Virtual Workshop of the Livable Roadways Committee
Wednesday, May 19, 2021, 9:00 – 11:00 a.m.

Call to Order

The County Center and Plan Hillsborough offices are closed to the public in response to the COVID-19 pandemic. Members of the public may access this meeting and participate via the GoToWebinar link below, or by phoning in.

Technical support during the meeting may be obtained by contacting Jason Krzyzanowski at (813) 272-5940 or jasonk@plancom.org.

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Dial in LISTEN-ONLY MODE: (415) 655-0060-4212 Access Code 670-174-100

Public comments are welcome and may be given in person at this teleconference meeting by logging into the website above and clicking the “raise hand” button.

Comments may also be provided before the start of the meeting:
• by leaving a voice message at (813) 273-3774 ext. 6.
• by e-mailing tpo@plancom.org
• by visiting the event posted on the TPO Facebook page.

Written comments will be read into the record, if brief, and provided in full to the committee members.

I. Public Comment - 3 minutes per speaker, please

II. Approval of Minutes – April 21, 2021

III. Discussion Items- As this is a non-voting workshop, members are asked to individually identify any concerns or objections to these items.

A. Transportation Improvement Program Update (Johnny Wong, TPO Staff)
B. McIntosh Road PD&E Study Advance Notification (Allison Yeh, TPO Staff)
C. USF – Green ARTery Trail Study (Wade Reynolds, TPO Staff)

II. Old Business & New Business

A. BIKESTOCK Bayshore Blvd Open Streets flyer
B. MUTCD Letter

III. 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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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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I. CALL TO ORDER

Chair Citro called the meeting to order at 9:00 a.m. The meeting was held via GoToWebinar and a quorum was present at the start of the meeting. The Pledge of Allegiance took place.

Members Present: Joseph Citro, Cal Hardie, Oona Johnsen, Mark Hudson, Michael Maurino, Melissa Collazo, David Hey, Emily Hinsdale, Karen Cashon, Larry Josephson, Karen Kress, Matthew Lewis, Justin Willits, Roger Menendez, Jason Jackman, Arizona Jenkins, Carlos Ramirez, Sara Hendricks, Anna Quinones, Gus Ignas, Sandra Piccirilli, Matthew Pleasant

Others Present: Albert Marrero, Lisa Silva, Jason Krzyzanowski, Kasey Cursey, Joshua Barber, Paula Flores, Abigail Flores, Alex Henry, David Aylesworth, Emily Degaetano, Jeffrey Satfield, Kasey Cursey, Mariann Abrahamsen, Tia Boyd, Wade Reynolds, Beth Alden, Karen Cashon, Melissa Collazo, Robert Frey, Dayna Lazarus, Gail Reese

II. PUBLIC COMMENT

No public comments.

III. APPROVAL OF MINUTES – DECEMBER 16, 2020 AND JANUARY 20, 2021

Chair Citro called for a motion to approve the minutes from March 24, 2021. Roger Menendez missed in attendance for 03/24/2021, Mr. Menendez would like that change made to the minutes. Chair called for a motion to approve the amended minutes from March 24, 2021. So moved by Karen Kress, Seconded by Michael Maurino. The motion passed unanimously.

IV. DISCUSSION ITEMS

A. MUTCD Update Opportunity (Paula Flores, GPI)

The Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD) is a document issued by the Federal Highway Administration to specify the guidelines by which traffic signs, road surface markings, and signals are designed, installed, and used. As proposed, Federal standards would prohibit colorful crosswalks in the name of safety, but still endorse the 85th percentile for setting speed limits, even if engineers consider it too fast to be safe. The manual is contradictory, stifles the implementation of innovative new designs cities have developed on their streets, and is actively harming people using American streets.

- Manual on Uniform Traffic Control Devices – FHWA has updated sections of this document. Tinkers at margins without fixing flaws. Several groups involved including federal, sponsoring organizations, and technical organizations.
Cities are pushing back for a bigger rewrite; there are 650 proposed changes; 11 cities have already written comments.

General Concerns: need to completely reframe, encourage inclusion and equity, outdated practices with motor vehicles, less flexibility (does not allow for rapid changes and innovation), needs to better align with cities, outdated, address context sensitivity, go back to original promise for uniformity purpose but not how they should be used, victim blaming, right of way need to be dedicated to highway related functions only, prohibits crosswalk art, requires AV technology before it is proven technology, pedestrian push buttons are not.

Specific Concerns: speed limits, not following NTSB recommendations; signals & warrants, efficiency of vehicles is more important than people; bicycle treatments and signals: more recommendations and guidance on bicycle lanes, require more studies, takes away tools, restrictions that make 100s of bike lanes non-compliant; crosswalks, stringent on decisions for new crosswalk markings, detrimental to urban development for walking, efficiency of vehicles more important than people, no new esthetic treatments.

Bicycles is new to the document... everything is recommendations, interim approvals have requirements for more studies.

Comment submission dates is May 14, 2021; template letters are available. www.regulations.gov Docket ID No. FHWA-2020-0001

NACTO (https://nacto.org/program/modernizing-federal-standards/)
America Walks (https://americawalks.org/take-action/current-actions/)
Other letters on the main website that can be used as an example.

Cal Hardie: Commented that the additional testing for safety benefits must be done by local jurisdictions and published for peer review, it will put a heavy burden on the local authorities. Inquired if it would be worth while to contact the Secretary directly.

Sara Hendricks (via chat): Wow! Great Presentation

Carlos Ramirez: Requested a copy of the presentation.

Lisa Silva: Would the committee support the MPO drafting comments and submit on behalf of the MPO?

Karen Kress makes the motion, Seconded by Carlos Ramirez, motion passes unanimously.

Karen Kress (via chat): The Tampa Downtown Partnership will send a letter.

Presentation: 2021 MUTCD NPA

B. Franklin Street Vision Project (Karen Kress, Tampa’s Downtown Partnership)

Franklin Street has a great history as a bustling commercial street in Tampa. Over the years, there have been many changes. Tampa’s Downtown Partnership solicited input from the community through a series of surveys.

- Tampa Downtown Project – transportation and planning. About improving the walking environment. Being careful to manage expectation; bring the City and Private Stakeholders together
• Boundaries – length of Franklin Street, historic commercial main street, street of firsts, 18 city blocks (Jackson to Palm)
• Four areas: Jackson to Tyler, Tyler to Scott, Swath under I-275, Yellow Brick Row Kay to Palm.
• Was home to a lot of civic buildings; trying to bring new life into the corridor; there has been recent development in the area.
• Many different types of outreach including stakeholder interviews, surveys, an interactive map for recommendations.
• Relevant transportation projects – extend the streetcar nearby, transit-oriented development redo; HART, FDOT, waterfront activity, armature works; difficult to cross to the corridor from waterfront.
• When you get to the northern area, how high do you build (high-rise or 4-5 story)
• Downtown comprehensive parking plan and other complete street ideas/plans; a lot of stakeholder engagement, done virtually, a couple of walking tours, surveys, had interactive map for comment.
• Managing expectations on what can be done. Are looking at different types of funding including Historic Preservation funds from Hillsborough County.
• Conducted an existing conditions analysis: quality of landscaping, counted benches, etc.; Block-by-Block recommendations and assign responsibility and priority.
• Have made some progress: square at Lakes Park, 90-day pop-up public space in Gaslight Park for use and feedback; have done murals; a property owner strung lighting across the street.
• Planters throughout downtown, will make sure every block along Franklin Street will have planters.
• Information on the website: https://franklinstreetvision.com/

Presentation: Franklin Street Vision Update

C. Non-Discrimination Plan Update (Joshua Barber, MPO)

Under federal law, the MPO is required to prepare a plan to address Title VI of the Civil Rights Act every 3 years to ensure nondiscrimination in the provision and execution of MPO activities. The Hillsborough MPO Title VI & Nondiscrimination Plan was adopted by the MPO Board in 2018, and an updated Title VI & Nondiscrimination Plan will need to be adopted in 2021.

This update will be guided by the Resolution on Racial Discrimination adopted by the MPO in August, which states that as “racial discrimination has been evident in transportation planning, transportation planning is one of those systems that must change.” This update will therefore include an examination of how planning has contributed to racial inequities in our area.

• Scope of Work: Define Equity, History of Inequities, identify Communities of Concern, Review Existing Equity Work, Community Engagement, Recommendations (Planning Commission and MPO individually), Writing the 2021 Nondiscrimination Plan.
• Looked at era 1900 - ~1970s.
• Through this time, there have been several Federal, State, County, and City programs, plans, and policies based in segregation around race, ethnicity (non-American), and other demographics. These included construction of highways and rehabilitation of slums and blight areas. These
families were to be relocated to less desirable land. The relocation to affordable housing did not happen.

- Deed restrictions (ethnic and racial groups referenced), Overview of Public Housing, 1937 Housing Act (Federal), all public housing construction built with public money was segregated by race until the 1960s.
- Homeowners Loan Corporation, 1930’s – changed how mortgages and home loans were approved. Created Residential Security Maps. Based on risk of lending, age of house, construction, price, characteristics of residents (race, ethnicity, country of origin); redlined or yellow-lined were black, Jewish, non-American and greenlined wealthier and white.
- Comprehensive Planning and Zoning: 1941, Tampa Major Street Plan, routing major highway was explicitly targeting racial and low-income neighborhoods. 1945 makes recommendations for more segregated areas.
- Plant City Comprehensive Plan 1956 – very similar to other plans, first maps are predominant non-white areas on the south side of town. No public parks had been created for non-whites. City Commission created the Housing Authority that received federal funding. They had 3 projects funded, one for white and two for black. The two black housing projects were located on the south side and would clear the slum areas there.
- Urban Renewal – funded under 1949 Federal Housing Act – four Projects in Hillsborough County: The Scrub/Maryland Avenue (1962), Tampa NAACP came out against these plans; Riverfront/Roberts City (1963), land sold to University of Tampa, City of Tampa, Private developers, none was developed into subsidized housing until the 1970s; Ybor City and Plant City.
- Highway construction: I-4, I-275, and the South Crosstown Expressway ended up taking out many non-white locations.
- Outcomes by the late 1960s: destruction of major black and Latin neighborhoods, further segregation, exclusion from housing ownership, and cumulative impact of these projects
- Currently mapping underserved communities: can see historical influence in modern mapping.
- Community Engagement (Dayna Lazarus): Developed branding and website for Planning for Equity, surveys, field outreach, storytelling forum, focus groups.
- Community leadership, building relationships for long-term engagement.
- Survey: demographics, experiences, access, solutions; Field Outreach: ensure representation in the effort; Storytelling: opened up to anyone, community partners; Focus Groups: Black/African American, LGBTQ, People with Disabilities, Low-Income, Latinx/Hispanic
- Coming up with recommendations: policy, process changes, planning, agency wide, MPO specific, Planning Commission specific around land use and housing

Justin Willits (via chat at 9:57 AM): I have to jump off, but I would like to submit that this work done by the MPO is very informative for the community. I think that any current urban highway expansion plans that benefited from these historic transgressions (275, 4, Selmon) should be questioned thoroughly and not be given a pass just because they're already constructed. Furthermore, anytime we add lanes to highways we further diminish the value of transit, and its ability to compete with single occupancy automobile travel.

Sara Hendricks (via chat at 9:59 AM): Great points, Justin.
Carlos Ramirez: Expressed that the presentation was great. He also noted that he was lucky enough to be a part of one of the equity focus groups. A surprise for him was that some of the folks are kind of shy about coming out and talking about their difficulties in the community. Mr. Ramirez expressed the possibility of having a spokesperson in the community that can train others. He also noted that there was a gentleman in the group who was an entrepreneur but was restricted by land use in his area and not able to change to the work, play, live environment.

Arizona Jenkins: Stated that he enjoyed being in the focus group for the disabled. You asked a lot of questions about things that people did not know about the access. A lot of people that were on that focus group were happy to have their voices heard on the issues. My last comment is, where is my Walmart card?

Michael Maurino: Commented that much of the history wasn’t that long ago. Expressed concern specifically for children. In terms of discrimination, there is not much attention paid to users under the age of 18 or under the age of 12 who may not have a ride somewhere. Brought up a specific example in his area, South Dale Mayberry, south of Gandy Blvd., medians are being closed. There is one mid-block crossing. There are kids riding bikes and walking to and from an elementary and a high school. If those medians were shrink 18 inches, you could have put in bike lanes. Believes children need to be a bigger part of the design for projects.

Sara Henricks (via chat at 10:30 AM): Expressed that community trust is building and the momentum should continue.

Presentation: Title VI and Nondiscrimination Plan Update

D. CUTR Equity Toolkit (Tia Boyd or Kristine Williams, CUTR)

Metropolitan planning organizations (MPOs) and local governments use a variety of methods to ensure that local and regional transportation plans and projects meet community needs.

This toolkit focuses on equitable transportation practices in traditionally underserved communities. Traditionally underserved communities include low-income, minority, elderly, young, persons with disabilities, zero-vehicle, Limited English Proficiency (LEP), single-parents, rent-burdened households, and others whose needs have been historically underserved.

- Transportation Equity Toolkit – Toolkit is a resource for advancing equity-based improvements, emphasize community engagement. Includes a number of tools.
- Needs assessment – define and map underserved communities, MPO is using two processes, collect demographic and socio-economic, calculate concentration, identify and represent larger concentrations of one or more areas of concern, Staff is encouraged to engaged community to redefine as needed.
- Each area of the toolkit promotes the necessity of community engagement.
- Audit Tool – useful way to involve community members and ID traditionally underserved communities. Collect socio-economic information. Define and map the underserved communities. Calculate the concentration of communities of concern. Use GIS to map the concentrations. It includes a survey, eight sections, rank rating; reviews basic steps for audit; evaluate results and prioritizes needs; confirm with ranking that it matches findings; the process is data intensive.
Inventory and Assess Mobility Needs ((revisit this))
Identified clusters and looked at Google Earth to see what is happening in those areas, due to the pandemic. Also looked at safety conditions for bicyclists and pedestrians.
Involved the community and tailored the engagement to the community.
Include the Transportation Equity Audit Tool that was designed for the tool kit. Eight sections in the audit to identify and rank needs.
Prioritize needs, identify and analyze causes, summarize and share findings.
Project Prioritization: define and locate the COCs, Select scoring system and methods, conduct evaluation, rank the select projects.
• Scorecard – has been automated, includes color-coded categories, factors, and criteria; uses weighted and non-weighted; concentrations are scored; maximum equity is 30.
  o Five benefit categories and one for burdens
    ▪ Access to Opportunity
    ▪ Health and environment
    ▪ Safety and Emergency Evaluation
    ▪ Affordability
    ▪ Mobility
    ▪ Burdens
      o 0 = no concentration of COC
      +1 = Low to medium concentration of COCs
      +2 = High concentration of COCx
      -10 = Burdens
  o Apply the Scorecard: different times based on criteria and projects.
  • The project is wrapping up now, will be available at later time

Arizona Jenkins: Questioned if the toolkit included whether 24-hour service went to areas. He would like to see that as part of studies; a way to get better transportation for people at all hours of the day and the cost associated.
Karen Kress: Inquired, for somewhere like downtown Tampa, we have people coming in from all over the area with Tampa as their destination; can the tool be used for that type of application?

