Virtual Workshop of the Livable Roadways Committee  
Wednesday, June 16, 2021, 9:00 – 11:00 a.m.

Call to Order

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

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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 mpo@plancom.org
- by visiting the event posted on the MPO 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 – May 19, 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. Gandy PD&E Study Kick Off (Craig Fox, FDOT)

B. Branch Forbes Road and SR 56 ETDM Review (Allison Yeh, TPO Staff)

C. FDOT I-275/Downtown Interchange Aesthetics Package/Trellis Noise (Mary Lou Godfrey, FDOT)

D. Non-Discrimination Public Involvement Findings (Dayna Lazarus, Plan Hillsborough Staff)

IV. Old Business & New Business
V. Adjournment

VI. Addendum

E. TPO Meeting Summary & Committee Report

B. FDOT’s Draft Electric Vehicle Infrastructure Master Plan and Story Map

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 AM and led the Pledge of Allegiance.

Members Present Virtually: Joseph Citro, Cal Hardie, Oona Johnsen, Mark Hudson, Michael Maurino, Melissa Collazo, David Hey, Emily Hinsdale, Karen Cashon, Karen Kress, Matthew Lewis, Justin Willits, Jason Jackman, Catherine Coyle, Arizona Jenkins, Sara Hendricks, Gus Ignas, Sandra Picirilli, and Matthew Pleasant, Christian Leon (alt), Mariann Abrahamsen (alt),

Members Excused: Larry Josephson and Roger Menendez

Members Absent: Carlos Ramirez, Kris Miller (alt), and Anna Quinones

Other Attendees: Lisa Silva, Johnny Wong, Allison Yeh, Wade Reynolds, Gail Reese, Jason Krzyzanowski, Vishaka Shiva Raman, Beth Alden, Joshua Barber, Fatima Elkott – TPO Staff; Rich Wilson and Roger Roscoe – FDOT, Abigail Flores – Hillsborough County Safety & Mobility Manager; and Emily DeGaetano.

II. APPROVAL OF MINUTES from April 21, 2021

Karen Kress moves to approve the minutes from the meeting on April 21, 2021; Seconded by David Hey. Motion passes unanimously.

III. DISCUSSION ITEMS

A. Transportation Improvement Program Update (Johnny Wong, TPO Staff)

Section One: What is the TIP

- LRTP is 20 to 25+ year plan and is broad, TIP is 5-year plan and is specific and detailed. TIP includes phases of the project, funding sources, and locations.
- TIP is one of the MPO main responsibilities. Must abide by regulations and requirements from Federal and State directives.
- TIP consists of three major types of projects.
  - Table 1: Funded or partially funded, projects in process, are Priorities, remain until complete and shows community support, already approved by committees and board.
Table 2: Candidates for funding, authority projects they consider to be priorities, go through a scoring process, if meet criteria, moves to the priority list, goes through additional scoring for ranking.

Table 3: All other projects from FDOT WP, requests for planning studies, projects that does not fit neatly in one of the programs, CIPs (jurisdiction funded).

- Priority Ranking: Table 2 production process
  - Sort submissions into investment programs.
  - Find data and run calculations.
  - Rank from most impactful to least.

- Funding: codes are funding sources. Early in the TIP there is a link to a glossary of the abbreviations. Examples: SU – surface transportation (flexible); TA – transportation alternative, smaller, multi-modal projects; HSIP – highway safety improvement program, usually in Vision Zero; SIGP – county incentive grant program, provided to counties to alleviate traffic congestion on the highway system.

- TIP Tool is an interactive mapping application that shows the location of projects in the TIP and where they are located around the county. It is on the Plan Hillsborough website.
  - Provides population density, growth locations.
  - Have a workorder to overlay with COC and population density, should be ready in a week or 10 days.

- Health Atlas tool, based on COCs

Section Two, highlighting what has changed from last year’s TIP to this year’s TIP.

- Table One – re-formatted
  - Projects remain on this list until they are totally done.
  - Only a few come off each year.
  - Major differences will be color coding and grouping based on the investment program, will make it easier to identify community impact.
  - Four additions: 2 from HART, 1 from TBARTA, 1 multi-modal trail connection
  - 1 project has been completed, waiting for updates on others.

- Table Two
  - Projection analytics that were based on the 1% tax.
  - Review of performance metrics for State of Good Repair & Resilience
    - Approximately ½ of bus assets are in a state of good repair.
    - Do not spend a lot of time calculating in this section because there is a huge backlog in this category. $1.5 Billion expected deficit by 2045
    - Rather than separating, allocate $4 Million from SU for HART every year.
  - Vision Zero – set targets in January and February each year.
    - TIP only concerned with fatalities and serious injuries.
    - Spend quite a bit of time on this section.
    - Pull 5 years-worth of fatal and serious crash data, divide by centerline mile.
    - Nine projects added to the TIP this year.
  - Smart Cities – three metrics: interstate reliability, interstate reliability for freight, non-interstate reliability; focus on reliable congestion.
- Went over criteria for adding projects: peak period travel time, delay at various distances, on-time performance; these are based on type.
- Adding four projects to TIP this year.
  - Real Choices When Not Driving – do not have federal measures, created own
    - Look at location, identify population density.
  - Ten projects added to the TIP this year.
- Major Investments for Economic Growth – very strict criteria and must be referenced in LRTP; high dollar, highway widening, adding capacity.
  - Look for density of employment, volume capacity ratio, anticipated reduction in vehicle delay per centerline mile.
  - Four projects added to TIP this year.

Section Three: Next Steps

- Regional Coordination – look at regional significance, input from other MPOs in the region; two working groups. If projects in other MPOs are deemed regionally significant, will appear in Hillsborough TIP. Regional area is West Central Florida.
  - Citrus
  - Hernando
  - Hillsborough
  - Manatee
  - Pasco
  - Pinellas
  - Polk
  - Sarasota
- Will note all feedback received and the document will be updated a few more times before TIP is nearly finalized.
- Finalize and presented to the MPO Board on June 9th.

Presentation: TIP Preliminary Draft
Draft TIP: Draft Transportation Improvement Program 2021/22-2025/26

Discussion:

Sara Hendricks: Inquired if there are any projects involving congestion mitigation, air quality funding, CMAQ.

Arizona Jenkins: Asked if Yellow Cab is receiving funding for vehicle upgrades; asked about the timetable on the Columbus Drive project; inquired about sidewalk improvements outside the county being funded in Plant City, they should have their own money for sidewalks, more sidewalks need to be done in the county.

Cal Hardie: Noted that the close-out of the Columbus Drive project is June 2022. Actual construction should be done a few months before.

Via Chat:

Beth Alden (to Organizers and Panelists Only):

9:46 AM: Sarah, FDOT District 7 gets around $1 of CMAQ funding per year. Because we are in attainment of air quality standards, the use of the funds is not restricted to congestion mitigation or air
quality projects. It may or may not be used for a project in Hillsborough County. If you want to track this down, you may want to search the FDOT Work Program.

Beth Alden (to Organizers and Panelists Only):

9:51 AM: sorry $1 million

Sara Hendricks (to Organizers and Panelists Only):

9:52 AM: Thank you.

Catherine Coyle moves that the committee recommend the TIP to the TPO Board; Seconded by Cal Hardie. Motion carries unanimously.

B. McIntosh Road PD&E Study Advance Notification (Allison Yeh, TPO Staff)

- ETDM assesses potential environmental impacts of proposed transportation projects.
  - Engage environmental agencies early on.
  - Web-based and includes historic preservation – Environmental Screening Tool (EST)
- 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.
- 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.
  - Connection between US 92 & I-4 which are evacuation routes.
  - Heavy truck/freight traffic.
  - US 92 provides relief for I-4 during accidents.
- Safety- most related to crash data
  - Average crash rate of 10.23, above statewide average (.69)
  - Accidents due to on/off ramps I-4 & McIntosh Rd creating conflict points.
  - Over 50% were rear end or left turns.
  - No designated bike lanes or sidewalks except on NE/SE Corner of US 92 by an RV park and school
- Project consistent with HC Comprehensive Plan – needed to improve capacity, safety, and system linkages.
- Consistent with TPO Plans and Studies
  - Improves multimodal networks – Hillsborough + Polk Freight Logistic Zone, Resiliency, listed in state TIP for FY 2021 (preliminary engineering phase)
  - Improve Safety & Equity – Vision Zero Action Plan, Speed Management Action Plan, Non-Discrimination (42% minorities in project area), low cost AQ monitoring network.
Notification packet included in May 19 agenda packet.

Presentation: McIntosh Road PD&E Study

Discussion:

Oona Johnsen: Commented that there are three schools in this project area. There is additional congestion challenge during drop-off and pick-up. Questioned if the schools are being taken into consideration in the plans.

Matthew Pleasant: Commented that the school district will look at the project. Noted the school of greatest concern is Independence Academy. Questioned if this will impact Newsome Road and if there are going to be any bike and walking connections.

David Hey: Inquired how many pedestrian crossings are being proposed. Noted that the area has a future land use of SMU 6 and that this area is not going to be rural for long.

C. USF – Green ARTery Trail Study (Wade Reynolds, TPO Staff)

- The USF-Green ARTery trail study began in March 2021 and will evaluate conceptual and new connections from the USF/Veterans Hospital area to the existing and proposed trail system in Tampa and Hillsborough County.
  - Sulphur Springs, Tampa Overlook, North Tampa University Square, Old Seminole Heights.
  - Feasibility of connecting these areas and include safe crossings.
  - Connect at segment D & E of the trail, which is broken into eight segments and connects ~20 neighborhoods.
  - Considering “food deserts”, study is largely in those “food deserts”.
  - A large portion of the study area is also in the chronic Asthma area of the Health Atlas; it falls in other categories as well.

- Recent & Ongoing Projects
  - FDOT University Area Multimodal Feasibility Study
  - Uptown Master Plan
  - Tampa Walk-Bike Plan
  - Fowler Multimodal

- Stakeholders
  - City of Tampa
  - Hillsborough County
  - FDOT
  - USF
  - Rhythm AT
  - University mall
  - CSX
  - Veterans’ Hospital
  - Camp Hill Dr Neighborhood
  - !p Tampa Innovation Project

- Public Engagement Process
  - Individual Stakeholder Meetings
  - Stakeholder Focus Group
  - Public Survey – will keep open in the fall until USF students come back.

- Project Schedule
  - May – Existing Condition Memo
  - June/July – Alternatives Analysis
  - July/August – Public Survey
August – present to committees for further comment and action

Next Steps
Looking forward to public engagement and committee involvement.

Presentation: **USF - Green ARtery Trail Study**
Discussion: None, at this time.

IV. **OLD BUSINESS & NEW BUSINESS**

A. **BIKESTOCK Bayshore Blvd Open Streets Flyer** – to be held on Bayshore Blvd which will be closed from 3 – 7 PM on Saturday 05/22/2021, charity to purchase bikes for disadvantaged children.

B. **MUTCD Letter** – Well received by TPO Board, they signed and sent in, some board members indicated they would submit their own, individual letters. The public comment period resulted in 26,500 comments from various entities submitted, LRC made a difference.

C. **Gulf Coast Safe Streets Summit** – November 5, 2021 in partnership with Bike Walk Tampa Bay Summit

D. **Virtual Meeting Status** – Will remain virtual for June meeting, recess in July, August will be in person with a hybrid component. Thanked the committee for patience.

E. **Announcements**
   - **Karen Kress** – Friday is National Bike to Work Day, organizing several rides for the morning.
   - **FDOT** sent survey out for aesthetics on the Howard Franklin bridge, Lisa will distribute via email.
   - **Cal Hardie** – Hines Avenue, Complete Streets from Columbus to Hillsborough has been completed. Added RFB’s, bike lanes, raised crosswalks; good example of how to treat suburban areas; much done in-house in the City of Tampa that resulted in substantial cost savings.

F. **Lisa Silva** – addressed questions in chat, see below.

V. **ADJOURNMENT** Meeting adjourned at 10:23 AM

Chat Comments:

**Arizona Jenkins** (to Organizers and Panelists Only):

10:12 AM: I have to go to another meeting now. You guys have a great day see you next time.

**Karen Kress** (to Organizers and Panelists Only):

10:16 AM: Mayor's bike to work ride is this Friday morning. Join us!

**Karen Kress** (to Organizers and Panelists Only):
10:16 AM: On National Bike to Work Day

**Christian Leon** (to Organizers and Panelists Only):

10:19 AM: Hi everyone, is the recording of this meeting on the Gotowebinar site?

**Christian Leon** (to Organizers and Panelists Only):

10:19 AM: Just want to review info on the first presentation, it was great!

**Gus Ignas** (to Organizers and Panelists Only):

10:20 AM: I already received the Howard Franklin Aesthetic survey by email

**Lisa Silva** (to Organizers and Panelists Only):

10:22 AM: Christian, the recordings are posted to the TPO YouTube channel approx. 1 week after the mtg.

**Christian Leon** (to Organizers and Panelists Only):

10:22 AM: thank you
Board & Committee Agenda Item

Agenda Item:
Gandy Boulevard PD&E Study Kickoff

Presenter:
FDOT Representative

Summary:
The Gandy Boulevard (US-92/SR-600) Project Development and Environment (PD&E) Study (WPI Seg. No 441250-1) project limits are from 4th St North in Pinellas County to S Westshore Blvd in Hillsborough County. The PD&E study will evaluate roadway capacity improvements and the addition of bicycle and pedestrian facilities within the study limits. Bridge widening or replacement is also anticipated, and a grade separated overpass at Brighton Bay Boulevard is also being evaluated. A representative from FDOT will provide an overview of the PDE study, identify next steps for the project and respond to questions.

