



# Hillsborough TPO Transportation Planning Organization

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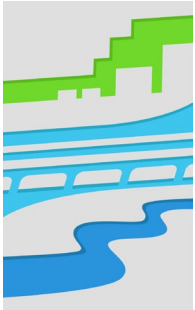
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Executive Director



**Plan Hillsborough**

[planhillsborough.org](http://planhillsborough.org)  
[planner@plancom.org](mailto:planner@plancom.org)  
813 - 272 - 5940  
601 E Kennedy Blvd  
18<sup>th</sup> Floor  
Tampa, FL, 33602

## Meeting of the Livable Roadways Committee

Wednesday, April 17, 2024, 9:00 a.m. – 11:00 a.m.

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

Please RSVP [here](#) for this meeting.

Microsoft Teams meeting:

[Click here to join the meeting](#)

Meeting ID: 240 236 556 737

Passcode: PXNzHe

**Or call in (audio only)** 1-813-498-2121

Phone Conference ID: 619 060 598#

- Presentations, full agenda packet, and supplemental materials [posted here](#), or phone us at 813-756-0371 for a printed copy.
- Please mute yourself after joining the meeting to minimize background noise.
- Technical support during the meeting: Mike Rempfer at (813) 793-2348 or [RempferM@plancom.org](mailto:RempferM@plancom.org).

### Rules of engagement:

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

## Agenda

- I. **Call to Order & Pledge of Allegiance**
- II. **Roll Call and Declaration of Quorum** (Gail Reese, TPO Staff)
- III. **Public Comment – 3 minutes per speaker, for a maximum of 30 minutes.**  
*Public comments are welcome and may be given during this hybrid meeting by logging into the website above and clicking the “raise hand” button. Comments may also be provided before the start of the meeting by e-mail to [silval@plancom.org](mailto:silval@plancom.org). Written comments will be read into the record, if brief, and provided in full to the committee members.*
- IV. **Approval of Minutes: March 27, 2024**
- V. **Status Reports**
  - A. **Congestion Relief Countermeasures on Limited Access Facilities and Arterials**  
(Alice Price, Atkins)
  - B. **HART Tampa Arterial Bus Rapid Transit (BRT) and Circulator Project Update** (Justin Willits/Jesus Peraza Garcia, HART)

C. Community Air Monitoring Network  
(Lizzie Baker, Planning Commission)

**VI. Old Business and New Business**

**VII. Adjournment**

**VIII. Addendum**

- A. FDOT Project Factsheet US301 from Balm and Whitt Road
- B. FDOT Project Factsheet US301 & Symmes Road Intersection Improvements
- C. Hillsborough County BOCC Priority Letter
- D. Freight Priorities Program Project Application SR60
- E. Freight Priorities Program Project Application I4 Parking
- F. Freight Priorities Program Project Application US41
- G. Federal Courts Strike Down FHWA's Greenhouse Gas Emissions Rule
- H. Community Health Assessment Survey
- I. E-Bikes and E-Scooter Rules Change

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

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Se recomienda a las personas que necesiten servicios de interpretación o adaptaciones por una discapacidad para participar en esta reunión, o ayuda para leer o interpretar los temas de esta agenda, sin costo alguno, que se pongan en contacto con Connor MacDonald, (813) 582-7351 o [macdonaldc@plancom.org](mailto:macdonaldc@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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*proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.*

**HILLSBOROUGH COUNTY  
TRANSPORTATION PLANNING ORGANIZATION  
LIVABLE ROADWAYS COMMITTEE (LRC)  
HYBRID MEETING OF MARCH 27, 2024**

**I. Call to Order and Roll Call**

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

**Members In Attendance:** Councilmember Lynn Hurtak, Cal Hardie, Samantha Flores, Kevin O’Hare, David Hey, Christian Leon, Larry Josephson, Karen Kress, Rebecca Hessinger, Omar Peerzada, Jason Jackman, Nicole Dufva, Glorimar Belangia, Sarah Templeman, Catherine Coyle, Gus Ignas

**Members Absent/Excused:** Yeneka Mills, Oona Johnson, Arizona Jenkins, Chris Thompson

**Other Attendees:** Lisa Silva, Michael Rempfer, Amber Simmons, Sarah Caper, Vishaka Shiva Raman, Wade Reynolds, Johnny Wong, Connor Trejos-MacDonald, Beneeta Jose, Ben Gordon, Gail Reese (TPO Staff); Suzanne Ziegler (FDOT)

**An in-person quorum was met.**

**II. Public Comment** (3 minutes per speaker) (*Timestamp 0:02:16*) – None

**III. Approval of Minutes** (*Timestamp 0:02:29*) – February 21, 2024.

**Kevin O’Hare moved to approve the minutes of February 21, 2024, seconded by Gus Ignas; the motion passed by voice vote.**

**IV. Status Reports**

**A. Preliminary Draft of FY 25-26 UPWP** (Amber Simmons, TPO Staff;) (*Timestamp 0:02:46*)

- Review of what the UPWP is
- Went over the contents of the UPWP
- Looked at the budget
- Went over the schedule and milestones
- Reviewed the Summary of the FY23 & 24 projects
- Looked at the critical path projects for FY 25 & 26
- Looked at the requests for planning and analysis

**Discussion:**



It was asked if there is allocated funding for the upcoming HART comprehensive operation analysis. Transit projects are being looked at but nothing has been funded at this time. It was asked if any grants are being targeted for the next two years. There are EPA (\$388 K) and Safe Streets for All (\$2 mil) grants that have been awarded but are not reflected. Looking at others as well.

**B. Multimodal Counts Report** (Gena Torres, TPO Staff) *(Timestamp 0:14:08)*

- Went over traditional counts vs. multimodal counts
- Looked at the High Injury Network corridors
- Showed the count locations, cameras used, and how they were mounted
- Reviewed the post-collection processing
- Went over the initial results – most users on foot and most users on bikes
- Went over analysis recommendations and the questions that came out of the data collection

