Meeting of the Livable Roadways Committee

Wednesday, September 19, 2018, 9:00 a.m.

I. Call to Order

II. Public Comment - 3 minutes per speaker, please

III. Approval of Minutes – August 15, 2018

IV. Action Items

A. Efficient Transportation Decision Making (ETDM) Review #14345 – US41 at CSX Grade Separation (Allison Yeh, MPO)

V. Status Reports

A. Multimodal Centers Planning (Ming Gao, FDOT)
B. It’s Time Tampa Bay: Committees weigh in; Outreach Progress Report (Lisa Silva, MPO)

VI. Old Business & New Business

A. LRC Next Meeting: October 17, 2018

VII. Adjournment

VIII. Addendum

A. MPO Meeting Summary & Committee Report
B. Streetcar Updates flyer
C. Thanks to Comprehensive Street Design, Vancouver Sows for the Future

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

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I. **CALL TO ORDER**

A quorum being established, Vice Chair Hey called the meeting to order at 9:00 a.m. and the Pledge of Allegiance took place. The meeting was held in the Plan Hillsborough Room on the 18th Floor of the County Center Building.

**Members Present:** Melissa Collazo, Cathy Coyle, June Farrell, Cal Hardie, Sara Hendricks, David Hey, Mark Hudson, Gus Ignas, Jason Jackman, Arizona Jenkins, Karen Kress, Michael Maurino, Anna Quinones, Carlos Ramirez, Neale Stralow, Chris Thompson, Linda Walker, Charles White, Mike Williams

**Others Present:** Lisa Silva – MPO; Sharon Snyder – Planning Commission; Channing Bickford – AECOM; Chris Keller – Tindale Oliver; Michael Vine – USF; Todd Potter, Paula Flores – GPI; Allen Howell – Hillsborough County Public Works; Alex Henry – FDOT; Roger Menendez – Volkert

**PUBLIC COMMENT**

There were no public comments.

II. **APPROVAL OF MINUTES**

Approval of the June 20, 2018 minutes (Maurino - Ignas). The motion passed unanimously.

III. **ACTION ITEMS**

A. **West Tampa Multimodal Plan (Chris Keller, Tindale-Oliver)**

Mr. Keller presented the Walk Bike Plan Phase 6, also known as the West Tampa Multimodal Plan. He explained the purpose of the plan, the study area boundaries, and the safety and mobility enhancements. He also presented the enhancements for Main Street, Columbus Drive and along Howard Avenue and Armenia Avenue; Neighborhood Greenway Opportunities at Gray Street and Beach Street; and the I-275 Greenway Trail Connections. He provided the details of the four alternatives for the Greenway Trail Connections and discussed the next steps.

Discussions ensued regarding the plan for deliveries (contact the businesses along the roadway to make them aware of this issue); if the West Tampa CRA has been involved in the process (yes, Ms. Ogilvie has discussed with them, and Tindale-Oliver plans to meet with them again once the plan is approved); if the reduction in lanes eliminates commercial traffic (no, trucks can navigate through); the elevation issues on the bridge interfere with the roundabout plans (that will be addressed if the roundabout is approved); the new construction at Himes/Gray does not allow for
thruway for bicycles (there is a midblock crossing just north of the intersection); what the speed
limit on Main Street is (25 mph); what the percentage of trips along the reduced lanes on
Columbus is (Mr. Keller didn't have this information at hand); when the RRR is scheduled for
Howard/Armenia (not scheduled but soon); the possibility of combining the bicycle lanes on Cass
with those on Gray Street; the need for improved lighting on Gray Street (lighting is being
improved City wide); if the Riverwalk is part of the trail connection at Columbus; if the need for
space for a bus to navigate the roundabout was considered (the study didn’t go as far as design
but that would be taken into consideration, as well as proper placement of bus stops); if the broken
sidewalks on Columbus Drive will be repaired (yes); how buses can't get their lifts down to the
street level to pick up wheelchairs; and if the City if repaving Willow or Rome (the local agency
program (LAP) project on Rome was put on hold due to other reconstruction projects on Rome
and Cass).

**Motion:** Support for the Plan’s recommendations and forward to the MPO Board for approval
(Kress - Ramirez). The motion passed unanimously

**B. South Coast Trail Connector Feasibility Study (Wade Reynolds)**

Mr. Reynolds presented on the South Coast Greenway Connector Trail Alignment Study, which
is being presented to the Committees this month for editing before being presented to the MPO
Board in September. He described the South Coast Greenway and presented the proposed
routes. Mr. Reynolds reviewed the concept designs and challenges for all three sectors and
presented the construction costs.

Discussions were held regarding if the trail will have any connections east to Hwy 301 (the
connections are further south of this project); if the trail will connect to the Bypass Canal (yes,
Public Works is moving forward with a PD&E Study and it could be connected along the Maydell
Bridge or Adamo); if the trail on US41 will look similar to the trail on Hwy 301 (there would need
to be some vertical separation along US41); and if the County looks at the potential economic
impact a trail could have on the area (not locally but Mr. Reynolds can provide some studies on
the economic impact of trails).

Ms. Silva stated the US41 presentation will be coming to the Committee soon.

**Motion:** Recommend acceptance to MPO Board (Coyle - Farrell). The motion passed
unanimously.

**C. Westshore Transportation Action Plan (Michael Maurino, Westshore Alliance)**

Mr. Maurino, Director of Transportation Planning, presented the Westshore Transportation
Action Plan. He explained the purpose of the action plan and the responsibilities of Westshore
Alliance. He explained the proposed improvement for each of the four modes, broken down by
phase, and how the next steps of the Action Plan are to get the support of this Committee now
and the MPO in September.
Discussions followed regarding what the project is on Hillsborough Avenue (access management) and Ms. Coyle likes the Grady trail.

**Motion:** Approve resolution of support for the Westshore Transportation Action Plan (Coyle - Kress). The motion passed unanimously.

IV. STATUS REPORTS

A. Complete Streets Crash Modification Factors (Stephen Benson, FDOT)

Margaret Kubilins, VHB, presented in place of Mr. Benson. She reviewed the purpose and goals of Complete Streets and presented before and after case studies for Nebraska Avenue and 40th Street. Ms. Kubilins explained the major tool used when predicting corridor improvements is the crash modification factors (CMFs). A crash modification factor (CMF) is a multiplicative factor that indicates the proportion of crashes that would be expected after implementing a countermeasure. A crash reduction factor of less than one is more effective in reducing crashes. She explained the CMF selection is very detailed oriented and requires a lot of detailed reading before it is applied. Ms. Kubilins displayed lists of highly effective countermeasures for all crashes and for bike/pedestrian crashes and explained how they help reduce crashes.

Discussions ensued regarding if project outcomes looked at driver delays (no, just focused on safety); did the study looked at road volumes (no, just focused on safety); did the study look at the number of accidents on the 40th Street roundabouts when figuring Project Outcomes (the number of accidents is captured in totals, but not isolated); and along with parking on both sides of the road, if planting trees along the street’s edge assist with safety (yes, it is listed as vertical obstruction/separation in the level of service analysis).

V. OLD BUSINESS & NEW BUSINESS

A. Next LRC Meeting - September 19, 2018

B. Bay-to-Bay Follow up

As follow up to a public comment from last month, Ms. Silva provided copies of both the City of Tampa and Hillsborough County’s letters regarding Bay-to-Bay. As the MPO is a long-range transportation planning agency, there won’t be a presentation any time soon.

Mr. Ignas asked if any modifications have been made to Bay-to-Bay. Ms. Silva replied several safety enhancements have been added to the project and lowering the speed limit along the corridor is being studied now.

C. It’s Time Tampa Bay survey launched ItsTimeTampaBay.org
Ms. Silva discussed the survey and asked members to not only take the survey, but to encourage family, friends, and colleagues to take it as well. Please contact Ms. Silva if you would like to schedule a presentation for another organization you are a member of.

Ms. Silva reminded the Committee members of the Info BBQ on Wednesday, August 29th, at noon on the 26th floor of the County Center. The Info BBQ will feature the Pasco County Safety Town. Please RSVP as lunch will be served.

VII. ADJOURNMENT

There being no further business, the meeting adjourned at 11:07 a.m.
Hillsborough MPO
Metropolitan Planning for Transportation

Board & Committee Agenda Item

Agenda Item
Efficient Transportation Decision making ETDM Review (#14345) - US 41 at CSX Grade Separation

Presenter
Allison Yeh, MPO Staff

Summary
The Florida Department of Transportation has provided an advanced notification package for the US 41 at CSX Grade Separation. The purpose of this project is to reduce traffic delays associated with the CSX railroad crossing, adequately support the safe movement of trucks, freight, and enhance connectivity among bicyclist and pedestrians.