Recommended Action:
None; for information only.

Prepared By:
Gena Torres, TPO Staff

Attachments:
Link to FDOT’s Gandy PDE project study page
Board & Committee Agenda Item

Agenda Item
Branch Forbes Road (South of US 92 to North of I-4) Advance Notification
SR 56 Extension (US 301/SR 41 to US 98/SR 35/SR 700)

Presenter
Allison Yeh, TPO Staff

Summary
This Branch Forbes Road study will reconstruct the facility to widen the roadway to accommodate future capacity needs including bike lanes and sidewalks along Branch Forbes Road from South of US 92 to North of I-4, and operational improvements at the I-4 interchange, approximately 0.89 miles in Hillsborough County. Branch Forbes Road is a County Road. Within the project area it is currently a two-lane undivided facility functionally classified as an urban major collector and has a speed limit of 35 mph along the majority of the project and 45 mph at the southern and northern termini.

The SR 56 Extension study will evaluate potential alternatives for the extension of SR 56 eastward from US 301/SR 41 to US 98/SR 35/SR 700 in Pasco, Polk, and Hillsborough Counties. SR 56 currently terminates at Meadow Point Drive. The segment from Meadow Point Drive to US 301 is currently under construction and is scheduled to open to traffic in 2019. The existing portion of SR 56 is a six-lane divided road and is functionally classified as an urban principal arterial. The SR 56 extension that is currently under construction will be a new four-lane lane and feature a ten-foot wide multi-use trail on the south side of the road, a five-foot sidewalk on the north side of the road, and seven-foot bicycle lanes on the shoulders in each direction.

TPO staff will review these projects with respect 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 #14470 – Branch Forbes Road from South of US 92 to North of I-4 – Advance Notification Packet
ETDM #14390 – SR 56 Extension from US 301/SR 41 to US 98/SR 35/SR 700 – PE Discussion Report
Social and Economic

Social

Project Level
No Project Level PED for Social provided.

Analysis Area
Areas: Alternative #1
Degree of Effect: Minimal

Social resources are listed in Aesthetic Effects, Land Use, Economic, Mobility, Recreation Areas, and Historic and Archaeological Sites.

The Environmental Screening Tool (EST) Sociocultural Data Report (SDR) was used for demographic data (the SDR can be found within the Community Coordination section of the EST). The SDR uses the Census 2017 American Community Survey (ACS) data and reflects the approximation of the population based on a polygon project study area intersecting the Census Block Groups along the project corridor. Using the polygon project study area, the SDR identified the following demographics.

Population and Income
The SDR identified 1,387 households with a population of 3,594 people. The median household income is $55,998. Several households are below poverty level (9.59%) and 0.87% of households receive public assistance.

Race and Ethnicity
The minority population makes up 14.05% of the total population comprising of "Asian Alone" with 97 people (2.70%), "Some Other Race Alone" with 61 people (1.70%), "Claimed 2 or More Races" with 38 people (1.06%), "American Indian or Alaska Native Alone" with 29 people (0.81%), "Black or African American Alone" with a population of 10 people (0.28%), and "Native Hawaiian and Other Pacific Islander Alone" with 2 people (0.06%) within the project study area. There are 330 people (9.18%) that have a "Hispanic or Latino of Any Race" ethnicity.

To conduct a detailed analysis of minority totals and low-income areas within the Census Block Groups the 2010 US Census Block Data was utilized since it provides more information than the SDR for this dataset. This data gives totals for the entire Census block and does not reflect the approximation of the population based on the polygon project study area intersecting the Census blocks. This data identified three Census blocks with a population of 370 that have a minority population greater than 40%. These block groups are concentrated in three areas; north of the Alternative 1 study area on the east side of SR 39, southeast of the Alternative 1 study area on W. Socrum Loop Road, and within the Alternative 1 study area along Central Avenue.

Age and Disability
The median age is 48 and persons age 65 and over comprise 29.02% of the population. There are 330 people (18.35%) between the ages of 20 and 64 that have a disability.

Housing
There are 1,858 housing units. The housing consists of mobile home units (59%), single-family units (40%), and multi-family units (1%). These units are owner occupied (68%), vacant units (25%), and renter occupied (7%).

Language
There are 46 people (1.33%) that speak English "not at all" and 25 people (0.72%) that speak 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 Project Development & Environment (PD&E) Manual, Part 1, Chapter 11, Section 11.1.2.2. Based on a review of these factors and the fact that there is 2.05% LEP population for this alternative, LEP services may be required. It should be noted that based on Census data the amounts shown for LEP above are for Spanish, Asian, and European languages. Refinement of the LEP population totals and requirements were further evaluated in the project.
development phase as part of the public involvement efforts.

**Community Features:**

According to the Environmental Screening Tool (EST) Geographic Information System (GIS), the following types of facilities are located within the project study area:

- Crystal Springs Community Center
- Festival Park
- Pasco County Fire Department and Rescue Station 18
- Upper Hillsborough Preserve Alston Tract Trailhead (Nature Park/Multi-use Trailhead)
- Office of Greenways and Trails Paddling Trail Opportunity: Hillsborough River State Paddling Trail. This is a designated opportunity corridor paddling trail on the 2018 OGT systems map.
- US Post Office - Crystal Springs
- Cavalry Pentecostal Mission
- Lakeland Acres Baptist Church
- First Baptist Church

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 use public involvement tools to notify those living within the project area of public meetings and to gather input.

The FDOT will conduct an Alternatives Corridor Evaluation to refine the study area to avoid or minimize impacts to resources. Therefore, the proposed project is expected to result in minimal involvement with social resources.

**Areas: Alternative #2**

**Degree of Effect:** Moderate

Social resources are listed in Aesthetic Effects, Land Use, Economic, Mobility, Recreation Areas, and Historic and Archaeological Sites.

The Environmental Screening Tool (EST) Sociocultural Data Report (SDR) was used for demographic data (the SDR can be found within the Community Coordination section of the EST). The SDR uses the Census 2017 American Community Survey (ACS) data and reflects the approximation of the population based on a polygon project study area intersecting the Census Block Groups along the project corridor. Using the polygon project study area, the SDR identified the following demographics.

**Population and Income**
The SDR identified 405 households with a population of 905 people. The median household income is $36,845. Several households are below poverty level (13.09%) and 2.72% of households receive public assistance.

**Race and Ethnicity**
The minority population makes up 9.17% of the total population comprising of "Claimed 2 or More Races" with 21 people (2.32%) and "Black or African American Alone" with 11 people (1.22%) within the project study area. There are 51 people (5.64%) that have a "Hispanic or Latino of Any Race" ethnicity.

To conduct a detailed analysis of minority totals and low-income areas within the Census Block Groups the 2010 US Census Block Data was utilized since it provides more information than the SDR for this dataset. This data gives totals for the entire Census block and does not reflect the approximation of the population based on the polygon project study area intersecting the Census blocks. This data identified three Census blocks with a population of 259 that have a minority population greater than 40%. One block group is located outside of the study area along Wise Road. The remaining areas are along the north side of CR 54 from west of Lumberton Road to Berry Road.

**Age and Disability**
The median age is 52 and persons age 65 and over comprise 40.77% of the population. There are 63 people (15.71%) between the ages of 20 and 64 that have a disability.

**Housing**
There are 651 housing units. The housing consists of mobile home units (72%), single-family units (23%), and multi-family units (5%). These units are owner occupied (52%), vacant units (36%), and renter occupied (12%).

**Language**
There are no persons (0.0%) that speak English "not at all" and five people (0.58%) that speak 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 Project Development & Environment (PD&E) Manual, Part 1, Chapter 11, Section 11.1.2.2. Based on a review of these factors and the fact that there is 0.58% LEP population for this alternative, LEP services will not be likely for this alternative. Refinement of the LEP population totals and requirements were further evaluated in the project development phase as part of the public involvement efforts.
Community Features:

According to the Environmental Screening Tool (EST) Geographic Information System (GIS), the following types of facilities are located within the project study area:

- Samuel W. Pasco Recreation Complex
- Upper Hillsborough (public land)
- Hillsborough River Corridor (public land)
- Office of Greenways and Trails Paddling Trail Opportunity: Hillsborough River State Paddling Trail. This is a designated opportunity corridor paddling trail on the 2018 OGT systems map.
- Festival Park
- Zephyrhills Little League Baseball and Youth Soccer League

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 use public involvement tools to notify those living within the project area of public meetings and to gather input.

The FDOT will conduct an Alternatives Corridor Evaluation to refine the study area to avoid or minimize impacts to resources. Therefore, the proposed project is expected to result in moderate involvement with social resources.

Economic

Project Level
No Project Level PED for Economic provided.

Analysis Area

Areas: Alternative #1

Degree of Effect: Enhanced

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified one Planned Unit Developments, Fox Branch Ranch, and one Developments of Regional Impact Lexington Park.

The University of Florida's Bureau of Economic and Business Research (BEBR) projects that with medium population growth, Pasco County's population will grow to 689,000 by 2040. This represents a 34% increase in the county's 2018 population estimate of 515,077. Polk County's population is expected to grow to 906,100 by 2040 which represents a 35% increase in the county's 2018 population estimate of 673,028. The population of Hillsborough County is expected to reach 1,901,400 in 2040 representing an increase of 35% increase in the county's 2018 population estimate of 1,408,864. This represents an average regional population growth of 35% by 2040 which will add demand for additional roadway capacity on transportation infrastructure within the area.

The proposed project will enhance economic resources and regional connectivity.

Areas: Alternative #2

Degree of Effect: Enhanced

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified two named Planned Unit Developments, Rucks and Feliciano (Legacy Hills), and one Development of Regional Impact, Two Rivers.

The University of Florida's Bureau of Economic and Business Research (BEBR) projects that with medium population growth, Pasco County's population will grow to 689,000 by 2040. This represents a 34% increase in the county's 2018 population estimate of 515,077 which will add demand for additional roadway capacity on transportation infrastructure within the area.

The proposed project will enhance economic resources and regional connectivity.

Land Use Changes

Project Level
No Project Level PED for Land Use Changes provided.

Analysis Area
Areas: Alternative #1

Degree of Effect: Minimal

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis 2011 Southwest Florida Water Management District (SWFWMD) Florida Land Use and Land Cover identified Cropland and Pastureland with 5,590.29 acres (25.96%), Streams and Lake Swamps with 2,954.68 acres (13.72%), Residential Low Density with 2,024.11 acres (9.4%), and Shrub and Brushland with 2,008.76 acres (9.33%) as the four-major existing land uses within the project study area. There is one Planned Unit Developments, Fox Branch Ranch, and one Developments of Regional Impact Lexington Park.


The Hillsborough County 2025 Adopted Future Land Use Unincorporated County-wide Map (revised October 2018) http://www.planhillsborough.org/wp-content/uploads/2013/02/Adopted_Unincorporated_FLU.pdf shows future land uses in the project areas as Agricultural, Agricultural/Mining, Heavy Industrial, and Natural Preservation.

Funding for a PD&E/EMO study to evaluate the extension of SR 56 from Chancey Road to SR 39/Paul Buchman Highway is listed in the Pasco County MPO FY 2018/2019-2022/2023 Transportation Improvement Program (TIP) with a total funding allocation of $950,000 in 2019. Funding for a PD&E/EMO study on SR 56 from Chancey Road to SR 39/Paul Buchman Highway is also listed in the Florida Department of Transportation's (FDOT) State Transportation Improvement Program (STIP). While the limits of this Purpose and Need Statement differ from the limits detailed in the TIP and STIP, both the TIP and STIP limits have been updated in the FDOT Work Program (WP) and this update will be reflected in the TIP and STIP by October 2019.

The FDOT will coordinate further with Pasco, Polk, and Hillsborough counties and the city of Zephyrhills for this project during the Alternatives Corridor Evaluation and project development phase, as needed. The proposed project is expected to maintain the future land uses and may result in minimal involvement with land use resources.

Areas: Alternative #2

Degree of Effect: Minimal

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis 2011 Southwest Florida Water Management District (SWFWMD) Florida Land Use and Land Cover identified Cropland and Pastureland with 523.72 acres (21.85%), Streams and Lake Swamps with 458.29 acres (19.12%), Residential Low Density with 264.47 acres (11.03%), and Open Land with 243.73 acres (10.17%) as the four-major existing land uses within the project study area. There are two named Planned Unit Developments, Rucks and Feliciano (Legacy Hills), and one Development of Regional Impact, Two Rivers.


Funding for a PD&E/EMO study to evaluate the extension of SR 56 from Chancey Road to SR 39/Paul Buchman Highway is listed in the Pasco County MPO FY 2018/2019-2022/2023 Transportation Improvement Program (TIP) with a total funding allocation of $950,000 in 2019. Funding for a PD&E/EMO study on SR 56 from Chancey Road to SR 39/Paul Buchman Highway is also listed in the Florida Department of Transportation's (FDOT) State Transportation Improvement Program (STIP). While the limits of this Purpose and Need Statement differ from the limits detailed in the TIP and STIP, both the TIP and STIP limits have been updated in the FDOT Work Program (WP) and this update will be reflected in the TIP and STIP by October 2019.

The FDOT will coordinate further with Pasco, Polk, and Hillsborough counties and the City of Zephyrhills for this project during the Alternatives Corridor Evaluation and project development phase, as needed. The proposed project is expected to maintain the future land uses and may result in minimal involvement with land use resources.

Mobility

Project Level

No Project Level PED for Mobility provided.
Analysis Area
Areas: Alternative #1
Degree of Effect: Enhanced

Within the project study area, the Environmental Screening Tool (EST) Geographic Information System (GIS) analysis did not identify any mobility resources. There are no bus transit routes that service the project area. The Pasco County Public Transportation (PCPT) route map shows Route 30 which travels along US 301, just north of the project area, between Tucker Road and Dade City.