**Discussion:**

It was asked if the 24-hour time frames were over multiple days or a single interval. It was over single 24-hour intervals. It was asked if any trends were noted for hours of heavier non-motorized activity. That would have to be pulled with analysis. It was noted that Westshore has done studies on when there is increased non-motorized activity and built projects around those and will go back after the projects to check for improvements. There has been a lot of support for these counts and repeating these along with adding additional locations off of the HIN. It was asked if there is access to data from the companies that handle the bike and scooter rentals. It was suggested that figure out a way to give GPS trackers to non-motorized commuters. There was a suggestion put out that an app might be beneficial for non-motorized commuters. It was asked if schools were included in the counts. That will have to be looked at. Councilmember Hurtak recommended that it be promoted to use Strava for a month and then put people who track into a pool for a drawing. It was noted that there is a state-wide program that all this data can be put into. There is an FDOT partnership with CUTR with Love Your Ride. It was recommended that people counts need to be increased. It was noted that the HIN is already known to have crashes and asked if these counts would be better off at different locations. It was brought up that these counts should be done as the changes occur with people moving around. THEA has applied for the Saving Lives with Technology grants. It involves installing cameras along the expressway and looking at vulnerable users. The cameras will be monitoring ramps and other intersections by the expressway. Hillsborough County received thirty million dollars in grants and is looking at projects now. There may be some areas for transportation. It was suggested that the next round focus on the low-stress network to further show where people are traveling. There was further discussion about incentivizing people to utilize the bike boulevards. The TPO now has a website for all the traffic counts. There was additional discussion regarding what other cities are doing regarding handling bike/ped traffic and counts. It was offered to collaborate with Hillsborough County on the counts. There was a discussion regarding what the schools are doing for counts. It was asked if it would be appropriate to bring all the agencies and groups doing the counts together to coordinate all the counts being done. A high-level plan to do this was started.

**V. Old Business & New Business** *(Timestamp: 0:54:55)*

- A. Next meeting is on April 17, 2024
- B. Inaugural Slow Roll Bike Ride – University Area on March 28<sup>th</sup>. Talked about the partners and where the event is going to go.
- C. Letter of Support for Florida Gulf Coast Trail – one of the committee members wrote their own letter to support the Florida Gulf Coast Trail
- D. Saturday is the last hosted bike ride in Westshore to show people how to get around the area
- E. Councilmember Hurtak relayed that the City of Tampa received funding for 4 segments of the GreenARTery.
- F. There was a question about pedestrian overpasses being mentioned in letters regarding the Amtrak corridors in Florida. It was noted that Amtrak spoke at the March TPO Board meeting. There was discussion about what other states do with Amtrak in subsidizing routes and that Florida doesn't do that. Councilperson Hurtak noted that the TPO Board seems open to further discussions. It was noted that Brightline is also being pursued to speak to the Board as well.
- G. There was a discussion about the benefits and challenges of taking transit around the county. You can park bikes at the airport.
- H. It was requested that a micromobility update be provided with the new contracts.
- I. Cal Hardie is resigning from the City of Tampa effective April 12, 2024
- J. Thanks were given to Kevin O'Hare for the LinkedIn posts about alternative transportation and commuting. There were two other people noted that also do a lot of writing about transportation in Hillsborough County.

**VI. Adjournment** Meeting adjourned at 10:11 AM

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



# Hillsborough TPO Transportation Planning Organization

## Board & Committee Agenda Item

### **Agenda Item:**

Congestion Relief Countermeasures on Limited Access Facilities and Arterials

### **Presenter:**

Alice Price, FDOT Staff

### **Summary:**

As the Tampa Bay region continues to grow, traffic congestion is becoming a significant concern due to an increase in population, employment, and economic activities. The Florida Department of Transportation (FDOT) and transportation partners are continuously looking for innovative solutions for reducing congestion and improving travel time reliability. The Tampa Bay Smart Cities Alliance is a collaboration of state and local government agencies committed to using technological advancements for managing congestion throughout our transportation network.

FDOT staff will present some potential Intelligent Transportation System (ITS) countermeasure strategies to harness the power of connectivity, data analytics, and intelligent infrastructure to deliver transportation solutions, ensuring safer and more efficient road networks in the Tampa Bay region.

The following [video](#) will give a better understanding of the FDOT Pilot project – Smart Corridor Phase I. The project defined the basic concepts of a smart corridor, and provided details on the technologies that constitute a smart corridor and how these could be integrated to form a comprehensive solution for the corridor.



### **Recommended Action:**

None, for information only.

### **Prepared By:**

Vishaka Shiva Raman, TPO Staff

### **Attachments:**

[Presentation](#)

Plan Hillsborough  
[planhillsborough.org](http://planhillsborough.org)  
[planner@plancom.org](mailto:planner@plancom.org)  
813 - 272 - 5940  
601 E Kennedy Blvd  
18<sup>th</sup> floor  
Tampa, FL, 33602



# Hillsborough TPO Transportation Planning Organization

## Board & Committee Agenda Item

### Agenda Item

HART Tampa Arterial Bus Rapid Transit (BRT) and Circulator Project Update

### Presenter

Justin Willits /Jesús Peraza García, HART

### Summary

This presentation will provide an update on the proposed Bus Rapid Transit (BRT) Project connecting the University of South Florida area to downtown Tampa. The BRT Project aims to operate at an improved frequency with marginal increases to operating costs, while also providing reliable and reduced travel times for users. The presentation will also include a conversation on the Rubber Tire Circulator as an interim transit solution preceding the City of Tampa's Streetcar Extension.

### Recommended Action

None, for information only.

### Prepared By

Wally Gallart, TPO Staff

### Attachments

[Presentation](#)



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# Hillsborough TPO Transportation Planning Organization

## Board & Committee Agenda Item

### **Agenda Item:**

Community Air Monitoring Network

### **Presenter:**

Lizzie Baker, Planning Commission

### **Summary:**

The Community Air Monitoring Network is a partnership among the Hillsborough TPO, University of South Florida's College of Public Health, the Environmental Protection Commission of Hillsborough County, and numerous community-based entities and which builds upon efforts from the Low-Coast Air Quality Monitoring Pilot Study (2021-2023).

The project is funded by federal discretionary grants from the Federal Highway Administration (FHWA) and US Environmental Protection Agency (USEPA), which provide funding through March 2026. As part of this effort, air quality in underserved communities along I-275, I-4, and I-75 is being studied using low-cost air quality monitors and the data collected will then be analyzed by subject matter experts at USF.

The results of the data analysis will be communicated to interested parties by way of community capacity building efforts. Building on seven community air monitoring sites established during the pilot study, an additional 20-25 sites will be established in a phased effort from now through March 2026. The TPO is currently leading the site selection process to identify the next phase of future community air monitoring sites and is working on early community-building activities. TPO staff will provide an update on the project, its current status, and upcoming steps.

### **Recommended Action:**

None. For information only.

