



Hillsborough TPO Transportation Planning Organization

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Plan Hillsborough

planhillsborough.org
planner@plancom.org
813 - 272 - 5940
601 E Kennedy Blvd
18th Floor
Tampa, FL, 33602

Meeting of the Policy Committee

Wednesday, October 12, 2022, 8:30 AM
Hillsborough County Center, 601 E. Kennedy Blvd., 26th Floor

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

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

Public comment opportunities:

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

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

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

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

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

Agenda

- I. **Call to Order & [Pledge of Allegiance](#)**
- II. **Roll Call, Declaration of Quorum, Welcome of Other TPO Board Members** (Gail Reese, TPO Staff)
 - A. Vote of Consent for Remote Member Participation – *if applicable*
- III. **[Approval of Minutes: September 14, 2022](#)**

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

V. Action Items

A. Plant City Canal Connector Trail Study (Wade Reynolds, TPO Staff)

VI. Status Reports

A. Tampa MOVES Plan (Brandie Miklus, City of Tampa)

B. Wildlife Permeability Along I-4 (Joel Johnson and Brent Setchell, FDOT)

C. Citizen Concerns regarding I-275 Construction Air Quality (EPC Representative)

VII. Old & New Business

VIII. Adjournment

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

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Persons needing interpreter services or accommodations for a disability in order to participate in this meeting, free of charge, are encouraged to contact Joshua Barber, (813) 576-2313 or barberj@plancom.org, three business days in advance of the meeting. If you are only able to speak Spanish, please call the Spanish helpline at (813) 272-5940 or (813) 273-3774 and dial 1.

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

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**HILLSBOROUGH TRANSPORTATION PLANNING ORGANIZATION
POLICY COMMITTEE
MEETING, SEPTEMBER 14, 2022
DRAFT MINUTES**

I. CALL TO ORDER, PLEDGE OF ALLEGIANCE (*Timestamp 0:00:09*)

Chair Kemp, called the meeting to order at 8:33 AM and led the pledge of allegiance. The regular monthly meeting was held in person and virtual via WebEx.

II. ROLL CALL OF COMMITTEE MEMBERS & WELCOME TO OTHER TPO BOARD MEMBERS (Gail Reese, TPO Staff) (*Timestamp 0:01:35*)

The following members were present in person: Commissioner Pat Kemp, Commissioner Harry Cohen, Councilmember Guido Maniscalco, Charles Klug

The following members were present virtually: Commissioner Mariella Smith, Commissioner Kimberly Overman

The following members were Excused/Absent:

Welcome to other TPO Board Members present: Councilmember Joseph Citro

A quorum was met in person.

III. APPROVAL OF MINUTES (*Timestamp 0:00:00*) – August 10, 2022

Chair Kemp sought a motion to approve the meeting minutes from August 10, 2022. Councilmember Maniscalco so moved, seconded by Commissioner Cohen. Voice vote; motion passes unanimously.

IV. PUBLIC COMMENT (*Timestamp 0:02:36*) – 3 minutes per speaker to a maximum of 30 minutes.

- **Candace Savitz** – Spoke about I-275 and the toxic nature of the construction happening. Ms. Savitz noted her credentials and experience, how she took the sampling, and that she spent her own money on lab testing. Her integrity was challenged by FDOT at the BOCC meeting earlier in September. The dust has been deposited on barricades closing sidewalks. She is also concerned about rubble piles accumulating higher up along the six intersections along the interstate. The toxic dust has accumulated on any flat surface in the area. She is also asking that the rubble piles be tested for toxicity. She noted the amount of sparks being created on the evening of August 30, 2022 at Lake and I-275. She has a video and it has been sent to the BOCC.

Discussion:

Ms. Savitz was asked about the rubble piles she noted and to describe what she is talking about. The piles are deposited on the support structures that are newly built. The cast-off material in the form of dust has settled in the corners. As soon as it stops raining and there is

more activity, the dust piles will be distributed in the air again. These piles of dust are everywhere and is asking that those be cleaned up.

V. STATUS UPDATE

A. Florida Electric Vehicle Plan (April Combs, FDOT Office of Policy Planning) *(Timestamp 0:11:34)*

- Summary of the overall goals for EV Infrastructure in Florida – Florida is 2nd in the nation for EV adoption and has the second highest amount of DCFC.
- Went over funding in BIL.
- Reviewed Alternative Fuel Corridors around the US and Florida
- Florida’s EV Deployment Plan – required for access to funding, a framework for implementation, supports charging in rural and underserved areas, supports emergency evacuations and resiliency.
- Went over the goals for Florida’s plan – promote, position, expand, anticipate, enhance, support
- Showed community and stakeholder engagement results
- Reviewed the strategies for implementation
- Going forward – looking for joint office approval, industry forums, and competitive procurement

Presentation: [FDOT Electric Vehicle Infrastructure Deployment Plant Presentation](#)

Published Plan: [Florida’s Electric Vehicle Infrastructure Deployment Plan](#)

Discussion:

The financing aspect of this plan takes partnership. Grants require local matches. Hillsborough County is in a deficit position with unfunded projects right now. It was asked what the county would need to do to participate and if there is a financial plan that will be presented to the local governments. FDOT has been hearing from the EV industry partners that they also need to have financial obligations in the game and there may be potential sources of funding there for discretionary funding matches. It was noted that part of the referendum coming this fall includes innovation, but EV was not specified. Competitive grants don’t necessarily need local matches, would need local resources to manage the grant. The local can have commercialization and the state is looking at interchange locations along the interstates. This fiscal year, it has been budgeted for an EV study. If the committee would like something worked into the scope, staff will be happy to work with the members. Clarification was asked on fast infrastructure and if it is going to be the same across different models. The industry is maturing, the funding would be for chargers open to the public, CCS port. Tesla is proprietary and not open to the public, it is customers only. The infrastructure would be more like a fuel station for quick charges to get across the state or to other states. It was asked how long it takes for the quick charge. The average is 15 to 30 minutes depending on the battery. The role of FDOT is not to be in this business, funding will be how the stakeholders set it up with land and equipment. It was asked what makes Florida second in the nation for EV adoption. The numbers of people purchasing EVs, residents and visitors. It was asked if the FDOT representative owned an EV. No, they do not, does promote them with her family. It was brought up that the challenge most EVs have is driving

longer distances and if it would make sense to start the quick chargers in unincorporated areas. FDOT would like to follow up with that. It was noted that Hillsborough County is increasing the density and multi-family dwellings and asked what the recommendations are for building multi-family. FDOT is focusing on the corridors. However, getting the building requirements to put in the infrastructure for the charging; it can also be done with other places in the community using chargers.

B. Westshore Interchange Pedestrian and Trail Connections (Mary Lou Godfrey, FDOT District 7)
(Timestamp 0:52:06)

- Project will construct sidewalks and shared use paths
- Howard Frankland Bridge – trail on the north side, completed in Spring 2025.
- Causeway project – add a trail up to Gray Street
- Rio Street – add a trail on the west side and sidewalk over to McDonald’s Training Center and a crosswalk back to the Rio Street Trail.
- The City of Tampa will connect the trails in the park to the new trails.
- Will connect Howard Frankland to Courtney Campbell.
- Adding access for Rio Street as part of the West Shore Interchange – looking at how to phase the construction
- Looked at ways to connect existing trails. Anticipate completion in 2030. Planning in the design for connectivity.
- Adding connections at Occident and West Shore Boulevard. A new opening in the interstate at Trask Street. Have purchased the property for multimodal at Trask Street. Working on additional right-of-way with the City of Tampa.
- This is an overview of the connections that will be under the interstate with existing trails.
- Phase 1 – 2024 (Rio Street) 2030, Phase 2 – (Trask and Occident) 2032.

Discussion:

It was asked how this will connect to the Selman Greenway and Downtown Riverwalk. There are several different connections including U Path, going east on Cypress, going south on Rios, and going under Rios to Kennedy through the shared use path. There is another project picking up from Lois to Downtown. It was asked if there is a connection to get to the Suntrail corridor and if it would be up to standard. Not at this time, additional right-of-way would be needed and there are additional gaps. Will do additional research on this topic. It was asked about the timeline for community input for this and if there will be information coming out about the phase of building and features and if citizens and local governments continue to be involved. There has been a lot of coordination on several areas that are under construction in the early works projects. The beginning of 2023 will be the time for public comment on the Westshore project. It was noted that this type of development should be the same as what is designed for transit.

C. Transportation System Sales Surtax – Planning Portion (Beth Alden, TPO Director) (Timestamp 1:06:30)

- What would the TPO use the funds for
 - Hire consultants to assist the local governments with improvements, safety, etc. improvements and help bring them online as quickly as possible

- TPO would receive ½ %
- Do not have an independent oversight committee, will still have oversight for spending
- Identified in the ordinance that the LRTP may be used for analysis and forecasting
- New eligible expenditure in planning – develop community plans
- If the measure is approved, come back at a public meeting to see how the funds would be used.
- Suggest adding an improved data sharing platform and look at bringing a planning engineer on board to receive LAP Certification with the DOT. That would help in matching with grants for Temple Terrace and Plant City and also assist HART if they need that.