The US 41/SR 45 and SR 41/SR45 and SR 676/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 crossing located to the south and east 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 US41/SR45 and SR 676/Causeway Boulevard intersection and will facilitate the safe movement of truck traffic from Port Tampa Bay. In addition, this project will also address multimodal connectivity within the areas. Between 2012 and 2016 there were 10 crashes involving cyclist or pedestrians. These 10 crashes resulted in 3 fatalities and 5 injuries.

FDOT has provided an Advance Notification Package. The MPO and other reviewing agencies have the opportunity to provide input regarding a project's potential effects on the natural, physical, cultural, and community resources. These comments help to determine whether a proposed project is feasible. The input provided brings forth issues that need to be addressed during the PD&E phase. Project information is made available to the public through the ETDM Public Access Site (https://etdmpub.flatat.org) project number 14345. A copy of the report is also provided in the meeting packet.

Recommended Action
Solicit committee and public comments.

Prepared By
Allison G. Yeh, AICP, LEED GA

Attachments
Advanced Notification Package for ETDM #14345
August 10, 2018

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
US 41/SR 45/ South 50th Street at CSX Grade Separation South of Causeway Boulevard
Financial Project Numbers: 440749-1-22-01 & 440749-1-32-01
ETDM Number: 14345
Hillsborough County, Florida

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. We are also distributing the AN Package to local and federal agencies. Although we will request specific comments during the permitting process, we are asking that agencies 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 approved Comprehensive Plan of the local government to comply with Chapter 163 of the Florida Statutes.

FDOT District 7 is submitting this AN Package in the Efficient Transportation Decision Making (ETDM) Environmental Screening Tool (EST). The project is listed as #14345 – US 41 at CSX Grade Separation.

ETAT members should review this project on the ETDM website. Non-ETAT agencies can review this project at 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 45 days from the EST Notification to provide their comments. Once you have received their comments, please
Mr. Stahl  
US 41/SR 45/ South 50th Street at CSX Grade Separation South of Causeway Boulevard  
August 10, 2018  
Page 2  

submit a consistency determination for the State of Florida within 60 days of the EST Notification. If you need more review time, send a written request for an extension to our office within the initial 60-day comment period.

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

Kirk Bogen, P.E.  
Environmental Management Engineer  
Florida Department of Transportation, District 7  
11201 N. McKinley Drive / MS 7-500  
Tampa, FL 33612-6456

Your expeditious handling of this notice will be appreciated.

Sincerely,

[Signature]

Ed McKinney  
Planning and Environmental Administrator

EM/NS/wgl  
Attachments
ADVANCE NOTIFICATION MAILING LIST

cc:
Federal Emergency Management Agency-Mitigation Division, Chief
Federal Railroad Administration
Federal Aviation Administration, Airports District Office
Federal Transit Administrator – ETAT Representative
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
U.S. Department of Commerce-National Marine Fisheries Service - Southeast Regional Superintendent 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
Florida Inland Navigation District
Poarch Band of Creek Indians of Alabama
Muscogee (Creek) Nation of Oklahoma
Seminole Tribe of Florida
Miccosukee Tribe of Indians of Florida
Seminole Nation of Oklahoma
Florida Fish and Wildlife Conservation Commission - ETAT Representative
Florida Department of Environmental Protection - ETAT Representative
Florida Department of Environmental Protection – State Clearinghouse
Florida Department of State - ETAT Representative
Florida Department of Economic Opportunity - ETAT Representative
Florida Department of Agriculture and Consumer Services - ETAT Representative
Tampa Bay Regional Planning Council
Southwest Florida Water Management District – ETAT Representative
FDOT Environmental Management Office, Engineer/Manager
Local Government Officials
# Advance Notification Package

Project #14345 - US 41 at CSX Grade Separation  
Project Development - Published on 08/10/2018  
Printed on: 8/10/2018

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I. Location Maps
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.fiaetat.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 #14345 at various points throughout the project's life-cycle. On the website these Project Milestone Dates are listed in 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

#14345 US 41 at CSX Grade Separation

District: District 7
County: Hillsborough
Planning Organization: FDOT District 7
Plan ID: Not Available
Financial Management No.: 440749-1-22-01

Phase: Project Development
From: South of Causeway Boulevard
To: North of Causeway Boulevard

Federal Involvement: FHWA Funding Other Federal Permit

Contact Information: Liliama E Escalera (813) 975-6445 x6445 Liliama.Escalera@dot.state.fl.us

Snapshot Data From: Current Draft Data

a. Purpose and Need

Purpose

The purpose of this project is to reduce traffic delays associated with the CSX railroad crossing, adequately support the safe movement of trucks freight, and enhance connectivity among bicyclists and pedestrians.

Need

The US 41/SR 45 and SR 676/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 contribute 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/SR 45 and SR 676/Causeway Boulevard intersection and will facilitate the safe movement of truck traffic from Port Tampa Bay. 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.

Project Status

The construction of a grade separated interchange at US 41/SR 45 and the CSX railroad crossing is listed in the Cost Feasible Plan (project 1100) of the Hillsborough County Metropolitan Planning Organization's (MPO) 2040 Long Range Transportation Plan (LRTP), the Hillsborough MPO FY 2017/2018-2021/2022 Transportation Improvement Program (TIP), and the FDOT State Highway Improvement Plan (STIP). This project is also listed on the National Highway Freight Program and the Tampa Bay Regional Strategic Freight Plan. Design and Right-of-Way are in the Strategic Intermodal System (SIS) Adopted 5-year Plan (FY2017/2018 to FY2021/2022) and Construction is in the SIS Approved 2nd 5-Year Plan (FY2022/2023 to 2026/2027).

Roadway Capacity

In February 2017, an intersection study was prepared for the US 41/SR 45 and SR 676/Causeway Boulevard intersection on behalf of FDOT. This traffic analysis concluded that the intersection operates at a deficient level of service (LOS) under existing (2016) AM peak conditions. Additionally, the intersection is projected to operate at a deficient LOS in 2040 for both the AM and PM peak periods. Both the 2016 existing conditions and 2040 future conditions traffic analysis is summarized in Table 1.

Deficiencies

As summarized in Table 1, the intersection of US 41/SR 45 and SR 676/Causeway currently operates at a deficient LOS (LOS F) in the AM peak period. The intersection is projected to operate at a deficient LOS in 2040 in both the AM peak
(LOS F) and the PM peak (LOS E).

As part of the US 41/SR 45 and SR 676/Causeway Boulevard Intersection Study, only rail crossing data was observed and summarized for the CSX railroad crossing south of the intersection. Rail crossing data provided by the FDOT includes number of trains, average time the gate is down, and delay clear up times after the railroad crossing gate closure. During the AM peak period there is a significant queue clear time (43.9 minutes) for the NB approach after a train passes through the crossing. Rail crossing data is summarized below:

**Daily:**
Average number of times gate closes: 28

**AM Peak:**
Average number of times gate closes: 4
Average queue clear time (NB Approach): 43.9 minutes
Average queue clear time (SB Approach): 0.8 minute

**PM Peak:**
Average number of times gate closes: 1
Average queue clear time (NB Approach): 2.2 minutes
Average queue clear time (SB Approach): 0.6 minute

**Safety**
Table 2 summarizes the total number of crashes along the roadway segments of US 41/SR 45 and US 676/Causeway Boulevard within the project limits for the years 2012 through 2016. Table 3 summarizes the severity of crashes for both roadway segments within the project limits. US 41/SR 45 had at least two fatalities a year for the five-year period with a total of 11 fatalities and 179 total injuries. Additionally, these roadway segments experienced a total of 10 crashes involving bicyclists or pedestrians resulting in 3 fatalities and a total of 5 injuries in the same period.

Data involving crashes with trains was obtained from the Federal Railroad Administration Office of Safety Analysis for the railroad crossing south of the intersection of US 41/SR 45 and SR 676/Causeway Boulevard (Crossing 624802A) and the railroad crossing east of the intersection (Crossing 624815B). Data was pulled for the years 1976-2017 and is summarized in Table 4.

**b. Project Description**
This study will evaluate capacity and operational improvements on US 41/SR 45/SR 599 from south of the SR 676/Causeway Boulevard intersection to north of the SR 676/Causeway Boulevard intersection. These improvements include the construction of a grade separation of US 41/SR 45 at the CSX railroad crossing located approximately 1,400' south of the SR 676/Causeway Boulevard intersection. Intersection and operational improvements at US 41/SR 45 and SR 676/Causeway Boulevard are also planned. US 41/SR 45 is currently a six-lane facility throughout the project limits and SR 676/Causeway Boulevard is currently a four-lane facility. US 41/SR 45 and SR 676/Causeway Boulevard are functionally classified by the Florida Department of Transportation (FDOT) as urban principal arterials. US 41/SR 45 within the project limits is part of FDOT's Strategic Intermodal System (SIS) designated as a SIS Connector. The CSX railroad crossing east of US 41/SR 45 is a designated SIS Railway Corridor and the CSX railroad crossing south of SR 676/Causeway Boulevard is designated as an SIS Railway Connector.