### **Prepared By:**

Lizzie Baker, Planning Commission

### **Attachments:**

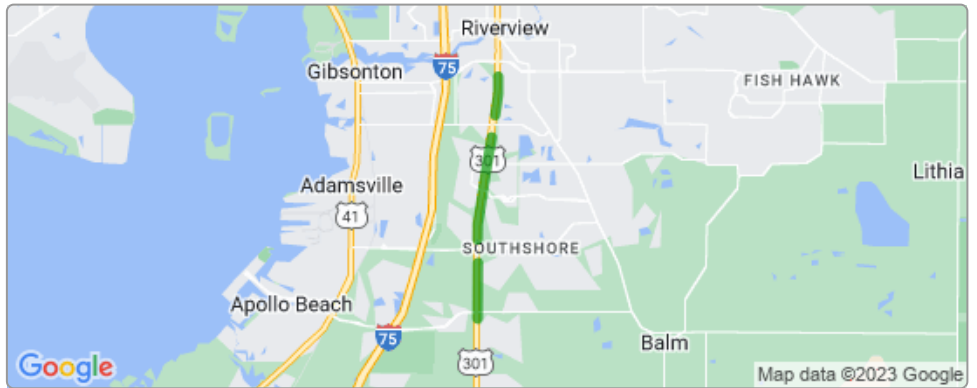
None.



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US 301/SR 43 from S. of Balm Rd./Paseo Al Mar Blvd. to S. of Whitt Rd. 445936-1-52-01

Project Details	
<b>Work Type</b>	Resurfacing, Traffic Signals, and Signing/Pavement Markings. Also included are associated drainage, ADA, and safety improvements.
<b>Phase</b>	Design
<b>Limits</b>	From south of Balm Rd./Paseo Al Mar Blvd. to south of Whitt Rd.
<b>Length</b>	4.771 Miles
<b>City</b>	Riverview
<b>County</b>	Hillsborough
<b>Road</b>	US 301
<b>Design Cost</b>	\$1.48M



**About**

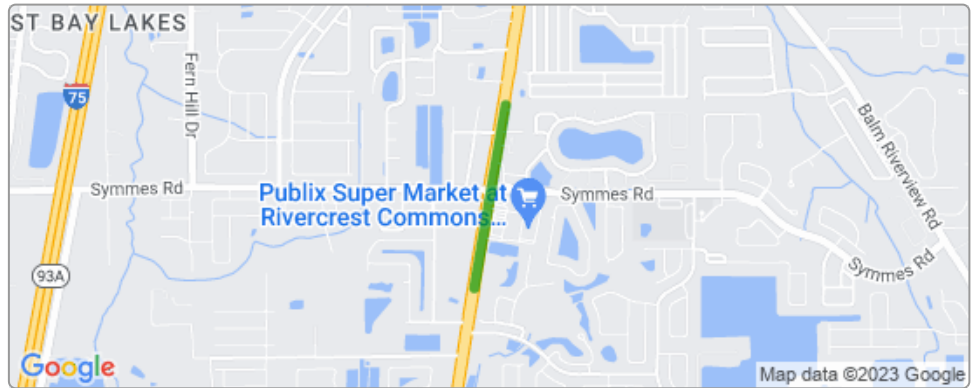
The purpose of this RRR project is to preserve and extend the life of the existing pavement through milling and resurfacing. The work also includes minor drainage improvements, bringing ADA features into conformance with current standards, and perform general safety modification work.

Construction is currently anticipated to begin in Summer 2024.

Contact Information	
<b>Design Manager</b>	Eyra Cash, P.E. (813) 975-6164 Eyra.Cash@dot.state.fl.us
<b>Media Contact</b>	Kris Carson (813) 975-6060 Kristen.Carson@dot.state.fl.us

## US 301/SR 43 Intersection Improvements at Symmes Road 445392-1-52-01

Project Details	
<b>Work Type</b>	Rigid Pavement Reconstruction, Traffic Signals, and Signing/Pavement Markings. Associated drainage, ADA, and safety improvements.
<b>Phase</b>	Design
<b>Limits</b>	Intersection of US 301/Symmes Rd, extending along US 301 from one quarter-mile south of Symmes Rd to one quarter-mile north of Symmes Rd
<b>Length</b>	.530 Miles
<b>City</b>	Riverview
<b>County</b>	Hillsborough
<b>Road</b>	US 301
<b>Design Cost</b>	\$482000



### About

The purpose of this project is to reconstruct the intersection of US301 at Symmes Rd. with rigid pavement to provide a sustainable pavement with a longer service life. The work also includes minor drainage improvements, bringing ADA features into conformance with current standards, and perform general safety modification work.

Construction is currently anticipated to begin in Summer 2024.

### Contact Information

#### Design Manager

Eyra Cash, P.E.  
 (813) 975-6164  
 Eyra.Cash@dot.state.fl.us

#### Media Contact

Kris Carson  
 (813) 975-6060  
 Kristen.Carson@dot.state.fl.us



**Hillsborough**  
**County Florida**

**COMMUNITY AND INFRASTRUCTURE PLANNING**

PO Box 1110, Tampa, FL 33601-1110

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Christine M. Beck

**COUNTY INTERNAL AUDITOR**

Peggy Caskey

**DEPUTY COUNTY ADMINISTRATOR**

Gregory S. Horwedel

March 28, 2024

Johnny KA Wong, PhD, Executive Director  
Hillsborough County Transportation Planning Organization  
PO Box 1110  
Tampa, Florida 33601

RE: Hillsborough County BOCC Priority

Dear Dr. Wong:

The Board of County Commissioners on their March 06, 2024, listened to a presentation on the potential Urban Service Area expansion by Melissa Zornitta, Executive Director of Planning Commission and Adam Gormly, Director Development Services. It was followed by a robust Board discussion on options presented. The Board decided to move forward to expand the urban service area for the Balm/Riverview and Wimauma Village Residential/WVR2 now and asked staff to do additional study on Expansion Areas for the Interstate 4 (Corridor)/Plant City and Little Manatee South (U.S. Highway 41) areas and bring back to the Board information including infrastructure needs and possible funding options.

The Board also moved to transmit correspondence to the Transportation Planning Organization (TPO) Board informing it of the possible expansion of the urban service area consistent with the recommendations made at the meeting and further, request the TPO Board to prioritize road and infrastructure projects in the proposed expanded urban service area sections over all other road projects in the County, this includes road widening, road paving, road repair, and infrastructure improvements in the newly established urban service area. If you or your staff have any questions, please contact me at (813) 276-8428. We are ready to assist you and our partners on advancing these projects.

