discussion on ways to demonstrate compliance with the improved procedures for informing the public

on TIP amendments, including pictures of sign postings and sharing public comment received on project webpages.

- ✓ The committee heard the presentation on Freight Supply Chain Resilience Study. There was appreciation for the methodology and comprehensiveness of the study but the committee wanted an opportunity to review the recommendations with the inclusion of additional input from the Health Department. A motion was made to accept the draft recommendations with an understanding that a second review and approval action will be taken at a future meeting.

The TAC heard status reports on:

- Tampa International Airport Master Plan Process
- The 56<sup>th</sup>/50<sup>th</sup> Street Corridor Planning Study was well received. The focus on speed reduction through design was commended. Members were interested in future updates on design, funding, and construction.
- The HART FY2023 Budget item was delayed until the following month due to technical difficulties in the Plan Hillsborough Room

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.

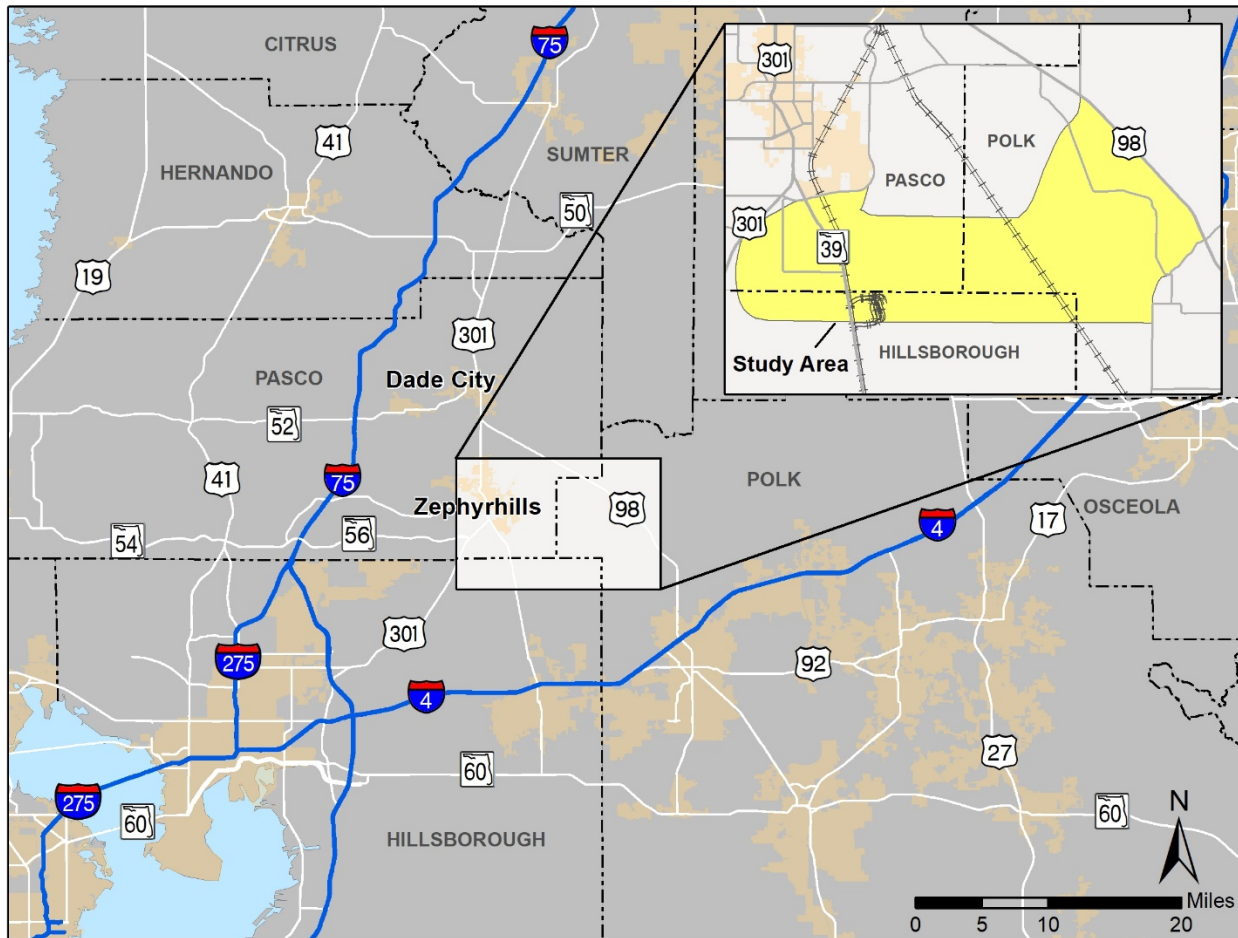
## 1.3 PROJECT DESCRIPTION

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.

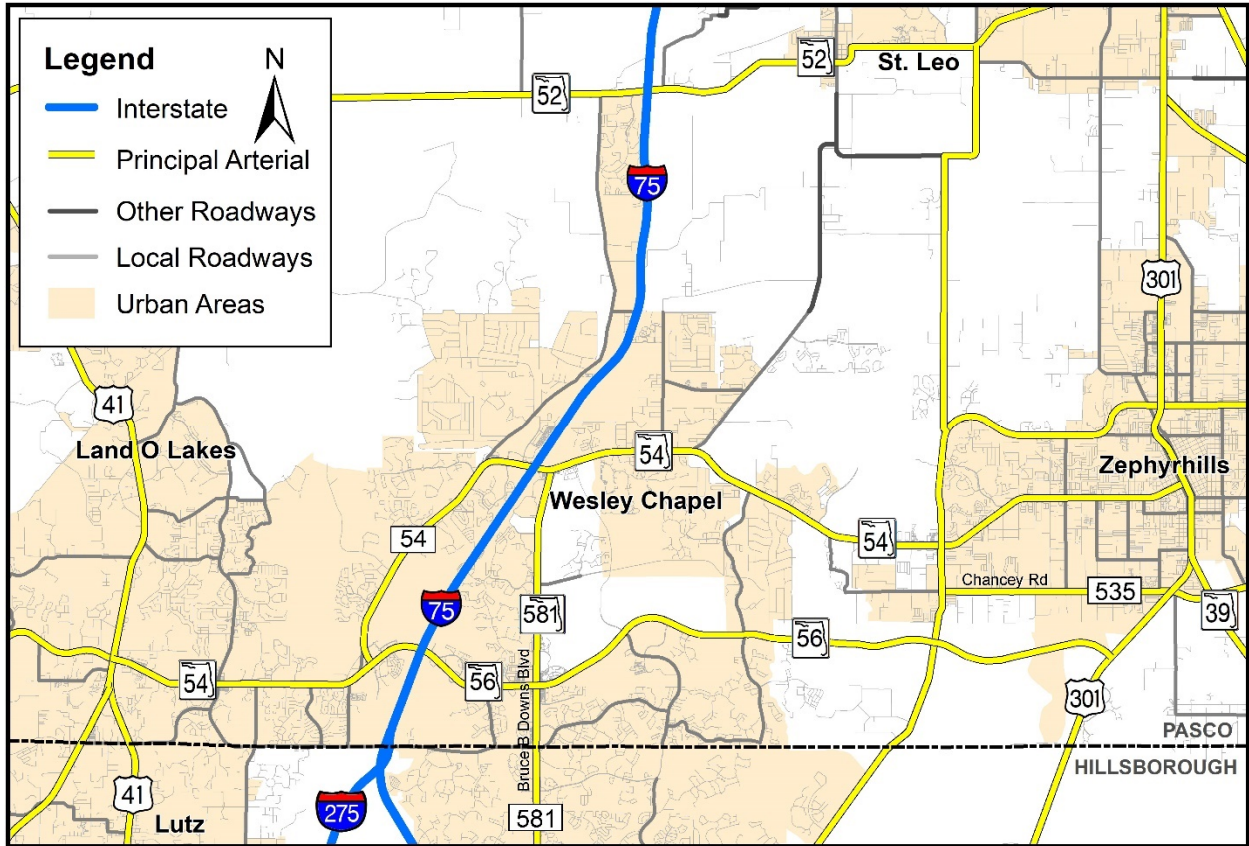
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**FIGURE 1-1  
PROJECT LOCATION MAP**



