



## **APPENDIX E: PUBLIC INVOLVEMENT PROGRAM**





# Public Involvement Program

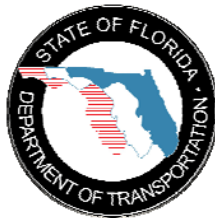
**Florida High Speed Rail (Tampa – Orlando)**

**Project Reevaluation of the  
2005 Final Environmental Impact Statement**

Hillsborough, Polk, Osceola, and  
Orange counties

Prepared By:

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**September 2009**

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# INTRODUCTION

The potential for high speed rail to address a portion of the transportation needs of the State of Florida has a long history. The current effort to evaluate high speed rail's potential was initiated following an enactment by Florida's voters. In November 2000, Florida's voters adopted an amendment, Article 10, Section 19, to the Constitution of the State of Florida that mandated the construction of a high speed transportation system in the state. The amendment required the use of train technologies that operate at speeds in excess of 120 miles per hour (mph) and consisted of dedicated rails or guideways separated from motor vehicle traffic. The system was to link the five largest urban areas of Florida and construction was mandated to begin by November 1, 2003, to address a high speed ground transportation system.

The purpose of Article 10, Section 19 of the Constitution of the State of Florida was, "to reduce traffic congestion and provide alternatives to the traveling public." In June 2001, the Florida State Legislature, through the *Florida High Speed Rail Authority Act*, created the Florida High Speed Rail Authority (FHSRA) and charged the organization with the responsibility for planning, administering, and implementing a high speed rail system in Florida. The act also mandated that the initial segment of the system be developed and operated between St. Petersburg, Tampa, and Orlando areas with future service to the Miami area.

Following its creation in 2001, the FHSRA proceeded to implement the responsibilities set forth in the *Florida High Speed Rail Authority Act*. The FHSRA's proposal included the provision of high speed rail passenger service between downtown Tampa and Orlando International Airport. This project, while viewed by FHSRA as the eventual achievement of the constitutional goal, has independent utility, in that it serves as an important transportation purpose in its own right and its implementation is not dependent upon future actions that may or may not be taken to expand high speed rail service beyond this project's limits. The FHSRA, with guidance from the lead federal agency, the Federal Railroad Administration (FRA), had undertaken a number of actions to advance the high speed rail system; including preparation of the *Draft Environmental Impact*

*Statement* (DEIS) approved by FRA in August 2003. Production of the *Final Environmental Impact Statement* (FEIS) began in fall 2003.

On November 2, 2004, Florida voters repealed Article 10, Section 19 to the Constitution of the State of Florida in its entirety resulting in removal of the constitutional mandate for a high speed rail system. This action, however, did not affect the legislative mandate for the FHSRA and the *Florida High Speed Rail Authority Act* remains in effect pending any action that the Florida Legislature may take. The FHSRA determined, and FRA agreed, that it was in the best interest of the State of Florida to complete the FEIS. The FEIS was subsequently approved by FRA on July 19, 2005. However, a Record of Decision (ROD) was not issued at that time.

In October 2008, the *Federal High Speed Rail Bill* was passed, national competition for federal funds launched in December 2008, and initial interest responses were submitted in January 2009. The Federal Stimulus Bill in February 2009 titled the *America Recovery & Reinvestment Act* (ARRA) made \$8 billion available for HSR. In April 2009, the Obama Administration unveiled its High Speed Rail Vision Plan, initially targeting federally-designated high speed rail corridors, including corridors in Florida. In order to obtain a ROD and become eligible for submittal of an application for ARRA, FRA required a reevaluation of the FEIS.

The following *Public Involvement Program* identifies the techniques and methodologies used throughout the high speed rail reevaluation process. The groups and individuals that were notified are also identified in this document. This program was updated throughout the *Florida High Speed Rail (Tampa – Orlando) Reevaluation* of the FEIS, as necessary.

## **1.0 PUBLIC INVOLVEMENT PROCESS**

### **1.1 Purpose**

This proactive public involvement program focused on achieving public awareness and community interaction. The purpose of this program was to help ensure that the appropriate input from all concerned citizens, agencies, private groups and governmental

entities was received for the reevaluation of the high speed rail project. The *Florida High Speed Rail Public Involvement Program* is in compliance with the Florida Department of Transportation (FDOT) *Project Development and Environment Manual* and incorporates all requirements of 23 Code of Federal Regulations 771 and Florida Statute 339.155.