Presentations: CUTR Equity Toolkit April 2021

V. OLD BUSINESS & NEW BUSINESS

A. No new business at this time

B. Old Business:
  • City of Tampa Sidewalk Workshop Session is on April 22, 2021 at 9 AM
  • The next meeting is on May 19, 2021

VI. ADJOURNMENT – There being no further business, the meeting adjourned at 10:54 a.m.
Board & Committee Agenda Item

Agenda Item
Transportation Improvement Program (TIP) Update, FY 2021/22 – 2025/26

Presenter
Johnny Wong, TPO Staff

Summary
Staff has prepared a draft of the Transportation Improvement Program document for the fiscal year period of 2021/22 – 2025/26. The TIP document includes three important lists, organized into tables, which are integral parts of the plan:

1. Existing Priorities Funded for Construction: these are priorities that are under construction or have funding to begin construction within the next five years. This list also includes partially funded projects, which are included to show community support while they await completion.

2. Candidates for New Funding: these are priorities that need federal and state funding because they have been shown to address urgent transportation needs in the community. This list organizes projects into the appropriate investment program and ranks them in order based on the estimated impact they will have on the community’s goals.

3. All Other Projects Funded in the Next 5 Years: this list is quite large and includes projects programmed by the FDOT based on our previous year’s priority list. It also catalogs all projects in our partners’ local Capital Improvement Programs, even though the TPO does not control what projects appear in the CIPs. The table indicates the status of each project, what type of project it is, and the costs associated with each phase.

Staff will present the updated TIP document, including the three lists mentioned above, and describe any changes and additions made during this annual update.

Recognizing that many committee members may be unfamiliar with the TIP, staff will also explain the TIP development process and timeline; the relationship between the TIP and Long Range Transportation Plan; the prioritization methodology and process; and, how projects are created – from idea to construction.

The TPO Board will hold its annual public hearing to discuss the TIP on June 9th, 2021. Following the hearing, the TPO must submit the adopted TIP to FDOT by August 1st and it will go into effect beginning October 1, 2021.

Recommended Action
Recommend approval of the FY 2021/22 – 2025/26 Transportation Improvement Program

Prepared By
Johnny Wong, PhD, TPO Staff

Attachments

Draft Transportation Improvement Program 2021/22-2025/26
Draft Table 1: List of Priorities Funded for Construction
Draft Table 2: List of Candidates for Funding
Draft Table 3: All Other Projects Funded in the Next 5 Years
Draft FDOT Work Program Fund Summary

Priority Request Letters Submitted to the MPO by Local Partners
Projects submitted to the MPO

This attachment is a supporting document to highlight the TIP Project Priorities submitted by the Jurisdictions to the MPO.

City of Plant City

The following are some of the highlights from the TIP priority project request letter that was submitted to the MPO.

- Intersection improvements: Plant City has requested for intersections improvements due to an increase in traffic which causes traffic backup at James L Redman Parkway/ Alexander St, James L Redman Parkway/ Jim Johnson Road and along South Park Road/ Coronet road

- Sidewalk improvements- Plant City seeks funding for improving sidewalk around Tomlin Middle School and Marshall Middle School to provide a safe walking and biking environment.

- Other projects are request for a Canal Trail Feasibility Plan to be included in the MPO’s Unified Planning Work Program (UPWP); a new two lane road from Coronet Road to South County Line Road, expansion of US 92 from Park Road to South County Line, and a new road to connect North Park Road and North County Line Road.

These projects are consistent with the Imagine 2040 Plant City Comprehensive Plan and would be eligible for federal and/ or state funds that require Local Agency Program (LAP) certification.

City of Tampa

The following are highlights from the priority projects that were requested by the City of Tampa.

- Vision Zero Safety Projects to reduce crashes: Green Spine Cycle Track along Nuccio Parkway, 15th Street and Cass Street, Sulphur Springs K-8 Various Locations, Floribraska Ave, Doyle Carlton Dr at Laurel St Intersection Improvement, SR 60/Kennedy Blvd from Westshore Blvd to Hillsborough River Corridor Improvements, El Prado Boulevard Sidewalk and safety enhancements as part of the Heights Mobility Plan.

- Good Repair and Resilience Projects: SR 60/Kennedy Blvd from Westshore Blvd to Brevard Avenue Corridor Improvements, Platt Street and Columbus Drive Movable Bridges.

- Smart Cities/ Technology and Operations: Integrated Corridor Management Systems o Florida Avenue/Tampa Street from Kennedy Blvd to Bearss Avenue.

City of Temple Terrace

The following are some of the highlights from City of Temple Terrace Priority Request

- Complete Streets Project - Bullard Parkway/ Temple Terrace Highway from Glen Arven Ave to 78th St

- Sidewalk and bicycle lane improvements - Davis Road from Morris Bridge to Temple Terrace Highway
• Underpass - Fowler Ave at Raintree Blvd Golf Cart Crossing as part of the 2019 Low Speed electric Vehicle Study
• Light Vehicle/ Foot Bridge – Whiteway Dr over Hillsborough River
• Mobility Fee Study Request – City of Temple Terrace Mobility Fee Study

HART

The priority projects that HART requested are focused on upgrading and replacing the software and capital. There is a request for the expansion the maintenance facility and a new satellite maintenance facility. The following are some of the requested project priorities for including in TIP.

Infrastructure: Heavy Maintenance facility and satellite maintenance facility

System Upgrade: Bus Replacements and CAD/AVL system replacement, Electric Bus, Scheduling software

Capital: Bus stop capital improvements

Other priorities: Modern Streetcars, CSX Study, Real estate acquisition.
March 11, 2021

Ms. Beth Alden, AICP  
Executive Director  
Hillsborough County Metropolitan Planning Organization (MPO)  
601 East Kennedy Boulevard, 18th Floor  
Tampa, Florida 33602

Re: Transportation Priorities of the City of Plant City for 2021

Dear Ms. Alden:

Per your request, listed below for your consideration are the City of Plant City’s priorities to use during this year’s development of the MPO’s Transportation Improvement Program (TIP). They are in order of importance [highest first]:

- **Alexander Street/James L. Redman Parkway – Intersection Improvements.** The total estimated cost of this project is $2,000,000. The improvements that would aid in traffic flow through this intersection include an improved east bound right turn lane on Alexander Street south bound onto James L. Redman Parkway for semi-truck traffic. A new right turn lane on James L. Redman Parkway onto west bound Alexander Street, which would greatly reduce the traffic backup that now occurs at this centrally located commercial node in Plant City.

- **Alexander Street/Jim Johnson Road – Intersection Improvements.** The total estimated cost of the project is $2,000,000. Improvements to this intersection will aid traffic flow by widening the intersection, allowing for a dual left turn lane onto Jim Johnson Road from Alexander Street. This intersection will require widening at the crossing of CSX Railroad.

- **South Park Road/Coronet Road – Intersection Improvements.** The total estimated cost of the project is $2,000,000. Improvements to this intersection will aid traffic flow by widening the intersection, allowing for dedicated left turn lanes onto Park Road from Coronet Road and East Alsobrook Street. Other intersection improvements would include a relocated right turn lane onto Coronet Road from Park Road and a relocated right turn lane from East Alsobrook Street onto Park Road.
Sidewalk improvements around Tomlin Middle School – The total estimated cost of this project is $254,560. Provide a series of sidewalk improvements near and around Bryan Elementary School and Tomlin Middle School. Due to the pending elimination of courtesy busing, an improved walking and biking environment is needed around the most impacted schools in Plant City. By addressing the identified missing links in the sidewalk network of the surrounding neighborhoods, it will provide for a safer walking and biking environment for students traveling to and from either Bryan Elementary School or Tomlin Middle School. This is a recommended improvement from the Plant City Walk-Bike Plan, June 2017.

Sidewalk improvements around Marshall Middle School - The total estimated cost of this project is $496,600. Provide a series of sidewalk improvements near and around Marshall Middle School. Due to the pending elimination of courtesy busing, an improved walking and biking environment is needed around the most impacted schools in Plant City. By addressing the identified missing links in the sidewalk network of the surrounding neighborhoods, it will provide for a safer walking and biking environment for students traveling to and from Marshall Middle School. This is a recommended improvement from the Plant City Walk-Bike Plan, June 2017.

Canal Connector Trail Feasibility Plan - To be included in the MPO’s Unified Planning Work Program (UPWP). Connecting Parks. Boundaries would include connecting Brewer Park (W. Grant Street), Snowden Park (S. Waller Street), Midtown (S. Wheeler Street), Cooper Park (E. Dr. Martin L. King Jr. Blvd.), Gilchrist Park (E. Gilchrist Street), Cherry Street Park (E. Cherry Street), along the Canal to S. Frontage Road, and McIntosh Park (Knights Griffin Road). See attached.

Rice Road – New two lane road from Coronet Road to South County Line Road. The estimated cost of a PD&E for this project is projected to be $2,500,000. Significant industrial growth is expected in this area and further it would implement a recommended improvement from the Freight Logistics Zone Study, May 2016. Also, this would provide an additional east-west thoroughfare between US 92 and SR 60, which would benefit truck traffic and industrial growth in eastern Hillsborough and western Polk Counties.

US 92 – Expand to four lanes from Park Road to South County Line. The estimated cost would be provided by FDOT. Significant industrial growth is expected in this area and further it would implement a recommended improvement from the Freight Logistics Zone Study, May 2016. In addition, this would reduce truck traffic on Interstate-4.

East Sam Allen Road – New four lane facility from North Park Road to North County Line Road. The estimated cost of a PD&E for this project is projected to be $2,150,000. Also, significant population growth is expected in this area and further it would implement a recommendation from the Northeast Plant City Area Master Plan, June 2008.

For those projects that are eligible for and receive federal and/or state funds that require Local Agency Program (LAP) certification, we would request they be sponsored and managed by either Hillsborough County or the Florida Department of Transportation, as appropriate. All of these proposed projects are consistent with the Imagine 2040: Plant City Comprehensive Plan.
Also included above and attached for your consideration is one transportation planning project the *Canal Connector Trail Feasibility Plan* to be included in the MPO’s Unified Planning Work Program (UPWP).

Thank you for your consideration and if you have any questions, please contact either Rob Wassum, P.E. our City Engineer at (813) 659-4200 ext. 4154 or Julie Ham our Planning and Zoning Manager at (813) 659-4231.

Sincerely,

[Signature]

Bill McDaniel
City Manager
City of Plant City

CC: Plant City City Commission
Canal Connector Trail Feasibility Plan

A publicly accessible commuter trail is currently an amenity absent in the City and thus the development of one was a major recommendation that came from the recently completed Plant City Walk-Bike Plan (2017). The creation of such a trail would activate underutilized public lands, establish an alternative (non-automotive) transportation corridor, while creating a sense of place and gathering spot for Plant City. As part of the Walk-Bike Plan, a trail project was identified and given the working name of Canal Connector Trail. This trail would augment the existing on-street system connecting residential communities, commercial areas, and points of interest to a key route for cyclists and pedestrians traversing Plant City. Adding additional parks (Brewer, Snowden, Midtown, and Cooper) to the canal connector, trailheads could be developed in those parks and as a midpoint stop at South Frontage Road. The land and rights-of-way required for much of this trail project is already owned by Plant City. The Canal Connector Trail Feasibility Plan boundaries would include connecting Brewer Park (W. Grant Street), Snowden Park (S. Waller Street), Midtown (S. Wheeler Street), Cooper Park (E. Dr. Martin L. King Jr. Blvd.), Gilchrist Park (E. Gilchrist Street), Cherry Street Park (E. Cherry Street), along the Canal to S. Frontage Road, and McIntosh Park (Knights Griffin Road). The trail would feature some of the following amenities:

- Twelve foot Shared-Use Path
- Native Landscaping
- Safe, logical transition from On-Street Bikeways to Trail
- Pedestrian-Scale Lighting
- Neighborhood Access Points
- Shaded Seating and Water Fountains

The Canal Connector Trail Feasibility Plan would further refine the planning of the project and answer important questions prior to the PD&E Study and the ultimate construction of this non-motorized commuter facility in Plant City. This study would address and make recommendations on such items as:

- Identifying constraints and potential solutions (i.e. canal crossings and environmentally sensitive areas) in the potential alignment for the Canal Connector Trail.
- Describing needed right-of-way or easement acquisition, if any, to complete the Canal Connector Trail.
- Recommending the number and locations for supporting amenities such as Trailheads, Benches, Water Fountains, Parking Spaces, Directional and Informational Signage, etc.
- Noting any needed safety improvements for non-motorized travel modes (i.e. bicyclists and pedestrians) and adjacent property owners along the Canal Connector Trail.
- Developing preliminary cost projections for design and construction of the Canal Connector Trail.
- Scoping the work required to address additional planning issues identified by the Project Team that may be evaluated in this or future studies on the Canal Connector Trail.
March 19, 2021

Beth Alden, AICP, Executive Director
Hillsborough County Metropolitan Planning Organization
601 East Kennedy Boulevard, 18th Floor
Tampa, Florida 33602

Subject: Transportation Improvement Program Priorities (FY2022/23 – 2026/27)

Dear Ms. Alden:

The City of Tampa thanks the Hillsborough MPO for working with us to secure critical dollars for the following transportation projects. This list also includes projects within the City of Tampa led by other agencies:

- Green Spine Cycle Track
  - Phase 3B – Nuccio Parkway from 7th Avenue to 13th Avenue (FPID 439476-3)
  - Phase 3C – 15th Street from 13th Avenue to 21st Avenue (FPID 439476-4)
  - Phase 2A – Cass Street from Howard Avenue to Willow Avenue (FPID 439476-5)
- Floribraska Avenue – from Tampa Street to 9th Street (FPID 436640-1)
- Sulphur Springs K-8 Various Locations - Safe Routes to School Project (FPID 443582-1)
- El Prado Boulevard Sidewalks
  - Phase 1 – from Omar Avenue to S. Lois Avenue (FPID 443516-1)
  - Phase 2 – from S. Lois Avenue to Bayshore Blvd (FPID 443516-2)
- Doyle Carlton Drive at Laurel Street Intersection Improvement (FPID 443968-1)
- Integrated Corridor Management Systems
  - Florida Avenue/Tampa Street from Kennedy Blvd to Bearss Avenue (FPID 443444-2)(FDOT)
- SR 60/Kennedy Blvd from Westshore Blvd to Brevard Avenue Corridor Improvements & Resurfacing (FPID 436489-1) (FDOT)
- SR 60/Kennedy Blvd from Westshore Blvd to Hillsborough River Corridor Improvements (FPID 437644-1) (FDOT)
- Platt Street Movable Bridge (FPID 443923-1) (Hillsborough County)
- Columbus Drive Movable Bridge (FPID 443924-1) (Hillsborough County)
• Heights Mobility Study program of projects (FPIDs 440511-2, 440511-7, 440511-4)(FDOT)

The City of Tampa respectfully submits the following projects for the FY 2022/23 – 2026/27 Transportation Improvement Program (TIP). This list reflects new requests and outstanding requests from prior cycles. This list also includes projects within the City of Tampa led by other agencies.