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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**

<b>Category</b>	<b>Data Layer</b>	<b>Primary Source</b>	<b>Secondary Source</b>
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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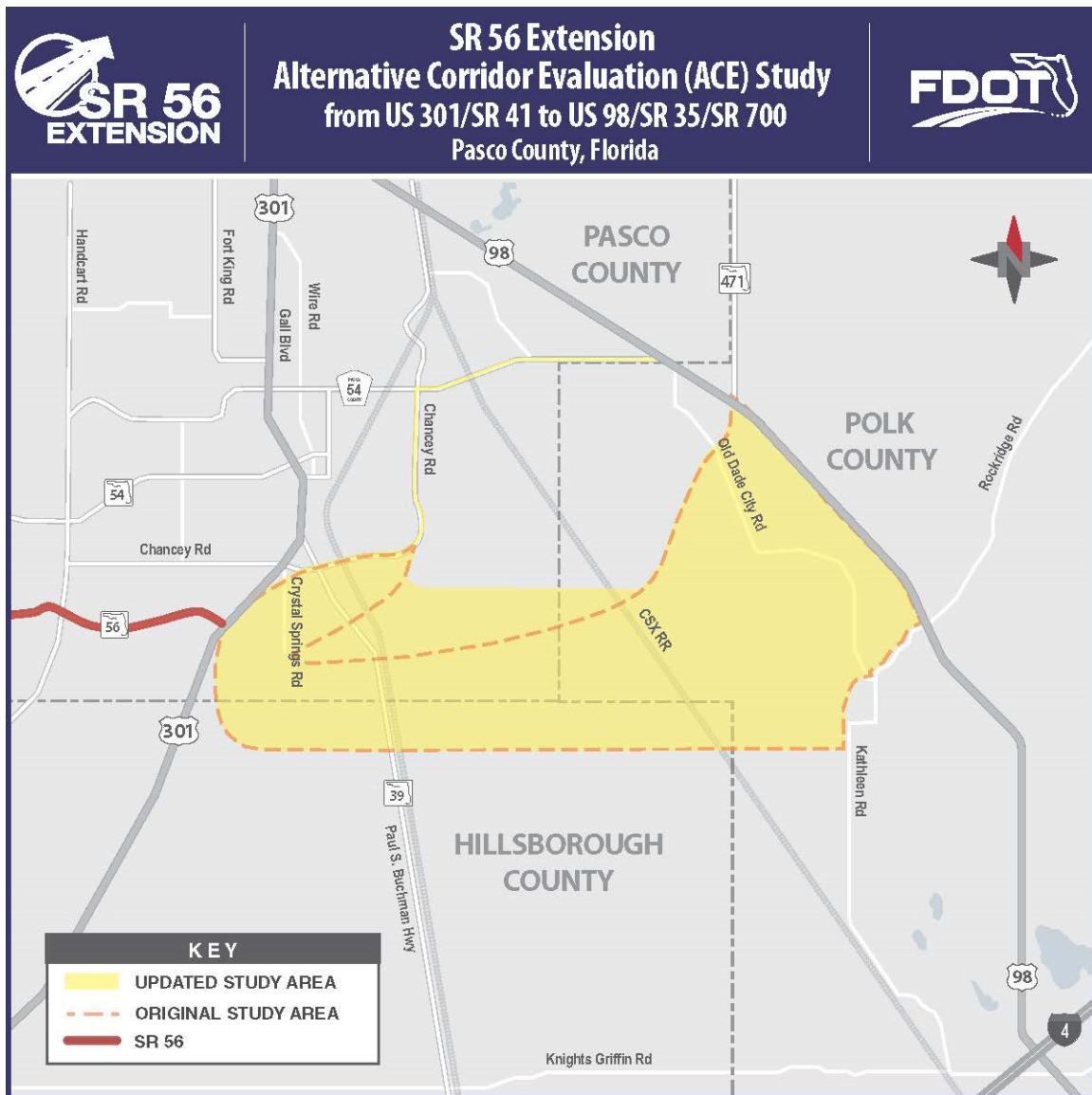
### 3.2 STUDY AREA