**c. Preliminary Environmental Discussion**
i. Social and Economic

1. Land Use Changes
   Project PED Comments

   Alternative PED Comments
   Alternative #1
   Degree of Effect: Minimal

   The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis 2011 Southwest Florida Water Management District (SFWWMD) Florida Land Use and Land Cover identified Commercial and Services with 202.02 acres (35.68%); Open Land with 79.7 acres (14.08%); Industrial with 73.76 acres (13.03%), and Transportation with 69.16 acres (12.22%) as the four-major existing land uses within the 500-foot project buffer area.

   The City of Tampa 2040 Future Land Use Map (January 2018) http://www.planhillsborough.org/wp-content/uploads/2013/02/Adopted_Tampa_Flu.pdf shows the area within the City of Tampa boundaries along Causeway Boulevard at the west end of the project as having community mixed-use, heavy industrial, and light industrial future land uses. The Hillsborough County 2025 Adopted Future Land Use Unincorporated County-wide Map (effective December 2017) http://www.planhillsborough.org/wp-content/uploads/2013/02/Adopted_Unincorporated_FLU.pdf shows future lands uses along Causeway Boulevard west of US 41 as commercial; Causeway Boulevard east of US 41 as neighborhood mixed use and light industrial; US 41 south of Causeway Boulevard as light industrial; and US 41 north of Causeway Boulevard as commercial and neighborhood mixed use.

   The construction of a grade separated interchange at US 41 and the CSX railroad crossing is listed in the Cost Feasible Plan (project 1100) of the Hillsborough County Metropolitan Planning Organization’s (MPO) 2040 Long Range Transportation Plan (LRTP), the Hillsborough MPO FY 2017/2018-2021/2022 Transportation Improvement Program (TIP), and the FDOT State Highway Improvement Plan (STIP). This project is also listed on the National Highway Freight Program and the Tampa Bay Regional Strategic Freight Plan. Design and Right-of-Way are in the Strategic Intermodal System (SIS) Adopted 5-year Plan (FY2017/2018 to FY2021/2022) and Construction is in the SIS Approved 2nd 5-Year Plan (FY2022/2023 to 2026/2027).

   The proposed project is expected to maintain the future land uses and may result in minimal involvement with land use resources.

2. Social
   Project PED Comments

   Alternative PED Comments
   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 2016 American Community Survey (ACS) data and reflects the approximation of the population based on a 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. It should be noted that based on a review of Google Earth, the residential areas along the project corridor are limited to the mobile home parks referenced under the Relocation issue.

   Population and Income
   The SDR identified 192 households with a population of 489 people. The median household income is $35,024. Several households are below poverty level (20.31%) and 3.12% of households receive public assistance.

   Race and Ethnicity
   The minority population makes up 68.92% of the total population comprising of "Black or African American Alone" with a population of 123 people (25.15%), "Some Other Race Alone" with 51 people (10.43%), "Claimed 2 or More Races" with 7 people (1.43%), and "Asian Alone" with 5 people (1.02%) within the 500-foot project buffer area. There are 207 people (42.33%) 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 500-foot project buffer area intersecting the Census blocks. This data identified 17 Census blocks with a population of 1,203 that have a minority population greater than 40%. These block groups are concentrated in three areas; on the east side of US 41 at the south end of the project, the northwest quadrant of US 41...
and Causeway Boulevard, and on the east side of US 41 north end of the project.

**Age and Disability**
The median age is 39 and persons age 65 and over comprise 12.88% of the population. There are 43 people (13.69%) between the ages of 20 and 64 that have a disability.

**Housing**
There are 211 housing units. The housing consists of multi-family units (45%), single family units (43%), and 19% mobile home units. These units are renter occupied (58%), owner occupied (34%), and vacant units (9%).

**Language**
There are 15 people (3.26%) that speak English "not at all" and 53 people (11.52%) 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 11.2.4. Based on a review of these factors and the fact that there is 14.78% LEP population for this project, LEP services will likely be required for the Spanish speaking population. The EST shows that the majority of the Non-English speaking populations are in the neighborhoods at the northern and southern ends of the project. Refinement of the LEP population totals and requirements were further evaluated in the PD&E Study 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 area:

**100-foot Project Buffer Area**
- None

**Additional Resources within the 200-foot Project Buffer Area**
- None

**Additional Resources within the 500-foot Project Buffer Area**
- McKay Bay Trail is an existing recreational trail located north of the project area and will not be impacted.

*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 (including renters) 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 proposed project is expected to result in minimal involvement with social resources.

### 3. Relocation Potential

**Project PED Comments**

**Alternative PED Comments**

**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 Commercial and Services, Open Land, Industrial, and Transportation as the four-major existing land uses within the 500-foot project buffer area. The SWFWMD Residential Areas 2011 data shows that residential areas within the project's 500-foot project buffer area include:

- Residential, Low Density - less than 2 dwelling units- 41.77 acres (7.38%)
- Residential, Medium Density - 2-5 dwelling units - 14.67 acres (2.59%)
- Residential, High Density - 3.94 acres (0.7%)

Commercial and Services land use consists of 202.02 acres (35.68%). There are six mobile home parks: JL Mobile Home Park (MHP), P and G MHP, Carol Motel Trailer Park, Julie's Trailer Park, Palm MHP, and Pettit MHP/RV Park. It should be noted that based on a review of Google Earth, the residential areas along the project corridor are limited to the mobile home parks referenced above.

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 provided that any potential ROW acquisition needs result in necessary relocations.

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

4. Farmlands  
**Project PED Comments**

**Alternative PED Comments**  
**Alternative #1**  
**Degree of Effect:** N/A / No Involvement

The project is located entirely within the Tampa - St. Petersburg Urbanized Area and the Hillsborough County comprehensive existing land use map did not show agricultural land use adjacent to the project corridor, therefore coordination with the Natural Resources Conservation Service (NRCS) is not required.

The project is expected to result in no involvement with farmlands.

5. Aesthetic Effects  
**Project PED Comments**

**Alternative PED Comments**  
**Alternative #1**  
**Degree of Effect:** Minimal

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis 2011 Southwest Florida Water Management District (SFWMD) Florida Land Use and Land Cover identified Commercial and Services, Open Land, Industrial, and Transportation as the four-major existing land uses within the 500-foot project buffer area.

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

Views from the surrounding area in close proximity to the proposed overpass could be affected depending on the selected alternative.

This project will maintain the future land uses identified for the project area. The proposed project is expected to result in minimal involvement with aesthetic resources and will be analyzed during the Project Development & Environment (PD&E) Study.

6. Economic  
**Project PED Comments**

**Alternative PED Comments**  
**Alternative #1**  
**Degree of Effect:** Enhanced

The University of Florida's Bureau of Economic and Business Research (BEBR) projects that with medium population growth, Hillsborough County's population will grow to 1,919,926 by 2040. This represents a 39% increase in the County's 2017 population estimate of 1,379,302. As the population increases, traffic volumes are projected to increase as well.

Directly southwest of the intersection of US 41 and Causeway Boulevard is the CSX Rockport Terminal. Port Tampa Bay is located to the northeast of the project study limits and is served by truck traffic via US 41.

The proposed project will enhance economic resources and regional connectivity.

7. Mobility
Project PED Comments

Alternative PED Comments

Alternative #1

Degree of Effect: Enhanced

Within the 500-foot project buffer area, the Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified the McKay Bay Trail, an existing recreational trail located north of the project area that will not be impacted.

This project will also address multimodal safety within the area to improve safety—particularly among bicyclists and pedestrians. 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.

The current Hillsborough Area Regional Transit Authority (HART) route map does not show any bus routes along the project corridor or intersecting streets.

US 41 is located east of the City of Tampa and serves as a major north-south facility within the region. This facility is heavily utilized by truck traffic accessing Port Tampa Bay which is approximately five miles away. The portion of US 41 within the project study limits is part of the Federal Highway Administration (FHWA) Freight Network and is listed as a Critical Urban Freight Corridor.