SR 56 is a designated evacuation route by the Florida Division of Emergency Management and the Pasco County Emergency Management Department.

The proposed project will enhance mobility resources.

Areas: Alternative #2
Degree of Effect: Enhanced

Within the project study area, the Environmental Screening Tool (EST) Geographic Information System (GIS) analysis did not identify any mobility resources. There are no bus transit routes that service the project area. The Pasco County Public Transportation (PCPT) route map shows Route 30 which travels along US 301, just north of the project area, between Tucker Road and Dade City.

SR 56 is a designated evacuation route by the Florida Division of Emergency Management and the Pasco County Emergency Management Department.

The proposed project will enhance mobility resources.

Aesthetic Effects
Project Level
No Project Level PED for Aesthetic Effects provided.

Analysis Area
Areas: Alternative #1
Degree of Effect: Moderate

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis 2011 Southwest Florida Water Management District (SWFWMD) Florida Land Use and Land Cover identified Cropland and Pastureland, Streams and Lake Swamps, Residential Low Density, and Shrub and Brushland as the four-major existing land uses within the project study area.

The proposed project has residential land uses as described under the Relocation issue.

This project will maintain the future land uses identified for the project area. The proposed project is a new alignment so it expected to result in moderate involvement with aesthetic resources which will be analyzed during the project development phase.

Areas: Alternative #2
Degree of Effect: Moderate

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis 2011 Southwest Florida Water Management District (SWFWMD) Florida Land Use and Land Cover identified Cropland and Pastureland, Streams and Lake Swamps, Residential Low Density, and Open Land as the four-major existing land uses within the project study area.

The proposed project has residential land uses as described under the Relocation issue.

This project will maintain the future land uses identified for the project area. The proposed project includes new alignment and is expected to result in moderate involvement with aesthetic resources which will be analyzed during the project development phase.

Relocation Potential
Project Level
No Project Level PED for Relocation Potential provided.

Analysis Area
Areas: Alternative #1
Degree of Effect: Minimal
The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis 2011 Southwest Florida Water Management District (SWFWMD) Florida Land Use and Land Cover identified Cropland and Pastureland, Streams and Lake Swamps, Residential Low Density, and Shrub and Brushland as the four-major existing land uses within the project study area. The SWFWMD Residential Areas 2011 data shows that residential areas within the project’s study area include:

Residential, Low Density - less than 2 dwelling units- 2,024.11 acres (9.4%)

Commercial and Services land use consists of 8.18 acres (0.04%). There is one mobile home park, E.J.’s Country Park.

The FDOT will conduct an Alternatives Corridor Evaluation to refine the study area to avoid or minimize impacts to resources. The project will be evaluated for disproportionately high and adverse effects, and where it is found that disproportionate impacts would result, every effort will be made to avoid or minimize those impacts and, where impacts are unavoidable, special public outreach will be undertaken to involve the affected population in the decisions regarding the alternatives, including mitigation, if needed. Should residents, businesses, or community structures require relocation, a right-of-way (ROW) and relocation program will be implemented in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. A Conceptual Stage Relocation Plan will be prepared for this project during the project development phase provided that any potential ROW acquisition needs result in potential relocations.

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

Areas: Alternative #2
Degree of Effect: Minimal

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified prime farmlands, therefore coordination with the Natural Resources Conservation Service (NRCS) is required.

The project is expected to result in minimal involvement with farmlands.
The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified prime farmlands, therefore coordination with the Natural Resources Conservation Service (NRCS) is required for this alternative.

The project is expected to result in minimal involvement with farmlands.

Cultural and Tribal

Section 4(f) Potential

Project Level
Refer to the Historic and Archaeological Sites and Recreation Areas issues for Section 4(f) Potential.

Analysis Area
No PED provided for Section 4(f) Potential and on specific analysis areas.

Historic and Archaeological Sites

Project Level
No Project Level PED for Historic and Archaeological Sites provided.

Analysis Area

Areas: Alternative #1
Degree of Effect: Moderate

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified 19 archaeological / historic sites, 16 historic structures, one historic bridge, and one resource group located within the analysis area for Alternative 1. Of the 19 identified archaeological / historic sites, 15 have been determined ineligible for listing in the National Register of Historic Places (NRHP) by the State Historic Preservation Officer (SHPO) (8HI04075-8HI04077, 8PA00402, 8PA01151, 8PA01157, 8PA02462, 8PA02803, 8PA02803, 8PA02803, 8PO01540-8PO01542, 8PO02246, 8PO06194, and 8PO06195). Although the EST GIS analysis identified the Sweetgum Marsh (8PA02896) and Dairyhand Road (8PA02803) sites in Pasco County as unevaluated or possessing insufficient information for a determination of NRHP eligibility, further research has shown that the resources were determined NRHP-ineligible by the SHPO as part of Florida Master Site File (FMSF) Survey Nos. 24253 (2017) and 18847 respectively (2011). Two of the sites within Pasco County, Crystal Springs (8PA00023) and East Crystal Springs (8PA00045), have not been evaluated by the SHPO; both are lithic scatters. The remaining two sites, Big Ditch Mound (8HI04073) and Big Ditch Site (8HI04074), are in Hillsborough County and have been determined potentially eligible for listing in the NRHP by the SHPO. Big Ditch Mound was recorded in 1990 as a burial mound containing human remains, limestone-tempered ceramics, and steel shot. This site is located south of County Line Road and north of the Big Ditch stream. Big Ditch Site was also recorded in 1990 and is southwest of Big Ditch Mound. This site is a lithic scatter containing waste flakes.

The 16 identified historic structures are Frame Vernacular or Masonry Vernacular style buildings located in the community of Crystal Springs; and are primarily concentrated to the west of SR 39 / Paul S. Buchman Highway between Fig Street and County Line Road. Construction dates range from 1913 to 1937. Of the 16 buildings, only one has been determined ineligible for listing in the NRHP by the SHPO, 1623 Partridge Road (8PA00677). The NRHP eligibility of the remaining 15 buildings has not been evaluated by the SHPO; both are lithic scatters. The Crystal Springs Road Bridge / FDOT Bridge No. 144002 (8PA00637) was constructed in 1928 to carry Crystal Springs Road over the Hillsborough River. This structure has been determined NRHP-eligible by the SHPO as a good example of a barrel arch bridge attributed to the Luten Bridge Company of York, Pennsylvania.

The one resource group within the analysis area, Richloam Railroad (8PA02802), runs parallel to SR 39 / Paul S. Buchman Highway and has been determined by the SHPO to possess insufficient information for a determination of NRHP eligibility. The railroad was constructed between 1885 and 1888 by the Florida Railway & Navigation Company and is now owned by CSX Transportation.

There have been 18 previous cultural resource surveys conducted within the analysis area, but none specific to this study. These surveys were conducted between 1979 and 2017. Five of the surveys were completed for segments of US 301 / SR 41 or SR 39 / Paul S. Buchman Highway (FMSF Survey Nos. 3618, 6060, 22381, 24187, and 24019). FMSF Survey Nos. 252 and 1905 were conducted for the proposed Upper Hillsborough Flood Detention Area in Pasco and Polk counties. FMSF Survey No. 11798 was a historic resources survey for East Pasco County. The remaining 10 surveys are related to telecommunication towers, pipelines, transmission lines, mitigation bank, or private developments (FMSF Survey Nos. 2377, 2534, 2875, 5840, 6800, 7997, 24253, 13990, 18847, and 19020).
There is potential for four historic bridges not previously recorded within the analysis area. FDOT Bridge No. 100038 / Heron Branch Bridge (constructed 1941; reconstructed 1987) carries SR 39 over Heron Branch in Hillsborough County. FDOT Bridge No. 160052 (constructed 1947; reconstructed 1991) carries US 98 / SR 35 / SR 700 over Fox Branch in Polk County. FDOT Bridge No. 160152 (constructed 1946; reconstructed 1991) carries US 98 / SR 35 / SR 700 over Main Stream in Polk County. FDOT Bridge No. 164136 (constructed 1960) carries Rockridge Road over Fox Drain in Polk County. These bridges are not recorded within the FMSF. Due to post-World War II design and / or non-historic reconstruction, these bridges would likely be ineligible for listing in the NRHP. It should be noted that the EST GIS also identified FDOT Bridge No. 164134 as existing within the analysis area; however, there is no available information on this bridge in the FDOT Bridge Inventory and it is unknown if the bridge is historic or currently extant.

According to EST GIS, there are 115 parcels within the analysis area with construction dates falling between 1968 and 1977. Based on Google Earth street view, the analysis area is situated in a rural area that primarily contains residential development. This development is more densely concentrated within the Crystal Springs area and within the vicinity of US 98 / SR 35 / SR 700. There does not appear to be a potential NRHP-eligible historic district within the analysis area.

The FDOT will conduct an Alternatives Corridor Evaluation to refine the study area to avoid or minimize impacts to resources. 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 moderate involvement with historic and archaeological resources.

Areas: Alternative #2

Degree of Effect: Moderate

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified 20 archaeological / historic sites, five historic structures, two historic bridges, and two resource groups located within the analysis area for Alternative 2. Of the 20 identified archaeological / historic sites, 17 have been determined ineligible for listing in the National Register of Historic Places (NRHP) by the State Historic Preservation Officer (SHPO) (8PA002054, 8PA002056, 8PA002057, 8PA001141-8PA001146, 8PA002896, 8PA02121-8PA02123, 8PA002146-8PA002148, and 8PA002467). Although the EST GIS analysis identified the Sweetgum Marsh site (8PA002896) as un-evaluated, further research has shown that this resource was determined NRHP-ineligible by the SHPO in 2017 as part of Florida Master Site File (FMSF) Survey No. 24253. The remaining three sites (8PA00129, 8PA00136B, and 8PA00136C) have not been evaluated by the SHPO. 8PA00129 and 8PA00136B are low-density lithic / ceramic scatter, while 8PA00136C is a low-density lithic scatter.

The five identified historic structures are Frame Vernacular and Masonry Vernacular style buildings constructed between 1915 and 1949 (8PA00400, 8PA00401, 8PA000676, 8PA02163, and 8PA002311). According to FMSF data, the building located at 32913 Pattie Road (8PA00676) has been demolished. 8PA00400, 8PA00401, 8PA02163, and 8PA002311 are un-evaluated by the SHPO. There does not appear to be a potential NRHP-eligible historic district that would include these buildings.

The two identified previously recorded bridges within the analysis area include Crystal Springs Road Bridge / FDOT Bridge No. 144002 (8PA00637) and FDOT Bridge No. 144007 (8PA001158). Crystal Springs Road Bridge / FDOT Bridge No. 144002 (8PA00637) was constructed in 1928 to carry Crystal Springs Road over the Hillsborough River. This structure has been determined NRHP-eligible by the SHPO as a good example of a barrel arch bridge attributed to the Luten Bridge Company of York, Pennsylvania. Based on Google Earth street view, FDOT Bridge No. 144007 (8PA001158), which once carried SR 39 over the Hillsborough River, is no longer extant and has been replaced by FDOT Bridge No. 140136 (constructed 2010).

The two identified resource groups within the analysis area include the Richloam Railroad (8PA002802) and 3160 US 301 Resource Group (8PA002838). The Richloam Railroad (8PA002802) is to the east of SR 39 / Paul S. Buchanan Highway and has been determined by the SHPO to possess insufficient information for a determination of NRHP eligibility. The railroad was constructed between 1885 and 1888 by the Florida Railway & Navigation Company and is now owned by CSX Transportation. The 3160 US 301 Resource Group (8PA002838) is a building complex that consists of two previously identified historic structures (8PA002839 and 8PA002840). The complex was a dairy farm from ca. 1959 up until 2006. Although the resource group boundary is within the analysis area, the individual buildings within the grouping (8PA002839 and 8PA002840) are not within the analysis area and were therefore not identified by the EST GIS analysis. Both buildings have been determined individually NRHP-ineligible by the SHPO. Since the resource group does not possess any known significant historic associations and the buildings that comprise the grouping are common, the SHPO determined 8PA002838 was ineligible for listing in the NRHP.

There have been 18 previous cultural resource surveys conducted within the analysis area, but none specific to this study. These surveys were conducted between 1979 and 2017. Five of the surveys were completed for segments of US 301 / SR 41 or SR 39 / Paul S. Buchanan Highway or SR 54 (FMSF Survey Nos. 3618, 6060, 22381, 24187, and 24019). FMSF Survey Nos. 252 and 1905 were for the proposed Upper Hillsborough Flood Detention Area in Pasco and Polk counties. FMSF Survey No. 11798 was a historic resources survey for East Pasco County. The remaining 10 surveys are related to telecommunication towers, pipelines, substations, transmission lines, mines, mitigation bank, or private developments (FMSF Survey Nos. 2534, 5840, 6800, 14551, 19020, 21932, 24253, 10809, 11053, and 12725).

There is potential for one historic bridge not previously recorded within the analysis area, FDOT Bridge No. 140009 (constructed 1962). This bridge carries CR 54 over the Hillsborough River in Pasco County and is not recorded within the FMSF. Due to post-World War II design, the bridge would likely be ineligible for listing in the NRHP.
According to EST GIS, there are 28 parcels within the analysis area with construction dates falling between 1968 and 1977. Based on Google Earth street view, the analysis area is situated in a rural area that primarily contains sporadic residential development. There does not appear to be a potential NRHP-eligible historic district within the analysis area.