## **1.2      Goals**

The *Florida High Speed Rail (Tampa – Orlando) Reevaluation* documents changes to the FHSR project since the approval of the FEIS in 2005. Therefore, the goals of this *Public Involvement Program* included the following:

- Identify changes to the project and surrounding areas
- Solicit comments where impacts or project components change
- Respond to the people that project changes potentially affect

## **1.3      Process**

FDOT collected and evaluated input/data regarding project changes from the residents and property owners along the potential project corridors, various jurisdictions within and adjacent to the project corridors, and all interested reviewing agencies. To ensure opportunities for public participation in the reevaluation process, a flexible database was created incorporating local, regional, state, and federal agencies and individual citizens, property owners, and public interest groups having a direct or expressed interest in the project (i.e., residential, business, commercial, historic, minority, ecological or environmental). As other concerned individuals or groups were identified during the reevaluation, they were also listed and contacted.

## **2.0      PUBLIC OUTREACH**

A six-month public involvement schedule was developed for the *Florida High Speed Rail (Tampa – Orlando) Reevaluation*. By meeting with interested citizens and agencies during this reevaluation phase, FDOT ensured public participation and input on the changes to corridor alignments, aesthetics, landscaping, noise, safety, and other potential and/or perceived community impacts. The following tools ensured that all interested

members of the public and agencies received direct communication, in several formats. All comments were documented and available to the FRA to expedite the issuance of the ROD.

This public awareness program was developed to make certain that federal, state, and local officials, property and business owners, interested groups and organizations, and residents receive the correct information concerning project changes and the status of the current reevaluation activities. Efforts also focused on creating a dialogue with the public in order to incorporate public input within the reevaluation.

The following direct communication techniques were employed to notify the public about the proposed transportation improvements, to inform the public about the current status of the project and future project activities, and to solicit public comment during the reevaluation.

## **2.1      Mailing Lists**

Microsoft Access database technology provided a flexible database system for collecting and sorting a newly developed list of individuals, organizations, and agency representatives. The list was updated throughout the process as concerned individuals or groups were identified.

## **2.2      Website**

The existing project website (<http://www.floridahighspeedrail.org/>) was used to communicate project information, contact information, as well as notices of small group meetings and presentations.

## **2.3      Local Government Coordination Meetings**

As shown in Table 1, a total of 11 meetings were held with the local governments to obtain information about changes to transportation facilities and land use plans that have occurred since the approval of the FEIS. A summary of the comments received and land use and transportation changes since the approval of the FEIS were identified during the

initial reevaluation portion of this study. Please see Appendices A – K for meeting summaries.

**Table 1**  
**Local Government Coordination Meetings**

<b>Organization(s)</b>	<b>Date</b>	<b>Location</b>
Misc. Planning and Transportation Agencies	June 29, 2009	FDOT District Seven Tampa, Florida
Misc. Planning and Transportation Agencies	June 30, 2009	FDOT District Five, Urban Office Orlando, Florida
Orange County	July 20, 2009	Orange County Offices Orlando, Florida
City of Lakeland, Polk County, Polk County TPO	July 20, 2009	City of Lakeland Offices Lakeland, Florida
City of Tampa	July 21, 2009	FDOT District Seven Tampa, Florida
Greater Orlando Airport Authority	July 21, 2009	GOAA Annex Building Orlando, Florida
City of Orlando	August 12, 2009	City Hall Orlando, Florida
Tampa Bay Area Regional Authority and Hillsborough Area Regional Transit Authority	August 13, 2009	FDOT District Seven Tampa, Florida
City of Plant City and Hillsborough County	August 13, 2009	FDOT District Seven Tampa, Florida
University of South Florida Polytechnic	August 13, 2009	FDOT District One Bartow, Florida
International Drive/ETC	August 14, 2009	Embassy Suites Orlando, Florida

## **2.4 ETAT Agency Coordination Meeting**

FDOT understands the importance of coordination with affected agencies, interested groups, or organizations with specific knowledge about the high speed rail corridor to identify project changes throughout the reevaluation process. This includes all federal, state and local agencies that will have input into the permitting process for the high speed rail corridor. Therefore, an agency coordination meeting was held on September 11, 2009. Invitees included the Environmental Technical Advisory Teams

from Districts One, Five, and Seven. A summary of this meeting is included in Appendix L.