The portion of US 41 within the project study limits, from Causeway Boulevard south to Pendola Point Road/Madison Avenue, is part of the Florida Department of Transportation's (FDOT) Strategic Intermodal System (SIS) and is designated as a SIS Connector. Also, Causeway Boulevard is a SIS Highway Connector from US 41 to SR 60. The railroad crossing south of Causeway Boulevard is a SIS Railway Connector and the railroad crossing east of US 41 is a SIS Railway Corridor. The SIS is Florida’s high priority network of transportation facilities important to the state’s economy and mobility. This SIS is the state’s highest priority for transportation capacity investments and was enacted to focus the state’s limited transportation resources on facilities most significant for interregional, interstate, and international travel.

Both US 41 and Causeway Boulevard are designated evacuation routes by the Florida Division of Emergency Management and the Hillsborough County Fire Rescue Office of Emergency Management.

It is the goal of the FDOT to implement a policy that promotes safety, quality of life, and economic development in Florida. To implement this policy, the FDOT will routinely plan, design, construct, reconstruct and operate a context sensitive system of “Complete Streets.” While maintaining safety and mobility, Complete Streets shall serve the transportation needs of transportation system users of all ages and abilities. The Complete Streets policy guidance relies on the "context classification" of each discretely different segment of a corridor based on the land use types adjacent to the corridor. Within the project limits the following complete streets classification applies for the existing and future roadway:

- C3C - Suburban Commercial: Mostly non-residential uses with large building footprints and large parking lots with large blocks and a disconnected or sparse roadway network.


The proposed project will enhance mobility resources.

ii. Cultural

1. Section 4(f) Potential

Project PED Comments

No known Section 4(f) resources are present within the project's study area. Therefore, the proposed project is expected to result in no involvement with Section 4(f) resources.

2. Historic and Archaeological Sites

Project PED Comments

Alternative PED Comments

Alternative #1

Degree of Effect: Minimal
The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified 18 historic standing structures, four resource groups, and one historic bridge located within the 500-foot buffer distance. There are no archaeological sites or cemeteries. All 18 historic standing structures have been evaluated ineligible for listing in the National Register of Historic Places (NRHP) by the State Historic Preservation Officer (SHPO). According to the Florida Master Site File (FMSF), most of these standing historic structures were recorded as part of the Cultural Resource Assessment Survey (CRAS) of the US 41 Project Development & Environment (PD&E) Study from Kracker Avenue to SR 676 (Causeway Boulevard) (FMSF Survey No. 20682) completed in 2013. Three of the resource groups (8HI12127, 8HI12128, and 8HI12129) have been evaluated ineligible for listing in the NRHP by the SHPO. One resource group, CSX Railroad (8HI10237), has been evaluated eligible for listing in the NRHP by the SHPO. One historic bridge (FDOT Bridge No. 100048; FMSF 8HI12023), built circa 1959, has been evaluated ineligible for listing in the NRHP by the SHPO.

There have been 11 previous cultural resource surveys conducted within the 500-foot buffer. Several of the surveys were conducted as a result of roadway improvement projects along US 41 or 22nd Street (Causeway Boulevard) (FMSF Survey Nos. 3515, 11590, 20682, 22377, and 22378). The remaining surveys were city-wide surveys or were completed for nearby utility projects, communications towers, and private development.

While there are approximately 88 parcels located within the 500-foot buffer zone with pre-1970 construction dates, there does not appear to be a potential for an historic district within the buffer zone. The PD&E Study will evaluate grade separation alternatives for US 41/SR 45, SR 676/Causeway Boulevard and the CSX railroad and could include portions of elevated roadway; therefore, the CRAS area of potential effect (APE) will be large enough to include potential indirect effects to historic resources, especially for the proposed portions of elevated roadway. A Cultural Resource Assessment Survey (CRAS) will be prepared for this project and will include archaeological and historic resources field survey.

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

3. Recreation Areas
Project PED Comments

Alternative PED Comments
Alternative #1
Degree of Effect: N/A / No Involvement

Within the 500-foot project buffer area, the Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified the McKay Bay Trail, an existing recreational trail located north of the project area that will not be impacted.

The proposed project is anticipated to result in no involvement with recreational areas.

iii. Natural

1. Wetlands and Surface Waters
Project PED Comments

Alternative PED Comments
Alternative #1
Degree of Effect: Minimal

The National Wetlands Inventory (NWI) dataset of the Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified 29.71 acres (5.25%) of estuarine wetlands and 15.06 acres (2.66%) of palustrine wetlands within the 500-foot project buffer area. The Southwest Florida Water Management District (SWFWMD) Wetlands 2011 dataset identifies the wetlands in their jurisdiction to be primarily saltwater marshes, wetland forested mix, mangrove swamps, intermittent ponds, with some freshwater marshes. The mangrove swamps comprise of 2.56 acres (0.45%) within the 500-foot project buffer area.

A Natural Resource Evaluation (NRE) will be prepared for this project’s Project Development & 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 Quality and Quantity

Project PED Comments

Alternative PED Comments
Alternative #1
Degree of Effect: Moderate

Within the 500-foot project buffer area, the Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified six waterbodies which are designated as Verified Impaired Florida Waters for the impairments noted: Unnamed Ditch (dissolved oxygen and fecal coliform), Port Sutton Ditch (dissolved oxygen and fecal coliform), McKay Bay (dissolved oxygen and nutrients [historic chlorophyll-A]), Delaney Creek (dissolved oxygen and nutrients [historic chlorophyll-A]), Delaney Creek (tidal) (dissolved oxygen, fecal coliform, lead, copper, and iron), and East Bay (dissolved oxygen).

Also within the 500-foot project buffer area, Principal Aquifers of the State of Florida described the Floridan Aquifer System as 562.27 acres (99.31%). The Recharge Areas of the Floridan Aquifer shows a "Discharge/Greater than 5" as 100%. Potential contamination facilities are listed under the Contamination issue. The Tampa Bay Restoration Area Plan supporting Total Maximum Daily Load (TMDL) implementation is also 100% within the 500-foot project buffer area.

The proposed project is expected to result in moderate involvement with water quality and quantity resources. A Water Quality Impact Evaluation (WQIE) will be prepared for this project's Project Development & Environment (PD&E) Study.

3. Floodplains

Project PED Comments

Alternative PED Comments
Alternative #1
Degree of Effect: Moderate

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis D-FIRM 100-year floodplain dataset identifies 533.26 acres (94.18%) of 100-year floodplain within 500-foot project buffer area.

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's Project Development & Environment (PD&E) Study.

The proposed project is expected to have moderate 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. Wildlife and Habitat

Project PED Comments

Alternative PED Comments
Alternative #1
Degree of Effect: Minimal

Within the 500-foot project buffer area, the Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified Florida Fish and Wildlife Conservation Commission (FWC) wildlife observations for Black-bellied Plover, Semipalmated Plover, greater and lesser yellowlegs, ruddy turnstone, Western sandpiper, least flycatcher, Dunlin, peep spp., whimbrel, sanderling, kildeer, willet, spotted sandpiper, marbled godwit, Wilson's phalarope, short-billed dowitcher, and American Oystercatchers. There are rare and imperil fish (Mangrove rivulus and Opossum pipefish) in the Tampa Bay. There are Woodstork Core Foraging Areas and the project is within the occasional black bear range with one black bear nuisance report within the 500-foot project buffer area.
A Natural Resource Evaluation (NRE) will be prepared for this project's Project Development & Environment (PD&E) Study to document any involvement with wildlife and habitat resources.

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

6. Coastal and Marine
   Project PED Comments
   Alternative PED Comments
   Alternative #1
   Degree of Effect: Minimal

   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). Within the 500-foot project buffer area there are 38.2 acres (6.75%) of submerged lands. Also, the following types environmentally sensitive shorelines:
   - 10B: freshwater marsh
   - 10C: swamps
   - 10D: scrub-shrub wetlands
   - 8B: sheltered solid man-made structures
   - 3A: fine- to medium- grained sand beaches
   - 9B: vegetated low banks

   The proposed project is anticipated to have minimal involvement with coastal and marine resources.

iv. Physical

1. Noise
   Project PED Comments
   Alternative PED Comments
   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 Commercial and Services, Open Land, Industrial, and Transportation as the four-major existing land uses within the 500-foot project buffer area. The SWFWMD Residential Areas 2011 data shows that residential areas within the project's 500-foot project buffer area include:

   Residential, Low Density - less than 2 dwelling units- 41.77 acres (7.38%)
   Residential, Medium Density - 2-5 dwelling units - 14.67 acres (2.59%)
   Residential, High Density - 3.94 acres (0.7%)

   Commercial and Services land use consists of 202.02 acres (35.68%). There are six mobile home parks: JL Mobile Home Park (MHP), P and G MHP, Carol Motel Trailer Park, Julie's Trailer Park, Palm MHP, and Pettit MHP/RV Park. It should be noted that based on a review of Google Earth, the residential areas along the project corridor are limited to the mobile home parks referenced above.