The FDOT will conduct an Alternatives Corridor Evaluation to refine the study area to avoid or minimize impacts to resources. 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 moderate involvement with historic and archaeological resources.

Recreational and Protected Lands
Project Level
No Project Level PED for Recreational and Protected Lands provided.

Analysis Area
Areas: Alternative #1
Degree of Effect: Moderate

Within the project study area, the Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified three Florida Managed Areas: Upper Hillsborough, Upper Hillsborough Conservation Easement, and Lower Green Swamp Preserve. There is an Office of Greenways and Trails (OGT) Paddling Trail Opportunity: Hillsborough River State Paddling Trail. This is a designated opportunity corridor paddling trail on the 2018 OGT systems map. There is one Local Florida Park and Recreational Facility, Upper Hillsborough Preserve Alston Tract Trailhead, which is identified as a nature park/multi-use trailhead. This 2,983-acre preserve is owned by the Southwest Florida Water Management District (SWFWMD) and contains 16 miles of multi-use and equestrian trails, primitive camping, and a large pavilion and picnic facility.

The FDOT will conduct an Alternatives Corridor Evaluation to refine the study area to avoid or minimize impacts to resources. The proposed project is anticipated to result in moderate involvement with recreational areas.

Areas: Alternative #2
Degree of Effect: Moderate

Within the project study area, the Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified two Florida Managed Area, Hillsborough River Corridor and Upper Hillsborough. There is an Office of Greenways and Trails (OGT) Paddling Trail Opportunity, Hillsborough River State Paddling Trail. This is a designated opportunity corridor paddling trail on the 2018 OGT systems map. There is one Local Florida Park and Recreational Facility, Samuel W. Pasco Recreation Complex. This community park is located on the north side of Chancy Road and consists of 101.70 acres. Most of the park has sports fields such as soccer, baseball, softball, and football for both youth and adults which also has two-story press boxes with a concession and restrooms. There are basketball courts as well as a playground, picnic shelter, picnic tables and charcoal grills throughout the park. There is also a one-mile nature trail included at the recreational complex.

The FDOT will conduct an Alternatives Corridor Evaluation to refine the study area to avoid or minimize impacts to resources. The proposed project is anticipated to result in moderate involvement with recreational areas.

Natural
Wetlands and Surface Waters
Project Level
No Project Level PED for Wetlands and Surface Waters provided.

Analysis Area
Areas: Alternative #1
Degree of Effect: Moderate

The National Wetlands Inventory (NWI) dataset of the Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified 6,522.18 acres (30.29%) of palustrine wetlands, 159.13 acres (0.74%) of lacustrine wetlands, and 69.56 acres (0.32%) of riverine wetlands within the project study area. The Southwest Florida Water Management District (SWFWMD) Wetlands 2011 dataset identifies the wetlands in the project area to be primarily streams and lake swamps - bottomland (2,954.68 acres - 13.72%), cypress (1,712.48 acres - 7.95%), wetland forested mixed (859.74 acres - 3.99%), freshwater marshes (857.08 acres - 3.98%), and wet prairies (139.86 acres - 0.65%). There are also 64.43 acres (0.3%) of mangrove swamps.

The FDOT will conduct an Alternatives Corridor Evaluation to refine the study area to avoid or minimize impacts to resources. Therefore, the proposed project is expected to result in moderate involvement with wetland resources. A Natural Resources Evaluation (NRE) will be prepared for this project during the project development phase to document any involvement with wetlands.
Areas: Alternative #2

Degree of Effect: Moderate

The National Wetlands Inventory (NWI) dataset of the Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified 749.97 acres (31.29%) of palustrine wetlands, 9.1 acres (0.38%) of riverine acres within the project study area. The Southwest Florida Water Management District (SWFWMD) Wetlands 2011 dataset identifies the wetlands in the project area to be primarily streams and lake swamps-bottomland (458.29 acres - 19.12%) and freshwater marshes (177.35 acres - 7.4%).

The FDOT will conduct an Alternatives Corridor Evaluation to refine the study area to avoid or minimize impacts to resources. Therefore, the proposed project is expected to result in moderate involvement with wetland resources. A Natural Resources Evaluation (NRE) will be prepared for this project during the project development phase to document any involvement with wetlands.

Water Resources

Project Level
No Project Level PED for Water Resources provided.

Analysis Area

Areas: Alternative #1

Degree of Effect: Minimal

Within the project study area, the Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified 14 waterbodies of which three are impaired Florida waters: Cypress Springs, Hillsborough River below Southside Branch, and Fox Branch.

Also, within the project study area, Principal Aquifers of the State of Florida described the Floridan Aquifer System as 16,256.03 acres (75.5%) and Other Rocks with 5,275.39 acres (24.5%). The Recharge Areas of the Floridan Aquifer shows a "Recharge/1 to 10" as 76.25% and "Discharge/1 to 5" as 23.75%. Potential contamination facilities are listed under the Contamination issue. There are 16 US Environmental Protection Agency Water Quality Data Monitoring Stations, nine Florida Department of Environmental Protection Springs (2009), three major dams, and 32 Super Act wells, three limited use drinking water wells. The Hillsborough River is in the study area and is an Outstanding Florida Water (OFW).

The FDOT will conduct an Alternatives Corridor Evaluation to refine the study area to avoid or minimize impacts to resources. Therefore, the proposed project is expected to result in minimal involvement with water quality and quantity resources. A Water Quality Impact Evaluation (WQIE) will be prepared for this project during the project development phase.

Areas: Alternative #2

Degree of Effect: Minimal

Within the project study area, the Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified seven waterbodies of which one is an impaired Florida waters: Hillsborough River below Southside Branch.

Also, within the project study area, Principal Aquifers of the State of Florida described the Floridan Aquifer System as 2,396.85 acres (100%). The Recharge Areas of the Floridan Aquifer shows a "Discharge/1 to 5" as 98.62% and "Recharge/1 to 10" as 1.38%. Potential contamination facilities are listed under the Contamination issue. There are 11 US Environmental Protection Agency Water Quality Data Monitoring Stations, two Florida Department of Environmental Protection Springs (2009), three limited use drinking water wells, five Super Act wells. The Hillsborough River is in the study area and is an Outstanding Florida Water (OFW).

The FDOT will conduct an Alternatives Corridor Evaluation to refine the study area to avoid or minimize impacts to resources. Therefore, the proposed project is expected to result in minimal involvement with water quality and quantity resources. A Water Quality Impact Evaluation (WQIE) will be prepared for this project during the project development phase.

Floodplains

Project Level
No Project Level PED for Floodplains provided.

Analysis Area

Areas: Alternative #1

Degree of Effect: Minimal

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis D-FIRM 100-year floodplain dataset identifies 7,238.82 acres (33.62%) of 100-year floodplain within project study area.
The FDOT will conduct an Alternatives Corridor Evaluation to refine the study area to avoid or minimize impacts to resources. During Project Development, engineering design features and hydrological drainage structures will be designed such that stormwater transport, flow, and discharge meet or exceed flood control requirements. A Location Hydraulics Report will be prepared for this project during the project development phase.

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

**Areas:** Alternative #2  
**Degree of Effect:** Minimal

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis D-FIRM 100-year floodplain dataset identifies 889.14 acres (37.10%) of 100-year floodplain within project study area.

The FDOT will conduct an Alternatives Corridor Evaluation to refine the study area to avoid or minimize impacts to resources. During Project Development, engineering design features and hydrological drainage structures will be designed such that stormwater transport, flow, and discharge meet or exceed flood control requirements. A Location Hydraulics Report will be prepared for this project during the project development phase.

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

**Protected Species and Habitat**

**Project Level**

No Project Level PED for Protected Species and Habitat provided.

**Analysis Area**

**Areas:** Alternative #1  
**Degree of Effect:** Moderate

Within the project study area, the Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified that the project is in the Occasional Black Bear range with one nuisance report, but no road kills documented. The study area is within the bald eagle nesting territory (HL022), Woodstock Core Foraging Areas, 60.71% is within Crested Caracara and Scrub-Jay Consultation Areas, 43.5% within a Scrub Jay Service Area and 21.86% in the Florida Grasshopper Sparrow Consultation Area. There is 60.71% of the project study area within a Sand Skink Consultation Area with 0.69% of Skink Habitat. The project study area contains 0.3% of mangrove swamp. There is 5.15% of high and 4.86% of medium Florida Fish and Wildlife Conservation Commission (FWC) Strategic Conservation Area Priority Rankings. The FWC Wildlife Observations list 22 species with two documented or likely Element Occurrences for the Mayfly and Bald Eagle and Potential Element Occurrences for Auricled spleenwort, Black-crowned night-heron, Chapman's skeleton grass, Eastern indigo snake, Little blue heron, Sherman's fox squirrel, Snowy egret, Tricolored heron, and White ibis. The Ironcolor shiner, a rare and imperiled fish, can be found in the Indian Creek - Hillsborough River. The EST also identified two potential threatened or endangered species in the study area, Eastern indigo snake and Auricled spleenwort.

In addition, the project study area is located in three Florida Managed Areas (public land): Upper Hillsborough, Upper Hillsborough Conservation Easement, and Lower Green Swamp Preserve.

The FDOT will conduct an Alternatives Corridor Evaluation to refine the study area to avoid or minimize impacts to resources. Therefore, the proposed project is expected to result in moderate involvement with wildlife and habitat resources. A Natural Resources Evaluation (NRE) will be prepared for this project during its project development phase to document any involvement with wildlife and habitat resources.

**Areas:** Alternative #2  
**Degree of Effect:** Minimal

Within the project study area, the Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified that the project is in the Occasional Black Bear range with no nuisance reports or road kills documented. The study area is within the Occasional Black Bear range with no nuisance reports or road kills documented. The study area is within the Woodstock Core Foraging Areas and 1.17% of a Scrub Jay Service Area. There is 0.4% of high and 24.83% of medium Florida Fish and Wildlife Conservation Commission (FWC) Strategic Conservation Area Priority Rankings. The Florida Natural Areas Inventory lists three documented or likely Element Occurrences for the Mayfly, Peninsular Floater and Pescador's bottle-cased caddisfly and Potential Element Occurrences for the Auricled spleenwort and gopher tortoise. The Ironcolor shiner, a rare and imperiled fish, can be found in the Indian Creek - Hillsborough River watershed. The EST also identified one potential threatened or endangered species in the study area, Auricled spleenwort.

In addition, the project study area is located in two Florida Managed Areas (public land): Hillsborough River Corridor and Upper Hillsborough.

The FDOT will conduct an Alternatives Corridor Evaluation to refine the study area to avoid or minimize impacts to resources. Therefore, the proposed project is expected to result in minimal involvement with wildlife and habitat resources. A Natural Resources Evaluation (NRE) will be prepared for this project during its project development phase to document any involvement with wildlife and habitat resources.
Coastal and Marine

Project Level
No Project Level PED for Coastal and Marine provided.

Analysis Area
Areas: Alternative #1
Degree of Effect: N/A / No Involvement

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified the project area as within the Coastal Area Framework for Tampa Bay Estuarine Drainage Area (EDA) (96.435%) and the Withlacoochee Coastal Drainage Area (CDA) (3.65%), but there are no coastal and marine resources within the project study area.

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

Areas: Alternative #2
Degree of Effect: N/A / No Involvement

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified the project area as within the Coastal Area Framework for Tampa Bay Estuarine Drainage Area (EDA) (100%), but there are no coastal and marine resources within the project study area.

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

Physical Noise

Project Level
No Project Level PED for Noise provided.

Analysis Area
Areas: Alternative #1
Degree of Effect: Moderate

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified Cropland and Pastureland, Streams and Lake Swamps, Residential Low Density, and Shrub and Brushland as the four-major existing land uses within the project study area. The SWFWMD Residential Areas 2011 data shows that residential areas within the project's study area include:

Residential, Low Density - less than 2 dwelling units - 2,024.11 acres (9.4%)

Commercial and Services land use consists of 8.18 acres (0.04%). There is one mobile home park, E.J.'s Country Park.

The EST GIS analysis also identified the following community features which may be sensitive to potential noise effects: Crystal Springs Community Center, Cavalry Pentecostal Mission, Lakeland Acres Baptist Church, and First Baptist Church.

The FDOT will conduct an Alternatives Corridor Evaluation to refine the study area to avoid or minimize impacts to resources. A noise analysis will be conducted during the project development phase and a Noise Study Report will be completed.

The proposed project is expected to result in moderate involvement regarding noise level changes.

Areas: Alternative #2
Degree of Effect: Moderate

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified Cropland and Pastureland, Streams and Lake Swamps, Residential Low Density, and Open Land as the four-major existing land uses within the project study area. The SWFWMD Residential Areas 2011 data shows that residential areas within the project's study area include:
Residential, Low Density - less than 2 dwelling units - 264.47 acres (11.03%)
Residential High Density - 47.25 acres (1.97%)

Commercial and Services land use consists of 18.56 acres (0.77%). The EST GIS identified one mobile home park (MHP), Colonial RV Park 1, but a review of Google Earth shows there may be a few additional MHPs.

The EST GIS analysis also identified the Samuel W. Pasco Recreation Complex which may be sensitive to potential noise effects.

The FDOT will conduct an Alternatives Corridor Evaluation to refine the study area to avoid or minimize impacts to resources. A noise analysis will be conducted during the project development phase and a Noise Study Report will be completed.

The proposed project is expected to result in moderate involvement regarding noise level changes.

**Air Quality**

**Project Level**
No Project Level PED for Air Quality provided.

**Analysis Area**
Areas: Alternative #1, Alternative #2

Degree of Effect: None

The project is located in an area which is designated attainment for all of the National Ambient Air Quality Standards (NAAQS) under the criteria provided in the Clean Air Act. Therefore, the Clean Air Act conformity requirements do not apply to the project.