VI. OLD & NEW BUSINESS (*Timestamp 1:12:30*)

- **None at this time**

VII. ADJOURNMENT – The meeting adjourned at 9:45 AM

The recording of this meeting can be viewed at:

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



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

Plant City Canal Connector Trail Study

Presenter:

Wade Reynolds, TPO Staff

Summary:

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

Recommended Action:

Support approval of the Alternatives Assessment Report by the TPO Board

Prepared By:

Wade Reynolds, TPO Staff

Attachments:

[Project Web Page](#)



Plan Hillsborough
planhillsborough.org
planner@plancom.org
813 - 272 - 5940
601 E Kennedy Blvd
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Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item

Tampa MOVES Plan Update

Presenter

City of Tampa Mobility Staff

Summary

Staff will provide an update on [M.O.V.E.S.](#) (Mobility, Opportunity, Vision, Equity, and Safety), the City of Tampa's transportation plan that addresses several mobility related issues facing the City. Tampa M.O.V.E.S. is led by the City's Mobility Department with support from other City Departments and input from partner agencies in the region. It will cover all the ways to get around the City.

Tampa M.O.V.E.S. is a multi-year, multi-step planning process facilitated through the City's Mobility Department. Once completed, Tampa M.O.V.E.S. will outline transportation objectives, priorities, initiatives for the next 30 years and include the [Vision Zero Action Plan](#) which will facilitate a culture shift in how the City approaches safety.

The City of Tampa needs your help to plan for the future of our community. This fall, they will be hosting a series of town halls to get input on major planning initiatives that will affect growth and change around the city for years to come. Please join them at one of the in-person sessions or at the virtual session to participate in discussions about Tampa's long-term plans for climate equity, energy efficiency, mobility, land use and more!.

Upcoming Townhall Meetings:

- Tuesday, October 11, 5:30 p.m. at Port Tampa Community Center - 4702 W McCoy St, Tampa, FL 33616
- Tuesday, October 18, 12:00 p.m. – Virtual Meeting

Recommended Action

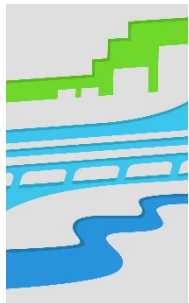
None.

Prepared By

Lisa K. Silva, AICP, PLA, TPO Staff

Attachments

[MOVES website](#)
[Presentation Slides](#) (available 10/6/22)



Plan Hillsborough
planhillsborough.org
planner@plancom.org
813 - 272 - 5940
601 E Kennedy Blvd
18th floor
Tampa, FL, 33602



Hillsborough TPO

Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

Wildlife Permeability Along Interstate 4

Presenter:

Joel Johnson and Brent Setchell, FDOT

Summary:

Vehicle collisions are a significant source of mortality and directly impact the Florida panther population through reduction in panther numbers and limiting the potential for population expansion. Northward expansion of panthers across the Caloosahatchee River and I-4 are necessary for the panther to continue to make progress toward recovery. However, the highway and adjacent land uses, known as the I-4 corridor, constitute a major barrier to wildlife movement, including range expansion of the Florida panther.

The U.S. Fish and Wildlife Service's (Service's) Florida Panther Recovery Implementation Team (PRIT) requested the Transportation Sub-Team to coordinate with the Florida Department of Transportation (FDOT) to provide a report on the permeability of the I-4 corridor. The Transportation SubTeam was assembled to help address the issues of vehicle mortality and habitat loss associated with transportation systems. Please find attached "Wildlife Permeability Along Interstate 4," a report prepared by the Transportation SubTeam.

The Service and FDOT have been coordinating closely on the planning and construction of wildlife crossings associated with upcoming projects along the I-4 corridor. This report identifies prospects and limitations for helping to re-establish safe passage of panthers across I-4, which is crucial to the future of the panther.

Recommended Action:

None; for information

Prepared By:

Beth Alden, TPO Director

Attachments:

Wildlife Permeability Along Interstate 4 report

[Presentation slides](#)



Plan Hillsborough
planhillsborough.org
planner@plancom.org
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601 E Kennedy Blvd
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Wildlife Permeability along Interstate 4

Transportation SubTeam Report

to

**Florida Panther Recovery Implementation Core Team and
US Fish and Wildlife Service**

June 2020

Transportation Subteam Members

Meredith Budd on behalf of Nancy Payton, Florida Wildlife Federation

Katasha Cornwell, Florida Department of Transportation

Amber Crooks, Conservancy of Southwest Florida, SubTeam Chair

Elizabeth Fleming, Defenders of Wildlife, Core Team Liaison

Terry Gilbert, Florida Fish and Wildlife Conservation Commission

Darrell Land, Florida Fish and Wildlife Conservation Commission

Gwen Pipkin, Florida Department of Transportation

Don Scott, Lee County Metropolitan Planning Organization

Brent Setchell, Florida Department of Transportation

Dan Smith, University of Central Florida

John Wrublik, US Fish and Wildlife Service

The Mission of the Panther Recovery Implementation Team Transportation Subteam is to identify and prioritize panther-vehicle collision areas and recommend risk-reduction measures. One of the recovery objectives for the Florida panther is to re-establish at least two additional viable populations outside of south and south-central Florida.¹

As Florida panthers have been hit by vehicles on Interstate 4 (I-4), and the roadway constitutes a substantial barrier to wildlife movement, the Subteam reviewed the remaining opportunities for large mammal permeability across the I-4 transportation corridor². A key issue is that some opportune locations lack permanently secured connections of compatible habitat for wildlife movement between protected conservation core areas located north and south of I-4. Without these secure habitat connections, opportunities to cross I-4 will be limited.

This document explores the opportunities and constraints at each of these locations based on knowledge at the date of this report. It can be used by agencies and entities who are involved with planning roadways and other land modification projects, or entities involved with establishing conservation lands within and adjacent to the I-4 transportation corridor.

Subsequent study by the Subteam will include a similar review of wildlife corridors³ and habitat connectivity from the location of the existing panther breeding population in south Florida to central Florida and I-4, as well as identifying additional opportunities and constraints.

¹ US Fish and Wildlife Service, 2008. Florida Panther Recovery Plan, 3rd Revision. P. x.

² Transportation Corridor refers to the area associated with one or more linear modes of transportation like highways, railroads or public transit which share a common course. Our assessment for this transport planning corridor includes the extensive land development occurring along I-4, essentially creating linear agglomerations or strip development that significantly magnifies the barrier effects for wildlife movement and further limits viable opportunities for providing functional habitat connections.

³ Wildlife Corridor for the purposes of this report is defined as an area (typically linear in form, but of varying width) composed of suitable habitat and/or compatible land uses (e.g., certain agricultural and rural land use types) that over time facilitate the movement of wildlife species (in particular the Florida panther) between two or more larger protected conservation areas. This definition implies concepts of connectivity outlined in the 1998 Florida Greenways and Trails System Plan (the ability to create functionally contiguous blocks of land or water through linkage of similar ecosystems or native landscapes). Wildlife corridors need to be designated as conservation lands and/or agricultural preservation areas to secure their long-term function for wildlife movement and other ecosystem processes.

Remaining Opportunities along I-4⁴ (from west to east) – See Table 1 below

<u>Block</u>	<u>Description</u>
A.	East Hillsborough County Agricultural Areas
B.	Saddle Creek (aka Tenoroc)
C.	Green Swamp/Hilochee WMA Osprey Tract Area
D.	Reedy Creek

Completed Projects – See Table 2 below

- E. Volusia County - Tiger Bay State Forest

⁴This list reflects the major opportunities that exist with current conditions. There may be additional opportunities in the future beyond those areas listed here.