   The EST GIS analysis did not identify any community features which may be sensitive to potential noise effects.

   A noise analysis will be conducted during the Project Development & Environment (PD&E) Study and a Noise Study Report will be completed.

   The proposed project is expected to result in minimal involvement regarding noise level changes due to the project's implementation.

2. Air Quality
   Project PED Comments
   Alternative PED Comments
Alternative #1
Degree of Effect: Minimal

This portion of Hillsborough County have 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 minimal impact on air quality.

3. Contamination
Project PED Comments

Alternative PED Comments
Alternative #1
Degree of Effect: Moderate

The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified the following potential contamination sites within the 500-foot project buffer area:
- Two brownfield location boundaries; Delaney Creek Brownfield Redevelopment Area and Tampa Tank and Welding Property
- Three Florida Department of Environmental Protection (FDEP) Off Site Contamination Notices
- 23 hazardous waste facilities
- 61 onsite sewage sites
- 20 petroleum contamination monitoring sites
- Three solid waste facilities
- 27 storage tank contamination monitoring
- One subsidence incident report for the State of Florida
- Nine Super Act Risk Sources
- Five Super Act Wells
- One Superfund hazardous waste site; GNB, Inc. (Non- National Priorities List (NPL) site)
- Four toxic release inventory sites
- One treaters, storers, and disposers of hazardous waste
- 31 US Environmental Protection Agency (USEPA) National Pollutant Discharge Elimination System (NPDES)
- 25 USEPA Resource Conservation and Recovery Act (RCA) sites

A contamination screening evaluation will be conducted during the Project Development and Environment (PD&E) Study 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.

4. Infrastructure
Project PED Comments

Alternative PED Comments
Alternative #1
Degree of Effect: Moderate

Potential contaminated infrastructure sites are described in the Contamination issue. The Environmental Screening Tool (EST) Geographic Information System (GIS) analysis identified one Federal Aviation Administration (FAA) obstruction, three wireless antenna structures, one television broadcast structure location, one AM tower structure, and nine FM tower structures within the 500-foot project buffer area.

The proposed project improvements include grade separation of US 41 at the CSX at-grade railroad crossing located approximately 1,400 feet south of the Causeway Boulevard intersection. There is also a CSX at-grade railroad crossing on Causeway Boulevard located approximately 1,400 feet east of the US 41 intersection. Directly southwest of the intersection of US 41 and Causeway Boulevard is the CSX Rockport Terminal. Port Tampa Bay is located to the northeast of the project study limits and is served by truck traffic via US 41.
The proposed project is expected to result in moderate involvement with infrastructure resources.

5. Navigation
   Project PED Comments

   Alternative PED Comments
   Alternative #1
   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 did list three stream/river intersect points, two unnamed and one for Delaney Creek. US 41 crosses Delaney Creek (culvert) just south of Raleigh Street.

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

v. Special Designations

1. Special Designations: Outstanding Florida Waters
   Project PED Comments

   Alternative PED Comments
   Alternative #1
   Degree of Effect: N/A / No Involvement

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

   The proposed project is expected to have no involvement with Outstanding Florida Waters resources.

2. Special Designations: Aquatic Preserves
   Project PED Comments

   Alternative PED Comments
   Alternative #1
   Degree of Effect: N/A / No Involvement

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

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

3. Special Designations: Scenic Highways
   Project PED Comments

   Alternative PED Comments
   Alternative #1
   Degree of Effect: N/A / No Involvement

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

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

4. Special Designations: Wild and Scenic Rivers
   Project PED Comments
The EST 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 Wild and Scenic Rivers.

d. Anticipated Permits

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e. Anticipated Technical Studies

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

*1. Type of Submission:  
☐ Preapplication  
☒ Application  
☐ Changed/Corrected Application

*2. Type of Application:  
☐ New  
☐ Continuation  
☐ Revision  
* If Revision, select appropriate letter(s)  
*Other (Specify)  

3. Date Received:  

4. Applicant Identifier:  
WPI Segment No.: 440749-1-22-01 & 440749-1-32-01

5a. Federal Entity Identifier:  

*5b. Federal Award Identifier:  

State Use Only:

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:

*Street 1: 11201 N. McKinley Drive

Street 2: FDOT, District Seven

*City: Tampa

County: Hillsborough

*State: Florida

Province: 

*Country: 

*Zip / Postal Code: 33612-6456

e. Organizational Unit:

Department Name: FDOT Planning and Environmental Management Department

Division Name: FDOT District Seven

f. Name and contact information of person to be contacted on matters involving this application:

Prefix: Mr.  

*First Name: Ed

Middle Name: 

*Last Name: McKinney

Suffix: 

Title: Planning and Environmental Administrator

Organizational Affiliation: 

*Telephone Number: 813-975-6437  
Fax Number: 813-975-6443

*Email: Edward.McKinney@dot.state.fl.us
**Application for Federal Assistance SF-424**

**9. Type of Applicant 1: Select Applicant Type:**
- A. State Government

**Type of Applicant 2: Select Applicant Type:**

**Type of Applicant 3: Select Applicant Type:**

*Other (Specify)*

**10 Name of Federal Agency:**
U.S. Department of Transportation

**11. Catalog of Federal Domestic Assistance Number:**
NA

CFDA Title:
NA

**12 Funding Opportunity Number:**

*Title:*

**13. Competition Identification Number:**

Title:

**14. Areas Affected by Project (Cities, Counties, States, etc.):**
Hillsborough County

**15. Descriptive Title of Applicant's Project:**
This study will evaluate capacity and operational improvements on US 41/SR 45/SR 599 from south of the SR 676/Causeway Boulevard intersection to north of the SR 676/Causeway Boulevard intersection. These improvements include the construction of a grade separation of US 41/SR 45 at the CSX railroad crossing located approximately 1,400' south of the Causeway Boulevard intersection. Intersection and operational improvements at US 41 and Causeway Boulevard are also planned.
Application for Federal Assistance SF-424

16. Congressional Districts Of:
   *a. Applicant: FL-011, 012, 013, 014, 015, & 017 015
   *b. Program/Project: FL-014 &

17. Proposed Project:
   *a. Start Date: Unknown
   *b. End Date: Unknown

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 8/10/18
   ☐ 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.)
   ☐ Yes ☒ No

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

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

Authorized Representative:

Prefix: Mr.  
First Name: Ed
Middle Name: 
Last Name: McKinney
Suffix: 
Title: Planning and Environmental Administrator

Telephone Number: 813-975-6437  
Fax Number: 813-975-6443

Email: Edward.McKinney@dol.state.fl.us

Signature of Authorized Representative: 
Date Signed: 8/10/18
*Applicant Federal Debt Delinquency Explanation

The following should contain an explanation if the Applicant organization is delinquent of any Federal Debt.
### IV. Transmittal List

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<tr>
<td>1. City of Plant City</td>
<td>Scearce, Phil</td>
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<td>2. FDOT District 7</td>
<td>Rhinesmith, Robin</td>
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<td>3. FDOT Office of Environmental Management</td>
<td>Bianco, Brittany A.</td>
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<td>Bowman, Jenna M.</td>
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<td>Muchuruza, Victor</td>
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<td>10. Federal Transit Administration</td>
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<td>Alden, Beth</td>
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<td>* Dayhoff, Fred</td>
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<td>* The Honorable Mr. Billy Cypress, Chairman</td>
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<td>* Historic &amp; Cultural Preservation Department</td>
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*Hardcopy recipient*
Board & Committee Agenda Item

Agenda Item
Multimodal Centers Planning

Presenter
Ming Gao, P.E., FDOT

Summary
FDOT is undertaking the conceptual development of multimodal centers in the Westshore, Downtown Tampa, and the University areas.

A multimodal center is a centralized hub or facility serving multiple modes of transportation such as transit, bicycle, pedestrians, taxis, ride-sharing sources, and intercity bus service. It will provide a connection between existing and future local and regional transportation services.

The planning will include a review of existing and future conditions, development of technical requirements, coordination with stakeholders, site selection, conceptual development, visualizations and considerations for next steps.

Recommended Action
None; for information only

Prepared By
Rich Clarendon, AICP

Attachments
FDOT Intermodal Centers Factsheet
University Area Intermodal Center

Purpose & Objective
The Florida Department of Transportation (FDOT) District 7 is undertaking this study to identify a preferred site for an intermodal center in the University Area of Tampa.

An intermodal center is a hub or facility that serves as a centralized location for multiple modes of transportation. In this case, the University Area Intermodal Center is anticipated to serve transit, bicycle, pedestrians, taxis and other on-demand ride services (e.g., uber, lyft, etc.), and intercity bus service, among others. The intermodal center will serve as a connection between existing and future local and regional transportation services.