Safety/Vision Zero:

• N 50th Street from SR 60 to Busch Boulevard (FPID 445651-1) (FDOT)
• Heights Mobility Study program of projects (FPIDs 440511-1, 440511-5, 440511-6, 443492-1, 443583-2) (FDOT)
• SR 574/E. Dr. Martin Luther King, Jr. Boulevard. from 40th Street to I-4 (FPID 435911-2) (FDOT)
• SR 580/W. Busch Boulevard from Dale Mabry Highway to N 56th Street (FPIDs 435908-1, 435908-2) (FDOT)
• SR 574/W. Dr. Martin Luther King, Jr. Boulevard. from Dale Mabry Highway to 40th Street (FPID 436419-2 & 443349-1) (FDOT)
• Dale Mabry Highway at Spruce Street – Intersection Safety Improvements (FPID 445648-1) (FDOT)
• Fowler Avenue from Florida Avenue to US 301 – safety & operations improvements (FPID 445652-1, 447696-1) (FDOT)
• Interbay Boulevard from West Shore Boulevard to Bayshore Boulevard – Walk/Bike Safety Improvements (FPID 446877-1)
• Twiggs Street from Ashley Drive to Nebraska Avenue – Walk/Bike Safety Improvements (FPID 448508-1)
• Walk/Bike Safety Outreach and Education Programs (FPID 444199-1)
• SR 60/Adamo Drive at 26th Street – New Traffic Signal
• Spruce Street/Boy Scout Boulevard at Manhattan Avenue – New Traffic Signal
• Brush Street from Whiting Street to Kennedy Boulevard – intersection & corridor safety
• West Shore Boulevard Intersection Improvements from Fair Oaks Avenue to Neptune Way

Real Choices When Not Driving

• Tampa Streetcar Extension Phase 4 Feasibility Study
• I-275 Greenway from West Shore Boulevard to Hillsborough River (including walk/bike overpass at Dale Mabry Highway)
• West Shore Boulevard Complete Street (Hillsborough County)
• Adamo Drive Greenway Gap from 22nd Street to 34th Street (FDOT)
• Howard Frankland Bridge Trail Connections (FDOT)
• Ashley Drive from Tyler Street to Laurel Street – North Downtown Grid Multimodal Improvements
• Ashley Drive from Kennedy Boulevard to Tyler Street – Walk/Bike Safety Improvements
• Reo Street Improvements at SR 60 interchange from Gray Street to Cypress Street

• Tampa Multi-Modal Network and Safety Improvements (BUILD Grant)
  o Phase 1 – West Riverwalk from Platt Street to Brorein Street
  o Phase 2 – West Riverwalk from Kennedy Boulevard to Palmetto Street/Rome Avenue
  o Phase 3 – Platt Street from Rome Avenue to Bayshore Boulevard
  o Phase 4 – Rome Avenue from Platt Street to Columbus Drive
  o Phase 5 – Columbus Drive from Rome Avenue to N. Boulevard
  o Phase 6 – Ridgewood Park from N. Boulevard to Columbus Drive

Major Projects for Economic Growth

• City of Tampa Downtown Streetcar Extension & Modernization (Phase 3) (InVision: Tampa Streetcar) (FPID 437608-1, 437608-2)

Major Regional Trail Projects

• South Tampa Greenway – from Picnic Island Park to Manhattan Avenue

Unified Planning Work Program – Requests for Planning Studies:

• Comprehensive School Safety Study for 5 schools in the City of Tampa
• Speed Management Program Before & After Studies
• Vision Zero Corridor Studies and Roadway Safety Assessments (RSA) for the following County Roads within City Limits:
  1. Waters Avenue
  2. North Armenia Avenue (north of Tampa Bay Boulevard)
  3. Sligh Avenue
  4. Gandy Boulevard
• Research & Best Practices Report – This would provide an overview of traffic calming solutions by street types, along with eco-friendly strategies for urban street retrofit projects, including street trees and other green infrastructure measures.
• Transportation Innovation Speaker Series – This program would bring experts from around the world to Tampa to present innovative topics in transportation to help educate practitioners, inform advocates and shape policy.
• Advanced Parking Management System (APMS) Feasibility Study – This study would develop recommendations for integrating parking services and infrastructure with other elements of the transportation system, using traditional Intelligent Transportation System (ITS) tools and emerging technologies.
• Project prioritization tool to assist City planners in prioritizing projects through a data-driven process.
• Bridge guidance on budgeting and designing for pedestrian and bicycle crossings.
For additional information regarding these UPWP study requests, and for coordination during the scoping of transportation studies in the City of Tampa, please work with Danni Jorgenson, P.E., Chief Planning Engineer. She can be reached at (813) 274-3279 or danni.jorgenson@tampagov.net.

Thank you for your consideration of these important requests. If you have any questions, or for additional information please feel free to contact me directly at (813) 274-8066 or via email at vik.bhide@tampagov.net.

Sincerely,

Vik Bhide, Director
City of Tampa Mobility Department

cc: Jean Duncan, Administrator, Infrastructure and Mobility
    Sherisha Hills, Interim Director, Parks and Recreation
    Alana Brasier, AICP, Vision Zero Coordinator, Mobility
    Milton Martinez, P.E., Transportation Professional Engineer, Mobility
    Brandon Campbell, Smart Mobility Manager, Mobility
    Calvin Hardie, P.E., Capital Projects Manager, Mobility
    Danni Jorgenson, P.E., Chief Planning Engineer, Mobility
    William Porth, Construction Project Coordinator, Mobility
    Brad Suder, Planning Design & Natural Resources Superintendent, Parks and Recreation
    Karla Price, Landscape Architect, Parks and Recreation
    Stephen Benson, AICP, Planning & Policy Coordinator, City Planning
    Catherine Hayes, Grants Supervisor, Revenue & Finance
    File (2187-21-VB.LET)
March 19, 2021

Ms. Beth Alden
Executive Director
Hillsborough Metropolitan Planning Organization
601 E. Kennedy, Blvd., 18th Floor
Tampa, FL 33602

Re: Transportation Priorities of the City of Temple Terrace for FY 2021/2022-2025/2026

Dear Ms. Alden,

The City of Temple Terrace is pleased to present our FY21/22 recommended transportation priorities for the MPO’s consideration with respect to the upcoming Transportation Improvement Plan.

- Bullard Pkwy/Temple Terrace Hwy from Glen Arven Ave to 78th St. – Complete Streets Ongoing.
  a. Temple Terrace Priority # 1; MPO Priority # not listed

  As identified in the 2017 Bullard Pkwy Complete Streets Study.

- Davis Rd from Morris Bridge Rd to Temple Terrace Hwy – Sidewalk and bicycle lane improvements, including repairs of existing sidewalks.
  a. Temple Terrace Priority # 2; MPO Priority # not listed

- Fowler Ave at Raintree Blvd Golf Cart Crossing (Underpass) PD&E.
  a. Temple Terrace Priority # 3; MPO Priority # 31

  In association with the 2019 Low Speed Electric Vehicle Study, staff is requesting this PD&E be included in the MPOs Unified Planning Work Program for the evaluation of a subsurface crossing (underpass) at the Fowler Ave/Raintree Blvd intersection.

- Whiteway Drive - Light Vehicle/Footbridge over Hillsborough River.
  a. Temple Terrace Priority # 4; MPO Priority # not listed

- City of Temple Terrace Mobility Fee Study.
  a. Temple Terrace Priority # 5; MPO Priority # not listed

  The City is requesting an evaluation of our mobility fee to ensure it adequately reflects proposed improvements to our transportation infrastructure.

City Manager’s Office
11250 NORTH 56TH STREET • P.O. BOX 16930 • TEMPLE TERRACE, FLORIDA 33687
PHONE 813.506.6413 • FAX 813.506.6411 • www.templeterrace.com
For those projects that are eligible for and receive federal and/or state funds that require Local Agency Program (LAP) certification, we are requesting they be sponsored and managed by Hillsborough County in cooperation with the Florida Department of Transportation, as appropriate. Furthermore, all the proposed projects are consistent with the Imagine 2040: Temple Terrace Comprehensive Plan.

We appreciate your cooperation in this matter. If you have any questions, please feel free to contact me at 813-506-6413.

Sincerely,

Charles W. Stephenson
City Manager
March 15, 2021

Beth Alden, AICP
Executive Director
Hillsborough County Metropolitan Planning Organization
601 East Kennedy Blvd., 18th Floor
Tampa, FL 33602

RE: TRANSPORTATION IMPROVEMENT PROGRAM PRIORITIES FY 2027 - HART

Ms. Alden,

HART is seeking funding support from the Hillsborough County Metropolitan Planning Organization (MPO) for the following projects in FY 2027. The projects are listed in priority order.

<table>
<thead>
<tr>
<th>FY2027 Projects</th>
<th>Funding Request</th>
</tr>
</thead>
<tbody>
<tr>
<td>HM Building</td>
<td>$65,000,000</td>
</tr>
<tr>
<td>Bus Replacements</td>
<td>$33,000,000</td>
</tr>
<tr>
<td>CAD/AVL System Replacement</td>
<td>$5,000,000</td>
</tr>
<tr>
<td>Satellite Maintenance Facility</td>
<td>$20,000,000</td>
</tr>
<tr>
<td>N/S MetroRapid Construction – Tampa Arterial BRT</td>
<td>$30,000,000</td>
</tr>
<tr>
<td>Electric Bus &amp; Electric Bus Infrastructure</td>
<td>$25,000,000</td>
</tr>
<tr>
<td>CSX Study</td>
<td>$3,500,000</td>
</tr>
<tr>
<td>Bus Stop Capital Improvements</td>
<td>$5,000,000</td>
</tr>
<tr>
<td>Scheduling Software</td>
<td>$500,000</td>
</tr>
<tr>
<td>Modern Streetcars</td>
<td>$50,000,000</td>
</tr>
<tr>
<td>Real Estate Acquisition</td>
<td>$20,000,000</td>
</tr>
</tbody>
</table>

The projects support key 2045 MPO Long Range Transportation Plan (LRTP) Goals, including goals related to Good Repair and Resilience, Smart Cities, Real choices when not driving, and Major Investments for Economic Growth as outlined in the LRTP. If funding were to become available prior to FY 2027, HART requests funding consideration for the projects.

Thank you for considering our request. Please feel free to contact me if you require additional information at LeGrandA@gohart.org or 813-384-6566.

Respectfully,

[Signature]

Adelee Marie Le Grand, AICP
Chief Executive Officer
Board & Committee Agenda Item

**Agenda Item**
McIntosh Road (South of US 92 to North of I-4) PD&E Study Advance Notification

**Presenter**
Allison Yeh, TPO Staff

**Summary**
McIntosh Road is a County Road and within the project area is currently a two-lane undivided facility functionally classified as an urban major collector and has a speed limit of 40 mph. This project will reconstruct McIntosh Road to widen the roadway to accommodate future capacity needs including bike lanes and sidewalks along McIntosh Road from South of US 92 to North of I-4 and operational improvements at the I-4 interchange, a distance of approximately 1.03 miles in Hillsborough County, Florida.

The purpose of this project is to address projected capacity needs as well as to improve safety conditions to McIntosh Road within the project area. McIntosh Road currently operates at Level of Service (LOS) F and based on 2020 traffic is forecasted to operate at LOS F in 2045 without any capacity or operational improvements.

TPO staff will review the project with respect to the Tampa and Hillsborough Comprehensive Plan and TPO studies and provide comments including those from the Livable Roadways Committee.

**Recommended Action**
None, For Information only.

**Prepared By**
Allison Yeh, AICP, LEED GA

**Attachments**
ETDM: McIntosh PD&E Advance Notification Packet
Mr. Chris Stahl, Environmental Manager  
Florida State Clearinghouse  
Department of Environmental Protection  
3900 Commonwealth Boulevard, Mail Station 47  
Tallahassee, FL 32399-3000

RE: ADVANCE NOTIFICATION  
Project Name: McIntosh Road from South of US 92 to North of I-4 PD&E Study, Hillsborough County, Florida  
ETDM Number: 14469  
Work Program Item Segment Number: 447157-1

Dear Mr. Stahl:

We are sending this Advance Notification (AN) Package to your office for distribution to State agencies that conduct federal consistency reviews (consistency reviewers) in accordance with the Coastal Zone Management Act and Presidential Executive Order 12372. Although we will request specific comments during the permitting process, we are asking that consistency reviewers examine the attached information and provide us with their comments.

This is a Federal-aid action. The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated December 14, 2016 and executed by the Federal Highway Administration and FDOT. FDOT will determine what type of environmental documentation will be necessary. The determination will be based upon in-house environmental evaluations and comments received through coordination with other agencies. Please provide a consistency review for this project in accordance with the State's Coastal Zone Management Program.

In addition, please review this project’s consistency, to the maximum extent feasible, with the requirements of Chapter 163 of the Florida Statutes.

FDOT District Seven is submitting this project through the Programming Screen of the Efficient Transportation Decision Making (ETDM) Environmental Screening Tool (EST) in coordination with this AN Package. The project is listed as #14469 – McIntosh Road from South of US 92 to North of I-4. Environmental Technical Advisory Team (ETAT) members should review this project on the ETDM
website. Non-ETAT agencies can review this project on the public access website located at: http://etdmpub.fla-etat.org/.