Sincerely,

*John Patrick*  
John Patrick,

3/28/24

Division Director, Community and Infrastructure Planning



cc: Commissioner Gwen Myers, Chair TPO Board  
Mayor Andrew Ross, Chair TPO Policy Committee  
Board of County Commissioners  
Bonnie M. Wise, County Administrator  
Gregory S. Horwedel, Deputy County Administrator  
Melissa Zornitta, Executive Director, Planning Commission  
Kimberly Byer, Assistant County Administrator, Public Works Administration

## General Information

- 1a. Project Name: SR 60/Adamo Drive From W of 45th St to W of Yeoman St  
FDOT Contact Information: FDOT District: 7, FDOT District Freight Coordinator (DFC): Mike Brown
- 2a. Facility Name: SR 60
- 3a. Project Category: State Highway System Roadway
- 4a. Are any other MPOs Involved in the project? No
- 5a. Which counties are involved in the project? Hillsborough
- 6a. Are there any private partners involved in the project? No
- 7a. Is this a District Freight Coordinator Priority Project? Yes
- Project Application Review Result:  
Review Comments:

## State Highway System Information

1s. Project Type:	New Bridge Construction, Management and Operation
2s. Provide a brief description of the project:	Provide grade separation between SR 60 and CSX Rail
3s. Describe the project rationale:	Up to 15 trains/day traverse Adamo Drive at this location. The proximity to the Port of Tampa and CSX Intermodal Yard necessitate frequent crossings of the State Highway at this location and frequently cause congestion for motorists and freight operators.
4s. What is the FM Number(s)?	450768-1
5s. What is the FDOT Roadway ID(s)?	10110000
6s. What is the direction of the project?	East-West
7s. What is the extent of the project? (Milepost)	From: 1.590 To: 2.740
8s. What is the extent of the project? (Intersected Roadway)	From: W of 45th To: W of Yeoman
9s. What is the existing truck activity at the project location?	2263 AADT (Trucks)
10s. Define the requested action:	Fund Construction of \$67,500,000 Grade Separation for Adamo Drive/SR60 and CSX Railroad
11s. What funding programs is the project eligible for?	NHFP, SIS, STBG, SHIP
12s. Upload a map showing the location of the project:	Filename: SR60 Map.jpg See Step 2 for file download link
13s. Select PD&E status and please provide reference documentation and accompanying information:	See below
PD&E Phase Status:	Completed
URL/Link:	<a href="https://www.fdotd7studies.com/projects/sr60-50th-to-falkenburg/">https://www.fdotd7studies.com/projects/sr60-50th-to-falkenburg/</a>
Page Number:	1
Project Number:	405525-1-22-01
Work Program:	2005
Year:	2005
Amount:	\$0.00

Project Schedule and Funding Status in the FDOT 5-Year Work Program (Costs Shown in \$Millions)

Phase	2025	2026	2027	2028	2029	2nd 5-Year Cost	Unfunded Cost	Status
PD&E	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	Completed
P.E.	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	N/A
ROW Support	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	N/A
ROW Land	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	N/A
Construction	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	N/A
CEI	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	N/A
Environmental	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	N/A
Other (1)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	N/A
Other (2)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	N/A
Total	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	

14s. Provide URL(s)/Reference(s) to Work Program including page number(s) and project reference number(s) (FM Number):

See below

URL/Link:

[https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/d7wpp/d7\\_tentative\\_work\\_program\\_fy\\_2024-2028\\_11-29-22.pdf?sfvrsn=1025d91c\\_2](https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/d7wpp/d7_tentative_work_program_fy_2024-2028_11-29-22.pdf?sfvrsn=1025d91c_2)

Page Number:

61

Project Reference Number:

450768-1

## Project Screening

- |  |  |
|--|--|
| 1c. Is the project identified as a freight priority by the MPO and its partners (e.g., municipalities, seaports, airports, railroads)? | Yes  |
| How was this priority determined and by which entity?  | FDOT District 7  |
| 2c. Identify the plan(s) (e.g., freight plan, LRTP, TIP, CIP, master plan) documenting the project and provide specific reference(s):  | No Plan Reference Documents Identified   |
| 3c. Identify project matching fund(s) sources (e.g., local):   | No Matching Funds Identified   |
| 4c. Is the project on a priority freight network?  | Yes  |
| Regional Freight Network (RFN) URL/Link and Page Number:   | URL/Link:<br><a href="https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/systems/programs/mspi/pdf/sis-atlas.pdf?sfvrsn=4ecf90b5_4">https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/systems/programs/mspi/pdf/sis-atlas.pdf?sfvrsn=4ecf90b5_4</a><br>, Page Number: 28            |
| Other Network Name:  | URL/Link:<br>State Highway System  |
| 5c. Identify the Florida Transportation Plan (FTP) goal(s) supported by the project (select all that apply):                           | 1: Safety and security for residents, visitors, and businesses<br>2: Agile, resilient, and quality transportation infrastructure<br>3: Connected, efficient, and reliable mobility for people and freight<br>5: Transportation solutions that strengthen Florida's economy<br>6: Transportation systems that enhance Florida's communities |
| 6c. Provide a brief statement explaining how the project supports the FTP:   | SR 60 is a major freight corridor immediately adjacent to the Port of Tampa. The subject rail line is a heavily traveled CSX line serving both the Port and the CSX Intermodal center with approximately 15 trains/day.  |

## General Information

- 1a. Project Name: I-4 TRUCK PARKING FACILITY
- FDOT Contact Information: FDOT District: 7, FDOT District Freight Coordinator (DFC): Mike Brown
- 2a. Facility Name: I-4 TRUCK PARKING FACILITY
- 3a. Project Category: Truck Parking
- 4a. Are any other MPOs Involved in the project? No
- 5a. Which counties are involved in the project? Hillsborough
- 6a. Are there any private partners involved in the project? No
- 7a. Is this a District Freight Coordinator Priority Project? Yes
- Project Application Review Result:
- Review Comments:



## Off-System Information

- 1n. Project Type: Trucking Parking
- 2n. Provide a brief description of the project: Project Number: 448698 1  
The New West Central Florida I-4 Truck Parking Facility will play a vital role in strengthening America's supply chain and Florida's weather-related resiliency. The project will be constructed in West Central Florida along the heavily used I-4 corridor that connects the East and West coasts of Florida, from Tampa to Daytona Beach.
- 3n. Describe the project rationale: The entire I-4 corridor from Tampa to Daytona Beach only has 90 public truck parking spaces. This project will more than double that amount by adding 120 truck parking spaces. Truck parking is consistently one of the highest-rated issues according to the American Transportation Research Institute with it ranking first according to Commercial Vehicle Operators in 2021. According to the Owner Operators and Independent Drivers Association, truck drivers spend on average 56 minutes a day searching for a truck parking spot.
- 4n. What is the extent of the project? (Milepost, grade crossing or area) The project will be constructed in West Central Florida, between Plant City and Lakeland, along the heavily used I-4 corridor, that connects the East and West coasts of Florida, from Tampa to Daytona Beach.
- 5n. What is the existing activity at the project location? (e.g. - truck traffic, number of trains, truck parking capacity, site acreage) The area surrounding the I-4 Truck Parking Facility has seen a dramatic increase in the amount of industrial development over the last 5 years. It currently has over 15 million square feet of logistics and manufacturing-related uses with an additional 5 million square feet planned or under construction.  
FDOT recently completed the advance acquisition of the 40 acres parcel for this project.
- 6n. What are the costs of the project? See below  
Total Project Costs: \$18,068,274.00  
Unfunded Costs: \$18,068,274.00
- 7n. Define the requested action: Funded PE \$1,312,458 and CST \$16,755,816
- 8n. What funding programs is the project eligible for? NHFP
- 9n. Upload a map showing the location of the project: Filename: TRUCK CONCEPTS\_REDUCED\_v2 4\_4.pdf  
See Step 2 for file download link
- 10n. Does the project include a PD&E? Yes  
Status: Completed  
URL/Link: <https://www.fdot.gov/topics/fdot-work-program/district-7-landing-page>  
Page Number: 42  
Project Number: 448698 1

## Project Screening

<p>1c. Is the project identified as a freight priority by the MPO and its partners (e.g., municipalities, seaports, airports, railroads)?</p> <p>How was this priority determined and by which entity?</p>	<p>Yes</p> <p>Representatives of the Hillsborough County MPO, Polk TPO, FDOT Districts Seven and One, Tampa International Airport, Port Tampa Bay, and the cities of Winter Haven, Tampa, Lakeland and Plant City and others participated as stakeholders in the development of the Hillsborough + Polk Freight Logistics Zone (FLZ) Strategic Plan (Page 14 and Appendix B) and by action of the MPO Board (Policy Committee March 27, 2018, and MPO Board April 3, 2018). Port Tampa Bay, Tampa International Airport, CSX and other local jurisdictions were stakeholders in the development of the plan. The interchange project is identified as a priority in the FLZ Strategic Plan.</p>
<p>2c. Identify the plan(s) (e.g., freight plan, LRTP, TIP, CIP, master plan) documenting the project and provide specific reference(s):</p> <p>Plan 1: Hillsborough TIP</p> <p>Plan 2: Florida Statewide Truck Parking</p> <p>Plan 3: Hillsborough-Polk Freight Logistics Zone Strategic Plan</p> <p>Plan 4: Non Discrimination and Equity Plan</p>	<p>See plan(s) below</p> <p>URL/Link:  <a href="https://planhillsborough.org/wp-content/uploads/2020/06/FINAL-TIP_Signed_v2.pdf">https://planhillsborough.org/wp-content/uploads/2020/06/FINAL-TIP_Signed_v2.pdf</a>                      Page Number: unknown                      Project Number: New</p> <p>URL/Link:  <a href="https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/rail/publications/studies/trucking/florida-statewide-truck-parking-study_final_march-2020.pdf?sfvrsn=98bcb129_4">https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/rail/publications/studies/trucking/florida-statewide-truck-parking-study_final_march-2020.pdf?sfvrsn=98bcb129_4</a>                      Page Number: 22                      Project Number: 2</p> <p>URL/Link:  <a href="http://www.planhillsborough.org/freight-logistics-zone-strategic-plan/">http://www.planhillsborough.org/freight-logistics-zone-strategic-plan/</a>                      Page Number: Page 14 and Appendix B                      Project Number: N/A</p> <p>URL/Link:  <a href="https://planhillsborough.org/wp-content/uploads/2021/08/August2021_Nondiscrimination_Equity_Plan.pdf">https://planhillsborough.org/wp-content/uploads/2021/08/August2021_Nondiscrimination_Equity_Plan.pdf</a>                      Page Number: 13-41, 42                      Project Number: N/A</p>
<p>3c. Identify project matching fund(s) sources (e.g., local):</p> <p>Funding Source 1: N/A</p> <p>Funding Source Total:</p>	<p>See below</p> <p>\$0.00</p> <p>\$0.00</p>



- 4c. Is the project on a priority freight network? Yes
- NHFN URL/Link and Page Number: URL/Link:  
[https://ops.fhwa.dot.gov/freight/infrastructure/ismt/state\\_maps/states/florida.htm](https://ops.fhwa.dot.gov/freight/infrastructure/ismt/state_maps/states/florida.htm)  
 , Page Number: NA
- Regional Freight Network (RFN) URL/Link and Page Number: URL/Link:  
[https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/systems/programs/mspi/pdf/sis-system-mapcd79e565208444168492b237e5d30d89.pdf?sfvrsn=5ffda1fa\\_2](https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/systems/programs/mspi/pdf/sis-system-mapcd79e565208444168492b237e5d30d89.pdf?sfvrsn=5ffda1fa_2)  
 , Page Number: NA
- 5c. Identify the Florida Transportation Plan (FTP) goal(s) supported by the project (select all that apply):
- 1: Safety and security for residents, visitors, and businesses
  - 2: Agile, resilient, and quality transportation infrastructure
  - 3: Connected, efficient, and reliable mobility for people and freight
  - 4: Transportation choices that improve accessibility and equity
  - 6: Transportation systems that enhance Florida's communities
- 6c. Provide a brief statement explaining how the project supports the FTP:
1. Strengthens America's supply chain by providing safe and secure truck parking in an area of high demand so that truckers can meet their hours of service rest requirements.
  2. Strengthens Florida's weather-related resiliency by serving as an emergency-response fuel and supply staging area for the West Central Florida for resiliency efforts in response to natural disasters and other large scale activation events. Rescue vehicles and response teams can be staged at the facility and following the emergency event, Incorporates the Truck Parking Availability System to provide drivers real-time parking information.
  3. Provides 120 bi-directional truck parking spaces at I-4 and County Line Rd in West Central Florida. Currently, the entire I-4 corridor only has 90 public truck parking spots from Tampa to Daytona Beach. The facility will be transformed into a relief supply staging area. Constructs sidewalks to provide safe passage to nearby restaurants and hotels. There are also two truck fueling stations within 1,000 feet of the I-4 Truck Parking facility.
  4. The project is located in a Community of Concern, identified in Hills. TPO's Non-Discrimination and Equity Plan.
  6. Reduces the amount of commercial truck emissions by providing electric hook-ups for utilization during mandatory trucker rest hours.