LEGEND

MAJOR ROADS

- I-4
- INTERSTATES/TOLL ROADS

BOUNDARY

- COUNTY BOUNDARY

WILDLIFE CROSSINGS

- EXISTING WILDLIFE CROSSINGS
- POTENTIAL WILDLIFE CROSSINGS
- TARGET WILDLIFE CORRIDOR

ENVIRONMENTAL

- MAJOR WATERS
- MITIGATION BANKS
- MANAGED LANDS
- FLORIDA FOREVER (POTENTIAL)

0 5 10 20 Miles

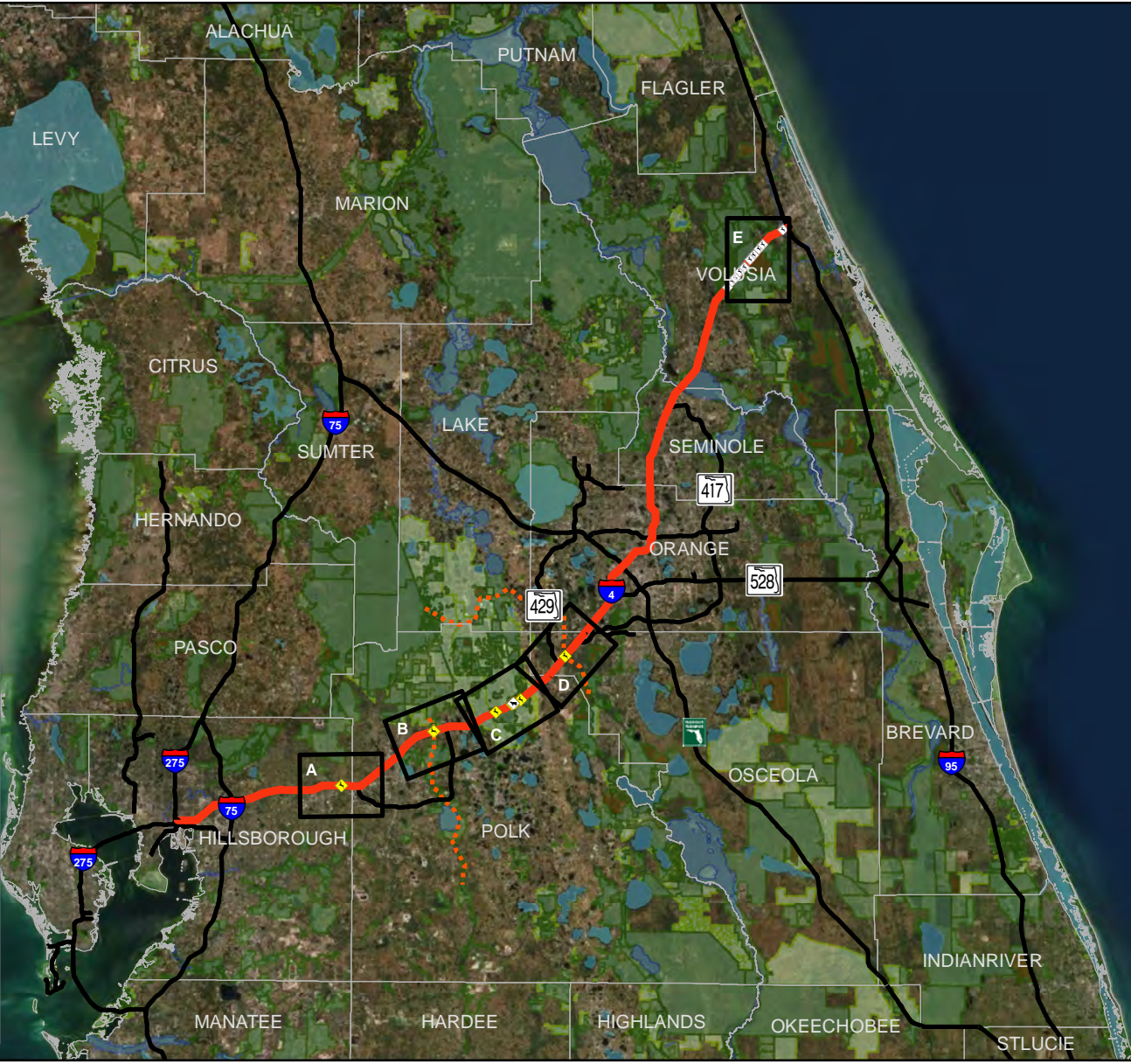


FIGURE 1

WILDLIFE PERMEABILITY ALONG I-4

FLORIDA PANTHER RECOVERY IMPLEMENTATION CORE TEAM
AND US FISH AND WILDLIFE SERVICE

SOURCE: FLMA, MITIGATION BANKS, AND FF (FDEP); WMA (FWC); ROADS, WILDLIFE CORRIDORS AND LEAST COST PATHWAY (FDOT); AERIALS (ARCGIS, 2019)

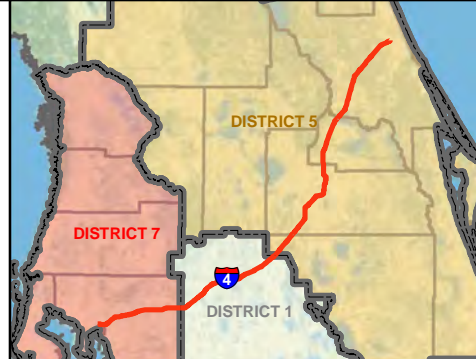


Table 1: Remaining Opportunities along I-4

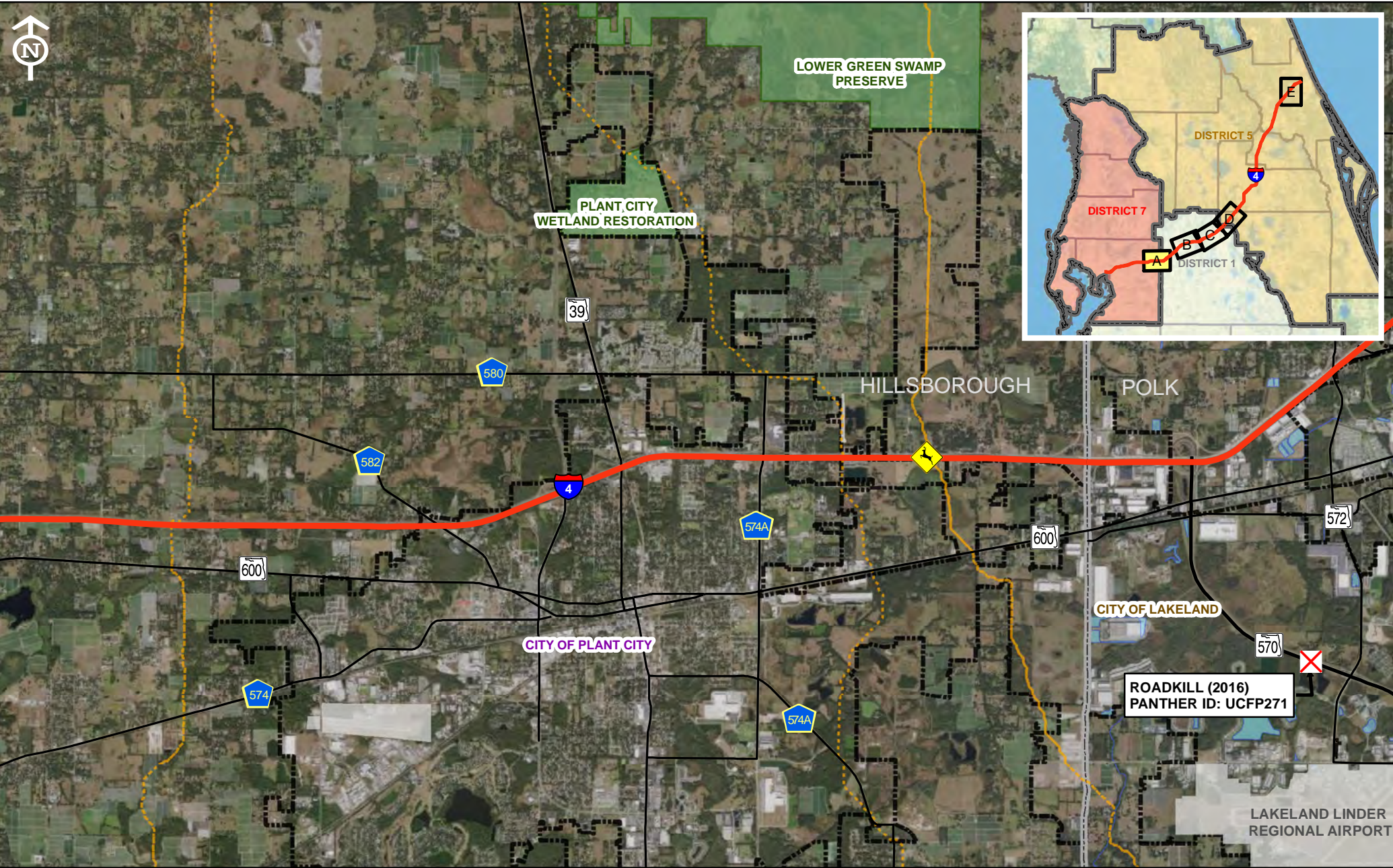
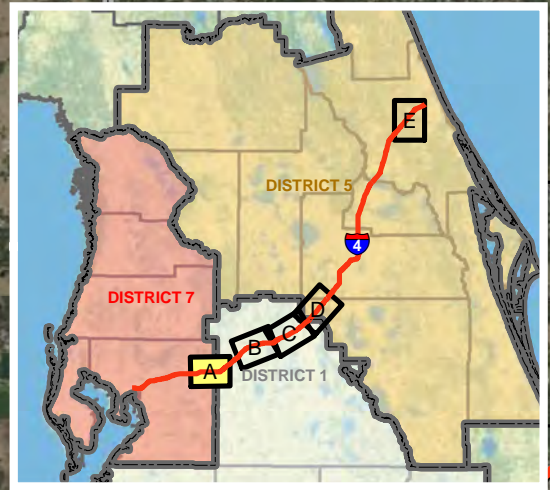
Block	Description	County	Planning/Funding Status	Supporting Information	Challenges
A	I-4 Hillsborough County	Hillsborough	Not included in any plans or designs. Potential opportunities both east and west of Plant City. FDOT District 7 wildlife camera study beginning.	<p>Proposed location as mapped coincides with a FDOT identified FP Least Cost Pathway and an existing drainage structure. Panther was killed nearby on Polk Parkway in 2016.</p> <p>East and west of Plant City are large swaths of agricultural lands. Many agricultural/rural land uses have been shown compatible with panther movement and foraging activities.</p> <p>The area west of Plant City represents one of the last remaining substantial non-urbanized areas existing on both sides of I-4 west of Orlando.</p>	<p>No designated wildlife corridors or protected conservation lands currently exist.</p> <p>We recommend exploring potential opportunities with FDACS in creating new or expanding existing agricultural preservation zones in the area facilitated through the Rural and Family Lands Protection Program and by using agricultural and habitat conservation easements. Such actions would provide long-term protection for the area and support opportunities for restoration along creeks and other water features that intersect I-4. Any associated water conveyance structures may provide future retrofit opportunities for improving permeability for wildlife movement.</p>
B	I-4 Saddle Creek	Polk	Wildlife overpass currently planned over I-4. A new bridge with shelves is also being planned under SR 33. Neither project is currently funded within FDOT's 5-Year Work Program.	<p>Crossings would connect Peace River/Saddle Creek to the Green Swamp as shown in the target wildlife corridor.</p> <p>Hilochee Wildlife Management Area (WMA) parcel close to I-4 north of this location.</p> <p>Tenoroc Fish Management Area close to I-4 south of this location.</p>	<p>New warehouses are being constructed and other developments are modifying the land use in the immediate vicinity of I-4. University Blvd. to the south and Old Polk City Road to the north which parallel I-4 limit safe wildlife movement. Other roadways to the south including SR 540 and CR 546 limit safe wildlife movement. Additional protected conservation lands are needed to preserve the target wildlife corridor.</p>