We are looking forward to receiving your comments on the project. Consistency reviewers have forty-five (45) days from the Programming Screen Notification to provide their comments. Once you have received their comments, please submit a consistency determination for the State of Florida within sixty (60) days of the Programming Screen Notification. If you need more review time, please send a written request for an extension to our office within the initial sixty (60)-day comment period.

Your comments should be submitted via EST if you are an ETAT representative, or emailed or mailed to the District contact:

Ms. Robin Rhinesmith  
District Environmental Manager  
Florida Department of Transportation, District Seven  
11201 N. McKinley Drive  
Tampa, Florida 33612  
Robin.Rhinesmith@dot.state.fl.us

Your expeditious handling of this notice will be appreciated.

Sincerely,

Robin Rhinesmith  
District Environmental Manager

RR/AC/wgl  
Attachments

Improve Safety, Enhance Mobility, Inspire Innovation  
www.fdot.gov
ADVANCE NOTIFICATION MAILING LIST

c:
Federal Emergency Management Agency-Mitigation Division, Chief
Federal Railroad Administration - Director
Federal Railroad Administration
Federal Transit Administrator
Federal Aviation Administration, Airports District Office
U.S. Department of the Interior-Bureau of Land Management, Eastern States Office
U.S. Department of Housing and Urban Development, Regional Environmental Officer
U.S. Department of the Interior-U.S. Geological Survey, Chief
U.S. Environmental Protection Agency - ETAT Representative
U.S. Department of Interior-U.S. Fish and Wildlife Service - ETAT Representative
U.S. Army Corps of Engineers-Regulatory Branch - ETAT Representative
U.S. Department of Commerce-National Marine Fisheries Service - ETAT Representative
U.S. Department of Commerce-National Marine Fisheries Service – Habitat Conservation Division - ETAT Representative
U.S. Department of Agriculture – Southern Region
Poarch Band of Creek Indians of Alabama
Muscogee (Creek) Nation of Oklahoma
Seminole Tribe of Florida - ETAT Representative
Mucosuckee Tribe of Indians of Florida - ETAT Representative
Seminole Nation of Oklahoma
Florida Fish and Wildlife Conservation Commission - ETAT Representative
Florida Department of Environmental Protection - ETAT Representative
Florida Department of Environmental Protection – State Clearinghouse
Florida Department of State - ETAT Representative
Florida Department of Economic Opportunity - ETAT Representative
Florida Department of Agriculture and Consumer Services - ETAT Representative
Tampa Bay Regional Planning Council
Southwest Florida Water Management District – ETAT Representative
FDOT Environmental Management Office, Engineer/Manager
Local Government Officials
# Advance Notification Package

Project #14469 - McIntosh Road from South of US 92 to North of I-4  
Programming Screen - Published on 04/16/2021  
Printed on: 4/16/2021

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I. Location Maps
### Table 1- McIntosh Road Level of Service Evaluation for Years 2020 and 2045

<table>
<thead>
<tr>
<th>Segment</th>
<th># Of Lanes</th>
<th>2020 AADT</th>
<th>2020 LOS</th>
<th>2045 AADT</th>
<th>2045 LOS</th>
</tr>
</thead>
<tbody>
<tr>
<td>US 92 to I-4</td>
<td>2</td>
<td>19,000</td>
<td>F</td>
<td>31,000</td>
<td>F</td>
</tr>
</tbody>
</table>

Source: McIntosh Road Interchange Study performed by FDOT (2020)

### Table 2- McIntosh Road Number of Crashes for 2015-2019

<table>
<thead>
<tr>
<th>Segment</th>
<th>2015</th>
<th>2016</th>
<th>2017</th>
<th>2018</th>
<th>2019</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>McIntosh Road (South of US 92 to North of I-4)</td>
<td>39</td>
<td>29</td>
<td>38</td>
<td>36</td>
<td>33</td>
<td>175</td>
</tr>
</tbody>
</table>

Source: Signal 4 Analytics (S4)

### Table 3- McIntosh Road Crash Rates for 2015-2019

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>McIntosh Road (South of US 92 to North of I-4)</td>
<td>12.06</td>
<td>8.77</td>
<td>11.11</td>
<td>10.19</td>
<td>9.14</td>
<td>10.23</td>
<td>0.69</td>
</tr>
</tbody>
</table>

Source: Signal 4 Analytics (S4)
Table 4- McIntosh Road Crash Types for 2015-2019

<table>
<thead>
<tr>
<th>Type</th>
<th>Crashes</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rear End</td>
<td>53</td>
<td>30%</td>
</tr>
<tr>
<td>Left Turn</td>
<td>40</td>
<td>23%</td>
</tr>
<tr>
<td>Angle</td>
<td>23</td>
<td>13%</td>
</tr>
<tr>
<td>Sideswipe</td>
<td>20</td>
<td>11%</td>
</tr>
<tr>
<td>Off Road</td>
<td>12</td>
<td>7%</td>
</tr>
<tr>
<td>Other</td>
<td>11</td>
<td>6%</td>
</tr>
<tr>
<td>Right Turn</td>
<td>6</td>
<td>3%</td>
</tr>
<tr>
<td>Unknown</td>
<td>6</td>
<td>3%</td>
</tr>
<tr>
<td>Animal</td>
<td>2</td>
<td>1%</td>
</tr>
<tr>
<td>Head On</td>
<td>1</td>
<td>1%</td>
</tr>
<tr>
<td>Rollover</td>
<td>1</td>
<td>1%</td>
</tr>
<tr>
<td>Grand Total</td>
<td>175</td>
<td>100%</td>
</tr>
</tbody>
</table>

Source: Signal 4 Analytics (S4)
**DESIGN CRITERIA**

**EXISTING**
- Rural Typical
- 40 mph Design Speed
- 2 Lane Rural Typical section
- ROW Varies 50 feet to 80 feet

**PROPOSED**
- 4 Lane - Urban Typical Section, 40 mph Design Speed, (FGB)
- 11 foot Travel Lanes, (FGB-FDM)
- 5 foot Bike Lanes, (FGB)
- 11 foot Travel Lanes, (FGB-FDM)
- 40 mph Design Speed, (FGB)
- 4 Lane - Urban Typical Section, 40 mph Design Speed, (FGB)
- 11 foot Travel Lanes, (FGB-FDM)
- 5 foot Bike Lanes, (FGB)
- 11 foot Travel Lanes, (FGB-FDM)
- ROW Varies 115 feet to 167 feet
II. Fact Sheet

Disclaimer
DISCLAIMER: The Fact Sheet data consists of the most up-to-date information available at the time the Advance Notification Package is published. Updates to this information may be found on the ETDM website at http://etdmpub.fla-etat.org

Special Note: Please be aware of the selected Milestone date when viewing project data on the ETDM website. Snapshots of project and analysis data have been taken for Project #14469 at various points throughout the project’s life-cycle. On the website these Project Milestone Dates are listed in the the project header immediately after the project contact information. Click on any of the dates listed to view the information available on that date.

Overview
#14469 McIntosh Road from South of US 92 to North of I-4

District: District 7
County: Hillsborough
Planning Organization: FDOT District 7
Plan ID: Not Available
Federal Involvement: FHWA Funding Other Federal Permit
Financial Management No.: 447157-1-22-01

Contact Information: Craig Fox (813) 975-6082  Craig.Fox@dot.state.fl.us
Snapshot Data From: Current Draft Data

a. Purpose and Need

Purpose
The purpose of this project is to address projected capacity needs as well as to improve safety conditions to McIntosh Road within the project area.

Need
The project is needed to improve capacity, safety, and system linkage.

Project Status
The project (FM #447157-1) is listed in the FDOT State Transportation Improvement Program (STIP) in year 2021 in the preliminary engineering phase.

Transportation Demand / Capacity
McIntosh Road currently operates at Level of Service (LOS) F and based on 2020 AADT volumes is forecasted to operate at LOS F in 2045 without any capacity or operational improvements. Table 1 summarizes the results of this evaluation. This analysis is based on the Generalized Service Volume Tables from the FDOT 2020 Quality/Level of Service Handbook and utilizes traffic forecasts from the McIntosh Road Interchange Study performed by FDOT in 2020.

Safety
Between 2015 and 2019 the total number of crashes on McIntosh Road within the project area was 175. The historic average crash rate (10.23) for this segment of McIntosh Road was considerably higher than the statewide average (0.69) for similar facility types. Crash totals are summarized in Table 2. Table 3 summarizes the crash rates for the McIntosh Road corridor as compared to the average statewide crash rates for similar facilities. This high comparative crash rate is likely due to the on- and off-ramps for I-4 which intersect McIntosh Road along the project segment which creates multiple conflict points for vehicles entering and exiting within the area. There are also multiple merge areas within the vicinity of these ramps. Table 4 summarizes crash types for the same time period revealing that rear-end crashes were the predominant crash type followed by left turn lanes.

System Linkage
The project is needed to support area connectivity and provide a connection between US 92 and I-4, which are both Florida Division of Emergency Management (FDEM) designated evacuation routes that have high volumes of truck capacity. US 92 is major east-west facility that spans the entire state and provides relief for I-4, a Strategic Intermodal System facility, during major incidents. US 92 is also an important freight route and exhibits high volumes of trucks.
b. Project Description

This project will reconstruct McIntosh Road to widen the roadway to accommodate future capacity needs including bike lanes and sidewalks along McIntosh Road from South of US 92 to North of I-4 and operational improvements at the I-4 interchange, a distance of approximately 1.03 miles in Hillsborough County, Florida. McIntosh Road is a County Road and within the project area is currently a two-lane undivided facility functionally classified as an urban major collector and has a speed limit of 40 mph.

c. Preliminary Environmental Discussion

i. Social and Economic

1. Social

   Project PED Comments

   Analysis Area PED Comments

Alternative #1

The Environmental Screening Tool (EST) Sociocultural Data Report (SDR) was used for demographic data (the SDR can be found within the Community Coordination of the EST). The SDR uses the Census 2015 - 2019 American Community Survey (ACS) data and reflects the approximation of the population based on the area of the 500-foot project buffer area intersecting the Census block groups along the project corridor. Using the 500-foot project buffer area, the SDR identified the following demographics:

Population and Income
The SDR identified 59 households with a population of 168 people. The median household income is $69,861. Approximately 8.47% of households are below poverty level.

A further review of the US Environmental Protection Agency (USEPA) EJSCREEN Mapping Tool confirms "Low Income Population" are on both sides of I-4. From I-4 northward low income is identified as 20%. Between US 92 and I-4 on both sides of McIntosh Road low income is identified as 31% and south of US 92 on the east side of the roadway it is 31% and on the west side it is 27%.

Where there is potential for disproportionately high and adverse effects on minority and low-income populations, proactive measures to involve the affected community in the decisions related to alternative selection, impact analysis, and mitigation will be used.

Race and Ethnicity
The minority population makes up 39.29% of the total population comprising of "Black or African American Alone" with a population of 17 people (10.12%), "Claimed 2 or More Races" with 7 people (4.17%), and "Asian Alone" with 4 people (2.38%), and "Some Other Race Alone" with one person (0.60%) within the 500-foot project buffer area. There are 42 people (25.00%) that have a "Hispanic or Latino of Any Race" ethnicity.

To conduct a detailed analysis of minority totals within the Census block groups the 2010 US Census block data was utilized since it provides more information than the SDR. This data gives totals for the entire Census block group which may extend outside of the project area and does not reflect the approximation of the population based on area of the 500-foot project buffer area intersecting the Census block groups. This data identified two Census blocks with a total population of 62 people that have a minority population greater than 40% within the project area. These areas are located on the east side of McIntosh Road throughout the entire project limits. The EST shows one area that is greater than 60%, but this area is primarily undeveloped along McIntosh Road.

A further review of the USEPA EJSCREEN Mapping Tool confirms "People of Color Population" are on the south side of I-4 between US 92 and I-4 on both sides of McIntosh Road with 42% minority and south of US 92 on the east side of the roadway with 42% minority as well.

During the Project Development and Environment (PD&E) study, the FDOT will further analyze improvements in these areas to avoid disproportionately high or adverse effects to any distinct minority populations identified in that area.

Age and Disability
The median age is 49 and persons age 65 and over comprise 15.48% of the population. There are 14 people (15.05%) between the ages of 20 and 64 that have a disability.
Housing
There are 64 housing units. The housing is comprised of single-family units (73%) and mobile home units (20%) that are either owner-occupied (84%), renter-occupied (8%), or vacant (6%). These percentages do not equal 100%. The remaining percentages were not assigned to a housing type or occupancy. There is one (1.67%) occupied housing units with no vehicle.

Language
There is one person that speaks English "not at all" and three people that speaks English "not well". Based on US DOT Policy Guidance, the FDOT has identified four factors to help determine if Limited English Proficiency (LEP) services would be required as listed in the FDOT PD&E Manual, Part 1, Chapter 11, Section 11.1.2.2. Based on a review of these factors and the fact that LEP population accounts for 2.56% of the population for this project, LEP services may be required. Refinement of the LEP population totals and requirements will be further evaluated during the PD&E study as part of the public involvement efforts.

The EST Geographic Information System (GIS) analysis identified two resources within the 500-foot project buffer area: Independence Academy (Charter School) and League of Mercy Association (Religious Center). The League of Mercy Association has an entrance at McIntosh Road, but the building is located more than 500-feet from the roadway.

It should be noted that the only residential areas identified in the EST are north of Muck Pond Road and south of the US 92 intersection. Also, the East Tampa RV Resort, located just south of I-4 on the west side of McIntosh Road, is identified as High Density Residential. This project will be developed without regard to race, color, national origin, age, sex, religion, disability, or family status. A proactive public involvement program will be implemented to ensure that all residents and businesses along the proposed corridor can provide input to the project.

The FDOT will conduct a Sociocultural Effects (SCE) Evaluation during the PD&E study.

The proposed project is expected to result in moderate involvement with social resources.

2. Economic

Project PED Comments

Analysis Area PED Comments

Alternative #1

The Environmental Screening Tool (EST) Geographic Information System (GIS) identified eight Planned Unit Developments (PUDs) within the 500-foot project buffer area.

The University of Florida's Bureau of Economic and Business Research (BEBR) projects that Hillsborough County's 2019 population estimate of 1,444,870 will grow to 1,959,200 by 2045, a 36% increase. As the population increases, increased demand on the surrounding roadway network will occur.