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

**Contamination**

**Project Level**
No Project Level PED for Contamination provided.

**Analysis Area**
Areas: Alternative #1

Degree of Effect: Moderate

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified the following potential contamination sites within the project study area:
- Abandon rails (1)
- Hazardous waste facilities (5)
- Large generators of hazardous waste (1)
- Onsite sewage sites (266)
- Petroleum contamination monitoring sites (11)
- Storage tank contamination monitoring sites (9)
- Super Act Risk Sources (4)
- Super Act Wells (32)
- Toxic release inventory site (1)
- US Environmental Protection Agency (USEPA) National Pollutant Discharge Elimination System (NPDES) (3)
- USEPA power plant (1)
- USEPA Resource Conservation and Recovery Act (RCA) sites (6)

The FDOT will conduct an Alternatives Corridor Evaluation to refine the study area to avoid or minimize impacts to resources. A contamination screening evaluation will be conducted during the project development phase and a Contamination Screening Evaluation Report (CSER) will be prepared. Any source identified will be assessed to determine the need for remediation prior to or during construction.

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

Areas: Alternative #2

Degree of Effect: Minimal

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified the following potential contamination sites within the project study area:
The FDOT will conduct an Alternatives Corridor Evaluation to refine the study area to avoid or minimize impacts to resources. A contamination screening evaluation will be conducted during the project development phase and a Contamination Screening Evaluation Report (CSER) will be prepared. Any source identified will be assessed to determine the need for remediation prior to or during construction.

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

**Infrastructure**

**Project Level**

No Project Level PED for Infrastructure provided.

**Analysis Area**

**Areas:** Alternative #1

**Degree of Effect:** Minimal

Potential contaminated infrastructure sites are described in the Contamination issue. The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified seven Federal Aviation Administration obstructions, five wireless antenna structure locations, two CSX railroad crossings, three power transmission lines, and one electric substation within the project study area. There are three major dams in the project study area, Temple Terrace (NE) (FL10122), Cooling Pond Perimeter Dike (FL12840), and CFI Plant City 10 (FL10109). There is also an US Environmental Protection Agency (USEPA) Power Plant, the Mosaic Company, Plant City Facility.

The FDOT will conduct an Alternatives Corridor Evaluation to refine the study area to avoid or minimize impacts to resources. Therefore, the proposed project is expected to result in minimal involvement with infrastructure resources.

**Areas:** Alternative #2

**Degree of Effect:** Minimal

Potential contaminated infrastructure sites are described in the Contamination issue. The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified one wireless antenna structure locations one electric power transmission line, and one CSX railroad crossings within the project study area. It should be note that the Zephyrhills Municipal Airport is located just west of Chancey Road, within the 1/4 mile project buffer area.

The FDOT will conduct an Alternatives Corridor Evaluation to refine the study area to avoid or minimize impacts to resources. Therefore, the proposed project is expected to result in minimal involvement with infrastructure resources.

**Navigation**

**Project Level**

No Project Level PED for Navigation provided.

**Analysis Area**

**Areas:** Alternative #1, Alternative #2

**Degree of Effect:** N/A / No Involvement

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis did not identify any potential navigable waterways along this corridor, but within the study area Crystal Springs Road crosses over the Hillsborough River.

The proposed project is expected to have no involvement with navigational resources subject to the permitting jurisdiction of the USCG.

**Special Designations**

**Special Designations: Outstanding Florida Waters**
Project Level
No Project Level PED for Special Designations: Outstanding Florida Waters provided.

Analysis Area
Areas: Alternative #1
Degree of Effect: Minimal
The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified the Hillsborough River as an Outstanding Florida Water (OFW) within the project study area.

The FDOT will conduct an Alternatives Corridor Evaluation to refine the study area to avoid or minimize impacts to resources. Therefore, the proposed project is expected to have minimal involvement with Outstanding Florida Waters resources.

Areas: Alternative #2
Degree of Effect: Minimal
The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified the Hillsborough River as an Outstanding Florida Water (OFW) within the project study area.

The FDOT will conduct an Alternatives Corridor Evaluation to refine the study area to avoid or minimize impacts to resources. Therefore, the proposed project is expected to have minimal involvement with OFW resources.

Special Designations: Aquatic Preserves
Project Level
No Project Level PED for Special Designations: Aquatic Preserves provided.

Analysis Area
Areas: Alternative #1
Degree of Effect: N/A / No Involvement
The EST GIS analysis did not identify any Aquatic Preserves within the project study area.

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

Areas: Alternative #2
Degree of Effect: N/A / No Involvement
The EST GIS analysis did not identify any Aquatic Preserves within the project study area.

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

Special Designations: Scenic Highways
Project Level
No Project Level PED for Special Designations: Scenic Highways provided.

Analysis Area
Areas: Alternative #1
Degree of Effect: N/A / No Involvement
The EST GIS analysis did not identify any Scenic Highways within the project study area.

The proposed project will have no involvement with any Scenic Highway resources.

Areas: Alternative #2
Degree of Effect: N/A / No Involvement
The EST GIS analysis did not identify any Scenic Highways within the project study area.

The proposed project will have no involvement with any Scenic Highway resources.
Special Designations: Wild and Scenic Rivers

Project Level
No Project Level PED for Special Designations: Wild and Scenic Rivers provided.

Analysis Area
Areas: Alternative #1, Alternative #2
Degree of Effect: N/A / No Involvement

The EST GIS analysis did not identify any Wild and Scenic Rivers within the project study area.

The proposed project will have no involvement with any Wild and Scenic Rivers.
May 4, 2021

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: Branch Forbes Road from South of US 92 to North of I-4 PD&E Study, Hillsborough County, Florida
ETDM Number: 14470
Work Program Item Segment Number: 447159-1

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 #14470 – Branch Forbes Road from South of US 92 to North of I-4. Environmental Technical Advisory Team (ETAT) members should review this project on the ETDM

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www.fdot.gov
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

Attachments
ADVANCE NOTIFICATION MAILING LIST

cc:
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- Southeast Regional Administrator
U.S. Department of Commerce-National Marine Fisheries Service – Habitat Conservation Division -

ETAT Representative
U.S. Department of Agriculture – Southern Region
U.S. Department of Interior – National Park Service – Southeast Regional Office – ETAT Representative
U.S. Department of Health and Human Services-National Center for Environmental Health
U.S. Department of Interior-Bureau of Indian Affairs-Office of Trust Responsibilities
U.S. Coast Guard – Seventh District – Commander (oan) – ETAT Representative
U.S. Forest Service – ETAT Representative
Poarch Band of Creek Indians of Alabama
Muscogee (Creek) Nation of Oklahoma
Seminole Tribe of Florida - ETAT Representative
Miccossukee 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

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# Advance Notification Package

Project #14470 - Branch Forbes Road from South of US 92 to North of I-4  
Programming Screen - Published on 05/04/2021  
Printed on: 5/04/2021

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I. Location Maps
EXISTING
Rural Typical
30 mph Design Speed
2 Lane Rural Typical section
ROW Varies 44 feet to 150 feet

PROPOSED
4 Lane - Urban Typical Section, 40 mph Design Speed, (FGB)
11 foot Travel Lanes, (FGB-FDM)
5 foot Bike Lanes, (FGB)
From US 92 - Newsome Rd
7 foot Bike Lanes, (FDM)
at I-4 interchange
6 foot Sidewalk, (FGB-FDM)
ROW Varies 50 feet to 180 feet
Table 1- Branch Forbes 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>Branch Forbes Road (South of US 92 to North of I-4)</td>
<td>2</td>
<td>22,000</td>
<td>F</td>
<td>41,000</td>
<td>F</td>
</tr>
</tbody>
</table>

Source: I-4 at Branch Forbes Road Interchange Operational Analysis Report (IOAR)

Table 2- Branch Forbes 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>Branch Forbes Road (South of US 92 to North of I-4)</td>
<td>38</td>
<td>27</td>
<td>36</td>
<td>42</td>
<td>21</td>
<td>164</td>
</tr>
</tbody>
</table>

Source: Signal 4 Analytics (S4)

Table 3- Branch Forbes 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>Branch Forbes Road (South of US 92 to North of I-4)</td>
<td>13.60</td>
<td>9.44</td>
<td>11.50</td>
<td>13.75</td>
<td>6.73</td>
<td>11.10</td>
<td>0.69</td>
</tr>
</tbody>
</table>

Source: Signal 4 Analytics (S4)
Table 4- Branch Forbes 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>32%</td>
</tr>
<tr>
<td>Left Turn</td>
<td>41</td>
<td>25%</td>
</tr>
<tr>
<td>Angle</td>
<td>22</td>
<td>13%</td>
</tr>
<tr>
<td>Other</td>
<td>13</td>
<td>8%</td>
</tr>
<tr>
<td>Off Road</td>
<td>9</td>
<td>5%</td>
</tr>
<tr>
<td>Sideswipe</td>
<td>7</td>
<td>4%</td>
</tr>
<tr>
<td>Unknown</td>
<td>7</td>
<td>4%</td>
</tr>
<tr>
<td>Pedestrian</td>
<td>3</td>
<td>2%</td>
</tr>
<tr>
<td>Right Turn</td>
<td>3</td>
<td>2%</td>
</tr>
<tr>
<td>Rollover</td>
<td>3</td>
<td>2%</td>
</tr>
<tr>
<td>Head On</td>
<td>2</td>
<td>1%</td>
</tr>
<tr>
<td>Bicycle</td>
<td>1</td>
<td>1%</td>
</tr>
<tr>
<td><strong>Grand Total</strong></td>
<td><strong>164</strong></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>
Branch Forbes Road from South of US 92 to North of I-4
Hillsborough County, Florida

Work Program Item Segment No.: 447159-1        ETDM Project #14470

LEGEND

Project Corridor

Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community.
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 #14470 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

#14470 Branch Forbes Road from South of US 92 to North of I-4

District: District 7

County: Hillsborough

Planning Organization: FDOT District 7

Financial Management No.: 447159-1-22-01

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 Branch Forbes Road within the project area.

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

Project Status
The project (WPI Seg. No.447159-1) is listed in the FDOT State Transportation Improvement Program (STIP) in year 2021 in the preliminary engineering phase.

Transportation Demand / Capacity
Branch Forbes Road currently operates at an unacceptable Level of Service (LOS F) and is forecasted to continue to operate at LOS F in 2045 without any capacity or operational improvements. Table 1 summarizes the results of this evaluation which is based on the Generalized Service Volume Tables from the FDOT 2020 Quality/Level of Service Handbook and utilizes existing AADT and traffic forecasts from the I-4 at Branch Forbes Road Interchange Operational Analysis Report (IOAR).

Safety
Between 2015 and 2019 the total number of crashes on Branch Forbes Road within the project area was 164. The historic average crash rate (11.10) for this segment of Branch Forbes 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 Branch Forbes 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 Branch Forbes Road and US 92 intersection along the project segment which creates multiple conflict points for vehicles entering and exiting within the area. 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 representing 57% of the total number of crashes.

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 Branch Forbes Road to widen the roadway to accommodate future capacity needs including bike lanes and sidewalks along Branch Forbes Road from South of US 92 to North of I-4, and operational improvements at the I-4 interchange, a distance of approximately 0.89 miles in Hillsborough County, Florida. Branch Forbes Road is a County Road. Within the project area it is currently a two-lane undivided facility functionally classified as an urban major collector and has a speed limit of 35 mph along the majority of the project and 45 mph at the southern and northern termini. A preliminary concept plan has been uploaded as an attachment.

c. Preliminary Environmental Discussion

i. Social and Economic

1. Social

Project PED Comments

Analysis Area PED Comments

Branch Forbes Road

The Environmental Screening Tool (EST) Sociocultural Data Report (SDR) was used for demographic data (the SDR can be found within the Community Coordination portion 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 79 households with a population of 222 people. The median household income is $50,178. Approximately 15.19% of households are below poverty level.

A further review of the US Environmental Protection Agency (USEPA) EJSCREEN Mapping Tool confirms "Low Income Population" throughout the entire project area ranging from 13% to 58%, with the majority of the project area being 26% and higher.

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 37.39% of the total population comprising of "Some Other Race Alone" with 42 people (18.92%), "Claimed 2 or More Races" with three people (1.35%), "Black or African American Alone" with a population of two people (0.90%), and "American Indian or Alaska Native Alone" with one person (0.45%) within the 500-foot project buffer area. There are 77 people (34.68%) that have a "Hispanic or Latino of Any Race" ethnicity.

To conduct a detailed analysis of minority population 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 nine Census blocks with a total population of 1,013 people that have a minority population greater than 40% within the project area. These areas are located at the northeast and southeast quadrants of I-4 where much of the land use is industrial and mixed use and the aerial images show commercial, farmlands and open lands. There is also a minority percentages greater than 40% at the southwestern quadrant of US 92 and Branch Forbes Road where a neighborhood is located.

A further review of the USEPA EJSCREEN Mapping Tool confirms "People of Color Population" are concentrated on the north side of the Interstate with 31% - 41% minority and south of US 92 with 32% on the west side of Branch Forbes Road and 48% on the east side.

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 38 and persons age 65 and over comprise 24.77% of the population. There are 14 people (11.86%) between the ages of 20 and 64 that have a disability.

Housing
There are 93 housing units. The housing is comprised of single-family units (51%), mobile home units (46%), and multi-family units (2%) that are either owner-occupied (60%), renter-occupied (25%), or vacant (14%). These percentages do not equal 100%. The remaining percentages were not assigned to a housing type or occupancy. There are five (6.25%) occupied housing units with no vehicle.