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)

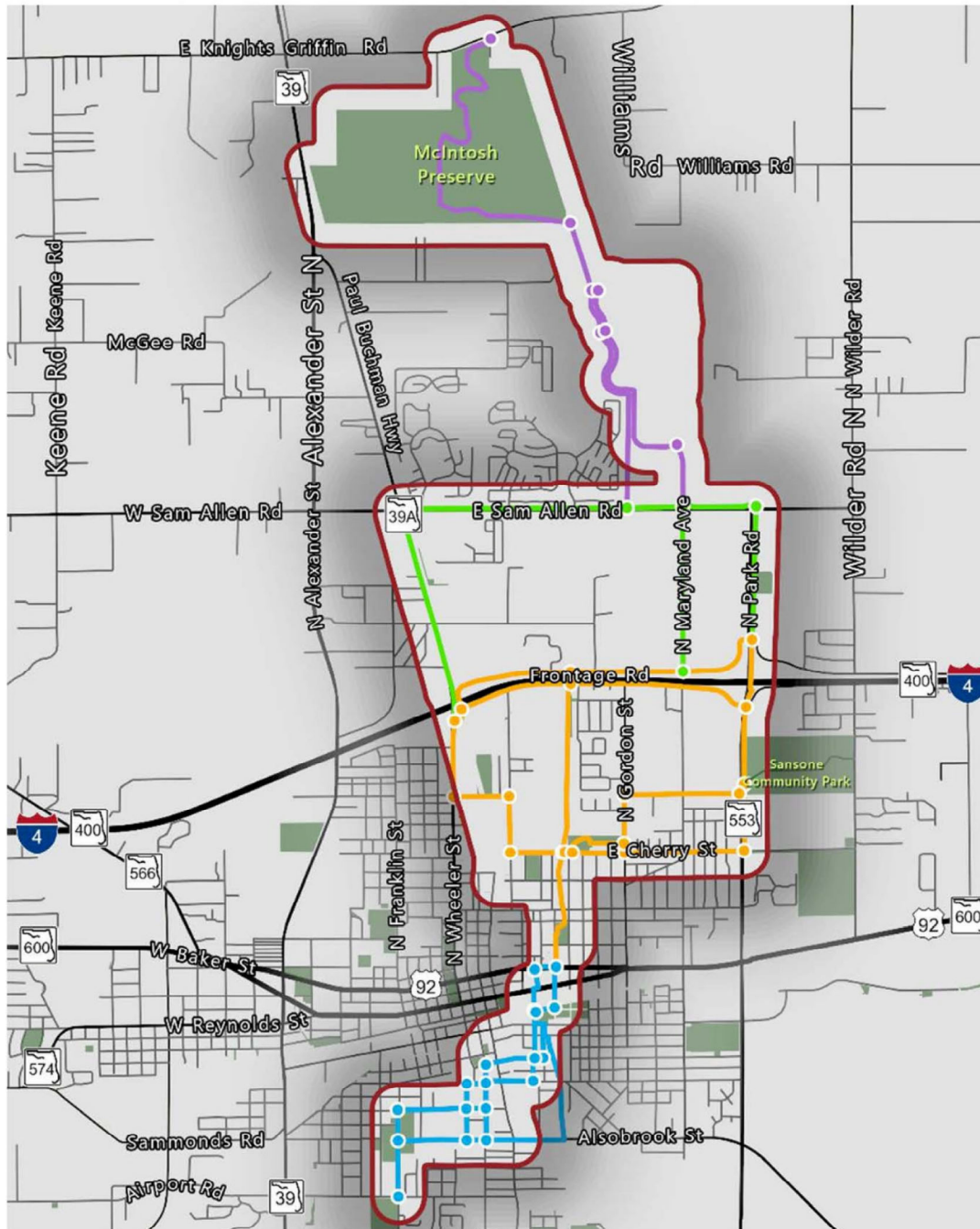
Agency coordination was initiated with the ETAT review during the ETDM Planning Screen. ETAT coordination will continue throughout the ACE process with ETAT reviews of this MM and the ACER. It should be noted that additional meetings with the public, elected officials, special interest groups, and/or 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.