The proposed project could have a beneficial economic impact because the roadway expansion has the opportunity to provide connectivity to local and regional employers and improve level of service to increase access to these areas. Therefore, the proposed project will enhance economic resources.

3. Land Use Changes

Project PED Comments

Analysis Area PED Comments

Alternative #1

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis Water Management District (WMD) Florida Land Use and Land Cover dataset identified Commercial and Services (22.94%); Residential, Low Density (Less Than Two Dwelling Units Per Acre) (15.0%); Transportation (14.98%); Crop and Pastureland (13.86%); and Streams and Lake Swamps (8.41%) as the five-major existing land uses within the 500-foot project buffer area.

Based on Google Street view the project area has primarily residential, agricultural, institutional, and open lands land uses with commercial areas surrounding the US 92 intersection and I-4 interchange. The GeoPlan Future Land Use 2020 dataset identifies future land uses for McIntosh Road as primarily Residential Very Low and Mixed Use with some Institutional.
The proposed project is expected to result in minimal involvement with land use changes.

4. Mobility
Project PED Comments

Analysis Area PED Comments
Alternative #1

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis did not identify any mobility resources. There are no designated bike lanes or sidewalks present along the corridor, except on the northeast and southeast corners of US 92 where the Independence Academy and east Tampa RV Resort are located. Capacity improvements to McIntosh Road would include providing bicycle and pedestrian facilities which would increase safety and connectivity.

The project provides a connection between US 92 and I-4, both Florida Division of Emergency Management (FDEM) designated evacuation routes that have high volumes of truck capacity. US 92 is a major east-west facility that spans the entire state and provides relief for I-4, a Strategic Intermodal System facility, during major incidents. US 92 is also an important freight route and exhibits high truck volumes.

The proposed project will enhance mobility resources since it would provide connectivity for major roadway corridors and provide bicycle and pedestrian facilities within the project area.

5. Aesthetic Effects
Project PED Comments

Analysis Area PED Comments
Alternative #1

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis Water Management District (WMD) Florida Land Use and Land Cover dataset identified Commercial and Services; Residential, Low Density (Less Than Two Dwelling Units Per Acre); Transportation; Crop and Pastureland; and Streams and Lake Swamps as the five-major existing land uses within the 500-foot project buffer area. The WMD Residential Areas data shows that residential areas within the project's 500-foot project buffer area include:

- Residential, Low Density (Less than Two Dwelling Units per Acre) - 37.43 acres (15.0%)
- Residential, High Density (Six or More Dwelling Units per Acre) - 10.41 acres (4.17%)
Total - 47.84 acres (19.17%)

Aesthetics will be further evaluated during the Project Development and Environment (PD&E) study. The FDOT will conduct public outreach to solicit opinions and preferences from residents and businesses on potential project effects and general design concepts related to aesthetics.

The proposed project is expected to result in minimal involvement with aesthetic resources.

6. Relocation Potential
Project PED Comments

Analysis Area PED Comments
Alternative #1

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis Water Management District (WMD) Florida Land Use and Land Cover dataset identified Commercial and Services; Residential, Low Density (Less Than Two Dwelling Units Per Acre); Transportation; Crop and Pastureland; and Streams and Lake Swamps as the five-major existing land uses within the 500-foot project buffer area. The WMD Residential Areas data shows that residential areas within the project's 500-foot project buffer area include:

- Residential, Low Density (Less than Two Dwelling Units per Acre) - 37.43 acres (15.0%)
- Residential, High Density (Six or More Dwelling Units per Acre) - 10.41 acres (4.17%)
Commercial and Services land use consists of 57.24 acres (22.94%) within the 500-foot project buffer area.

It should be noted that the only residential areas identified in the EST are north of Muck Pond Road and south of the US 92 intersection. Also, the East Tampa RV Resort, located just south of I-4 on the west side of McIntosh Road, is identified as High Density Residential.

While additional right-of-way (ROW) may be required, the project will be designed to avoid/minimize potential relocation impacts to the greatest extent practicable. Any relocation will be evaluated so that there are no disproportionate adverse impacts to any distinct minority, ethnic, elderly, or handicapped groups and/or low-income households. Should residents, businesses, or community structures require relocation, a ROW and relocation program will need to be implemented in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

A Conceptual Stage Relocation Plan (CSRP) will be prepared for this project provided that any potential ROW acquisition outcome results in relocation needs.

The proposed project is expected to result in minimal involvement with relocations.

7. Farmlands
   Project PED Comments

   Analysis Area PED Comments
   Alternative #1

   The Environmental Screening Tool (EST) Geographic Information System (GIS) identified 215.8 acres (86.49%) farmlands of unique importance within the 500-foot project buffer area. The project is located in the Tampa-St. Petersburg Urbanized Area; however, the Hillsborough County 2025 Future Land Use Map identifies agricultural areas. Per the Project Development and Environment (PD&E) Manual, Part 2, Chapter, 6, Section 6.2.3, projects that are entirely within urbanized areas with designated farmlands adjacent to the project corridor require coordination with the Natural Resources Conservation Service (NRCS). Coordination will be completed during the PD&E Study.

   The proposed project is expected to result in moderate involvement with farmlands.

ii. Cultural and Tribal

1. Section 4(f) Potential
   Project PED Comments

   Refer to the Historic and Archaeological Sites and Recreational and Protected Lands issues for Section 4(f) Potential.

2. Historic and Archaeological Sites
   Project PED Comments

   Analysis Area PED Comments
   Alternative #1

   The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified eight previously recorded historic resources within the 500-foot project buffer area. These include two archaeological or historic sites (8HI05057 and 8HI05058), five historic buildings (8HI05106, 8HI05108, 8HI08749, 8HI08750, and 8HI08751), and one linear resource group (8HI13604).

   The two identified archaeological sites, McIntosh Road (8HI05057) and Awesome (8HI05058), are prehistoric aceramic sites located along I-4 at either side of McIntosh Road. Both are located within the 100-foot buffer area and have been determined ineligible for listing in the National Register of Historic Places (NRHP) by the State Historic Preservation Officer (SHPO).

   The building that was once located northwest of Newsome Drive/Gallagher Road (8HI05108) is noted as demolished within the Florida Master Site File (FMSF) database. Based on aerial analysis, the remaining buildings (8HI05106, 8HI08749, 8HI08750, and 8HI08751) appear to have been demolished, but are not noted as such within the FMSF database.
US 92/SR 600/New Tampa Highway (8HI13604) briefly intersects the project corridor south of the McIntosh Road and I-4 Interchange. The road was constructed in circa 1926 and stretches for approximately 181 miles from downtown St. Petersburg to Daytona Beach. Within the project area it is a two-lane east-west arterial facility with modern asphalt paving, signage, signalization, and lighting. Because of a lack of historic integrity, the current segment of roadway has been determined ineligible for listing in the NRHP by the SHPO.

Six previous cultural resource surveys were conducted within the 100-foot buffer area that are not specific to the current project. These surveys were conducted between 1992 and 2016. The entirety of the corridor has not been surveyed for cultural resources. Of the six previous surveys, five are associated with intersecting US 92 (Survey Nos. 3543 [1993] and 26284 [2016]) or I-4 (Survey Nos. 3243 [1992], 12574 [2003], 21848 [2014]). The remaining survey, No. 14917 (2008), is associated with the construction of Strawberry Crest High School, located southeast of the McIntosh Road and I-4 Interchange.

There is potential for one unrecorded bridge that is approaching historic age (50 years of age or older) within the 500-foot buffer area, but is north of the project limits. FDOT Bridge No. 104440 was constructed in 1972 and is a pre-stressed concrete channel beam bridge that carries McIntosh Road over Pemberton Creek. Due to its common post-World War II design, this bridge would not likely be eligible for listing in the NRHP. In addition, FDOT Bridge No. 104440 is excluded from Section 106 review by the 2012 Program Comment issue by the Advisory Council on Historic Preservation (ACHP) (77 FR 68795; Federal Register Document 2012-27866).

Based on Google Earth street views, the project corridor is situated in an area lined with residential and commercial development that is both historic (50 years of age or older) and non-historic in nature. According to EST GIS, there are ten buildings within the 500-foot buffer area that have the potential for historic buildings constructed in 1970 or prior. There are five buildings built between 1969 and 1973 and two built between 1974 and 1978. The project corridor does not appear to be contained within a potential NRHP-eligible historic district.

A Cultural Resource Assessment Survey (CRAS) will be prepared for this project and will include archaeological and historic resources field survey. The proposed project is expected to result in minimal impacts to historic and archaeological resources.

### 3. Recreational and Protected Lands

#### Project PED Comments

**Analysis Area PED Comments**

**Alternative #1**

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified the Independence Academy as a recreation resource within the 500-foot project buffer area. There are no additional recreational uses within the buffer area.

The proposed project is anticipated to have no impacts on recreational and protected lands.

#### iii. Natural

### 1. Wetlands and Surface Waters

#### Project PED Comments

**Analysis Area PED Comments**

**Alternative #1**

The National Wetlands Inventory (NWI) dataset of the Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified 3.72 acres (1.48%) of palustrine wetlands (freshwater emergent wetland), 3.48 acres (1.38%) of palustrine (freshwater pond), and 0.96 acre (0.39%) of riverine wetlands within the 500-foot project buffer area. The Water Management District (WMD) Wetlands classification shows streams and lake swamps (bottomland), freshwater marshes, and emergent aquatic vegetation within the 500-foot project buffer area.

Wetlands will be evaluated and a Natural Resources Evaluation (NRE) will be prepared for this project during Project Development and Environment (PD&E) study to document any involvement with wetlands.

The proposed project is expected to result in minimal involvement with wetland resources.
2. Water Resources

Project PED Comments

Analysis Area PED Comments

Alternative #1

Within the 500-foot project buffer area, the Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified two waterbodies: Baker Creek East (WBID: 1522E), Pemberton Creek (WBID: 1542) and Seffner Canal (WBID: 1547) which are verified impaired waters and Florida Department of Environmental Protection (FDEP) Waters Not Attaining Standards. Baker Creek East and Pemberton Creek are located north of the project terminus, but within the project buffer area.

Principal Aquifers of the State of Florida described as "Other Rocks" is 249.54 acres (100%). The Recharge Areas of the Floridan Aquifer shows a "Recharge/1 to 10" as 236.38 acres (94.73%) and "Recharge/Less Than 1" with 13.16 acres (5.27%). There are six US Environmental Protection Agency (USEPA) Water Quality Data Monitoring Stations, one FDEP Flowing Waters Resource, five FDEP STORET stations, one limited use drinking water well, 15 Super Act Wells, one USEPA 305(b) assessed waters, and two FDEP Watershed Information Network (WIN) Monitoring Locations.

The project will be designed to meet state water quality and quantity requirements, and best management practices (BMPs) will be utilized during construction.

The proposed project is expected to result in minimal involvement with water quality and quantity resources.

3. Floodplains

Project PED Comments

Analysis Area PED Comments

Alternative #1

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified 52.36 acres (20.98%) Zone AE and 2.1 acres (0.84%) Zone A of D-FIRM 100-year Floodplains within the 500-foot project buffer area.

During the Project Development and Environment (PD&E) study, engineering design features and hydrological drainage structures will be designed such that stormwater transport, flow, and discharge meet or exceed flood control requirements.

The proposed project is expected to have minimal involvement with floodplain resources.

4. Coastal Zone Consistency

Coastal Zone Consistency Determination is Required: Yes

Project is subject to a consistency review as required by 15 CFR 930.

5. Protected Species and Habitat

Project PED Comments

Analysis Area PED Comments

Alternative #1

Within the 500-foot project buffer area, the Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified the entire project as being within the occasional black bear range. The project is in the US Fish and Wildlife Service (USFWS) Caracara Consultation Area (77.25%), Scrub Jay Consultation Area (100%), and Florida Grasshopper Sparrow Consultation Area (100%) within the 500-foot project buffer area. The project is also entirely within the Woodstork Core Foraging Area.

Wildlife and habitat will be evaluated and a Natural Resources Evaluation (NRE) will be prepared during Project Development and Environment (PD&E) study to document any involvement with protected species and habitat.

The proposed project is expected to result in moderate involvement with wildlife and habitat resources.

6. Coastal and Marine
The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis did not identify any coastal and marine resources within the 500-foot project buffer area.

The proposed project is anticipated to have no involvement with coastal or marine resources.

iv. Physical

1. Noise

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis Water Management District (WMD) Florida Land Use and Land Cover dataset identified Commercial and Services; Residential, Low Density (Less Than Two Dwelling Units Per Acre); Transportation; Crop and Pastureland; and Streams and Lake Swamps as the five-major existing land uses within the 500-foot project buffer area. The WMD Residential Areas data shows that residential areas within the project's 500-foot project buffer area include:

- Residential, Low Density (Less than Two Dwelling Units per Acre) - 37.43 acres (15.0%)
- Residential, High Density (Six or More Dwelling Units per Acre) - 10.41 acres (4.17%)

It should be noted that the only residential areas identified in the EST are north of Muck Pond Road and south of the US 92 intersection. Also, the East Tampa RV Resort, located just south of I-4 on the west side of McIntosh Road, is identified as High Density Residential. Commercial and Services land use consists of 57.24 acres (22.94%) within the 500-foot project buffer area.

There are no existing noise barriers.

The EST GIS analysis also identified one Religious Center and one Charter School as community features which may be sensitive to potential noise effects within the 500-foot project buffer area.

Traffic noise will be analyzed in detail during the Project Development and Environment (PD&E) study and documented in the Noise Study Report (NSR) as part of the PD&E study in accordance with Part 2, Chapter 18 of the FDOT PD&E Manual.

The proposed project is expected to result in minimal involvement regarding the traffic noise issue since most residents are set back from the roadway and many are isolated.

2. Air Quality

This portion of Hillsborough County has not been designated as nonattainment or maintenance for ozone, carbon monoxide (CO), particulate matter (PM), or any of the National Ambient Air Quality Standards (NAAQS) in accordance with the Clean Air Act.

The proposed project is expected to have no impact on air quality.

3. Contamination
Alternative #1

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified the following potential contamination sites located within the 500-foot project buffer area:
- One National Pollutant Discharge Elimination Systems (NPDES) Stormwater Facilities and Activities
- One Florida Department of Environmental Protection (FDEP) Off Site Contamination Notice
- One Limited Use Drinking Water Well
- 13 Onsite sewage
- Nine Petroleum contamination monitoring sites
- Six Storage tank contamination monitoring sites
- Five Super Act Risk Sources
- 15 Super Act Wells
- 14 US Environmental Protection Agency (USEPA) NPDES

Contamination will be evaluated and a Contamination Screening Evaluation Report (CSER) will be conducted during the Project Development and Environment (PD&E) study. Any source identified will be assessed to determine the need for remediation before and/or during construction.