Language
There are seven persons that speaks English "not at all" and 12 persons 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 8.84% of the population for this project, LEP services will 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 did not identify any additional social resources, but Dinosaur World, a privately-owned family theme park, is located at the northwest quadrant of I-4 and Branch Forbes Road.

The residential areas are located west of Branch Forbes Road and at the northern and southern ends of the project. 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

2.3.1.2.2. Economic

Project PED Comments

Analysis Area PED Comments

Branch Forbes Road

The Environmental Screening Tool (EST) Geographic Information System (GIS) identified six 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.

The proposed project will enhance economic resources.

3. Land Use Changes

3.3.1.3.3. Land Use Changes

Project PED Comments

Analysis Area PED Comments

Branch Forbes Road

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis Water Management District (WMD) Florida Land Use and Land Cover dataset identified Transportation (18.62%); Commercial and Services (16.52%); Residential, Low Density (Less Than Two Dwelling Units Per Acre) (14.09%); Crop and Pastureland (7.35%); and Open Land (7.32%) as the five-major existing land uses within the 500-foot project buffer area.
A review of Google Street view confirmed that the project area has primarily residential, agricultural, and open land land uses with commercial areas surrounding the US 92 intersection and the I-4 interchange. Also, Dinosaur World is located at the northwest quadrant of I-4 and Branch Forbes Road. The GeoPlan Future Land Use 2020 dataset identifies future land uses for Branch Forbes Road as primarily Residential Very Low and Low, Mixed Use - Neighborhood/Activity Center, and Industrial.

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

4. Mobility

Project PED Comments

Analysis Area PED Comments
Branch Forbes Road

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis did not identify any mobility resources. There are no designated bike lanes, shoulders, or sidewalks present along the existing corridor, except partial sidewalks at the US 92 intersection and along one parcel on the west side of Branch Forbes Road south of I-4. Capacity improvements to Branch Forbes Road would include providing bicycle and pedestrian facilities which would increase safety and connectivity.

Branch Forbes Road connects two Florida Division of Emergency Management designated evacuation routes, US 92 and I-4. 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 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
Branch Forbes Road

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis Water Management District (WMD) Florida Land Use and Land Cover dataset identified Transportation; Commercial and Services; Residential, Low Density (Less Than Two Dwelling Units Per Acre); Crop and Pastureland; and Open Land 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) - 32.56 acres (14.09%)
- Residential, Medium Density (Two-Five Dwelling Units per Acre) - 14.29 acres (6.18%)
- Residential, High Density (Six or More Dwelling Units per Acre) - 2.0 acres (0.87%)
Total - 48.85 acres (21.14%)

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
Branch Forbes Road

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis Water Management District (WMD) Florida Land Use and Land Cover dataset identified Transportation; Commercial and Services; Residential, Low Density (Less Than Two Dwelling Units Per Acre); Crop and Pastureland; and Open Land 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) - 32.56 acres (14.09%)
- Residential, Medium Density (Two-Five Dwelling Units per Acre) - 14.29 acres (6.18%)
- Residential, High Density (Six or More Dwelling Units per Acre) - 2.0 acres (0.87%)

Commercial and Services land use consists of 38.19 acres (16.52%) within the 500-foot project buffer area. Residential
neighborhoods are located on the west side of Branch Forbes road south of I-4 and on both sides of the roadway south of US 92.
Also, Lynch Rentals (Mobile Home Park) is located just south of the project limits.

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
Branch Forbes Road

The Environmental Screening Tool (EST) Geographic Information System (GIS) identified 123.47 acres (53.41%) 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 Recreation Areas issues for Section 4(f) Potential.

2. Historic and Archaeological Sites
Project PED Comments

Analysis Area PED Comments
Branch Forbes Road

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified 11 previously recorded cultural
resources within the 500-foot project buffer area. These include four archaeological or historic sites, six historic standing structures,
and one historic linear resource group. There are no previously recorded historic bridges or cemeteries within the 500-foot project
buffer area.

All identified previously recorded historic or archaeological sites have been determined ineligible for listing in the National Register of
Historic Places (NRHP) by the State Historic Preservation Officer (SHPO). Tew Terminus (8HI05064) is within the 100-foot project
buffer area at the Branch Forbes and I-4 Interchange. This site includes prehistoric ceramics and post-World War II historic artifacts.
Beauchamp Hill (8HI05065) is an archaeological site located east of the Branch Forbes Road and I-4 Interchange that includes
prehistoric and Twentieth Century artifacts. Pemberton Creek West (8HI05337) is a prehistoric low-density artifact scatter located
north of US 92, west of Whitelaw Road and is located outside the 200-foot project buffer area. The remaining site, FGT8-3
(8HI11332), is a prehistoric landsite containing lithics within the 100-foot project buffer area north of the Branch Forbes Road and I-4 interchange.

The six identified historic standing structures are buildings that were constructed between ca. 1925 and ca. 1966 and are either Frame or Masonry Vernacular in style. These buildings include: 1508 Rogers Road (8HI05110), 5208 Glen Harwell Road (Outbuilding) (8HI05111), 4964 Beauchamp Road (8HI08754), 1760 N. Branch Forbes Road (8HI11329), 5112 W US 92 Highway (8HI13172), and BP Shop/5110 W US 92 Highway (8HI13173). Except for the building located at 5112 W US 92 Highway (8HI13172), which is located within the 100-foot project buffer area, the buildings are located outside of the 100-foot and 200-foot project buffer areas. All buildings have been determined ineligible for listing in the NRHP by the SHPO. Some buildings may have been demolished within the recent past and this will need to be confirmed as part of a field survey.

US 92/SR 600/New Tampa Highway (8HI13604) briefly intersects the project corridor south of the Branch Forbes 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.

There have been 11 previous cultural resource surveys conducted within the 500-foot project buffer area. These surveys were conducted between 1992 and 2016. The entirety of the corridor has not been surveyed for cultural resources. Of the 11 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], and 21848 [2014]). The remaining six surveys were conducted in relation to gas transmission pipeline or telecommunication tower projects (Survey Nos. 5699 [1999], 6117 [2000], 9138 [2003], 16476 [2008], 16532 [2009], and 16938 [2010]).

There is potential for three unrecorded bridges that are either of historic age (50 years of age or older) or approaching historic age within the project area. FDOT Bridge No. 104403 was constructed in 1974 and is a prestressed concrete channel beam bridge that carries Branch Forbes Road over Mill Creek. FDOT Bridge No. 100111 was constructed in 1959 (repaired/rehabilitated in 1999) and is a concrete culvert that carries Branch Forbes Road over Spartman Branch. Both FDOT Bridge Nos. 104403 and 100111 are within the 100-foot project buffer area. FDOT Bridge No. 104412 was constructed in 1960 and is a concrete multi-box beam or girder bridge that carries Beauchamp Road over Spartman Branch. This bridge is outside of the 200-foot project buffer area. Due to common post-World War II design, these bridges would not likely be eligible for listing in the NRHP. In addition, they are 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 a relatively rural area with pockets of commercial and residential development that is both historic (50 years of age or older) and non-historic (less than 50 years of age). According to EST GIS, there are 19 parcels within the 500-foot project buffer area that may contain buildings constructed prior to 1970. There are two parcels that may contain buildings constructed between 1969 and 1973 and four parcels that may contain buildings constructed 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 need to be prepared for this project that will include archaeological and historic resources field survey.

The proposed project is expected to result in moderate involvement with historic and archaeological resources.

---

### 3. Recreational and Protected Lands

#### Project PED Comments

#### Analysis Area PED Comments

#### Branch Forbes Road

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis did not identify any recreational resources or protected lands within the 500-foot project buffer area.

The proposed project is anticipated to have no involvement with recreational resources or protected lands.

#### iii. Natural
1. Wetlands and Surface Waters

Project PED Comments

Analysis Area PED Comments
Branch Forbes Road

The National Wetlands Inventory (NWI) dataset of the Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified 12.36 acres (5.35%) of palustrine wetlands (freshwater forested/shrub wetland), 3.09 acres (1.33%) of riverine wetlands, 1.37 acres (0.58%) of palustrine wetlands (freshwater emergent wetland), and 1.09 acres (0.48%) of palustrine (freshwater pond) within the 500-foot project buffer area. The riverine wetlands are along Pemberton Creek at the north end of the project and Spartman Branch south of I-4. The Water Management District (WMD) Wetlands classification shows streams and lake swamps (bottomland), freshwater marshes, emergent aquatic vegetation, wet prairies, and wetland forested mixed within the 500-foot project buffer area.

Wetlands will be evaluated and a Natural Resources Evaluation (NRE) will be prepared for this project during the 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
Branch Forbes Road

Within the 500-foot project buffer area, the Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified two waterbodies: Pemberton Creek (WBID: 1542) and Spartman Branch (WBID: 1561) which are Florida Department of Environmental Protection (FDEP) Waters Not Attaining Standards. Also, Pemberton Creek is a verified impaired water.

Principal Aquifers of the State of Florida described as "Other Rocks" is 231.17 acres (100%). The Recharge Areas of the Floridan Aquifer shows a "Recharge/1 to 10" as 231.17 acres (100%). There are seven US Environmental Protection Agency (USEPA) Water Quality Data Monitoring Stations, two FDEP Flowing Waters Resources, five FDEP STORET stations, four limited use drinking water wells, 19 Super Act Wells, two 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
Branch Forbes Road

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified 65.38 acres (28.33%) Zone AE and 1.73 acres (0.75%) 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

Branch Forbes Road

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 with one nuisance report. There is a Florida Natural Areas Inventory (FNAI) Element Occurrence (Potential) for the Elongate June beetle. The project is in the US Fish and Wildlife Service (USFWS) Caracara Consultation Area (100%), 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 a Woodstork Core Foraging Area.

It should be noted that the project area is in a rural, but populated area. No wildlife observations were identified. Wildlife and habitat will be evaluated and a Natural Resources Evaluation (NRE) will be prepared during the 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 protected species and habitat resources.

6. Coastal and Marine

Project PED Comments

Analysis Area PED Comments

Branch Forbes Road

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

Project PED Comments

Analysis Area PED Comments

Branch Forbes Road

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis Water Management District (WMD) Florida Land Use and Land Cover dataset identified Transportation; Commercial and Services; Residential, Low Density (Less Than Two Dwelling Units Per Acre); Crop and Pastureland; and Open Land 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) - 32.56 acres (14.09%)
- Residential, Medium Density (Two-Five Dwelling Units per Acre) - 14.29 acres (6.18%)
- Residential, High Density (Six or More Dwelling Units per Acre) - 2.0 acres (0.87%)

Residential neighborhoods are located on the west side of Branch Forbes road south of I-4 and on both sides of the roadway south of US 92. Commercial and Services land use consists of 38.19 acres (16.52%) within the 500-foot project buffer area.

There are no existing noise barriers.

Traffic noise will be analyzed in detail during the Project Development and Environment (PD&E) study and documented in the Noise Study Report 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.
2. Air Quality
Project PED Comments

Analysis Area PED Comments
Branch Forbes Road

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
Project PED Comments

Analysis Area PED Comments
Branch Forbes Road

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified the following potential contamination sites located within the 500-foot project buffer area:
- Two Florida Department of Environmental Protection (FDEP) Off Site Contamination Notices
- Four Limited Use Drinking Water Wells
- 17 Onsite sewage
- 11 Petroleum contamination monitoring sites
- Six storage tank contamination monitoring sites
- Four Super Act Risk Sources
- 19 Super Act Wells
- Two US Environmental Protection Agency (USEPA) National Pollutant Discharge Elimination System (NPDES)
- One USEPA Resource Conservation and Recovery Act (RCA) Regulated Facility

Contamination will be evaluated and a detailed 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 minimal involvement with potential sources of contamination.

4. Infrastructure
Project PED Comments

Analysis Area PED Comments
Branch Forbes Road

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified the 10 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
Project PED Comments

Analysis Area PED Comments
Branch Forbes Road

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 Pemberton and Spartman Creeks at Branch Forbes Road at multiple locations, 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
Branch Forbes Road

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis 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
Branch Forbes Road

The Environmental Screening Tool (EST) Geographic Information System (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
Branch Forbes Road

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
Branch Forbes Road

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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<th>Type</th>
<th>Comments</th>
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III. Form SF-424: Application for Federal Assistance
## Application for Federal Assistance SF-424

### 1. Type of Submission:
- [ ] Preapplication
- [X] Application
- [ ] Changed/Corrected Application

### 2. Type of Application:
- [X] New
- [ ] Continuation
- [ ] Revision

### 3. Date Received:
- 05/04/2021

### 4. Applicant Identifier:
- 447159-1

### 5a. Federal Entity Identifier:

### 5b. Federal Award Identifier:

### 6. Date Received by State:

### 7. State Application Identifier:

### 8. APPLICANT INFORMATION:

#### a. Legal Name:
Florida Department of Transportation

#### b. Employer/Taxpayer Identification Number (EIN/TIN):
59-6001874

#### c. Organizational DUNS:
8093971020000

#### d. Address:
- Street1: 11201 N. McKinley Drive
- Street2: FDOT, District Seven
- City: Tampa
- State: FL: Florida
- Province:
- Country: USA: UNITED STATES
- Zip / Postal Code: 33612-6456

#### e. Organizational Unit:
- Department Name:
- Division Name:

#### f. Name and contact information of person to be contacted on matters involving this application:
- Prefix: Mr.
- * First Name: Kirk
- Middle Name:
- * Last Name: Bogen
- Suffix:
- Title: Environmental Management Engineer
- Organizational Affiliation:
- * Telephone Number: 813-975-6448
- Fax Number:
- * Email: kirk.bogen@dot.state.fl.us
**Application for Federal Assistance SF-424**

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<td><strong>9. Type of Applicant 1: Select Applicant Type:</strong></td>
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<td><strong>14. Areas Affected by Project (Cities, Counties, States, etc.):</strong></td>
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<td>Attach supporting documents as specified in agency instructions.</td>
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<td>* 15. Descriptive Title of Applicant’s Project:</td>
<td>This project will reconstruct Branch Forbes Road to widen Branch Forbes Road from South of US 92 to North of I-4 and operational improvements at the I-4 interchange, in Hillsborough County, Florida.</td>
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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: 05/20/2021
   * b. End Date: 05/20/2023

18. Estimated Funding ($):
   * a. Federal
   * b. Applicant
   * c. State
   * d. Local
   * e. Other
   * f. Program Income
   * g. TOTAL

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 05/04/2021.
   - [ ] 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
   - [X] 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)

   - [X] ** 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: 05/04/2021
## IV. Transmittal List

**Official Transmittal List**

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

**Agenda Item**
FDOT I-275 (from north of I-4 to north of Hillsborough Avenue) Aesthetics and Noise Wall Update

**Presenter**
Mary Lou Godfrey, FDOT Rep. and Lisa K. Silva, TPO staff

**Summary**
FDOT staff will provide an update on the noise wall and aesthetic improvements that will be constructed as part of the Tampa Bay Next Section 7 Phase 1 improvements (#431821-2 and 443770-1) along I-275, from north of I-4 to north of Hillsborough. This project has been advertised for construction and was recently awarded. Landscaping will be a separate project that will be conducted after construction is completed for the referenced projects. TPO Staff will share additional updates on the Green Noise Wall.