Table 1: continued.

Block	Description	County	Planning/Funding Status	Supporting Information	Challenges
C	I-4 Green Swamp	Polk	<p>The Western Green Swamp (WGS) will be constructed as part of the I-4 at SR 557 Interchange project (201215-3) which goes to construction in June 2020.</p> <p>The Eastern Green Swamp (EGS) crossing has been identified by FDOT as another preferred alternative. No funding available.</p> <p>Other potential upland crossing locations were identified by Dr. Dan Smith.</p>	<p>The WGS crossing lies adjacent to the Hilochee WMA with conservation lands on both sides.</p> <p>The EGS crossing also lies adjacent to the Hilochee WMA.</p> <p>There is potential to combine an upland wildlife overpass with a trail crossing associated with existing conservation/recreation lands managed by FWC.</p>	<p>Florida Forever conservation lands identified both north and south of this crossing. Specifically, there is a need to the south as there are no designated wildlife corridors and the land uses become more urbanized approaching Lake Alfred and Winter Haven presenting several gaps to creating viable, continuous habitat connections.</p> <p>Similarly, for EGS there is a lack of protected conservation lands and a defined wildlife corridor to connect to Reedy Creek across US 27 and US 17-92.</p> <p>Proposed upland crossings lack funding.</p>
D	I-4 Reedy Creek	Orange	Wildlife shelves are planned as part of the I-4 Ultimate bridge widening	Two panther vehicle collisions within 0.6 miles of Reedy Creek bridge crossing.	<p>Celebration Blvd, a parallel road, does not include any crossing features.</p> <p>Need to hide wildlife fencing and/or make it aesthetically acceptable for Walt Disney World and the adjacent tourism area.</p> <p>Need additional conservation lands along the target wildlife corridor preserved.</p>

Table 2: Completed Projects

Block	Description	County	Planning/Funding Status	Supporting Information	Challenges
E	I-4 Volusia County – Tiger Bay State Forest	Volusia	Four bridges and five culverts designed for large and small wildlife species, respectively, along with wildlife fencing were completed in 2016.	Wildlife camera monitoring is kicking off.	One of the four bridges (located at approx. mm 127) is in an area where adjacent lands are not permanently protected. Viability of the wildlife crossing structure is jeopardized by incompatible land uses.



BLOCK "A"

POTENTIAL WILDLIFE CROSSING
HILLSBOROUGH COUNTY

WILDLIFE PERMEABILITY ALONG I-4

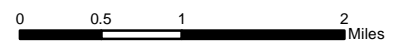
FLORIDA PANTHER RECOVERY IMPLEMENTATION CORE TEAM
AND US FISH AND WILDLIFE SERVICE

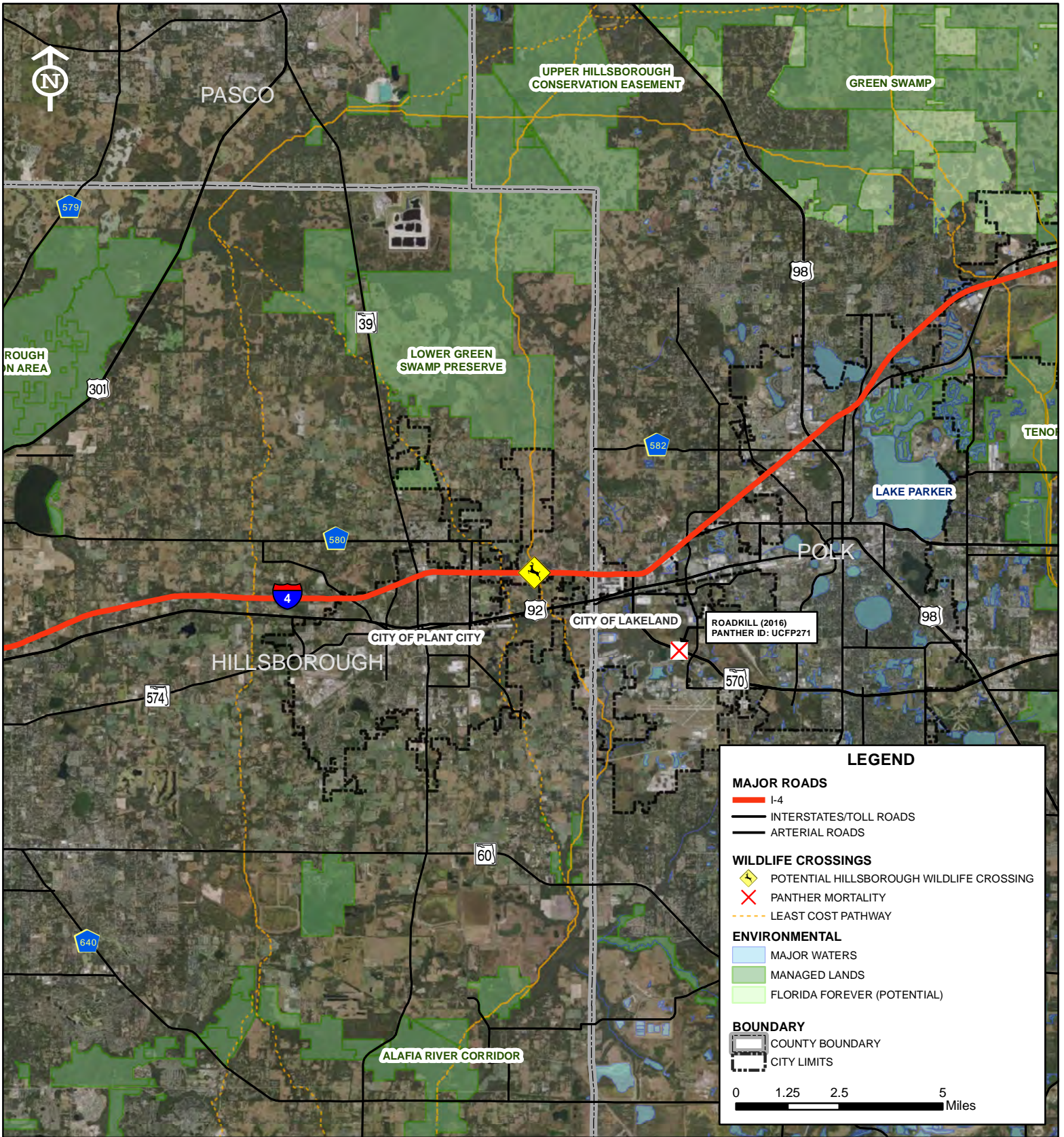
SOURCE: FLMA, MITIGATION BANKS, AND FF (FDEP); WMA (FWC); ROADS, WILDLIFE CORRIDORS AND LEAST COST PATHWAY (FDOT); AERIALS (ARCGIS, 2019)