# TAKE THE PLANT CITY TRAIL SURVEY



Would you like a trail that connects Downtown Plant City with parks and other places such as McIntosh Preserve? Use the link below for more information and to give us your thoughts!



For more information contact Wade Reynolds  
reynoldsw@plancom.org  
813-273-3774



[TINYURL.COM/TRAILPC](https://tinyurl.com/trailpc)



## CLEARWATER MULTIMODAL TRANSIT CENTER

RAISE AWARD AMOUNT: \$20,000,000

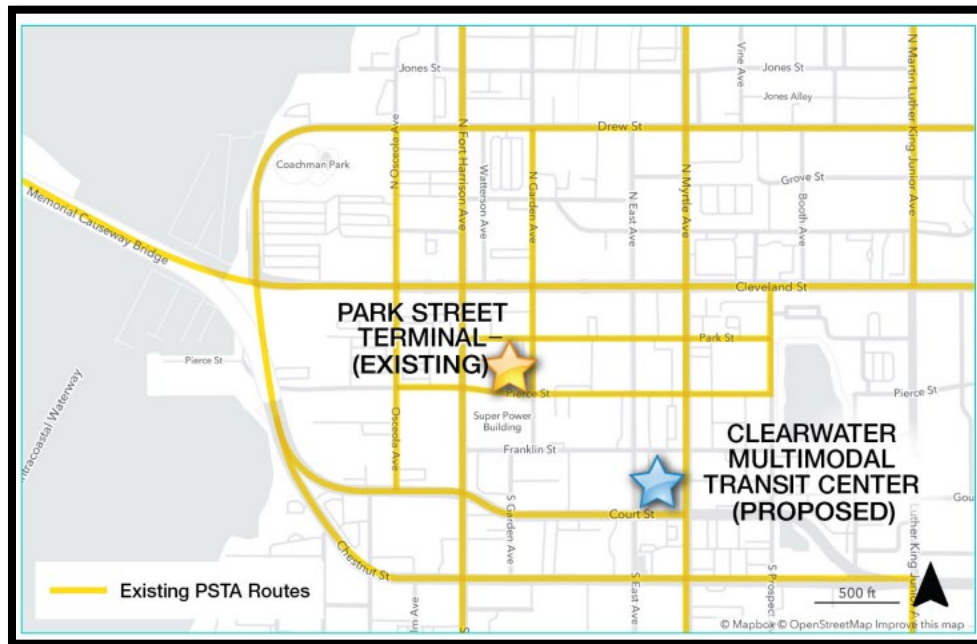
APPLICANT: PINELLAS SUNCOAST TRANSIT AUTHORITY

STATE: FLORIDA

URBAN

**Project Description:** This project in Downtown Clearwater will replace the existing Park Street Terminal with a new, more energy-efficient facility that includes approximately 17 bus bays, two electric bus charging stations and capacity for future charging stations, access for future light rail on South East Avenue, ticketing and restroom facilities, and a drop off area for ride hailing/sharing.