**Recommended Action**
None, for information only

**Prepared By**
Lisa K. Silva, AICP, PLA

**Attachments**
None
Board & Committee Agenda Item

**Agenda Item:**
Nondiscrimination Plan Public Involvement Findings

**Presenter:**
Dayna Lazarus, Plan Hillsborough staff

**Summary:**
Between December 2020 and March 2021, staff conducted public engagement to collect input from Hillsborough County residents about the challenges they face accessing community elements including transportation options, quality housing, public engagement meetings and other important places in the County. The goal of this engagement was to learn about the needs and access issues of underserved communities. Outreach included a countywide survey, a Storytelling Forum, seven weeks of field outreach, and five focus groups. Since the conclusion of these outreach activities, we have been performing data analysis on 456 survey responses and 150 pages of narrative data, and we have identified some trends and themes in the challenges and ideas that were shared.

Those themes, combined with staff feedback and best practices research, are being used to create a list of preliminary recommendations designed to help the agency grapple with the area’s history of discriminatory planning and move towards a County where there are no longer underserved or underrepresented neighborhoods or demographics.

At this meeting, staff will present the findings from engagement and ask for the committee’s feedback and recommendation ideas for addressing the challenges identified.

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

**Prepared By:**
Dayna Lazarus, Community Planner II

**Attachments:**
None; see “Preliminary Public Engagement Findings – Challenges and Solutions (05/20/2021)” at [www.planhillsborough.org/title-vi-and-nondiscrimination-plan/](http://www.planhillsborough.org/title-vi-and-nondiscrimination-plan/)
TPO Board Meeting of Wednesday, May 12, 2021

I. CALL TO ORDER & PLEDGE OF ALLEGIANCE

The TPO Chairman, Commissioner Harry Cohen, called the meeting to order at 10:11 AM and led the pledge of allegiance. The regular monthly meeting was held in-person and virtual via WebEx.

The following members were present in person: Commissioner Harry Cohen, Commissioner Pat Kemp, Commissioner Kimberly Overman, Commissioner Gwen Myers, Mayor Ross, Gina Evans, Melanie Williams, Charles Klug, Joe Waggoner, Derek Doughty.

The following members were present via teleconference: Commissioner Mariella Smith, Mayor Rick Lott, Councilman Guido Maniscalco, Jessica Vaughn.

Councilman Joseph Citro was excused; Councilman John Dingfelder was absent.

A quorum was met in person.

II. APPROVAL OF MINUTES – APRIL 14, 2021

Chair Cohen sought a motion to approve the April 14, 2021 minutes. Commissioner Overman so moved; seconded by Commissioner Meyers. Roll-call vote, motion carries 13 – 0.

III. PUBLIC COMMENT

A. Chris Vela: Comments about the proposed TIP Amendment and acquisition of property is for highway and not transit. Is proud that the TPO has been making strides for equity. Questioned why this TIP Amendment is being entertained as it goes against previous work. There was another TIP Amendment approved surrounding I-4; expressed opinion that I-4 is poorly designed. Expressed that FDOT owns 14 lanes going through Seminole Heights. Questioned where the messaging is coming from. Should be looking at bicycle networks and walkability.

IV. COMMITTEE REPORTS & ADVANCE COMMENTS

A. CAC Committee (Bill Roberts) – May 5, 2021
   • Expressed appreciation for the all-volunteer committee and for the support from the TPO Staff.
   • Action Items:
     ○ Voted to approve the MPO/FDOT Annual Joint Certification Statement.
     ○ Public Participation Plan Amendment to shorten the notification period from 3 weeks to 2 weeks.
       ▪ There was a lot of discussion – upward of 20 TIP Amendments come before the CAC each year.
       ▪ Tabled; the CAC did not feel they could vote on this at this time.
     ○ Transportation Improvement Program Amendment for Downtown Interchange
• Motion amended with a stipulation that the FDOT not acquire any more properties for this project. Passed 13 – 5.

• Heard status reports on:
  o TIP Preliminary Draft
  o CAC ad hoc subcommittee met on May 3rd to discuss the TIP preliminary draft. Recognized Committee Member, Amy Espinosa, on putting together this sub-committee.

• Encourage that the TPO Board approve the recommended committee member from the City of Temple Terrace

• Acknowledged that the FDOT addition for the West Shore Interchange has not come before the CAC at this time. Reminded the TPO Board of it’s importance and previous support of the CAC.

B. TAC Committee (Davida Franklin) – May 3, 2021

• Approved the following:
  o MPO/FDOT Annual Joint Certification Statement
  o Transportation Regional Incentive Program Priorities
  o Public Participation Plan Amendment
  o UPWP Amendment Air Quality Monitoring
  o Transportation Improvement Program (TIP) amendment for Downtown Interchange

• Heard status reports on:
  o TIP Preliminary Draft
  o USF to Tampa Green ARTery Trail Feasibility Study

C. BPAC (Davida Franklin) – April 14, 2021

• Heard status reports on:
  o Franklin Street Vision Project
  o Non-Discrimination Plan Update
  o CUTR Equity Needs Assessment
  o Manual on Uniform Traffic Control Devices (MUTCD) Updates

D. LRC – April 21, 2021

• Heard status reports on:
  o Franklin Street Vision Project
  o Non-Discrimination Plan Update
  o CUTR Equity Needs Assessment
  o MUTCD – the Committee supported that the TPO send a letter of comment focused on improved safety and multimodal flexibility in the new MUTCD.

E. TDCB – April 23, 2021

• Action Items approved:
  o Coordinated Contract with Brandon Sports and Aquatic Center
  o Coordinated Contract with DACCO Behavioral Health
  o Community Transportation Coordinator (CTC) Service Rates for 2020/2021
  o TDCB Grievance Procedures Annual Review and Adoption

• Heard status reports on:
F. Summary of Public Comment

- **Email**
  - Dr. Govindan Parayil: Thanked Beth Alden for her participation in the 2021 Global Conference on Sustainability & Resiliency During the Pandemic.
  - Sam Owens: Displeased about worsening road conditions; wanted to make the Board aware of the consequences of Stacy White’s decision regarding the All for Transportation tax.
  - Jeff Horwath: Requested the TPO’s 2021 wall calendar.
  - Julie Scanlon and Peter Hsu: Provided feedback for the Citizens Advisory Committee re: signal timing at US 301 & Gibsonton Dr.; visual observation found unusually long wait times.
  - Mauricio Rosas: We must have reliable bus connections to appeal to the white-collar and blue-collar sectors, and we must remove the mindset that buses are for the elderly, disabled, and low-income persons.
  - Jennifer King: Concerned because there is no school zone on US 41 by Lutz K-8 that limits traffic to 20 mph during school drop off and dismissal.
  - Jane from the Safety Harbor Chamber of Commerce: requested more regional multi use trails maps.
  - Ali Ankudowich: really impressed with steps taken in the TPO’s equity planning and process for the Nondiscrimination Plan update.
  - Legislative aide David Yunk: asked for support to help an artist paint a safety crossing mural in front of Caminiti Exceptional School.
  - Lena Young: “We in Tampa Heights, are joining Vision Zero in advocating for sidewalks in the City of Tampa”.
  - Scott Clark, Director of the Sunshine Line: “Joshua and Allison have been doing an outstanding job providing proactive support, insightfulness, and care working with Sunshine Line staff.”
  - Eva Dyer: Thanked Beth Alden for speaking to their Leadership Hillsborough class.
  - FM: Stated that the South Selmon study was not a Vision Zero project.

- **Social Media Comments**
  - **Facebook**
    - 4/14/2021 – Tampa Hillsborough Expressway Authority (re: highlights from its 4/14/2021 Board presentation on the Selmon Extension): “Thank you”
    - 4/15/2021 – Andrew Gulbert (re: the grand opening of the Selmon Extension): “How is this innovation?”
    - 4/21/2021 – National Safety Council (re: to a shared post about Distracted Driving Awareness Month): “Thank you for the help to Keep Each Other Safe during Distracted Driving Awareness Month”
    - 5/11/2021 – Rick Fernandez: “This comment is directed to item VI B of the May 12, 2021 Agenda (TIP Amendment related to the DTI). I respectfully request that the TPO Board reject the
proposed amendment.

FDOT seeks funding approval to acquire 7 land parcels along the north and east borders of the DTI, in the area of VM Ybor. The goal is to expand the footprint of the DTI. This action will adversely impact a community of concern and work in contravention of our recently passed Race Equity Resolution.

Many of you have promised never to approve a project expanding the interstate footprint, displacing people and homes. This project does all three. Keep your promises.”

- Twitter
  - 4/19/2021 – Miami City Man (re: the Selmon Extension opening): “Who wants to bet that neither the author nor “Joe Waggoner” live anywhere near this monstrosity? Sucking fumes is always for others.”

G. TPO Policy Committee (Beth Alden)
- Detailed discussion about the TIP and Priority Projects.
- TPO Staff provided a summary of new funding requests.
- Discussion suggest staff bring back information about coordination from the regional level, position projects for success with regional coordination process.
- Share projects and advocate for them through our federal representatives.

V. ACTION ITEMS

A. Committee Appointments (Cheryl Wilkening, TPO Staff)
  - CAC – Aiah Yassin, by the City of Temple Terrace
  - TAC:
    - Sofia Garantiva, alternate for Planning Commission
    - Cal Hardie, alternate for Tampa Historic Streetcar Board
    - Rick Perez, alternate for Hillsborough County Engineering Division
  - LRC – Sofia Garantiva, alternate for Planning Commission.
  - BPAC – Ryan Thomas – Hillsborough County Sheriff

Recommend that the TPO confirm the above nominations.

Mayor Ross moved to approve committee appointments; Seconded by Commissioner Overman. Roll-call vote, motion carries 13 – 0.

B. Transportation Improvement Program Amendment for Downtown Interchange (Vishaka Shiva Raman, TPO Staff and Secretary David Gwynn, FDOT Staff)
  - The Florida Department of Transportation (FDOT) has requested this amendment to the Fiscal Year (FY) 2020/21– 2024/25 Transportation Improvement Program (TIP) to purchase seven (7) parcels for the Downtown Interchange Operational Improvements. This amendment will add $2.5 million towards Right-of-Way acquisition.
• This project was adopted in the 2045 Long Range Transportation Plan (LRTP) as part of the FDOT Strategic Intermodal System (SIS) Cost Feasible Projects. It was the Quick Fix solution identified in the 2019 MetroQuest survey.
• Tampa Bay Next – Downtown Tampa Interchange – started in 2016 – 2017 and would have required over 200 relocations. FDOT continued to look for alternatives.
• Crashes continue to increase, doing nothing is not an option.
• Utilized community input has led to this action.
• Interchange will include addition of bicycle and pedestrian areas, landscaping, lighting, widening areas under the interstate to make it safer.
• Working with the City of Tampa to slow the traffic speeds along 14th and 15th streets. Signalizing the ramps at these interchanges as well.
• Try to match aesthetics done in Ybor City.
• Why is this important; legislature provided $2 billion to be used throughout the state, all districts are preparing projects that can be ready to start in 2022 or 2023, this project is ready. The only needed to get funding for this project is to move on the Righ-of-Way.

Presentation: TIP Amendment - Downtown Interchange and FDOT Downtown Interchange

Recommend that the TPO approve the Transportation Improvement Program (TIP) Amendment: 445056-1 I-4/SR 400 WB to I-275/SR 93 NB from W of 14th Ave to Floribraska Ave.

Discussion:

Commissioner Overman: Expressed appreciation for time Secretary Gwynn spent the previous week. Has concerns about air quality in the this area. Properties not identified are already owned by FDOT. Blank spaces cause deterioration. Appreciates FDOT commitment to assist residents to relocate and stay in the community. Crash rate is significant. Is willing to support this because there has been community involvement and changes made to the plan.