The proposed project is expected to result in moderate involvement with potential sources of contamination.

4. Infrastructure

4. Infrastructure

Project PED Comments

Analysis Area PED Comments

Alternative #1

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified the 11 Florida Department of Environmental Protection (FDEP) Public Water Supply (PWS) Plants and Electric Power Transmission Lines infrastructure resources within the 500-foot project buffer area.

The proposed project is expected to result in minimal involvement with infrastructure resources.

5. Navigation

5. Navigation

Project PED Comments

Analysis Area PED Comments

Alternative #1

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis did not identify any potential navigable waterways within the 500-foot project buffer area. The roadway intersects the canal/ditch at McIntosh Road and Baker Creek, but these areas are not navigable.

The proposed project is expected to have no involvement with navigation resources.

v. Special Designations

1. Special Designations: Outstanding Florida Waters

Project PED Comments

Analysis Area PED Comments

Alternative #1

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis did not identify any Outstanding Florida Waters within the 500-foot project buffer area.

The proposed project is expected to have no involvement with Outstanding Florida Waters resources.
2. Special Designations: Aquatic Preserves

Project PED Comments

Analysis Area PED Comments
Alternative #1

The EST GIS analysis did not identify any Aquatic Preserves within the 500-foot project buffer area.

This proposed project will have no involvement with Aquatic Preserves resources.

3. Special Designations: Wild and Scenic Rivers

Project PED Comments

Analysis Area PED Comments
Alternative #1

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis did not identify any Wild and Scenic Rivers within the 500-foot project buffer area.

The proposed project will have no involvement with any resources related to Wild and Scenic Rivers.

4. Special Designations: Sole Source Aquifers

Project PED Comments

Analysis Area PED Comments
Alternative #1

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis did not identify any Sole Source Aquifers within the 500-foot project buffer area.

The proposed project will have no involvement with any resources related to Sole Source Aquifers.

d. Anticipated Permits

There are no anticipated permits identified for this project in the EST.

e. Anticipated Technical Studies

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III. Form SF-424: Application for Federal Assistance
Application for Federal Assistance SF-424

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</tr>
<tr>
<td>14. Areas Affected by Project (Cities, Counties, States, etc.):</td>
<td>This project will reconstruct McIntosh Road to widen McIntosh Road from South of US 92 to North of I-4 and operational improvements at the I-4 interchange, in Hillsborough County, Florida.</td>
</tr>
<tr>
<td>15. Descriptive Title of Applicant’s Project:</td>
<td></td>
</tr>
</tbody>
</table>

Attach supporting documents as specified in agency instructions.
Application for Federal Assistance SF-424

16. Congressional Districts Of:

* a. Applicant: FL14
* b. Program/Project: FL15

Attach an additional list of Program/Project Congressional Districts if needed.

17. Proposed Project:

* a. Start Date: 05/01/2021
* b. End Date: 05/01/2023

18. Estimated Funding ($):

<table>
<thead>
<tr>
<th>Program/Project</th>
<th>Funding ($)</th>
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<tr>
<td>Applicant</td>
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<td>State</td>
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<tr>
<td>Local</td>
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<tr>
<td>Other</td>
<td>0.00</td>
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<tr>
<td>Program Income</td>
<td>0.00</td>
</tr>
<tr>
<td>TOTAL</td>
<td>0.00</td>
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</table>

19. Is Application Subject to Review By State Under Executive Order 12372 Process?

☒ a. This application was made available to the State under the Executive Order 12372 Process for review on 04/16/2021.
☐ b. Program is subject to E.O. 12372 but has not been selected by the State for review.
☐ c. Program is not covered by E.O. 12372.

20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes," provide explanation in attachment.)

☐ Yes  ☒ No

If "Yes", provide explanation and attach

21. "By signing this application, I certify (1) to the statements contained in the list of certifications** and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1001)

☒ ** I AGREE

** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

Authorized Representative:

Prefix:  Mr.  * First Name: Kirk
Middle Name: 
* Last Name: Bogen
Suffix: 

* Title: Environmental Management Engineer

* Telephone Number: 813-975-6448  Fax Number: 
* Email: kirk.bogen@dot.state.fl.us

* Signature of Authorized Representative: Kirk Bogen, PE  * Date Signed: 04/16/2021
### IV. Transmittal List

**Official Transmittal List**

<table>
<thead>
<tr>
<th>Organization</th>
<th>Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. FDOT District 7</td>
<td>Rhinesmith, Robin</td>
</tr>
<tr>
<td>2. FDOT Office of Environmental Management</td>
<td>Bianco, Brittany A.</td>
</tr>
<tr>
<td>3. FDOT Office of Environmental Management</td>
<td>Bradley, Catherine</td>
</tr>
<tr>
<td>4. FDOT Office of Environmental Management</td>
<td>Clark, Thu-Huong</td>
</tr>
<tr>
<td>5. FDOT Office of Environmental Management</td>
<td>McGilvray, Peter</td>
</tr>
<tr>
<td>6. FDOT Office of Environmental Management</td>
<td>Pennington, Michael</td>
</tr>
<tr>
<td>7. Federal Aviation Administration</td>
<td>Vernace, Bart</td>
</tr>
<tr>
<td>8. Federal Emergency Management Agency</td>
<td>* Director, Region IV Mitigation Division</td>
</tr>
<tr>
<td>9. Federal Rail Administration</td>
<td>* Director, Office of Public Engagement</td>
</tr>
<tr>
<td>10. Federal Rail Administration</td>
<td>* Regional Administrator</td>
</tr>
<tr>
<td>11. Federal Transit Administration</td>
<td>* Regional Administrator</td>
</tr>
<tr>
<td>12. Federal Transit Administration</td>
<td>Walker, Julia C.</td>
</tr>
<tr>
<td>13. FL Department of Agriculture and Consumer Services</td>
<td>Camposano, Brian</td>
</tr>
<tr>
<td>14. FL Department of Agriculture and Consumer Services</td>
<td>Kiser, Mark</td>
</tr>
<tr>
<td>15. FL Department of Agriculture and Consumer Services</td>
<td>Morris, Vincent</td>
</tr>
<tr>
<td>16. FL Department of Economic Opportunity</td>
<td>Preston, Matt</td>
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<tr>
<td>17. FL Department of Environmental Protection</td>
<td>Stahl, Chris</td>
</tr>
<tr>
<td>18. FL Department of State</td>
<td>Aldridge, Jason</td>
</tr>
<tr>
<td>19. FL Department of State</td>
<td>Daggett, Adrianne</td>
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<tr>
<td>20. FL Department of State</td>
<td>McManus, Alyssa</td>
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<tr>
<td>21. FL Fish and Wildlife Conservation Commission</td>
<td>Ganey, Jessica</td>
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<td>22. FL Fish and Wildlife Conservation Commission</td>
<td>Gilbert, Terry</td>
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<td>23. FL Fish and Wildlife Conservation Commission</td>
<td>Goff, Jennifer</td>
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<td>24. FL Fish and Wildlife Conservation Commission</td>
<td>Hight, Jason</td>
</tr>
<tr>
<td>25. Florida’s Turnpike Enterprise</td>
<td>Stein, Philip</td>
</tr>
<tr>
<td>26. Hillsborough County MPO</td>
<td>Alden, Beth</td>
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<tr>
<td>27. Hillsborough County MPO</td>
<td>Yeh, Allison</td>
</tr>
<tr>
<td>28. Miccosukee Tribe of Indians of Florida</td>
<td>* Donaldson, Kevin</td>
</tr>
<tr>
<td>29. Miccosukee Tribe of Indians of Florida</td>
<td>* The Honorable Mr. Billy Cypress, Chairman</td>
</tr>
<tr>
<td>30. Muscogee (Creek) Nation</td>
<td>* Hill, David</td>
</tr>
<tr>
<td>31. Muscogee (Creek) Nation</td>
<td>* Historic &amp; Cultural Preservation Department</td>
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<tr>
<td>32. National Marine Fisheries Service</td>
<td>Rydene, David A.</td>
</tr>
<tr>
<td>33. National Park Service</td>
<td>Barnett, Anita</td>
</tr>
<tr>
<td>34. Natural Resources Conservation Service</td>
<td>Crockett, Leroy</td>
</tr>
<tr>
<td>35. Poarch Band of Creek Indians</td>
<td>* Haikey, Larry D.</td>
</tr>
<tr>
<td>36. Poarch Band of Creek Indians</td>
<td>* The Honorable Ms. Stephanie A. Bryan, Tribal Chair</td>
</tr>
<tr>
<td>37. Seminole Nation of Oklahoma</td>
<td>* Chilcoat, Gregory</td>
</tr>
<tr>
<td>38. Seminole Tribe of Florida</td>
<td>Backhouse, Paul N.</td>
</tr>
<tr>
<td>39. Seminole Tribe of Florida</td>
<td>Henderson, Kad</td>
</tr>
<tr>
<td>40. Seminole Tribe of Florida</td>
<td>Mueller, Bradley M.</td>
</tr>
<tr>
<td>41. Seminole Tribe of Florida</td>
<td>Simon, Danielle A.</td>
</tr>
<tr>
<td>42. Seminole Tribe of Florida</td>
<td>* The Honorable Mr. Marcellus W. Osceola, Chairman</td>
</tr>
<tr>
<td>43. Southwest Florida Water Management District</td>
<td>LaRiche, Chastity</td>
</tr>
<tr>
<td>44. Southwest Florida Water Management District</td>
<td>Ritter, Monte</td>
</tr>
<tr>
<td>45. Tampa Bay Regional Planning Council</td>
<td>Meyer, John M.</td>
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<tr>
<td>46. US Army Corps of Engineers</td>
<td>Beech, Veronica d.</td>
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</tbody>
</table>
47. US Army Corps of Engineers
   Dimitroff, Matt

48. US Army Corps of Engineers
   Kizlauskas, Andrew A.

49. US Army Corps of Engineers
   Ovdenk, Cynthia

50. US Army Corps of Engineers
   Tamblyn, Mark M.

51. US Army Corps of Engineers
   Turner, Randy

52. US Coast Guard
   Bridges, Marty

53. US Coast Guard
   Kowalczyk, Lisia

54. US Coast Guard
   Overton, Randall D.

55. US Coast Guard
   Tate, William G.

56. US Coast Guard
   Zercher, Jennifer

57. US Department of Health and Human Services
   * National Center for Environmental Health Centers for Disease Control and Prevention

58. US Department of Housing and Urban Development
   Cazzoli, Al

59. US Department of Housing and Urban Development
   * Curran, Martha A.

60. US Department of Interior
   * Bureau of Land Management, Southeastern States Field Office

61. US Department of Interior
   Sumner, David M.

62. US Environmental Protection Agency
   Kajumba, Ntale

63. US Environmental Protection Agency
   Singh-White, Alya

64. US Environmental Protection Agency
   Somerville, Amanetta

65. US Environmental Protection Agency
   White, Roshanna

66. US Fish and Wildlife Service
   Cantrell, Mark

67. US Fish and Wildlife Service
   Williams, Zakia

* Hardcopy recipient
Board & Committee Agenda Item

**Agenda Item:**
USF-Green ARTery Trail Study

**Presenter:**
Wade Reynolds, TPO staff

**Summary:**
The USF-Green ARTery trail study will evaluate conceptual and new connections from the University area to the existing and proposed trail system in Tampa and Hillsborough County. With the redevelopment of the University Mall, expansion of the Veterans Administration, and continuing growth around the University of South Florida, safe nonmotorized spaces are an increasing priority. The study area contains several high-volume roadways, and safe crossings and connections will be a primary focus. The study kicked off in March and will explore the feasibility of a trail connecting the University of South Florida (USF) and Veterans Hospital with the planned Green ARTery Perimeter Trail and other neighborhoods to the south of Fowler including proposed safe crossing locations on Fowler and other roadways. This study will focus on the potential alignments for the trail, in coordination with area property owners and agency partners.

**Recommended Action:**
None, for information only

**Prepared By:**
Wade Reynolds, AICP

**Attachments:**
Project Webpage
We're taking it to the streets! Calling all hippies to joyride with us down Bayshore Blvd. After a long hibernation, it's time to get out and enjoy the beauty of our community and the company of each other. Bayshore Blvd. will be closed for two-wheeled traffic only between the hours of 3:00 - 7:00pm. From Swann to Bay to Bay Blvd., enjoy an afternoon of free-wheeling along the water with friends and family.

So come dressed in your hippie best! There will be activities for kids, so bring the tykes on bikes. This portion of Bikestock is free to the public but we encourage you to RSVP so we can deliver the best first event of the year!

Please RSVP (up to 8 people) as this will help us estimate expected attendance and provide the safest and best experience possible!
Dear Acting Administrator Pollack and Secretary Buttigieg:

The Hillsborough Transportation Planning Organization (TPO), located in Tampa, Florida, has been dedicated to eliminating the alarming number of people hurt and killed on our roadways. As the first TPO to embrace Vision Zero, we are prioritizing safety projects that have started to move the crash trend downward, but our community continues to mourn lives lost on our streets, on a daily basis. Fortunately, the update of the Manual on Uniform Traffic Control Devices (MUTCD) provides an opportunity to make significant progress and we appreciate the opportunity to provide comments to the draft update.

As the manual that specifies guidelines for how traffic signs, road surface markings, and signals are designed, installed, and used by state and local agencies, we are pleased with the additions of proven safety and multimodal options but are concerned that the draft manual continues to over-emphasize motor vehicle operations and neglects other modes and contexts. We would like to call attention to the following fundamental problems that must be addressed in an updated MUTCD to have it centered on safety, equity, and accessibility.