**Project Benefits:** The existing Park Street Terminal has long been overcrowded and in need of significant repairs. The new facility will be reconstructed at a nearby site that will accommodate the existing bus fleet, improve options to use ride-share, bike, or walk, support PSTA's future electric fleet conversion and service expansions, and remedy significant safety and accessibility concerns. The new facility will be more energy efficient by using a high performing thermal building envelope, high efficiency mechanical equipment, schedule optimization software/sensors, and assumed net-zero power utilization with the grid tied solar system on the building roof.



## NEW BERTH 301

RAISE AWARD AMOUNT: \$12,600,000

APPLICANT: TAMPA PORT AUTHORITY

STATE: FLORIDA

URBAN

**Project Description:** The project will construct a new Berth 301 at the Port Redwing facility, which will connect Berths 300 and 302 with a 1,025-foot dock. The facility will have a 3,000- linear-foot berth capable of simultaneously docking three of the largest dry bulk/multi-purpose cargo vessels that can navigate the newly expanded Big Bend Channel.

**Project Benefits:** The new berth will reduce the number of vehicles truck miles and reduce vessel idling times. The project will add capacity and make shipping more efficient which will help alleviate supply chain challenges, while creating more than 800 full time jobs. In the first year of operations, the applicant estimates that the project would reduce truck travel by 2.84 million miles and reduce 7,722 tons of emissions, while saving on highway infrastructure maintenance.





## PORTMIAMI NET ZERO PROGRAM: CARGO MOBILITY OPTIMIZATION AND RESILIENCY PROJECT

RAISE AWARD AMOUNT: \$16,000,000

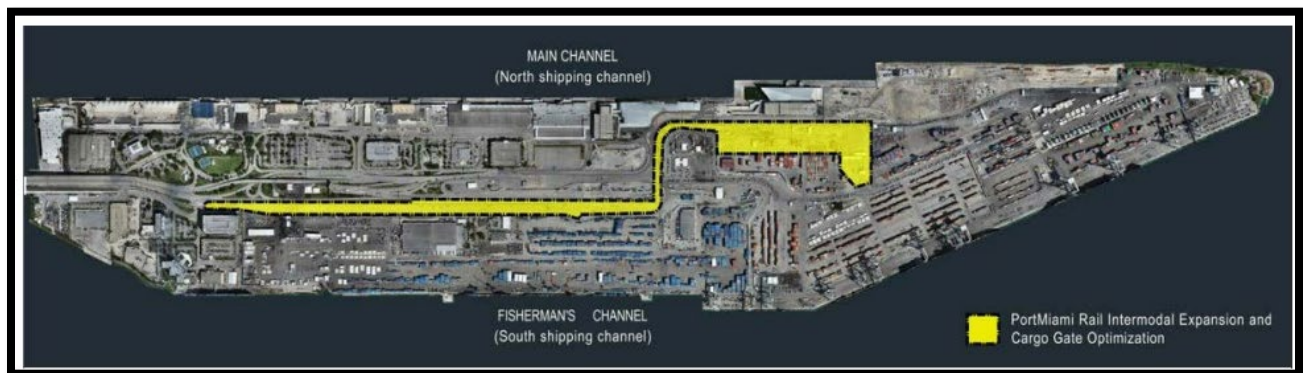
APPLICANT: COUNTY OF MIAMI-DADE

STATE: FLORIDA

URBAN

**Project Description:** The Project consists of two elements: (1) Expanded Intermodal Rail Capacity, and (2) Cargo Gate Optimization. The rail capacity component constructs two new rail tracks approximately 3,200 feet long, acquires three new electric-rubber-tired cranes, reconstructs apron areas on all sides of the track, installs LED lights, and reconstructs the stormwater drainage system to address sea level rise. The cargo gate optimization project will include roadway realignments to and from cargo gates, rehabilitation of the stormwater management system to address sea level rise, cargo gate canopies, staging areas for trucks, direct access to rail yard gates, and gate technology upgrades.