Commissioner Kemp: Noted that she has been following this interchange for many years. At the time, this interchange was a history mistake aimed at minority communities. Is appreciative of the clear presentation and utilization of the minimal impact fix. Believes that the community involvement has been extremely important in this improved project. This is Segment 6. Segment 7 is an extension adding two more 15’ sections of pavement. Would like to see how it is going to interact with the interchange in terms of traffic congestion, patterns, air quality, and how these will push into the interchange.

Commissioner Myers: Thanked Secretary Gwynn for one-on-one meeting on this project. Is aware how these types of projects have displaced black and brown residents. Believes that adding these properties, it will enhance the interchange. Appreciates what FDOT has done by working with the communities and making sure that the displaced people will have options.

Commissioner Cohen: Expressed that his views have evolved on this issue over time. The original project was slated to take over 200 homes; the next iteration was 30 to 100 homes; now we have a project taking in the single digits in order to improve crash rates between 20 & 35% and deal with the huge congestion issues. When people look to government for compromise and cooperation, this is an example to solve legitimate problems while protecting communities.
Secretary Gwynn: (response to Segment 7) I-275 north of the Downtown Interchange. Heard a lot of opposition to express lanes but did desire general use lanes in this area. This includes a wide shoulder that could be used by buses. Now broken into 2 sub-sections. The area to Hannah would allow drivers to get into the correct lanes for the interchange. The area north of Hannah is not currently funded and is not near the top of the priority list. Noise walls will be put in as response to community request.

Commissioner Overman moved to approve the TIP Amendment for the Downtown Interchange; Seconded by Commissioner Myers. Roll-call vote, motion carries 13 – 1.

C. Letter requested by Livable Roadways Committee (LRC) regarding Manual on Uniform Traffic Control Devices (Gena Torres, TPO Staff and Paula Flores, TPO Consultant)

- 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.
- The last update to the MUTCD was in 2009, the last major rewrite was in 1971 and much has changed since then, which led to FHWA proposing an update which is now under review.
- Concerns have been raised by municipalities and transportation agencies and organizations that the draft update does not go far enough to ensure the safety of all road users. It does not fix fundamental flaws.
- Time to question validity and change the process of the MUTCD update.
- Coalition of agencies have general concerns:
  - Requesting a re-write
  - Encouraging improved inclusion and equity through a Task Force on racial equity.
  - Questioning the focus on motor vehicle operational efficiency over safety.
  - Less flexibility on Vision Zero.
  - Not consistent.
  - Better alignment with goals of cities.
  - Go back to original premise of how signs should look but not how they are applied.
  - New language which is Victim Blaming and omits the needs of children, elderly, and the disabled road users.
  - New language stipulating right-of-way to be dedicated to “highway related functions”.
  - Prioritizing emerging AV at the expense of other modes; increasing cost burden for cities.
  - Speed Limits – 85% still recommended; allows professionals to opt-out of items that should be considered when setting speed limits; ignoring the NTSB recommendations.
  - Signal warrants ignore known conflicts and lang use.
  - Pedestrian push button signals are not required even with the increase in pedestrian deaths.
  - Too many studies and restrictions on how to do bicycle lanes.
  - New language stipulates distance of mid-block crossings and must be regulated by an intersection crossing or a hawk/beacon. Do not include aesthetic treatments and those already applied are being ignored and are considered under study.
- Several other municipalities have written letters expressing their concerns over the proposed updates to this document.

Presentation: 2021 MUTCD NPA Explained
Recommend sending the letter included in the Agenda Packet to the FHWA commenting on the MUTCD update.

Discussion:

Commissioner Overman: Report is enlightening and maddening. Vision Zero improvements are not addressed in the manual. Creates an uphill battle. Intends on penning a separate letter. Spent most of neighborhood life being told that Speed Limits come from the manual is frustrating. Clear that omissions in the manual are omissions in favor of car planning. Individuals that are older walk about the same time as a person with a stroller. The timing needs to recognize the demographics and should be considered.

Commissioner Overman moved to draft and send the letter to the FHWA commenting on the MUTCD update; Seconded by Commissioner Kemp.

Commissioner Cohen: If we take action, a copy of the letter should be given to all members of the TPO Board. If they so choose, each member should send a letter. Some of what is in the MUTCD Update is “stupid” based on what we have learned over the years to make things safer.

Commissioner Kemp: Expressed that the TPO Board is lucky to have Ms. Flores and for the presentation. This topic has enormous impact on the most important issues. Science and data are not being used. Appreciated this being brought forward.

Mayor Ross: Talking about a manual for Unified Traffic Control. Part of the objections do not allow for local flexibility and some are out of not making enough requirements. Difficult to take both positions.

Commissioner Cohen called for the vote on the motion made. Roll-call vote, motion carries 14 – 0.

D. Annual Certification of TPO (Johnny Wong, TPO Staff)

- MPOs are established and funded by federal and state laws and rules.
- Federal government evaluates compliance every four years and public meeting is held. Done in January 2021
- TPO’s planning process must be certified in between major review events and concludes with a Joint TPO/FDOT Certification statement and summary of notable Achievements, recommendations, and correction actions.
- Notable Achievements
  - Data & Analytics Platform
  - Vision Zero Speed Management Action Plan – Transportation Planning Project of the Year
  - Regional Long Range Transportation Plan – across eight counties and two FDOT Districts
  - CAC Race Equity Resolution
- Recommendations
  - Evaluate website for ADA compliance.
  - Save current versions of UPWP only on the website to avoid confusion.
  - Advocate for partially funded projects.
- Corrective Actions – None

Presentation: MPO/FDOT Joint Certification 2020

Request support for re-certification of the TPO and authorization for the TPO Chairman to sign the Joint Certification Statement.
Discussion: None

Commissioner Cohen: Has a copy of the Joint Certification Statement

Commissioner Kemp moved for approval; Seconded by Commissioner Overman. Roll-call vote, motion carries 13 – 0 with 1 Non-Vote.

E. Unified Planning Work Program UPWP Annual Review and Amendment (Jamal Wise and Allison Yeh, TPO Staff)

- Currently in Fiscal Year (FY) 21 which runs from July 1, 2020 through June 30, 2021.
- Currently adopted UPWP is being amended to reflect adjustments in the TPO’s grant from Federal Highway Administration (FHWA).
- **FY 21**
  - Task 2 (Systems Planning) increase by $102,500.
  - Task 1 (Management) decrease by $65,511.
  - Task 3 (Long Range Transportation Plan & data) decrease by $36,989.
  - PL grant trued up by $2, from $1,371,098 to $1,371,096.
- **FY 22**
  - Task 1 (Management) add unused PL grant funds remaining from FY20: $23,021.
  - Task 2 (Systems Planning) add unused SU grant funds remaining from FY 20: $158; add increased CTD grant funds based on actual grant award: $2,081.
- Current Status of Planning Studied, Part II: Discretionary Projects – 4 In Progress, 5 Pending.
- Planning Studies: Staff Recommendations
  - Continue with studies approved by TPO Board in May 2020.
  - Proceed with lower-cost requests using savings from Year 1 studies.
  - Consider other requests in FY 23 & FY24 UPWP next year.
- Disadvantaged Business Enterprises
  - TPO supports FDOT goal of 11%, current utilization is 12%.
  - DBE-support projects – 3 to be completed in latter half of 2021, 2 completed.

Recommend the approval of the UPWP Amendment and the included resolutions to implement it.

Presentation: UPWP Amendment FY 21 May

Discussion:

Commissioner Cohen reminds everyone of the time.

Commissioner Kemp: Asked for clarification on a number.

Commissioner Kemp moved for approval; Seconded by Commissioner Myers. Roll-call vote, motion carries 13 – 0 with 1 Non-Vote.

VI. EXECUTIVE DIRECTOR’S REPORT
A. Thanked members for the discussions of the group; presentation slides are posted on the website under the meeting calendar; will send your staff the language for the letter re: MUTCD; quarterly report is proved in the email to the board members.

B. Regional meeting of what is becoming the Sun Coast Transportation Alliance is June 25, 2021 at 9:30 AM. Will be having two meetings: TMA at 9:30 A – Commissioners Kemp, Overman and Councilmen Dingfelder with Mr. Klug and Ms. Evans as alternates; a meeting of the Chairs of the MPOs over lunch at 11 – 11:30 A, everyone is welcome to stay; first hybrid meeting at the regional level. At Lakewood Ranch Town Hall.

C. American Rescue Plan funding, $2 billion for transportation out of $10 billion sent to Florida, District 7 has been working very hard to position for the funding, hopeful that the Downtown Interchange safety improvements will be part of the package. December funding in the COVID Response and Relief Supplemental Act, provided $500 mil to FDOT for transportation projects, $90 mil set aside for MPOs, possibly $7 mil coming to Hillsborough, would be available in FY 23, preliminary suggestion that it go to the Bush Blvd Safety Improvement.

VII. OLD BUSINESS & NEW BUSINESS

A. Commissioner Overman reminded the members that the comment period for the MUTCD update closes on May 14, 2021.

VIII. ADJOURNMENT Meeting adjourned at 12:03 PM.
Summary of Committee Reports – May 2021

- Transportation Improvement Program (TIP) Amendment for the Downtown Interchange
  - Reviewed by Technical Advisory Committee, Citizens Advisory Committee
  - Chairman Roberts reviewed the Citizens Advisory Committee’s discussion about the amendment
  - Technical Advisory Committee had questions then approved the amendment

- The Livable Roadways Committee requested a letter on the Manual for Traffic Control Devices
  - The committee was briefed about the Federal Highway Administration’s suggested changes
  - Members were concerned the update doesn’t do enough to improve safety
  - The committee requested the TPO send a letter of comment
  - There is a draft letter on the agenda for consideration today

- Annual certification of the TPO
  - Reviewed by Technical Advisory Committee, Citizen’s Advisory Committee
  - Both committees recommended your approval

- Update of the Unified Planning Work Program
  - The committees previously discussed planning studies they would like the TPO to consider doing
  - The Board will be briefed about their request during that action item on the agenda
  - In particular, the Technical Advisory Committee took action last month to ask that the TPO assist the USF College of Public Health and Hillsborough Environmental Protection Commission in estimating a grass roots air quality monitoring network

- Additional items voted on:
  - Technical Advisory Committee and Citizens Advisory Committee reviewed the Public Participation Plan which will come to you for consideration next month
  - Technical Advisory Committee
    - Reviewed a list of regional priorities for the Transportation Regional Incentive Program grant funding that looks at projects throughout West Central Florida
    - Supported a list which will be integrated into overall list of Transportation Improvement Projects for consideration in June
  - Transportation Disadvantaged Coordinating Board:
    - Reviewed and approved a couple of coordination contracts
    - Reviewed grievance procedures
    - Reviewed annual rates that the Sunshine Line charges its customers
Emails

- Dr. Govindan Parayil: Thanked Beth Alden for her participation in the 2021 Global Conference on Sustainability & Resiliency During the Pandemic
- Sam Owens: Displeased about worsening road conditions; wanted to make the Board aware of the consequences of Stacy White’s decision regarding the All for Transportation tax
- Jeff Horwath: Requested the TPO’s 2021 wall calendar
- Julie Scanlon and Peter Hsu: Provided feedback for the Citizens Advisory Committee re: signal timing at US 301 & Gibsonton Dr.; visual observation found unusually long wait times
- Mauricio Rosas: We must have reliable bus connections to appeal to the white-collar and blue-collar sectors, and we must remove the mindset that buses are for the elderly, disabled, and low-income persons.
- Jennifer King: Concerned because there is no school zone on US 41 by Lutz K-8 that limits traffic to 20 mph during school drop off and dismissal.
- Jane from the Safety Harbor Chamber of Commerce: requested more regional multi use trails maps
- Ali Ankudowich: really impressed with steps taken in the TPO’s equity planning and process for the Nondiscrimination Plan update
- Legislative aide David Yunk: asked for support to help an artist paint a safety crossing mural in front of Caminiti Exceptional School
- Lena Young: “We in Tampa Heights, are joining Vision Zero in advocating for sidewalks in the City of Tampa’
- Scott Clark, Director of the Sunshine Line: “Joshua and Allison have been doing an outstanding job providing proactive support, insightfulness, and care working with Sunshine Line staff.”
- Eva Dyer: Thanked Beth Alden for speaking to their Leadership Hillsborough class
- FM: Stated that the South Selmon study was not a Vision Zero project
Hillsborough TPO
Transportation Planning Organization

Social Media

• Facebook
  o 4/14/21
    Tampa Hillsborough Expressway Authority (re: highlights from its 4/14/21 Board presentation on the Selmon Extension):
    “Thank you”

  o 4/15/21
    Andrew Guilbert (re: the grand opening of the Selmon Extension):
    “How is a toll road innovation?”

  o 4/21/21
    National Safety Council (re: Distracted Driving Awareness Month):
    “Thank you for the help to Keep Each Other Safe during Distracted Driving Awareness Month”

  o 5/11/21
    Rick Fernandez:
    “This comment is directed to Item VI B of the May 12, 2021 TPO Agenda (TIP Amendment related to the DTI). I respectfully request that the TPO Board reject the proposed amendment.

      FDOT seeks funding approval to acquire 7 land parcels along the north and east borders of the DTI, in the area of VM Ybor. The goal is to expand the footprint of the DTI. This action will adversely impact a community of concern and work in contravention of our recently passed Race Equity Resolution.

      Many of you have promised never to approve a project expanding the interstate footprint, displacing people and homes. This project does all three. Keep your promises.”

• Twitter
  o 4/19
    Miami City Man (re: the Selmon Extension opening):
    “Who wants to bet that neither the author nor ‘Joe Waggoner’ live anywhere near this monstrosity?”

This concludes my report. Ms. Alden will give a quick report on the Policy Committee meeting that just occurred.