## General Information

- 1a. Project Name: US 41 at 50 th St. CSX Grade Separated Interchange/Rail Overpass South of Causeway Blvd. and at Causeway Blvd.
- FDOT Contact Information: FDOT District: 7, FDOT District Freight Coordinator (DFC): Mike Brown
- 2a. Facility Name: US 41/SR 45/South 50th Street @ CSX Grade Separation S of Causeway
- 3a. Project Category: State Highway System Roadway
- 4a. Are any other MPOs Involved in the project? No
- 5a. Which counties are involved in the project? Hillsborough
- 6a. Are there any private partners involved in the project? No
- 7a. Is this a District Freight Coordinator Priority Project? Yes
- Project Application Review Result:
- Review Comments:

## State Highway System Information

- |  |   |
|--|---|
| 1s. Project Type:  | Capacity Expansion, Management and Operation  |
| 2s. Provide a brief description of the project:                  | The US 41/SR 45/South 50th Street @ CSX S of Causeway (new bridge construction) includes grade separation improvements at US 41/SR 45/South 50th Street from South of US41B/SR 45/SR 676/Causeway Boulevard to North of Causeway Boulevard in Hillsborough County. The project begins just south of the CSX Railroad Crossing and extends to the north of Causeway Boulevard, a distance of approximately 1.5 miles.  |
| 3s. Describe the project rationale:                              | <p>US 41 and Causeway Boulevard are vital arterial highways which serve the City of Tampa, Hillsborough County and Port Tampa Bay. The project improves mobility and safety along US 41 by:</p> <ul style="list-style-type: none"> <li>• investing in infrastructure and operational improvements that strengthen economic competitiveness, reduce congestion, reduce the cost of freight transportation, improve reliability, and increase productivity;</li> <li>• improving the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas;</li> <li>• improving the efficiency and productivity of the NHFN;</li> </ul> <p>The proposed improvements have been identified in the Hillsborough County Metropolitan Planning Organization (MPO) 2045 Adopted Long Range Transportation Plan under the Hillsborough County Freight Hot Spots. US 41 has also been identified by the MPO as a Regional Freight Mobility Corridor from I-4 to Manatee County Line and is a priority project for the National Highway Freight Program.</p> |
| 4s. What is the FM Number(s)?                                    | 440749-1-52-01  |
| 5s. What is the FDOT Roadway ID(s)?                              | 10060000; 10250000  |
| 6s. What is the direction of the project?                        | N/S   |
| 7s. What is the extent of the project? (Milepost)                | <p>From:<br/>22.775; 2.917</p> <p>To:<br/>23.982; 3.994</p>   |
| 8s. What is the extent of the project? (Intersected Roadway)     | <p>From:<br/>Austin Street</p> <p>To:<br/>23.982; 3.994</p>   |
| 9s. What is the existing truck activity at the project location? | 3500  |
| 10s. Define the requested action:                                | <p>Fund ROW and advance construction funding to 2026; the different amounts in the FDOT tentative Work Program are due to the recently updated latest cost estimates provided directly from the FDOT D7 Freight Coordinator.</p> <p>GIS files have been requested of the FDOT PM Craig FOx but have not been rec'd.</p>   |
| 11s. What funding programs is the project eligible for?          | NHFP  |
| 12s. Upload a map showing the location of the project:           | <p>Filename: US41 CSX Grade Sep PD&amp;E Map.pdf</p> <p>See Step 2 for file download link</p>   |



13s. Select PD&E status and please provide reference documentation and accompanying information: See below

PD&E Phase Status: Completed

URL/Link: <https://www.fdotd7studies.com/projects/sr676-22nd-to-sr45/>

Page Number: N/A

Project Number: 10060-1530 & 10250-1510

Work Program: <https://active.fdotd7studies.com/us41/csx-to-sr676/>

Year: Original 1994, new PD&E to be completed 2022

Amount: \$2,700,000.00

Project Schedule and Funding Status in the FDOT 5-Year Work Program (Costs Shown in \$Millions)

Phase	2025	2026	2027	2028	2029	2nd 5-Year Cost	Unfunded Cost	Status
PD&E	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	Completed
P.E.	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	N/A
ROW Support	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	N/A
ROW Land	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	N/A
Construction	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	N/A
CEI	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	N/A
Environmental	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	N/A
Other (1)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	N/A
Other (2)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	N/A
Total	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	

14s. Provide URL(s)/Reference(s) to Work Program including page number(s) and project reference number(s) (FM Number): See below

URL/Link: <https://www.d7wpph.com>

Page Number: 60

Project Reference Number: 440749-1

## Project Screening

- |  |   |
|--|---|
| <p>1c. Is the project identified as a freight priority by the MPO and its partners (e.g., municipalities, seaports, airports, railroads)?</p> <p>How was this priority determined and by which entity?</p>   | <p>Yes</p> <p>Representatives of the Hillsborough County MPO, Polk TPO, FDOT Districts Seven and One, Tampa International Airport, Port Tampa Bay, and the cities of Winter Haven, Tampa, Lakeland and Plant City and others participated as stakeholders in the development of the Hillsborough + Polk Freight Logistics Zone (FLZ) Strategic Plan (Page 14 and Appendix B) and by action of the MPO Board (Policy Committee March 27, 2018, and MPO Board April 3, 2018). Port Tampa Bay, Tampa International Airport, CSX and other local jurisdictions were stakeholders in the development of the plan. The interchange project is identified as a priority in the FLZ Strategic Plan.</p>   |
| <p>2c. Identify the plan(s) (e.g., freight plan, LRTP, TIP, CIP, master plan) documenting the project and provide specific reference(s):</p> <p>Plan 1: Hillsborough TPO LRTP</p> <p>Plan 2: FY 22/23 Hillsborough TIP</p> <p>Plan 3: Tampa Bay Regional Strategic Freight Plan</p> <p>Plan 4: Hillsborough-Polk Freight Logistics Zone Strategic Plan</p> <p>Plan 5: Non Discrimination and Equity Plan</p> | <p>See plan(s) below</p> <p>URL/Link:<br/> <a href="https://planhillsborough.org/wp-content/uploads/2017/10/LRTP2045-HMPO-ADA.pdf">https://planhillsborough.org/wp-content/uploads/2017/10/LRTP2045-HMPO-ADA.pdf</a><br/>           Page Number: Major Projects pg 58<br/>           Project Number: S-23, 440749-1</p> <p>URL/Link:<br/> <a href="https://planhillsborough.org/wp-content/uploads/2022/09/TIP-FY23-27-9-19-22.pdf">https://planhillsborough.org/wp-content/uploads/2022/09/TIP-FY23-27-9-19-22.pdf</a><br/>           Page Number: Page 54<br/>           Project Number: 440749 1</p> <p>URL/Link:<br/> <a href="https://tampabayfreight.com/wp-content/uploads/TBRGM_AbbContent_FINAL.pdf">https://tampabayfreight.com/wp-content/uploads/TBRGM_AbbContent_FINAL.pdf</a><br/>           Page Number: Page 15-map, US 41/Causeway-High Priority Corridor map, Page 21 List of Priorities #G Page 23 Map of Priority Investments -Grade Separation<br/>           Project Number: N/A</p> <p>URL/Link:<br/> <a href="http://www.planhillsborough.org/freight-logistics-zone-strategic-plan/">http://www.planhillsborough.org/freight-logistics-zone-strategic-plan/</a><br/>           Page Number: Page 14 and Appendix B<br/>           Project Number: N/A</p> <p>URL/Link:<br/> <a href="https://planhillsborough.org/wp-content/uploads/2021/08/August2021_Nondiscrimination_Equity_Plan.pdf">https://planhillsborough.org/wp-content/uploads/2021/08/August2021_Nondiscrimination_Equity_Plan.pdf</a><br/>           Page Number: 13-41, 42<br/>           Project Number: N/A</p> |
| <p>3c. Identify project matching fund(s) sources (e.g., local):</p>  | <p>No Matching Funds Identified</p>   |