- MAJOR ROADS**
- I-4
 - INTERSTATES/TOLL ROADS
 - ARTERIAL ROADS
- WILDLIFE CROSSINGS**
- POTENTIAL HILLSBOROUGH WILDLIFE CROSSING
 - PANTHER MORTALITY
 - LEAST COST PATHWAY

LEGEND

- ENVIRONMENTAL**
- MAJOR WATERS
 - MANAGED LANDS
 - FLORIDA FOREVER (POTENTIAL)
- BOUNDARY**
- COUNTY BOUNDARY
 - CITY LIMITS





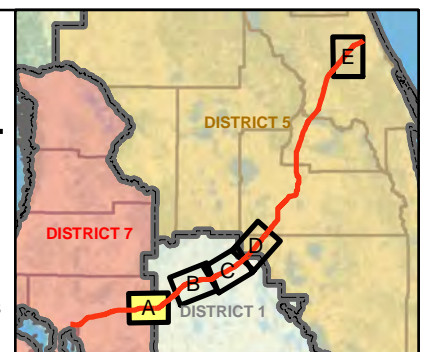
BLOCK "A1"

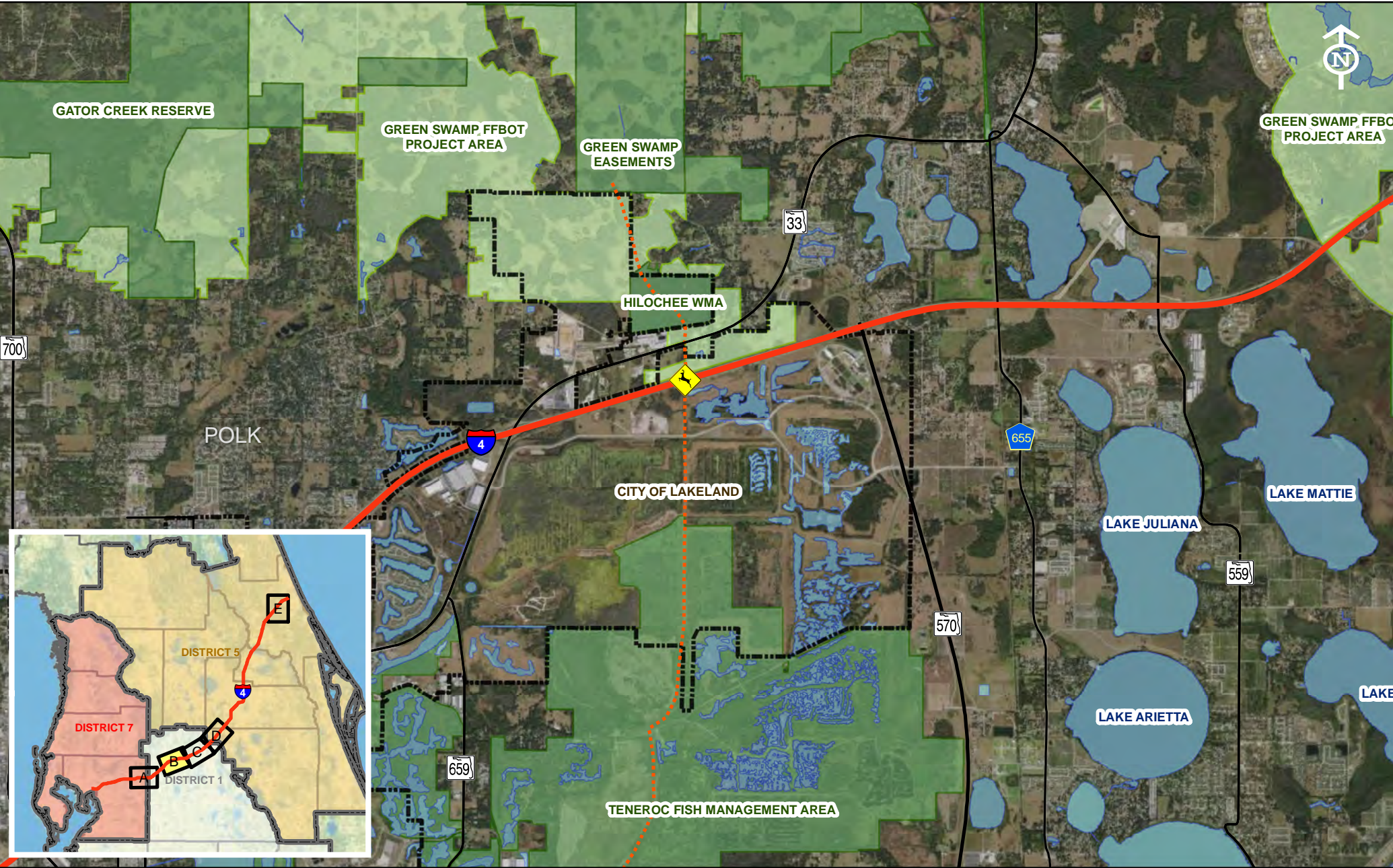
WILDLIFE CROSSINGS
POLK COUNTY

WILDLIFE PERMEABILITY ALONG I-4

FLORIDA PANTHER RECOVERY IMPLEMENTATION CORE TEAM
AND US FISH AND WILDLIFE SERVICE

SOURCE: FLMA, MITIGATION BANKS, AND FF (FDEP); WMA (FWC); ROADS, WILDLIFE CORRIDORS
AND LEAST COST PATHWAY (FDOT); AERIALS (ARCGIS, 2019)





BLOCK "B"

POTENTIAL WILDLIFE CROSSING
POLK COUNTY

WILDLIFE PERMEABILITY ALONG I-4

FLORIDA PANTHER RECOVERY IMPLEMENTATION CORE TEAM
AND US FISH AND WILDLIFE SERVICE

SOURCE: FLMA, MITIGATION BANKS, AND FF (FDEP); WMA (FWC); ROADS, WILDLIFE CORRIDORS AND LEAST COST PATHWAY (FDOT); AERIALS (ARCGIS, 2019)

- MAJOR ROADS**
- I-4
 - INTERSTATES/TOLL ROADS
 - ARTERIAL ROADS
- WILDLIFE CROSSINGS**
- ◆ SC#2 (FDOT PREFERRED)
 - ARTERIAL ROADS
 - TARGET WILDLIFE CORRIDOR