Project Partners
- Florida Department of Transportation (FDOT)
- Hillsborough Area Regional Transit (HART)
- Hillsborough Metropolitan Planning Organization (MPO)
- The Planning Commission
- Tampa Bay Regional Transit Authority (TBARTA)
- Innovation Place
- Greyhound
- Red Coach
- City of Tampa

Contact Us
Rob Cursey, AICP
Tindale Oliver
Project Manager
(813) 224-8862
rcursey@tindaleoliver.com

University Area Intermodal Center Study

- Concept Development and Evaluation
- Site Evaluation and Prioritization
- Facility Needs Assessment
- Data Collection
- Coordinate with Ongoing Projects
- Stakeholder Communication Plan
- Review of Studies

Costing and Financial Plan
Conceptual Plan for Preferred Site
Traffic Impact Analysis for Preferred Site

2017
2018
2019
(800) 226-7220
Mine Geospatial Analyst
Model Development Administrator
Mine Y. Geos, P.E.

errors including the Regional Transit Feasibility Plan and TNEXT workflow will incorporate ongoing Regional Transit Planning development and visualizations, and considerations for next steps.

This effort will focus on an existing and future conditions review of the development of technical requirements, stakeholders.

The Florida Department of Transportation (FDOT) is

underwriting the conceptual development of an Intermodal Center for the Downtown Tampa Area of Hillsborough County.

DOWNTOWN INTEGRATED CENTER
The project will incorporate ongoing regional transit planning efforts including the Regional Transit Feasibility Plan and TNEST. This effort will focus on an existing and future conditions review, the development of technical requirements, stakeholder review, the development of conceptual designs, and programming and evaluation of potential projects. The goal is to undertake the conceptual development of an intermodal center for the Westshore area of Hillsborough County.
Board & Committee Agenda Item

**Agenda Item**
It's Time Tampa Bay Outreach

**Presenter**
Committee Liaison

**Summary**
The Hillsborough Metropolitan Planning Organization (MPO) is partnering with Pinellas and Pasco Counties to develop a Regional Transportation Plan. This Plan will be a blueprint for the future – helping to identify and implement transportation projects to shape smart growth. To create this vision, we must look at how we will grow and how we want our communities connected today and in the future. Staff will ask us what the future should be like for our children and grandchildren.

Survey found at: [ItsTimeTampaBay.org](http://ItstimeTampabay.org)

Survey participants will be eligible for prizes:
- One pair of tickets to Bucs vs Saints (lower bowl);
- Five drawings for a pair of Lightning tickets (premium seats).

If you know someone else who wants to participate, please share the [http://itstimetampabay.org/](http://itstimetampabay.org/) link with your family, friends, neighbors, and local businesses. Together we can create a vision for the future.

**Recommended Action**
Take the survey.

**Prepared By**
Lisa K. Silva, AICP, PLA (MPO Staff)

**Attachments**
None.
CALL TO ORDER, PLEDGE OF ALLEGIANCE & INVOCATION

Chairman Les Miller called the meeting to order at 9:00 a.m. Commissioner Stacy White led the pledge of allegiance and gave the invocation. The meeting was convened on the 26th floor of the County Center.

APPROVAL OF MINUTES – June 12, 2018

A motion was made by Councilman Guido Maniscalco to approve the June minutes as presented. The motion was seconded by Councilman Harry Cohen and carried unanimously.

PUBLIC COMMENT

Mr. Chris Vela advocated for removing the downtown interchange, and commented on traffic counts, average daily traffic and redistributing traffic.

Mr. Jim Davison provided a handout and described his alternative transportation revenue plan that would not involve raising taxes. He spoke against tearing down I-275 and making a boulevard out of it.

Ms. Sharon Calvert invited members to attend a Transportation Solutions in Tampa Bay event, hosted by the American Dream Coalition, being held on August 4th from 9:30 a.m. to 3:00 p.m. at the Holiday Inn located at 3535 Ulmerton Road in Clearwater.

COMMITTEE REPORTS, ONLINE COMMENTS

Ms. Gena Torres, MPO Staff, presented the committee reports. Committees approved and forwarded to the MPO Board the committee appointments provided on the Consent Agenda.

The Technical Advisory, Livable Roadways, and School Transportation Working Group acted on FDOT’s West Busch Blvd. Corridor study at their June meetings. The Citizens Advisory, Bicycle/Pedestrian Advisory, and Transportation Disadvantaged committees are scheduled to discuss the study at their August meetings, after which comments will be consolidated into a letter for the Board’s consideration at the September 5th meeting.

The Citizens Advisory received an update on recent changes to TBARTA’s mission and structure. Members had reservations about TBARTA’s effectiveness, due to the absence of a funding source dedicated to regional transit; they also discussed the lack of MPO representation on TBARTA’s CAC.

The BPAC held a retreat in July; Councilman Maniscalco was in attendance. Several ideas for future action were generated.
The Transportation Disadvantaged Coordinating Board (TDCB) discussed a proposed Tri-County Regional Pilot Project to provide door-to-door life-sustaining trips across Pasco, Pinellas and Hillsborough county lines. They will meet on August 16th with the Pasco and Pinellas Transportation Disadvantaged Coordinating Boards for further discussion. The TDCB also approved the annual update of the Transportation Disadvantaged Service Plan.

The TBARTA MPO Chairs’ Coordinating Committee reviewed and approved an annual update to the regional priority lists for Multi-Use Trails and the Transportation Regional Incentive Program. Hillsborough County’s project to improve the I-75/Big Bend Road interchange was approved as #2 for a TRIP Grant, and a new County project was added to the candidate list: intersection improvements on Brandon Boulevard to improve safety and traffic flow. Candidate projects on the trails priority list include portions of the South Tampa Greenway, Tampa Bypass Canal Trail, and South Coast Greenway.

The CCC also met with the MPO Chairs of the Central Florida Alliance and heard presentations on:

- Economic development initiatives by the Tampa Bay Partnership and Orlando Economic Partnership
- New magnetic levitation technologies with applicability to inter-city travel
- A panel discussion on “Connecting the Markets,” with Commissioner Murman

The CCC and Central Florida Alliance jointly approved a resolution supporting preservation of the transit envelope in the I-4 corridor.

Ms. Torres provided a summary of all comments that were received from citizens. Board members were provided copies of all comments in full in their meeting folders. No Facebook comments were received. There were no questions following the committee reports and online comments provided by Ms. Torres.

**CONSENT AGENDA**

A. Committee Appointments
B. USF Fellowship Contract Renewal

A motion was made by Commissioner Murman to approve the Consent Agenda. The motion was seconded by Councilman Maniscalco and carried unanimously.

**ACTION ITEMS**

A. MPO School Safety Study and Top 10 Report

Ms. Lisa Silva, MPO Staff introduced the agenda item of a study conducted on multimodal safety and walk/bike access reviews aimed at identifying opportunities to improve safety for students in Hillsborough County.

Mr. Chris Keller with Tindale Oliver noted the study was completed in two phases and provided information on potential enhancements and ongoing efforts. Mr. Matt Weaver with Element Engineering Group provided a list of recommended enhancements to roads in the top ten school areas for consideration. The next step is implementation with agencies cooperating through the School Transportation Working Group. The cost estimate for short-term, mid-term, and long-term recommendations was $12M.

Following the presentation, members inquired about a recommended midblock crossing; kids riding bikes to school; timed signals; Charter Schools crossings and sidewalks; decreasing speed limit on Busch Blvd. and flashing lights. Mr. Weaver noted that some of the issues that Board members expressed concerns about are being addressed.
A motion was made by Councilman Maniscalco to approve the School Safety Study. The motion was seconded by Commissioner Pat Kemp and carried unanimously.

B. Plan Hillsborough Strategic Plan – Resolution of Support

Ms. Beth Alden, MPO Executive Director, provided an overview of the Strategic Plan for Plan Hillsborough, the agency which provides staff support to the Hillsborough County City-County Planning Commission, the Hillsborough Metropolitan Planning Organization, and the Hillsborough River Interlocal Planning Board. The River Board has passed a resolution of support, and the MPO is invited to do so as well, prior to the Planning Commission considering adoption of the plan.

Following the presentation, Mr. Mechanik wanted to know how the gap will be bridged for recommendations on land use decisions and transportation decisions? Ms. Alden stated this is why it makes sense for the MPO to be housed with the Planning Commission, because the Planning Commission’s land use planners are in touch with local government development review decisions on a day to day basis, and it is easy for the transportation team to stay coordinated with the land use team.