- 4c. Is the project on a priority freight network? Yes
- NHFN URL/Link and Page Number: URL/Link: [https://ops.fhwa.dot.gov/freight/infrastructure/ismt/state\\_maps/states/florida.htm](https://ops.fhwa.dot.gov/freight/infrastructure/ismt/state_maps/states/florida.htm), Page Number: N/A
- CUFC URL/Link and Page Number: URL/Link: [https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/content/rail/publications/maps/statewide\\_nhfn\\_4-3-17.pdf](https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/content/rail/publications/maps/statewide_nhfn_4-3-17.pdf), Page Number: N/A
- Regional Freight Network (RFN) URL/Link and Page Number: URL/Link: [https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/systems/programs/mspi/pdf/sis-system-mapcd79e565208444168492b237e5d30d89.pdf?sfvrsn=5ffda1fa\\_2](https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/systems/programs/mspi/pdf/sis-system-mapcd79e565208444168492b237e5d30d89.pdf?sfvrsn=5ffda1fa_2), Page Number: N/A
- 5c. Identify the Florida Transportation Plan (FTP) goal(s) supported by the project (select all that apply):
- 1: Safety and security for residents, visitors, and businesses
  - 3: Connected, efficient, and reliable mobility for people and freight
  - 4: Transportation choices that improve accessibility and equity
  - 5: Transportation solutions that strengthen Florida's economy
- 6c. Provide a brief statement explaining how the project supports the FTP:
1. and 4. In addition, this project will also address multimodal connectivity within the area. Between 2012 and 2016 there were 10 crashes involving bicyclists or pedestrians. These 10 crashes resulted in 3 fatalities, as well as a total of 5 injuries. US 41 and Causeway Boulevard are vital arterial highways which serve the City of Tampa located in Hillsborough County.
4. The project is located in a Community of Concern, identified in Hills. TPO's Non-Discrimination and Equity Plan. The proposed improvements have been identified in the Hillsborough County Metropolitan Planning Organization (MPO) 2040 Adopted Long Range Transportation Plan under the Hillsborough County Freight Hot Spots. US 41 has also been identified by the MPO as a Regional Freight Mobility Corridor from I-4 to Manatee County Line and is a priority project for the National Highway Freight Program.
3. The project will reduce traffic delays associated with the CSX railroad crossing, adequately support the safe movement of truck traffic and freight, and enhance connectivity among bicyclists and pedestrians. The US 41 and Causeway Boulevard intersection experiences traffic delays during the AM and PM peak periods with heavy truck traffic (10%-15% of the daily volume) traversing through the intersection. The presence of CSX railroad crossings to the south and east of the intersection also further contributes to these traffic delays. The CSX railroad crossing located to the south of the intersection causes traffic delays particularly during the AM peak period. This project will address traffic delays associated with the CSX railroad crossing to the south of the US 41 and Causeway Boulevard intersection and will facilitate the safe movement of truck traffic through the project corridor.
5. US 41/CSX Grade Separation is a High Freight Priority for FDOT D7 and Port Tampa Bay.

**From:** Reichert, Mark <[Mark.Reichert@dot.state.fl.us](mailto:Mark.Reichert@dot.state.fl.us)>

**Sent:** Wednesday, April 3, 2024 7:46 AM

**Subject:** FW: Statement from FDOT Secretary Jared W. Perdue, P.E. on Federal Courts in Kentucky and Texas Striking Down USDOT's Unlawful Rule Forcing States to Track Drivers' Tailpipe Emissions

Good morning, Staff Directors. Here's the Department's announcement on the recent GHG rulings.

**From:** FDOT Communications Office <[FDOTCommunicationsOffice@dot.state.fl.us](mailto:FDOTCommunicationsOffice@dot.state.fl.us)>

**Sent:** Tuesday, April 2, 2024 8:02 PM

**Subject:** Statement from FDOT Secretary Jared W. Perdue, P.E. on Federal Courts in Kentucky and Texas Striking Down USDOT's Unlawful Rule Forcing States to Track Drivers' Tailpipe Emissions



## **Florida Department of Transportation**

**RON DESANTIS**  
GOVERNOR

605 Suwannee Street  
Tallahassee, FL 32399-0450

**JARED W. PERDUE, P.E.**  
SECRETARY

**For Immediate Release**

April 2, 2024

**Contact: FDOT Communications Office**

(850) 414-4590 | [FDOTCommunicationsOffice@dot.state.fl.us](mailto:FDOTCommunicationsOffice@dot.state.fl.us)

# **Statement from FDOT Secretary Jared W. Perdue, P.E. on Federal Courts in Kentucky and Texas Striking Down USDOT's Unlawful Rule Forcing States to Track Drivers' Tailpipe Emissions**

Tallahassee, Fla. – Florida Department of Transportation (FDOT) Secretary **Jared W. Perdue, P.E.** issued the following statement following two separate Federal Court decisions that ruled in favor of twenty-two states, including Florida, who sued the federal government to block the implementation of the unlawful greenhouse gas emissions program.