LEGEND

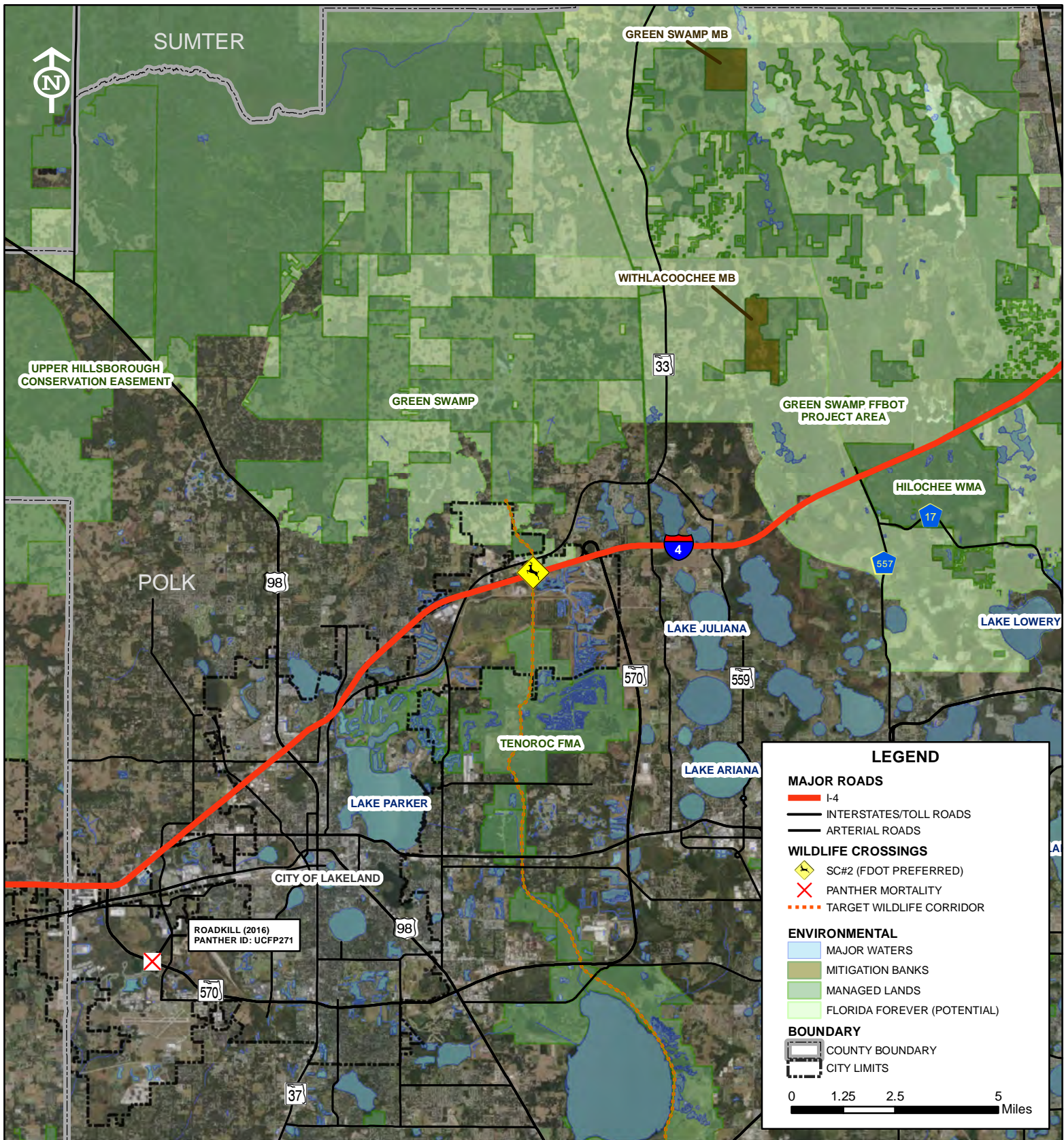
ENVIRONMENTAL

- MAJOR WATERS
- MANAGED LANDS
- FLORIDA FOREVER (POTENTIAL)

BOUNDARY

- COUNTY BOUNDARY
- CITY LIMITS

0 0.5 1 2 Miles



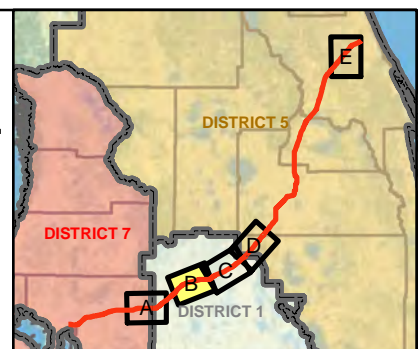
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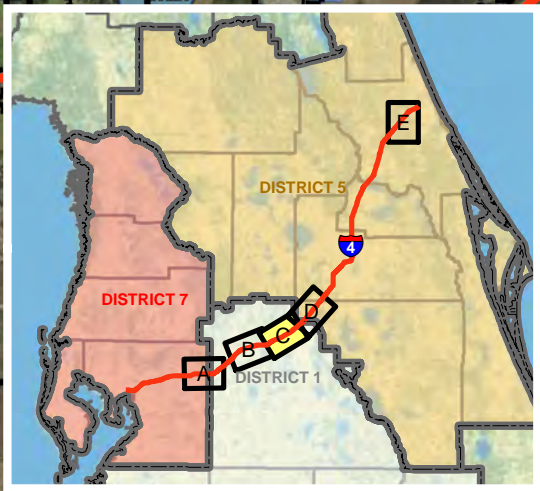
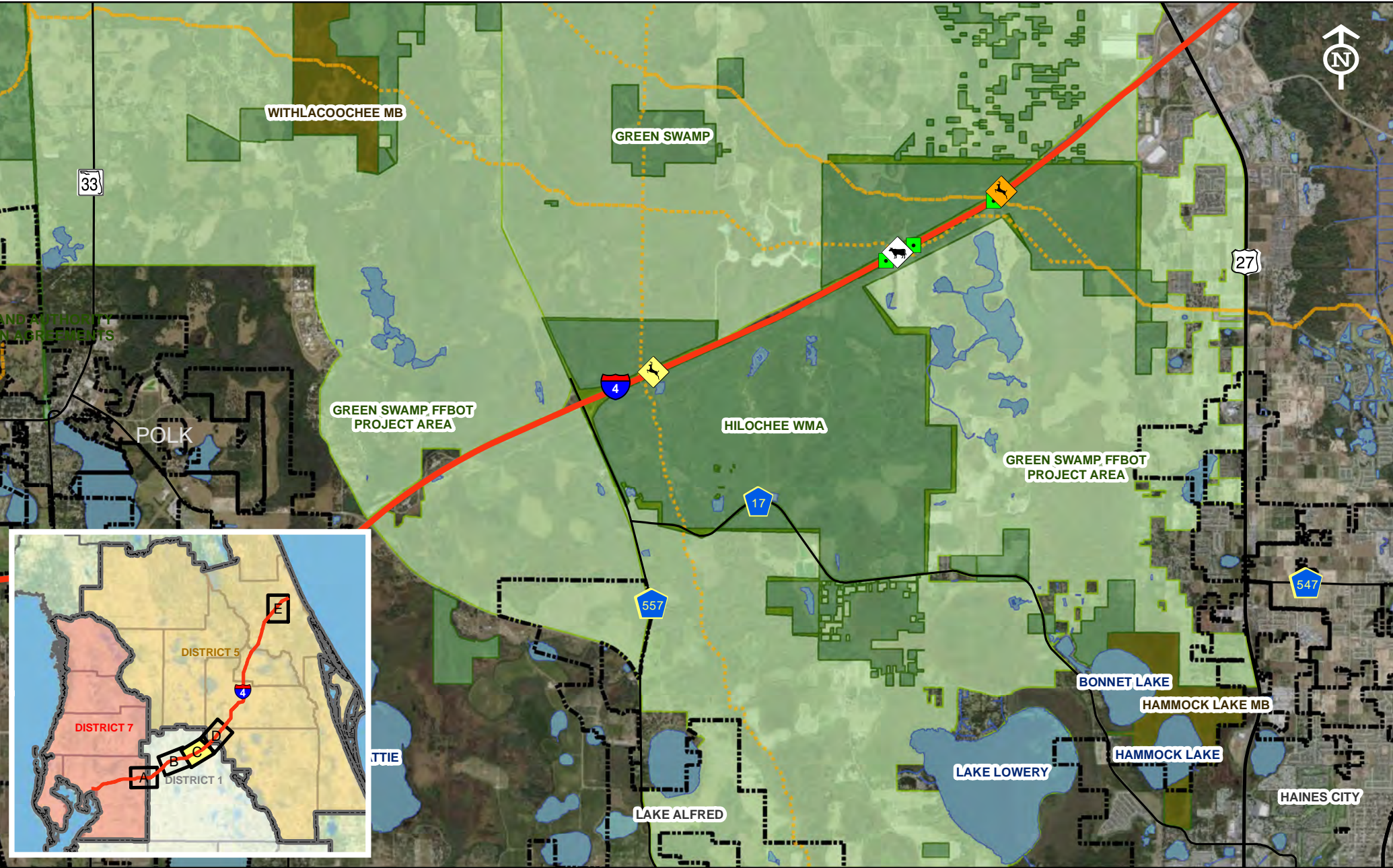
WILDLIFE CROSSINGS
POLK COUNTY

WILDLIFE PERMEABILITY ALONG I-4

FLORIDA PANTHER RECOVERY IMPLEMENTATION CORE TEAM
AND US FISH AND WILDLIFE SERVICE

SOURCE: FLMA, MITIGATION BANKS, AND FF (FDEP); WMA (FWC); ROADS, WILDLIFE CORRIDORS
AND LEAST COST PATHWAY (FDOT); AERIALS (ARCGIS, 2019)





BLOCK "C"

POTENTIAL WILDLIFE CROSSING
POLK COUNTY

WILDLIFE PERMEABILITY ALONG I-4

FLORIDA PANTHER RECOVERY IMPLEMENTATION CORE TEAM
AND US FISH AND WILDLIFE SERVICE

SOURCE: FLMA, MITIGATION BANKS, AND FF (FDEP); WMA (FWC); ROADS, WILDLIFE CORRIDORS AND LEAST COST PATHWAY (FDOT); AERIALS (ARCGIS, 2019)

MAJOR ROADS

- I-4
- INTERSTATES/TOLL ROADS
- ARTERIAL ROADS

WILDLIFE CROSSINGS

- POTENTIAL UPLAND CROSSING
- WGS#1 (JOHNSON ENG. PREFERRED)
- EXISTING CATTLE CROSSING
- EGS#3 (JOHNSON ENG. PREFERRED)
- LEAST COST PATHWAY