A motion was made by Commissioner Kemp to approve the Plan Hillsborough 2018-2023 Strategic Plan, resolution, and letter. The motion was seconded by Councilman Maniscalco and carried unanimously.

STATUS REPORTS

A. Bus Rapid Transit (BRT) Topics & Emerging Technology

Mr. Robert Bertini, Director of USF’s Center for Urban Transportation Research (CUTR), and Mr. Dennis Hinebaugh, CUTR’s Transit Research Program Director presented information on the peer review process, BRT and emerging technology.

Commissioner Kemp inquired about controlled street level corridors, dedicated corridors, buses on shoulders, managed lanes, and elevated lanes for BRT.

B. Transit in Florida’s Managed Lanes

Ms. Jennifer Fortunas, FDOT’s State Managed Lane Engineer, provided information on FDOT’s Policy and Planning Guidelines for buses in express lanes and the department’s role in express bus planning. In addition, she stated that park-and-ride lots are important to making the bus rapid transit successful on I-95. Multiple agencies must work together and there’s no one solution to the congestion problem in the region.

Following the presentation, Commissioner Kemp inquired about the types of managed lanes. She noted that Hillsborough County is the only place in the country that is not allowing for HOV Lanes.

C. Travel Markets in Tampa Bay and TBARTA’s Evolving Role

This item was deferred.

EXECUTIVE DIRECTOR’S REPORT

Beth Alden provided the Executive Director’s report.
The ItsTimeTampaBay.org website is live and is seeking input on three very different transportation and growth scenarios. Everyone is encouraged to look at the website. The online survey will be available until September 30th.

Staff has participated in two grant applications.

The Quarterly Report was provided in Board member’s folders.

On August 27th the regional workshop on the potential merger of the MPOs will take place at the Collaborative Labs at St. Petersburg College, located at 13805 58th Street North in Clearwater. Doors will open at 9:00 a.m. and the workshop will take place from 10:00 a.m. until 4:00 p.m.

Over the next few weeks, staff will receive information on a potential national conference highlighting road safety.

Ms. Alden introduced new hire, Vishaka Shiva Raman. Ms. Raman previously worked with FDOT District 1 as a Complete Streets Planner and is one of the MPO’s former USF Fellows.

**OLD & NEW BUSINESS**

The next Board meeting will be held on **Wednesday**, September 5th on the 2nd floor of the County Center.

The Tampa Bay Transportation Management Area Leadership Group meeting will take place on Friday, September 7th at 9:30 at the FDOT District 7 office, located at 11201 North McKinley Drive.

**ADJOURNMENT**

A quorum was maintained for the duration of the meeting. There being no further business, the meeting adjourned at 10:30 a.m.
Meeting of the Citizens Advisory Committee (CAC) on June 13

The CAC held a discussion with Hoyt Prindle, who was appointed by Hillsborough County as its representative on the TBARTA CAC. Mr. Prindle gave his views on recent changes to TBARTA’s mission and structure. CAC members had reservations about TBARTA’s effectiveness, absent a funding source dedicated to regional transit, as well as the lack of MPO representation on TBARTA’s CAC (although there is a proposal to change this pending).

There were no action items. The CAC received status reports from:

- TBARTA’s Interim Executive Director on the MPO Regional Best Practices Study;
- MPO staff on the upcoming survey of the public on the 2045 growth scenarios being prepared by the Hillsborough, Pasco and Pinellas MPOs; and
- MPO staff on the South Coast Greenway Study.

Meeting of the Technical Advisory Committee (TAC) on June 18

The TAC’s only action item in June was to provide comments on the FDOT’s West Busch Boulevard Corridor Study. After lengthy discussion on the various alternatives and options for reducing speed, the TAC approved the West Busch Boulevard Corridor study with the recommendation that the MPO school safety study elements identified for George D. Chamberlain High School be incorporated. This item is planned to be presented to the MPO Board at their September 5th meeting.

The TAC received status reports from:

- TBARTA’s Interim Executive Director on the MPO Regional Best Practices Study – the committee asked for a follow up presentation in September 2018
- MPO staff on the upcoming survey of the public on the 2045 growth scenarios. Members asked if survey options were identified from the existing LRTP and how alternative scenarios were decided? Requests were made for presentations to TBARTA and THEA Executive Board. Additional discussion occurred on funding restraints and project prioritization.
- The Tampa International Airport Master Plan Update. Members were very interested asking about office space and project funding.

The Policy Committee recessed in June and July.
Meeting of the Bicycle/Pedestrian Advisory Committee (BPAC) on June 13 and Special Workshop July 11

The committee approved and forwarded to the MPO Board:

- New members and alternates.

The BPAC was briefed on:

- Changes to the Riverwalk as part of construction on the Convention Center and the Water Street Development.
- Outreach for It’s Time Tampa Bay and Tri-County Growth Concepts
- The South Coast Greenway Connector, from Adamo Drive to Symmes Road.

The July retreat of the BPAC was attended by Councilman Maniscalco and resulted in several ideas for future actions for the Committee to explore. Both committee members and members of the public attended.

Meeting of the Livable Roadways Committee (LRC) on June 20

After public comment, the committee discussed Tampa’s proposed Bay to Bay Boulevard improvements at length and directed staff to request a presentation to the committee at a future meeting.

The committee approved and forwarded to the MPO Board:

- FDOT’s West Busch Blvd Corridor Study - The committee’s first choice for reconfiguring the road was 4-lanes with a median; their second choice was 5-lanes, with a caveat to amend the Tampa Comprehensive Plan. The Committee pointed out two of the three options would require a City of Tampa Comprehensive Plan amendment.

The LRC was also briefed on:

- Systemic Safety Approach to Crash Prediction
- It’s Time Tampa Bay

Meeting of the School Transportation Working Group on June 27 (and July 25)

The working group commented on and forwarded to the MPO Board:

- FDOT’s West Busch Blvd. Corridor Study - The group preferred the 4 and 5 lane options and wanted to ensure that the MPO School Safety Study recommendations for Chamberlain High School were included in the study.

The STWG was briefed on:

- Systemic Safety Approach to Crash Prediction
- It’s Time Tampa Bay - the group discussed potential coordination of outreach through school district processes

The group also discussed back to school events, FDOT signal box wraps, and several jurisdiction coordination successes.

Meeting of the Intelligent Transportation Systems (ITS) Committee on July 12

The committee received a presentation from FDOT staff regarding West Busch Boulevard, and one member asked FDOT staff to review a reversible lane study completed in Los Angeles.

- The committee supported FDOT’s efforts to make Busch a safer roadway.

The ITS Committee was briefed on:

- An initiative in Winter Haven to lease excess cable fiber and use that capital to finance expansion of the fiber network.
A data standardization project to facilitate data sharing among cities around the world.

Meeting of the Transportation Disadvantaged Coordinating Board on June 22

The Board reviewed and discussed a proposed Tri-County Regional Pilot Project for transportation disadvantaged persons to travel door to door between Pasco, Pinellas and Hillsborough. The focus is for a pilot project to provide medical and life sustaining trips, and the outcome is that $5310 could be used as the funding source. The Board discussed and agreed to meet on August 16, 2018 with the Pasco and Pinellas Transportation Disadvantaged Coordinating Boards to further discuss the proposed project.

The Board also approved the annual update of the Transportation Disadvantaged Service Plan (TDSP). Included in this year’s update are the results of the Board’s workshop with Coordinated Contractors held at the April 27, 2018. The Contractors identified many needs of the transportation disadvantaged including a need for safe and affordable housing with access to public transportation, the need for growing bus service so that the demand for door to door service could be reduced and become more sustainable and the need to coordinate land use, human services and transportation services in less urban areas of the county.

Meeting of the TBARTA MPO Chairs’ Coordinating Committee (CCC) on July 13

The CCC reviewed and approved an annual update to the regional priority lists for Multi-Use Trails as well as the Transportation Regional Incentive Program (TRIP). Hillsborough County’s project to improve the I-75/Big Bend Road interchange was approved as #2 on the regional priority list for a TRIP grant, and a new County project was added to the TRIP candidate list: intersection improvements on SR 60 (Brandon Boulevard) to improve safety and traffic flow. Candidate projects on the regional trail system priority list include construction of portions of the South Tampa Greenway, Tampa Bypass Canal Trail, and South Coast Greenway. The meeting followed the MPO’s June public hearing at which Hillsborough citizen comments were received on this year’s priorities. Regionally significant projects are forwarded to the regional level for consideration of funding. The Hillsborough MPO was represented at the July 13 meeting by Mr. Klug.