- Speed limits should no longer be set by relying on how fast drivers are driving – i.e. the 85th percentile of current driving speeds. Instead, speed limits should be set using a safe systems approach, appropriate for the context. Context sensitive design has been a widely accepted engineering practice for more than a decade.
- The warrant for installing a new traffic signal should not require fatal and injury crashes to have occurred. This does not align with Vision Zero principles and ignores known conflicts.
- Installing traffic signals to help pedestrians should not have to meet a higher threshold demand than traffic signals to help cars.
- Consistent with Americans with Disabilities Act, every signalized intersection needs accessible pedestrian infrastructure, including curb ramps, audible and tactile signals, pedestrian signal heads that display “Walk” and “Don’t Walk” messages, and painted crosswalks.
- Requiring that engineering studies be published without compensation inhibits innovative improvements such as red transit lanes and pedestrian safety measures.
• Requiring coordination between pedestrian crossing beacons and intersection traffic signals if they are within 600 feet of each other places an extra burden on being able to provide safe crossings for pedestrians. Beacons that can be coordinated (e.g., HAWK) are many times the cost of other beacons (e.g., RRFB).

• New language perpetuates inequity by defining the “design pedestrian” as a “reasonable and prudent individual” who is “alert and attentive” and is “demonstrating due care,” while the manual is replete with guidance for “design vehicles” that gives wide latitude to motorist error (e.g., “shy distance”).

• The MUTCD update creates new barriers to implementing bicycle and transit infrastructure and does little to address existing barriers.

• Elements aimed at accommodating automated vehicles exacerbate already prohibitive cost burdens.

We are confident that at every level of government, there is a belief that no life should be lost on our roadways. The MUTCD should reflect Federal Highway's commitment. We respectfully request that FHWA reframe and rewrite the MUTCD, creating a path for guidance that more closely aligns with the equity, safety, and sustainability goals of our community and those around the country.

Sincerely,

Beth Alden, AICP
Executive Director
CALL TO ORDER, PLEDGE OF ALLEGIANCE & INVOCATION

The MPO Vice Chairman, Commissioner Pat Kemp called the meeting to order at 10:02 a.m., led the pledge of allegiance. The regular monthly meeting was held virtually via Webex.

The following members were present via teleconference:

Commissioner Pat Kemp, Cheri S. Donohue, Melanie Williams, Councilman Joseph Citro, Commissioner Gwen Myers, Derek Doughty, Joe Waggoner, Charles Klug, Joe Lopano, Commissioner Kimberly Overman, Commissioner Mariella Smith, Councilman Guido Maniscalco, Nate Kilton, John Dingfelder and Jessica Vaughn.

The following members were absent: Commissioner Harry Cohen (medical leave).

Presentation of Awards for MPO Speed Management Action Plan

Beth Alden, MPO Executive Director, introduced the presentation of awards for the MPO Speed Management Action Plan. Ms. Alden noted they are very honored to be the recipient of two awards.

Jodi Godfrey and Michelle Cod from the Institute of Transportation Engineers were present. Jodi Godfrey was pleased to award Hillsborough County with the 2020 Tampa Bay ITE Project of the Year Award for their outstanding performance and lasting contribution on their Speed Management Action Plan. Gena Torres with MPO Staff and Paula Flores with GPI Consultants accepted this award.

Jodi Godfrey recognized the project of the year is awarded to the Hillsborough MPO for the commitment to Vision Zero.

The John W. Barr Transportation Achievement Award was presented by Vishal S. Kakkad, President of Institute of Transportation Engineers Florida-Puerto Rico District to MPO project managers Paula Flores, GPI MPO Consultant and Gena Torres, MPO Staff. This award speaks for the MPO’s diligent work in introducing fatal crash rate in Hillsborough County for the last five years.

REVIEW OF MINUTES – February 10, 2021

No action was taken on the minutes. This meeting is totally virtual with no quorum in place.

PUBLIC COMMENT

Chris Vela noted his comments on the expressway projects through the CAC and commented on the THEA bond validation authority. Mr. Vela made a reference to red lining in the Tampa area in correlation with Dana Lazarus presentation.
Gina Robles, Assist Principal, St. Stephens Catholic School, pointed out the dangerous intersection of Carr Road/Boyette Road and noted they requested a traffic light. Their need has been acknowledged but there is no funding for the new design or installation.

Commissioner Kemp urged that Ms. Robles comments be brought to the BOCC and recognized Mr. Vela concerns with THEA and this could be a future item with the MPO and include Mr. Vela in that presentation.

**COMMITTEE REPORTS and ADVANCE COMMENTS**

Davida Franklin, MPO Staff, gave an update on the MPO committees. On March 1, the TAC committee held status reports on Flamingo Fare Update, In-Road Safety Lights, Hillsborough County School Route Program Development Process and SRTS Projects, Selmon Expressway Project Development & Environment Studies and Port Tampa Bay Master Plan. The BPAC heard status reports on HART Transit Oriented Development Study – Members asked if bike-sheds were being considered around station areas as well as safe bicycle parking at stations. Members also commented on necessary densities to support transit, including the allowance of Accessory Dwelling Units as a strategy. Members also mentioned the need to allow greater numbers of bicycles on buses (they currently hold two each) and the committee also heard from interested potential members but did not take action to approve membership due to lack of an in-person quorum. On Feb 17, the committee heard status reports on new members, Florida Department of Health Hillsborough Community Health Assessment and Selmon Expressway East PD&E. Under Action items, the TDCB approved Election of Officers and Gloria Mills was reelected as Vice Chair and Mark Harshbarger was elected as Officer at Large. The TDCB adopted the 2019-2020 FY Community Transportation Coordinator Evaluation. While not required for this FY, staff in coordination with the CTC decided to conduct an evaluation this to evaluate the impact of COVID-19 on CTC operations and performance standards. The Community Transportation Coordinator is designated every 5 years. The Hillsborough County Board of Commissioners has served as the CTC for Hillsborough County since 1990. The next designation is due by June 2021. The Board approved a motion to recommend that the MPO Board approve the re-designation as the Hillsborough Board of County Commissioners as the CTC and the Sunshine Line as the operator and forward this recommendation to the Commission for the Transportation Disadvantaged and approve MPO Resolution 2021-1. The Board approved a renewed contract with Life Concepts, Inc d/b/a Quest. This is in line with Section 5310 program requirements and Board processes. Glenn Brown and Kristina Melling volunteered to serve on the Transportation Disadvantaged Service Plan Subcommittee. The TDCB heard status reports on Florida Department of Health Hillsborough Community Health Assessment and Sunshine Line Update.

We received correspondence from J. Caughey regarding the I75x bus line, a story telling forum thank you, Chris Vela noting Mr. Prasad, Janet Scherberger regarding walk bike Tampa sidewalk code support, emails regarding BLM, Eric Holt regarding road construction that will effect Westchase commuters, email regarding South Selmon from Chris Vela and newspaper article, article regarding Bayshore speed limit 30MPH, IOC thank you from Robert Hunter, letter of support from the Ybor City Development Corporation Board Chair, and communication regarding transportation methodology and school siting.

We received social media comments from Sarah H. regarding road widening does not make things safer, Chris Vela regarding self driving cars will make streets will deadlier and Karen Mullins who shared a historic photo from 1924 that demonstrated efforts to increase driver safety awareness.

Beth Alden, MPO Director, provided an update on the Policy Committee that met this morning. They were given a presentation on the Hillsborough County Non-Discrimination Plan.
Bill Roberts, CAC Chair, presented the committee report on the CAC. On March 3, the committee nominated the At-large business Representative. Sharon Gaumond was nominated, with Eric Lam as her alternate. The committee heard status reports on Port Tampa Bay Master Plan Update; several members were concerned about recent state legislative proposals to preempt decision-making by local port authorities. They also heard status reports on Hillsborough County School Route Program Development Process and SRTS Projects and Flamingo Fares Update. Under new and unfinished business, the CAC discussed THEA’s proposed expansion of the South Selmon Expressway. Several members echoed comments made by a member of the public questioning the need for the expansion, concerns about traffic impacts to the surrounding community, and reactions received from nearby neighbors.

The Chairman also appointed an ad hoc subcommittee to dig into the Transportation Improvement Program, to make sure members understood the process as well as the substance of the TIP’s projects and priorities.

Joe Lopano thanked Bill Roberts for his service. Commissioner Kemp also agreed Bill Roberts has great dedication to his years of service.

**STATUS REPORT**

**A. Near Road Air Quality**

Sterlin Woodard with EPC introduced the EPC Air Monitoring Network for public health protection and research. Mr. Woodard explained there are 11 air monitoring stations that continuously monitor for Ozone, NO2, Co, SO2 and particulate matter. The near-road monitoring station near I-275 is to enhance understanding of mobile source impacts. The Purple Air PA-II-SD PM 2.5 Air Sensor is $250.00. Jason Waters, Air Monitoring Manager for EPC reviewed the EPA’s criteria air pollutants. The EPC Air Monitoring Program during COVID-19 emergency has continued without interruption, EPA/FDEP declared air monitoring mission critical and essential. The EPC operates the near-road site at Munro Street to meet specific requirements and Mr. Waters reviewed the daily near-road site data and air pollutions. Amy Stuart, Professor at USF, presented the traffic-related air pollution (TRAP). Ms. Stuart explained the complex mix of air pollutants that are elevated near roadways, the important pollutants and health effects. The inequality in health effects of air pollution include asthma, cardiovascular mortality, lung cancer mortality and overall life expectancy is lower for those with lower incomes and for blacks. Black, low-income and Hispanic populations typically have higher TRAP exposure levels and this is true for the Tampa area too. The mitigating measures include transportation system design, roadway design, traffic management, land use specifications, building specification and enabling person choices. The pros of traditional monitoring are accurate, reliable, high standard of quality, and long lifetime equipment. The limitations are expensive, sparse in spatial and pollutant representation, time lag in data availability, difficult for non-expert to access and understand and lack of trust in government data. The emerging monitoring methods are systematic mobile monitoring on government and industry vehicles and smart cities sensor systems in government infrastructure. Ms. Stuart reviewed the low-cost monitors/sensors and provided examples of community monitoring. In summary, traffic-related air pollution is an important public health problem, low-income and black people are impacted, there are many systems scale policy options for mitigation, low-cost monitoring is likely to expand and there is an opportunity for EPC and MPO to engage with communities to meet their needs by providing necessary expertise and advice.

Commissioner Kemp pointed out the intersection of transportation and air quality and then noted the micro plastic pollution in our water is caused by our tires and commented on crowd sourcing and pollution. Ms. Alden thanked the EPC for their presentation and pointed out there has been a lot of questions of crowd sourcing and pollutions and would like to discuss further with EPC.
B. Community Health Assessment

Grisel Cisneros, Florida Department of Health, stated the Hillsborough Community Health Assessment and The Florida Department of Health (DOH) in Hillsborough County completes a comprehensive assessment of their communities every three to five years. The results are used to develop the Community Health Improvement Plan (CHIP) and provides direction for many of the DOH’s efforts during the three to five-year cycle. The DOH have been mobilizing for action through planning and partnerships (MAPP) model in 6 phases. The primary data was collected February – June 2019 that included 5304 surveys, 25 key informants interviewed and 4 focus groups. There was secondary data collected from various websites. There was a prioritization meeting on July 24th where the survey results were presented along with the secondary data. Ms. Cisneros reviewed the top 10 health problems and high need zip codes. The next steps will be to review the inventory of existing assets, programs, initiatives in those areas then prepare an action plan and monitor. A link was included to the Community Health Assessment in the agenda packet.

Commissioner Kemp noted it was an excellent presentation. Cheri Donohue noticed her zip code was included as a community in need and wanted to know how she could help mitigate.

C. FDOT Safety Program News: Busch Blvd

Ginger Regalado, FDOT District 7, provided highlights from the District’s safety program on the recent constructed project to improve pedestrian safety on East Busch Blvd. FDOT District 7 conducted a Pedestrian Safety Study and Road Safety Audit to determine the best locations for the recently installed Pedestrian Hybrid Beacons (PHBs) along Busch Boulevard in Hillsborough County. In addition, through the District's Walk Bike Drive initiative, District 7 launched a comprehensive safety initiative to education the public about the PHBs. Ms. Regalado provided video on PSA to promote Safety and asked if everyone could put on their website to promote safety. A social media quiz, large billboards, law enforcement partnerships and on street education are other examples of educating the public on pedestrian safety and PHB. FDOT has a working relationship with local partnerships of Hillsborough County which is essential to get the word out and noted FDOT has completed signal cabinet wraps and aesthetic treatment that show all communities are involved.

Commissioner Overman would like a link to these videos so she can share on social media and websites.

D. Plan Hillsborough Annual Report

Melissa Zornitta, Planning Commission Director, presented the Plan Hillsborough Annual Report. This report describes the progress over the past year to implement the Strategic Plan and uses the framework of the Plan’s seven Strategic Priorities. Ms. Zornitta highlighted 57 plan amendments and 297 consistency reviews to link land use and transportation. Strategies for Transportation Alternatives and New Development Scenarios (STANDS), City and County Policy Workshops, South County policy workshops, South County studies and Speed Management Action Plan. They have enhanced digital communication and digital forms, pivoting remote work and virtual meetings, new video productions and leveraging technology. Ms. Zornitta provided an update on citizen engagement, planning partnerships, enabling transportation choices, opportunities for Regional Collaboration and internal agency enhancements. The 2021 Strategic Plan Implementation Activities continue to be a focus and priority for staff, agencywide sharing of implementation ideas of all staff, surveying staff for new and innovative ideas, continued cross-functional teams and potential fall/winter staff retreat. A consolidated annual report is attached in the agenda packet that provides detailed information regarding the performance and progress from a strategic perspective.
E. Bylaws Amendment for Policy and Livable Roadways Committees

Lisa Silva, MPO Staff, presented the bylaws amendment for Policy and Livable Roadways Committees. In November 2020, during New Business at the LRC meeting, there was a discussion about adding a School District and/or School Parent Representative to the LRC membership. All new members require Bylaw Amendments. In January 2021, the Policy Committee discussed a name change for the MPO, consistent with the Fictitious Name Act, to Hillsborough Transportation Planning Agency and a limit a term for officers to two consecutive years. A copy of the Bylaws Amendment with revisions highlighted are included in the agenda packet.