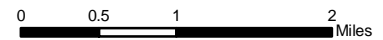
LEGEND

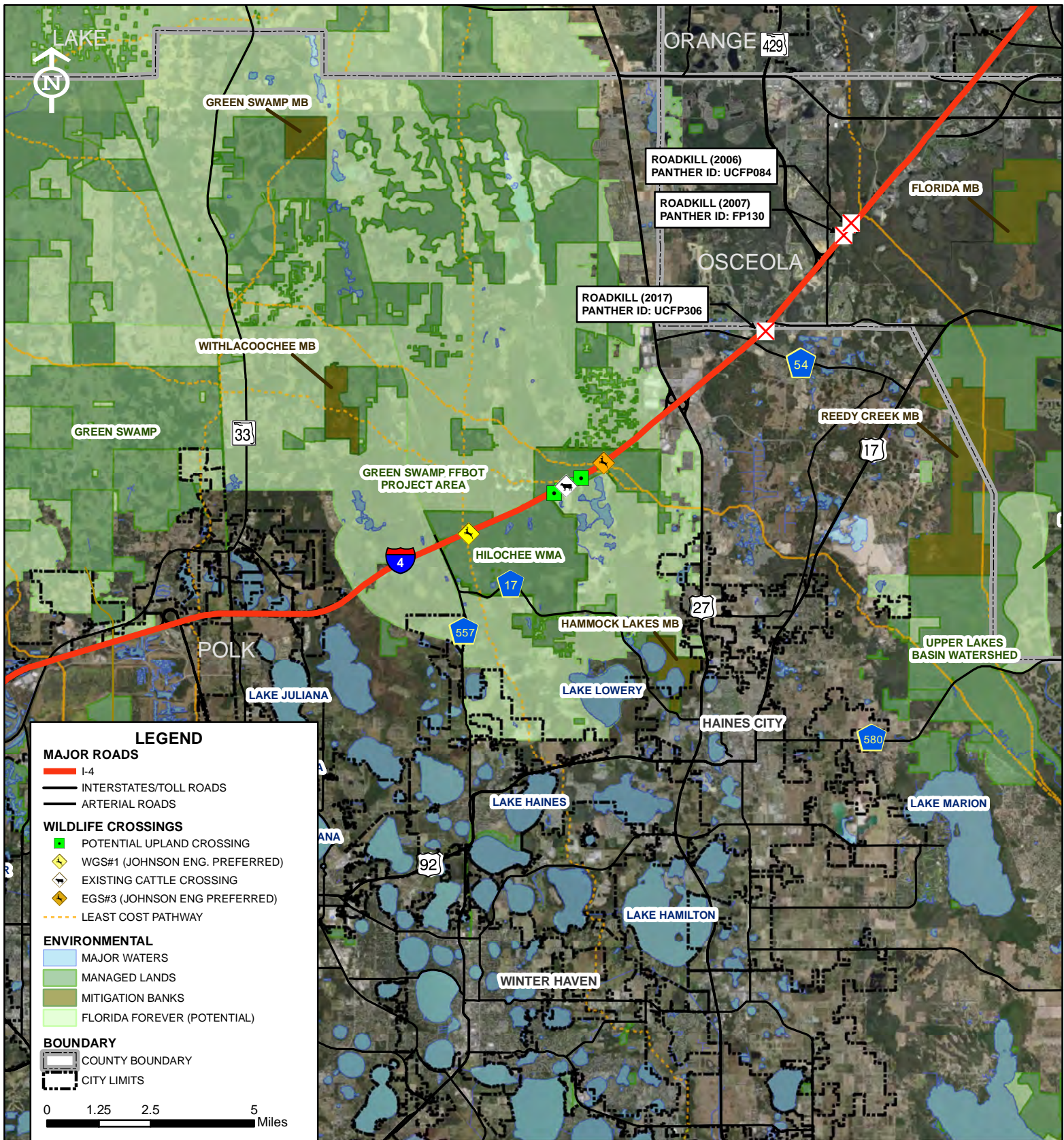
ENVIRONMENTAL

- MAJOR WATERS
- MANAGED LANDS
- MITIGATION BANKS
- FLORIDA FOREVER (POTENTIAL)

BOUNDARY

- COUNTY BOUNDARY
- CITY LIMITS





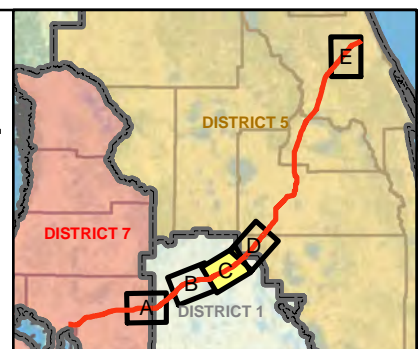
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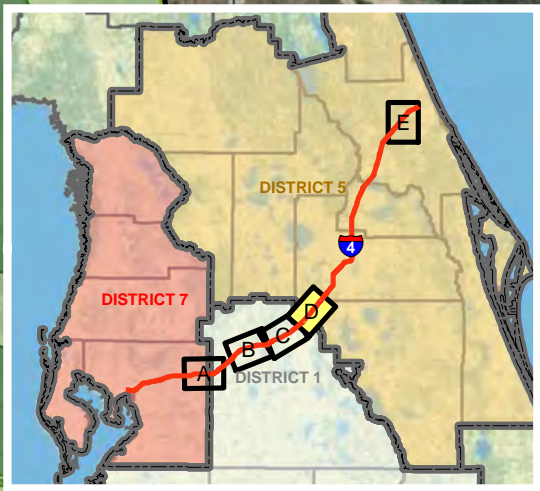
WILDLIFE CROSSINGS
POLK COUNTY

WILDLIFE PERMEABILITY ALONG I-4

FLORIDA PANTHER RECOVERY IMPLEMENTATION CORE TEAM
AND US FISH AND WILDLIFE SERVICE

SOURCE: FLMA, MITIGATION BANKS, AND FF (FDEP); WMA (FWC); ROADS, WILDLIFE CORRIDORS
AND LEAST COST PATHWAY (FDOT); AERIALS (ARCGIS, 2019)





BLOCK "D"

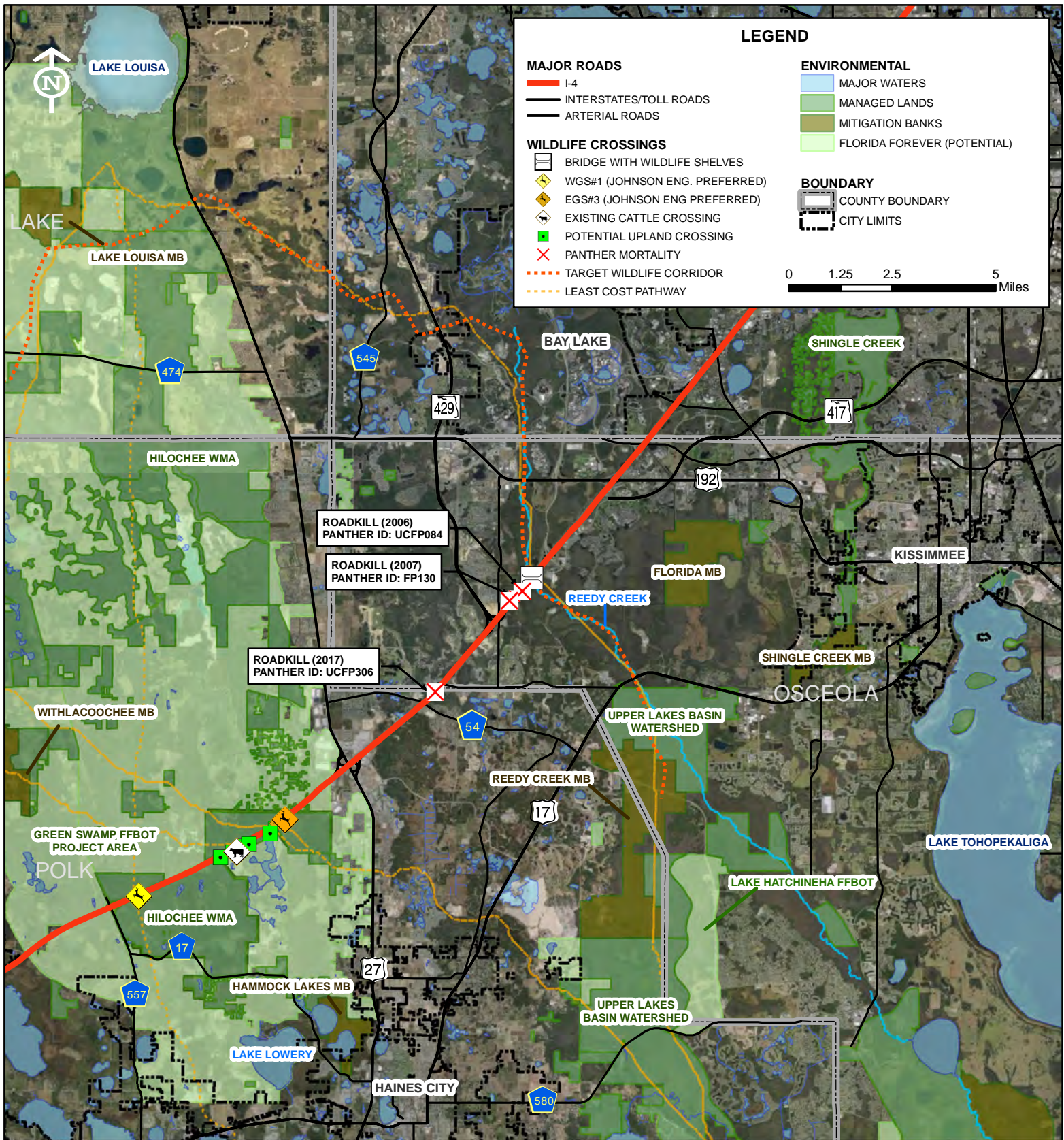
POTENTIAL WILDLIFE CROSSING
OSCEOLA COUNTY

WILDLIFE PERMEABILITY ALONG I-4

FLORIDA PANTHER RECOVERY IMPLEMENTATION CORE TEAM
AND US FISH AND WILDLIFE SERVICE

SOURCE: FLMA, MITIGATION BANKS, AND FF (FDEP); WMA (FWC); ROADS, WILDLIFE CORRIDORS AND LEAST COST PATHWAY (FDOT); AERIALS (ARCGIS, 2019)