The CCC then met with the MPO Chairs of the Central Florida Alliance and heard presentations on:

- Economic development initiatives by the Tampa Bay Partnership and Orlando Economic Partnership
- New magnetic levitation technologies for rapid transit being developed by Hyperloop Transportation Technologies, with applicability to inter-city travel in Florida
- A panel discussion, “Connecting the Markets,” with Hillsborough Commission Chair Sandy Murman, Pinellas Commission Chair Ken Welch, and Seminole County Commissioner Bob Dallari.

The CCC and Central Florida Alliance then jointly approved a resolution supporting preservation of the transit envelope in the I-4 corridor.
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THANKS TO COMPREHENSIVE STREET DESIGN, VANCOUVER SOWS FOR THE FUTURE

The would-be “Greenest City” is completing its busier and denser areas with trees and plants.

Author: David Goldberg
On August 8, 2018 at 6:30 am

This article is part of the series Growing Safe Streets

Editor’s note: This is Part 2 in a four-part series on how trees and plants help to slow traffic, ameliorate climate change impacts and make growing cities more livable. Read Part 1 here.

When it comes to cultivating plants and walkability together, Vancouver, BC, over the last two decades has reaped a harvest of low-hanging fruit on its residential streets. Today, though, the city is looking to plow new ground by taking on its busier streets in more crowded areas.

In the late 20th century, the city began to use traffic circles and curb bulges — or bulbs, as they’re known stateside — to slow traffic in residential areas, and quickly learned that the new spaces provided an opportunity for gardening. Vancouver’s popular Green Streets program recruits volunteers to tend gardens in the traffic calming spaces, with the city paying for the initial planting. In the 1990s, the city began converting side streets into “bike boulevards” and pursued a “greenways” plan that tore out asphalt and concrete in some places to make park-like streets where biking and walking were comfortable. Today, the city has 108 miles of such corridors.

The city was several years behind Seattle and Portland in formally adopting a complete streets policy, waiting until April 2017 to embrace a framework for improving the opportunities for walking, biking and transit throughout its street network. But with the explicit goal of including natural elements and green infrastructure, Vancouver has an especially comprehensive take
on the notion of “complete.”

The new framework builds on a Renewable City action plan from 2015 that called for a complete streets approach, and a Greenest City action plan from 2012. It comes as the city moves to address anticipated effects of climate change with an integrated rainwater management plan that leans heavily on best practices in street design for its goal of capturing 90 percent of stormwater runoff.

“We are trying to look at streets holistically, bringing land use, green infrastructure, public space and transportation together as seamlessly as possible,“ said Rich Carmona, a senior Complete Streets planning engineer with the City of Vancouver. As the city begins to rethink its busiest corridors in dense areas, he added, “We need to show more comprehensive benefits.”

Green paint plus greenspace equals calmer travel

During the current decade, Vancouver has become the clear North American leader in bicycle transportation through dramatic steps to expand the city’s “all ages and abilities” cycling network — or triple A in local parlance. Not only did the city complete a downtown grid of protected bike lanes, in 2014 Vancouver became the first on the continent to build a “protected intersection” for people on bikes.

The confluence of Burrard Street and Cornwall Avenue at the south end of the Burrard Bridge was an auto-scape of swooping
lanes for high-speed vehicle turns that was a terror for people on foot or bicycle. Traversing the intersection on foot required crossing 15 lanes of traffic at five different locations. The new design created a more conventional T intersection, reducing the pedestrian crossings to two, and added green paint and signals to create safer turns and crossing for the intersecting protected bike lanes.

“Part of calming that intersection, beyond normalizing the turning space, was adding 120 street trees,” said Dale Bracewell, manager of transportation planning for the City of Vancouver.

The city’s planners took lessons from that experience to the north end of the Burrard bridge at the intersection with Pacific Street, a busy bike route that had the second highest collision rate in the city. In building the protected intersection there recently, they not only added safer, separated routes for walking and biking, they also designed around a well-established cypress tree and planted 60 others trees there and along adjacent blocks.

(Note: This post and this NACTO presentation feature some before and after photos of both intersections. Both pieces also feature the video below, which shows through inset video how the streets looked before Vancouver made all these improvements.)

Seacycles: Burrard Bridge to F
from small places

Storming into green infrastructure
While Portland is the acknowledged leader in green stormwater infrastructure, Vancouver is making a strong bid. In response to a mandate from the provincial government, Vancouver in 2016 adopted an integrated rainwater plan that seeks to capture and clean 90 percent of stormwater as close to where it falls as possible. The Complete Streets framework adopted last year, which calls for integrating green infrastructure with plans to rebuild streets to make them calmer and safer for all, was “one of our early implementation measures,” said Cameron Owen, the city's green infrastructure planner.

“We want to make it so that every time we build a street or laneway (alley), add a bike lane or traffic calming,” Owen added, “we look for the opportunity to put in a rain garden, tree trench or structural soils that collect water and support tree growth.”

Construction and planting of an early example, at 63rd Avenue and Yukon Street, wrapped up this spring. In conjunction with an adjacent development project in the high-growth Cambie corridor, the city is carving a triangular mini-park out of the wide, paved right-of-way. Along with a new sidewalk and bikeway, the park space includes new street trees, benches, a water fountain, and rain gardens to collect run-off from adjoining streets.

“Beyond water volume and quality, we also are trying to reduce the urban heat island effect,” Owen said, describing the tendency of paved and built-over areas to disrupt weather patterns so that summers are hotter and drier than normal. “To do that we need to reduce impervious surfaces and boost the tree canopy.”

The city has an ambitious goal to promote that canopy by planting 150,000 trees. The rub, however, is that this needs to happen even as the city grows. “In really urban areas we don't have room for large swales and rain gardens, so we have to do subsurface treatments underneath that absorb and hold water to support the urban forest,” Owen said.

The city is applying that strategy in creating the 10th Ave. bikeway, converting a parking strip into a protected lane serving one of the busiest cycling routes connecting destinations such as Vancouver General Hospital. “In order to support large street trees we are putting perforated pipe and subsurface storage under the
bikeway,” Owen said. “This will provide a source of water and expand the rooting zone so they can grow to full size and maintain better health. When trees are in a little box by the side of the road it’s amazing when they grow at all.”

From healthy trees to healthy streets

Recent research in Vancouver indicates that streets that support healthier trees can also boost the health of human beings and the earth’s climate. In 2012 the city began work on transforming the east-west Comox-Helmcken corridor through the densely settled West End into a “triple A” greenway. The $5 million, 1.6-mile project adds corner bulges and diverters to slow traffic — and provide gardening space — along with trees and street furniture and mini-park spaces that also serve a stormwater function.

In 2016, two studies of the corridor, including one at the University of British Columbia, found that “improved access to walking, cycling and opportunities for local connection” were associated with a 16 percent increase in residents’ daily exercise and a small but measurable drop in days of poor mental and physical health. In addition, researchers saw a rise in cycling trips and a drop in auto trips, with an associated decline in vehicle emissions.

“For the little bit of money that they spent, they got multiples of positive impact,” said researcher Dr. Lawrence Frank, professor in sustainable transport and director of the Health and Community Design Lab at UBC. He noted that the UBC study compared results
with a control group of residents who also lived in the dense area but more than 300 meters from the corridor. “Even in an urban environment where many people walk, when it became more inviting and possible for people to be active and outside, we saw physical activity go up and emissions down.”

Removing cars from the equation

The vast majority of efforts to reallocate the street right-of-way and make it greener and more complete come down to maintaining plenty of space for cars while slowing them down. But what if cars aren’t part of the mix? Just such a scenario is unfolding in Vancouver with the design of the Arbutus greenway.

The Arbutus corridor is an opportunity to reimagine a decommissioned rail line, acquired in 2016, as a green transportation corridor — with a series of gardens, swales and other green infrastructure alongside walking and biking trails and a streetcar running on rails through the grass. The one mode it won’t have is cars. It runs 9 km (5.6 miles) from South False Creek near the Granville Street Bridge to the Fraser River, near the Arthur Laing Bridge. The design proposal, based on feedback from a long public engagement process was unveiled in late April. It envisions eight “character zones”, from a “Harvest Table” segment planted with edibles to a pastoral “Woodland Bend” and a more urban-feeling “Electric Alley,” ranging in length from a third to one and a quarter miles. The design will be vetted and refined over the next several months before funding begins to be identified and construction phased.

“This is an exciting time,” Bracwell said. “It will be very interesting to see where slowing and making complete streets, incorporating green stormwater infrastructure and growing the tree canopy intersect, and how they are funded in our next capital plan.”

Portland and Seattle got the jump on their Canadian counterpart
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in adopting goals for complete streets and stormwater infrastructure. But look for Vancouver to leapfrog ahead by merging ambitious stormwater and tree canopy goals with deep experience in greenways and all-ages-and-abilities design.

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