**Project Benefits:** The upgrades will result in more efficient freight movement that will alleviate supply chain issues. The rail capacity expansion is expected to promote a modal shift from truck to rail, resulting in environmental sustainability and safety benefits as well.







## EAST COAST CORRIDOR TRESPASSING AND INTRUSION MITIGATION PROJECT

RAISE AWARD AMOUNT: \$24,934,138

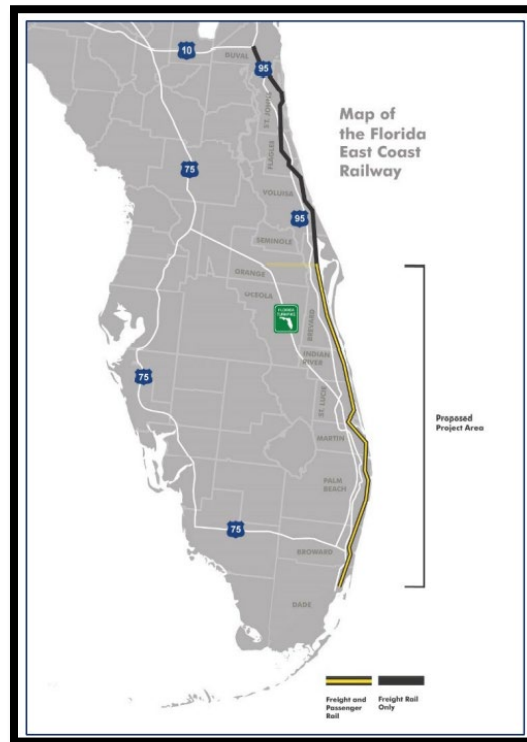
APPLICANT: FLORIDA DEPARTMENT OF TRANSPORTATION

STATE: FLORIDA

URBAN

**Project Description:** This project will fund the final design and construction of supplemental safety measures at targeted locations along 195 miles of the shared-use Florida East Coast Railway/Brightline railway corridor. These include fencing and landscaping improvements, delineators and roadway striping, rail dynamic envelopes (RDE), crisis support signs, and "Do Not Stop on Tracks" signs.

**Project Benefits:** The project will reduce vehicle collisions and trespassing along a dangerous corridor, estimated by the applicant at more than 140 avoided collisions over the next 20 years. Reduced collisions also avoids delay for freight and passenger trains. The project will use innovative technology, particularly with RDEs to visually highlight the zone at railroad crossings that drivers, bicyclists, and pedestrians should not stop and delineators, which are newer technologies that have demonstrated positive results for preventing vehicle intrusion.