"Florida is glad to see both Texas and Kentucky federal courts rule against federal overreach by striking down USDOT's Rule forcing state DOTs and local partners to allegedly reduce greenhouse gas emissions by way of tracking drivers' tail pipe emissions. We've been clear for over a year that USDOT overstepped its legal authority by promulgating this Rule. Floridians have no desire for the government to track what they drive, where they drive, and how often they drive. Florida will continue

to stand up for our freedoms and ensure Federal Green New Deal initiatives don't impact Floridians.”

The greenhouse gas emissions tracking program, which Congress removed from consideration before voting on and passing the 2021 Infrastructure Investment and Jobs Act (IIJA), was unlawfully implemented by the United States Department of Transportation (USDOT) and the Federal Highway Administration (FHWA), in an attempt to circumvent congressional intent and force states to set arbitrary goals to track tailpipe emissions.

###

[www.fdot.gov](http://www.fdot.gov) | Twitter: [@MyFDOT](https://twitter.com/MyFDOT) | Facebook: [@MyFDOT](https://www.facebook.com/MyFDOT)

*The Florida Department of Transportation's mission is to provide a safe transportation system that ensures the mobility of people and goods, enhances economic prosperity, and preserves the quality of the state's environment and communities. The department is committed to building a transportation system that not only fits the current needs of Florida's residents and visitors, but also enhances mobility throughout the state to accommodate its consistent and rapid growth. The unique nature of the Sunshine State and its year-round warm climate provides numerous opportunities to achieve the department's mission through multiple transportation modes including highways/streets, air, rail, sea, spaceports, transit, and the ever-expanding deployment of bicycle & pedestrian facilities.*



# FLORIDA DEPARTMENT OF HEALTH IN HILLSBOROUGH COUNTY

## COMMUNITY HEALTH ASSESSMENT SURVEY

**We  
Want to  
Know!**

If you live, work, or attend school in Hillsborough County,  
your opinion about our community is needed!



**SCAN THE QR CODE AND SHARE  
YOUR THOUGHTS WITH US.**



DEPARTAMENTO DE SALUD DE LA FLORIDA EN EL CONDADO DE HILLSBOROUGH

# ENCUESTA DE EVALUACION DE LA SALUD DE LA COMUNIDAD



**Queremos  
saber!**

Si usted vive, trabaja, o estudia en el condado de Hillsborough, necesitamos su opinion sobre nuestra comunidad.



Escanee el codigo QR y comparta su opinion con nosotros.

**Florida**  
**HEALTH**  
Hillsborough County

Esta encuesta es voluntaria y anonima.  
Para mayor informacion, por favor llame a nuestro departamento de salud local al 813-307-8071.



# DEPATMAN SANTE NAN FLORID NAN HILLSBOROUGH

## EVALYASYON SANTE KOMINOTÈ

nou  
vle  
konnen

Si w ap viv, travay oswa ale lekòl nan Konte Hillsborough,  
opinyon w sou kominote nou an nesesè!



Analysis kòd la QR ak pataje  
panse ou avèk nou.

# New rules govern Tampa's e-scooters, e-bikes

Riders must park their rental e-vehicles in designated areas or face fines of up to \$5.



MARTHA ASECIO-RHINE | Times (2022)

E-vehicles continue to be a popular way to get around the city, which as of Monday has designated certain drop-off corrals. Violators will be assessed a fee. Riders can earn a reward for returning wayward vehicles.

◀ PREVIOUS IMAGE

Image 2 of 2

**BY OLIVIA GEORGE**  
**Times Staff Writer**



TAMPA — Surely you've seen them dumped on sidewalks, strewn across street corners and littered throughout parks. Maybe you've spotted one nestled on the bed of the Hillsborough River, lobbed from the Riverwalk.

Now, the city of Tampa wants to crack down on haphazardly discarded e-scooters and e-bikes.

As of Monday, riders must park their rented electric vehicles in city-approved designated areas or face a fee of up to \$5.

The fees will be doled out by the individual operating company, according to the city, which currently has three vendors: Lime, Spin and Helbiz.

Docking stations include hundreds of marked corrals, electronic virtual corrals, public bike racks, scooter racks and charging stations across the urban center. Vehicles have software alerting riders where they can and cannot park. The city has also set up an interactive website — at [tinyurl.com/TampaScoot](https://tinyurl.com/TampaScoot) — where residents can request new corral locations.

Riders can also return misplaced scooters and bikes to docking stations and be rewarded a “bounty” by the operating company with a credit to their account. These credits range from 50 cents to \$2.50, according to city officials.

Across the nation, cities have increasingly embraced electric bikes and scooters as a way to lure people from their cars and fill the gap in urban transportation systems. But they have also drawn increasing criticism about the recklessness of some riders who have turned a convenient transit trend into a sidewalk hazard.

Cities such as San Francisco and Miami temporarily banned e-scooters before reintroducing them. In Hoboken, New Jersey, the city hired two officers in 2019 to enforce e-bike and e-scooter safety.

Rental e-scooters have been part of Tampa's urban landscape since 2019 — for many, a welcome addition to the city's barebones public transit offerings. Today, there are 2,177 rentable e-scooters and 291 rentable e-bikes stationed across downtown and the surrounding neighborhoods of Hyde Park, Ybor City, West River and Tampa Heights.

The plan is to expand the program citywide within a few months, city spokesperson Joshua Cascio told the Tampa Bay Times.

Last month alone, roughly 48,000 trips were completed on the rentals, according to city data, totaling 55,000 miles. Roughly 1,500 to 2,000 trips are taken per day.

The rented e-bikes and e-scooters are prohibited on the Riverwalk, the Bayshore Boulevard sidewalk, Armature Works, Hyde Park Village and Seventh Avenue in Ybor City.

The city's foray into the world of electric rentals has not been without speed bumps.

Early on, pedestrians seemed startled by the influx of scooters zipping past at up to 15 mph. Car drivers were not used to sharing the road with the two-wheelers.

Environmental nonprofit Keep Tampa Bay Beautiful has pulled scores of e-scooters from the Hillsborough River, including 32 during a cleanup effort last week, with dozens more presumed to remain below the water's murky surface.

"We'll be monitoring compliance of the vendors," Cascio told the Times. "We understand it may take a few weeks to get acclimated, but we do expect voluntary compliance."

Contact Olivia George at [ogearge@tampabay.com](mailto:ogearge@tampabay.com). Follow [@OliviaCGeorge](https://twitter.com/OliviaCGeorge).