MAJOR ROADS		ENVIRONMENTAL	
	I-4		MAJOR WATERS
	INTERSTATES/TOLL ROADS		MANAGED LANDS
	ARTERIAL ROADS		MITIGATION BANKS
WILDLIFE CROSSINGS			FLORIDA FOREVER (POTENTIAL)
	PANTHER MORTALITY	BOUNDARY	
	BRIDGE WITH WILDLIFE SHELVES		COUNTY BOUNDARY
	LEAST COST PATHWAY		CITY LIMITS
	TARGET WILDLIFE CORRIDOR	0 0.5 1 2 Miles	



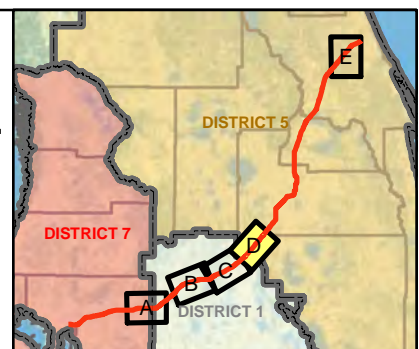
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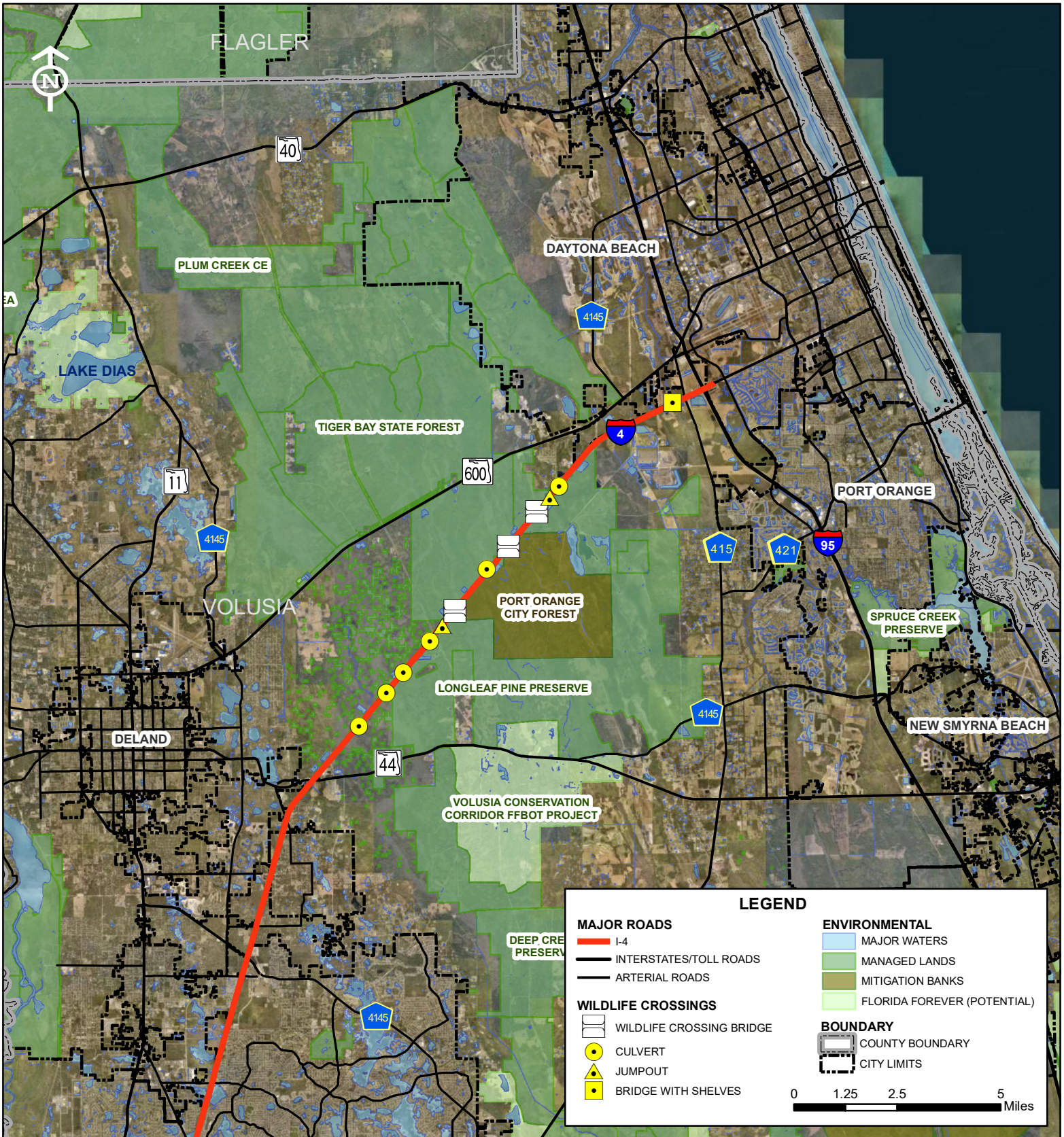
WILDLIFE CROSSINGS
POLK COUNTY

WILDLIFE PERMEABILITY ALONG I-4

FLORIDA PANTHER RECOVERY IMPLEMENTATION CORE TEAM
AND US FISH AND WILDLIFE SERVICE

SOURCE: FLMA, MITIGATION BANKS, AND FF (FDEP); WMA (FWC); ROADS, WILDLIFE CORRIDORS
AND LEAST COST PATHWAY (FDOT); AERIALS (ARCGIS, 2019)





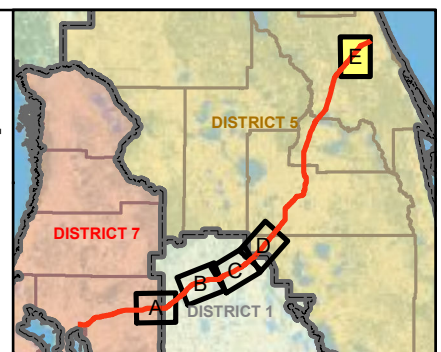
BLOCK "E"

WILDLIFE CROSSINGS
VOLUSIA COUNTY

WILDLIFE PERMEABILITY ALONG I-4

FLORIDA PANTHER RECOVERY IMPLEMENTATION CORE TEAM
AND US FISH AND WILDLIFE SERVICE

SOURCE: FLMA, MITIGATION BANKS, AND FF (FDEP); WMA (FWC); ROADS, WILDLIFE CORRIDORS AND LEAST COST PATHWAY (FDOT); AERIALS (ARCGIS, 2019)





Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

Citizen concerns regarding I-275 construction air quality

Presenter:

EPC Representative

Summary:

The Environmental Protection Commission (EPC) of Hillsborough County will present a staff report in response to questions and concerns about the I-275 interchange widening project and pollution in airborne dust from the construction site.

This report is a follow-up to community concerns raised at the August 10, 2022 TPO Board meeting about allegations of high concentrations of lead in the air near the I-275 construction site. EPC evaluated the Florida Department of Transportation (FDOT) project and construction practices, and EPC assessed the environmental samples collected by a resident and FDOT. A temporary EPC air monitor was installed near the project area to measure lead in the air.

Recommended Action:

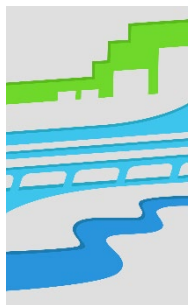
None

Prepared By:

Lizzie Ehrreich, TPO Staff

Attachments:

[Presentation slides](#)



Plan Hillsborough
planhillsborough.org
planner@plancom.org
813 - 272 - 5940
601 E Kennedy Blvd
18th floor
Tampa, FL, 33602