Executive Director’s Report

The Legislative developments includes funding from federal Pandemic Recovery Act is coming to our area what that means in terms of our ability to apply additional funds to MPO priorities. We will be talking about that next month at our MPO Policy Committee which will be a workshop on our priorities for the Transportation Improvement Program this Year. You will be hearing from all of the local government agencies like HART who are submitting priorities for consideration. At the State level there are a couple of Regional Bills that are affecting TBARTA. On Regional Planning the MPO Chair’s Coordinating Committee for West Central Florida has been part of the TBARTA Organization of a number of years. TBARTA has narrowed to focus on a smaller geographic area and transit specifically so the MPO will take the lead again in Multimodal Transportation Planning but to reflect that in the State Law so one of the TBARTA Bill would make that change. The other would be to remove both TBARTA and the MPO Chair’s Coordinating Committee from the State Statue. This doesn't mean that our Regional Coordination would go away for the MPOs because we have signed the interlocal agreement. Lastly, they have been talking about a fictitious name for the Regional Coordination as well so to more clearly describe what they are doing the name that has been suggested is Gulf Coast Transportation Planning Council. There is a TMA Leadership Group virtual meeting this Friday at 9:30am and the link is on our website. Lastly, the MPO Staff has created two different Financial scenarios in the Long-Range Transportation Plan. One with the sales tax and one without the sales tax. The funding estimates are a result of the coordination with all four local governments and HART about their needs and their process in it to address those needs and the sales tax. The financial scenario in the Long-Range Plan is not only based on their cost estimates and needs it also forecasts our system performance in these two financial scenarios so maintenance, safety, travel time reliability, access to bus service, performance metrics are already calculated out in those two different scenarios.

OLD & NEW BUSINESS

Commissioner Overman would like to make sure the MPO Staff meet with stakeholders to bring heightened level of coordination and analysis of the 2045 LTRP. Councilman Dingfelder requested for a report from FDOT on technical options for wrong way driver. Councilman Dingfelder would also like staff to look for potential funding for the entire North Florida Avenue on traffic calming right now there are funds up to MLK and he pointed out South of Gandy issues up to Kennedy has been two lanes and would like to discuss possible solutions.

ADJOURNMENT

The meeting adjourned at 12:06pm.
Committee Reports

Meetings of the Technical Advisory Committee (TAC) on March 1

On March 1, the committee held status reports on:

- Flamingo Fare Update
- In-Road Safety Lights
- Hillsborough County School Route Program Development Process and SRTS Projects
- Selmon Expressway Project Development & Environment Studies
- Port Tampa Bay Master Plan

Meeting of the Citizens Advisory Committee (CAC) March 3

On March 3, the committee nominated the At-large business Representative. Sharon Gaumond was nominated, with Eric Lam as her alternate.

The committee heard status reports on:

- Port Tampa Bay Master Plan Update; several members were concerned about recent state legislative proposals to preempt decision-making by local port authorities.
- Hillsborough County School Route Program Development Process and SRTS Projects
- Flamingo Fares Update

Under new and unfinished business, the CAC discussed THEA’s proposed expansion of the South Selmon Expressway. Several members echoed comments made by a member of the public questioning the need for the expansion, concerns about traffic impacts to the surrounding community, and reactions received from nearby neighbors.

The Chairman also appointed an ad hoc subcommittee to dig into the Transportation Improvement Program, to make sure members understood the process as well as the substance of the TIP’s projects and priorities.

Bicycle Pedestrian Advisory Committee (BPAC) on February 10

The BPAC heard status reports on:

- HART Transit Oriented Development Study – Members asked if bike-sheds were being considered around station areas as well as safe bicycle parking at stations. Members also commented on necessary densities to support transit, including the allowance of Accessory Dwelling Units as a strategy. Members also mentioned the need to allow greater numbers of bicycles on buses (they currently hold two each).
• The committee also heard from interested potential members but did not take action to approve membership due to lack of an in-person quorum.

**Meeting of the Livable Roadways Committee (LRC) on February 17**

On Feb 17, the committee heard status reports on:

• New Members
• Florida Department of Health Hillsborough Community Health Assessment
• Selmon Expressway East PD&E

**Meeting of the Transportation Disadvantaged Coordinating Board (TDCB) on February 26**

Under Action items, the TDCB approved:

• Election of Officers
  Gloria Mills was reelected as Vice Chair and Mark Harshbarger was elected as Officer at Large
  • CTC Evaluation
  The TDCB adopted the 2019-2020 FY Community Transportation Coordinator Evaluation. While not required for this FY, staff in coordination with the CTC decided to conduct an evaluation this to evaluate the impact of COVID-19 on CTC operations and performance standards.
  • CTC Designation
  The Community Transportation Coordinator is designated every 5 years. The Hillsborough County Board of Commissioners has served as the CTC for Hillsborough County since 1990. The next designation is due by June 2021. The Board approved a motion to recommend that the MPO Board approve the re-designation as the Hillsborough Board of County Commissioners as the CTC and the Sunshine Line as the operator, and forward this recommendation to the Commission for the Transportation Disadvantaged and approve MPO Resolution 2021-1.
  • Coordination Contract for Life Concepts, Inc.
  The Board approved a renewed contract with Life Concepts, Inc d/b/a Quest. This is in line with Section 5310 program requirements and Board processes.
  • TDSP Subcommittee
  Glenn Brown and Kristina Melling volunteered to serve on the Transportation Disadvantaged Service Plan Subcommittee.

The TDCB heard status reports on:

• Florida Department of Health Hillsborough Community Health Assessment
• Sunshine Line Update
Planning noun

The activity or profession of determining the future physical arrangement and condition of a community. Planning, also called urban planning or city and regional planning, is a dynamic profession that works to improve the welfare of people and their communities by creating more convenient, equitable, healthful, efficient, and attractive places for present and future generations. Planning helps communities envision their future and find the right balance of new development, essential services, environmental protection, and innovative change.

Think you could be interested in a planning career? Then Virtual FLiP 2021 is for you!

Dates: Thursdays, June 24, July 1, July 8, July 15, 2021
Time: 10:00 a.m. – 11:30 a.m. with bonus programming to be specified
Location: June 24 – July 15, all programming will be held via virtual Zoom meetings.
Cost: There is no charge to participate in this program.
FLiP event page: tinyurl.com/TryFLiP2021 | Applications are linked on this page and will remain open through May 15, 2021 Recommendations are due no later than May 17, 2021. A more detailed agenda will be placed on this site by mid-June.

Who can apply: Hillsborough County School District students in good standing currently in grades 9, 10, 11, or 12 are encouraged to apply. Students who reside in Hillsborough County attending private school may also apply.

Through a series of speakers and interactive planning activities, FLiP 2021 will provide:

- The chance to network with and learn from planning professionals in the planning and related government services fields in the public and private sectors as well as connect with other students with a passion for planning for a thriving future for our community
- Broad exposure to planning from multiple perspectives, including: comprehensive planning, economic development, environmental, historic preservation, community redevelopment, transportation, geographic information systems, safety, education and research, and more.
- Virtual themes this year will focus on resiliency, equity, smart cities, and related planning topics. A live touring date to include a boat tour of Port Tampa Bay may be scheduled on Thursday, July 22, beginning at 8:45 a.m.

For more info, visit planhillsborough.org/flip/ or contact Lynn at 813.547.3342 or merendal@plancom.org.
Subject: FDOT Legislative Update

From: Campbell, Gauge <Gauge.Campbell@dot.state.fl.us> On Behalf Of Thibault, Kevin
Sent: Friday, April 30, 2021 3:22 PM
To: FDOT-outlook users <FDOT-outlookuser@dot.state.fl.us>
Cc: Pollins, Stu <stu.pollins@laspbs.state.fl.us>; frances.coyle@laspbs.state.fl.us; Webb, Tonja <tonja.webb@laspbs.state.fl.us>
Subject: Legislative Update - Week 9
Introduction

FDOT is celebrating a successful 2021 Legislative Session following Sine Die today at 2:41pm! This ninth week wrapped up final negotiations, debates, and voting on the upcoming fiscal year state budget.

Key transportation successes from the 2021 Legislative Session include:

Policy:
- The FDOT’s bill (SB 1126), sponsored by Senator Gayle Harrell and Representative Chip LaMarca successfully passed both chambers! As you know, this bill closes the safety gap in Florida’s Move Over Law to include FDOT maintenance and construction personnel. It also invests resources in arterial highway improvements in Florida’s rural communities; and further improves safety on Florida’s transportation system, updates obsolete and/or outdated statutes, and clarifies existing department-related statutes. The bill will now be sent to Governor DeSantis for his signature!

Budget:
- $10,263,302,821 total Department of Transportation budget includes:
  - $9.44 billion for the department’s Work Program and debt service including:
    - $2.8 billion for highway construction to include 210 new lane miles
    - $1 billion in resurfacing to include 2,682 lane miles
    - $110.6 million in seaport infrastructure enhancements
    - $325.9 million for aviation improvements
    - $515.9 million for scheduled repairs of 89 bridges and replacement of 18 bridges
    - $704.3 million for rail/transit program advancements
  - $89M for Local Transportation Projects (Work Program)
  - $9M is set aside for Small County Outreach Program (SCOP) (Work Program)
  - Revert and Reappropriate Language added for Panama City Watson Bayou Dredging and Watson Bayou Turning Basin Projects
  - Approved Operating and Fixed Capital Outlay (FCO) Issues:
    - $5.6M - FCO Code Corrections
    - $2.5M - WPII Assessment/Study
    - $2.3M - Secure Access Management
    - $2M - Florida PALM
    - $1.9M - Communication Hardware Upgrades
    - $1.5M – Transportation Disadvantaged Pilot Program
    - $826K – DIMM Maintenance – approved to be paid from base budget. There is also Revert and Reappropriate Language in the Back of the Bill.
    - $492K - FCO Environmental Site Restoration
    - $50K - Direct Billing for Administrative Hearings
    - Position Realigns
    - Realign to transfer HRD to Expenses and Contracted Services
    - Realign OCO and Expenses to align with new Florida Administrative Code
    - $512K – Technical Adjustment to pay DMS for the HR Assessment
    - CEI Study to be completed with Operating Base Budget
  - Other Issues of Interest
- All current benefits are reapproved.
- Mission Critical Travel is reinstated; travel limited to $175 per day.
- Minimum Wage: Provisions are included to raise those employees below $13/hour up to $13/hour. A study is required to assess the cost to raise the minimum wage to $14/hour and to $15/hour. Agencies must identify state contracts that would be impacted by the minimum wage increase.
- Language was added to grant pay adjustments to agency heads.
- Language was added to waive the local match requirements for public transit block grants (one year only).

✓ Commitment from the Legislature to transfer $2 billion from federal COVID-19 relief funds to the State Transportation Trust Fund including:
  - $1.75 billion for State Highway System projects
  - $250 million for port operation grants

The next steps include the approved budget and enrolled bills being submitted to Governor DeSantis for final approval. For more information on bills submitted to the Governor, please visit The Governors Website and click on 2021 bill actions located on the right side of the home page.

**Confirmation of FTC Members**

The Senate confirmed the reappointments of three Florida Transportation Commission Board Members including Commissioner John P. Browning, Jr. (seen below during virtual confirmation), Commissioner Jay N. Trumbull, Sr., and Commissioner David Genson.

**Special Recognition**

Representative Geraldine Thompson and Representative Chuck Clemons recognized Mr. George H. Starke, Jr. on the House Floor with a special resolution.
Four years after segregation was declared unconstitutional in Brown vs. Board of Education, Mr. George H. Starke, Jr. enrolled in the University of Florida (UF) in September 1958 as the first African-American student admitted to the 105 year-old institution.

In 2009, Mr. Starke was given UF’s Distinguished Alumnus Award. In 1998 and again in 2018, he was honored by UF Law’s Center for the Study of Race and Race Relations in recognition of the important role he played in the history of Florida higher education. The University of Florida recognized George H. Starke, Jr. with an honorary degree during the Spring 2019 Commencement Ceremony.

Mr. Starke is the father-in-law of Angela Starke, FDOT’s Communications Director at the Florida Turnpike Enterprise. Angela and family are seen below in the House Gallery during the reading of the resolution.

Here’s a link to the video from The Florida Channel. The reading starts at 15:50. https://thefloridachannel.org/videos/4-15-21-house-session/

### FDOT-related Bills Monitored during Week 9

<table>
<thead>
<tr>
<th>Bill</th>
<th>Description</th>
<th>Sponsor</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>SB 184</td>
<td>Purple Alert</td>
<td>Berman</td>
<td>Passed Legislature – To be sent to Governor DeSantis for approval</td>
</tr>
<tr>
<td>SB 44</td>
<td>Use of Drones by Government Agencies</td>
<td>Wright</td>
<td>Passed Legislature – To be sent to Governor DeSantis for approval</td>
</tr>
<tr>
<td>HB 1113</td>
<td>Traffic and Pedestrian Safety</td>
<td>Fine</td>
<td>Did not pass Senate – No longer under consideration</td>
</tr>
<tr>
<td>SB 100</td>
<td>Highway Projects</td>
<td>Harrell</td>
<td>Passed Legislature – To be sent to Governor DeSantis for approval</td>
</tr>
</tbody>
</table>
**SB 1194**  
**Transportation**  
Hooper  
Passed Legislature – To be sent to Governor DeSantis for approval

**HB 1289 Autonomous Vehicles**  
McFarland  
Passed Legislature – To be sent to Governor DeSantis for approval

**HB 77 Diesel Exhaust Fluid**  
Overdorf  
Passed Legislature – To be sent to Governor DeSantis for approval

**Other Bills of Interest**

Included below are a handful of other bills being monitored that may be of interest.

**HB 1239**  
**Broadband Infrastructure**  
Tomkow  
Passed Legislature – To be sent to Governor DeSantis for approval

**SB 204**  
**Abolishing the Constitution Revision Commission**  
Brandes  
Passed Legislature – To be sent to Governor DeSantis for approval

**SB 950**  
**Bicycle and Pedestrian Safety**  
Book  
Passed Legislature – To be sent to Governor DeSantis for approval

**HB 1297**  
**Cybersecurity**  
Byrd  
Passed Legislature – To be sent to Governor DeSantis for approval

**HB 1137**  
**Information Technology Procurement**  
Fabricio  
Passed Legislature – To be sent to Governor DeSantis for approval

**SB 2006**  
**Emergency Management**  
Burgess  
Passed Legislature – To be sent to Governor DeSantis for approval

**HB 1079**  
**Agency Contracts for Commodities & Contractual Services**  
Mariano  
Passed Legislature – To be sent to Governor DeSantis for approval

**FDOT 2021 Package**

**SB 1126**  
**Department of Transportation**  
Harrell  
Passed Legislature – To be sent to Governor DeSantis for approval

**Key Dates**

The 2021 Legislative Session began on Tuesday, March 2nd and has concluded as scheduled for today, Friday, April 30th.
A Special Session on implementing the gaming compact Gov. DeSantis signed with the Seminole Tribe of Florida will take place the week of May 17, 2021.

For additional information on any legislative issue, please contact John Kotyk or Amanda Marsh in the Legislative Programs Office at (850) 414-4575.