SMART ST. AUGUSTINE

RAISE AWARD AMOUNT: \$12,263,159

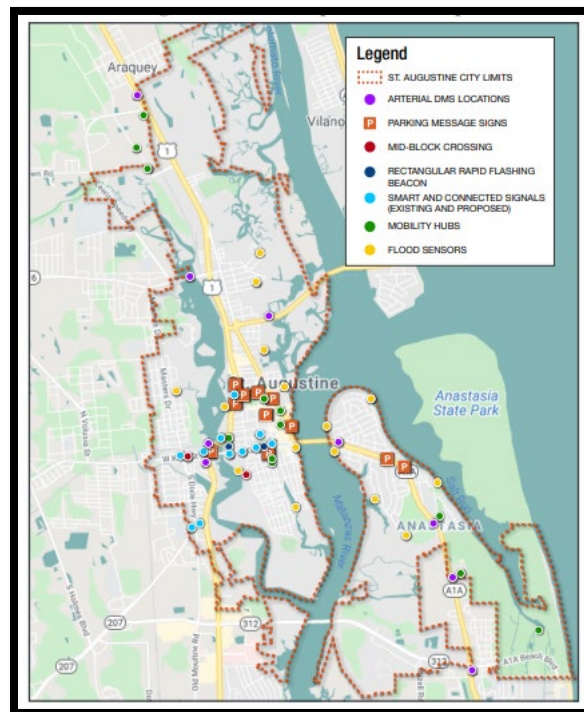
APPLICANT: FLORIDA DEPARTMENT OF TRANSPORTATION

STATE: FLORIDA

RURAL

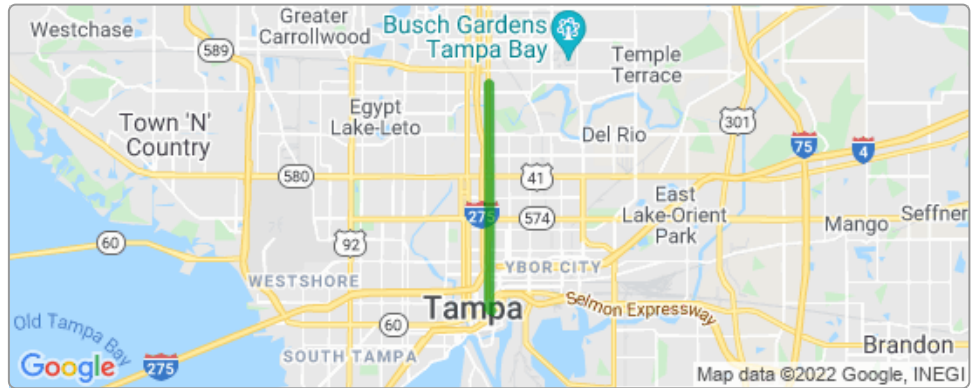
**Project Description:** The project includes a citywide deployment of innovative transportation technologies such as smart parking, bicycle and pedestrian improvements, electric vehicle charging stations, and other transportation improvements. Improvements include six mid-block rectangular rapid-flashing beacons in high pedestrian traffic areas, automatic pedestrian and bicycle detection, pedestrian walk time extension for low mobility pedestrians, smart lighting sensors at three mid-block crossings and audible pedestrian countdown signals at approximately 23 locations.

**Project Benefits:** St. Augustine receives an estimated 6 million visitors annually, and according to the grant application, 53 percent of the city’s population lives in areas of persistent poverty. Over 20 percent of those residents are employed in tourism-related jobs in the downtown historic district, but tourism is threatened by congestion and mobility challenges that discourage visitors. Smart parking and bicycle amenities, among other improvements, will facilitate tourist access. The pedestrian safety improvements, such as audible countdown signals, also address equity as they will assist students who attend the St. Augustine Florida School for the Deaf & Blind, the largest school in the nation for hearing impaired students.



US 41 (Nebraska Ave) Pedestrian Upgrades From Kennedy Blvd to Arctic St. 443492-1-52-01

Project Details	
<b>Work Type</b>	Urban Corridor Improvements
<b>Phase</b>	Design
<b>Limits</b>	from Kennedy Blvd to E. Arctic St.
<b>Length</b>	5.4 miles
<b>City</b>	Tampa
<b>County</b>	Hillsborough
<b>Road</b>	Nebraska Ave (Hillsborough) US 41
<b>Design Cost</b>	\$798,470



**About**

This project will add various pedestrian features along Nebraska Avenue between Kennedy Blvd and E. Arctic St. in Tampa. These features include mid-block crossings, rectangular rapid flashing beacons, pedestrian signals, pedestrian refuge islands, pedestrian lighting and pedestrian hybrid beacon signals.

The project is in the design phase. Construction is anticipated to begin in 2023.

Contact Information	
<b>Design Manager</b>	Dinyar Sharifabad 813-975-6172 dinyar.sharifabad@dot.state.fl.us
<b>Media Contact</b>	Kris Carson 813-975-6060 Kristen.Carson@dot.state.fl.us