## **2.5      Public Information Meetings**

As shown in Table 2, three Public Information Meetings were held along the project corridor in September 2009. This series of meetings provided the public with an opportunity to review the information on the high speed rail reevaluation process and results. The meeting included a video presentation and aerial exhibits and displays for the purpose of enhancing public understanding of the changes expected to the proposed high speed rail project. A multi-disciplinary consultant team explained the project to attendees and answered public questions. All oral and written comments received were documented as part of the project records. A summary of these meetings is included in Appendix M.

**Table 2  
Public Information Meetings**

<b>Date/Time</b>	<b>Location</b>
September 15, 2009 4:00 pm-7:00 pm	Florida State Fairgrounds Tampa, Florida
September 16, 2009 4:00 pm-7:00 pm	The Lakeland Center Lakeland, Florida
September 17, 2009 4:00 pm-7:00 pm	International Plaza Resort and Spa Orlando, Florida

## **2.6      Display Newspaper Advertisements**

Newspaper advertisements were placed in the *Tampa Tribune*, *Lakeland Ledger*, and the *Orlando Sentinel*. They were used to announce specific public meetings and dates and locations relating to the proposed corridor alignments for the high speed rail project. Newsletters, advertisements, and press releases provided access to the public and agencies through a variety of channels and methods.

## 2.7 News Releases to Local Media

News releases were prepared and distributed to area electronic and print media in advance of public meetings as identified in Tables 3, 4, and 5, respectively.

## 2.8 Medial Packets

Media packets were distributed to the electronic and print media upon demand.

**Table 3**  
**Hillsborough County Media**

<b>Print</b>	<b>Radio</b>	<b>TV</b>
<ul style="list-style-type: none"><li>• The Tampa Tribune</li><li>• The Business Journal</li><li>• New Tampa Neighborhood News</li><li>• La Gaceta</li><li>• Nuevo Siglo</li></ul>	<ul style="list-style-type: none"><li>• WDAE- am</li><li>• WFLA- am</li><li>• WMNF</li><li>• WUSF</li><li>• WQYK</li><li>• WTMP</li><li>• WQBN</li></ul>	<ul style="list-style-type: none"><li>• WTVT</li><li>• WFLA</li><li>• WTSP</li><li>• WFTS</li><li>• Hillsborough County Government TV</li></ul>

**Table 4**  
**Polk County Media**

<b>Print</b>	<b>Radio</b>	<b>TV</b>
<ul style="list-style-type: none"><li>• Polk County Press</li><li>• The Polk County Democrat</li><li>• The Fort Meade Leader</li><li>• The Lake Wales News</li><li>• Frostproof News</li><li>• The Ledger</li><li>• The News Chief</li></ul>	<ul style="list-style-type: none"><li>• WBAR- am</li><li>• WWBF- am</li><li>• WLVF</li><li>• WLKF- am,</li><li>• WONN- am,</li><li>• WPCV, WWRZ</li><li>• WTWB- am</li><li>• WWAB- am</li><li>• WHNR- am</li></ul>	<ul style="list-style-type: none"><li>• Bay News 9 – BNN/TWC</li></ul>

**Table 5**  
**Osceola County & Orange County Media**

<b>Print</b>	<b>Radio</b>	<b>TV</b>
<ul style="list-style-type: none"> <li>• Orlando Sentinel</li> <li>• Orlando Business Journal</li> <li>• Orlando Sentinel – Osceola Edition</li> <li>• Osceola News Gazette</li> </ul>	<ul style="list-style-type: none"> <li>• WDBO- am</li> <li>• WJRR</li> <li>• WMGF</li> <li>• WTKS</li> <li>• WFLF</li> <li>• WXXL</li> </ul>	<ul style="list-style-type: none"> <li>• WESH</li> <li>• WFTV</li> <li>• WKMG</li> <li>• WMFE</li> <li>• WOFL</li> <li>• WRBW</li> <li>• WTGL</li> <li>• Orange County Government TV</li> <li>• News Channel 13</li> </ul>

### **3.0 IDENTIFICATION OF CONCERNED PUBLIC**

The first task of the public involvement effort was to create a flexible database including all agencies, groups, and individuals interested in the high speed rail project. The database included: the residents and property owners within 300 feet of the potential corridor alignments in Hillsborough, Polk, Osceola, and Orange counties; elected and appointed officials within various jurisdictions within and adjacent to the project corridors; and all state, federal, and non-governmental reviewing agencies.

These agencies, groups, and individuals were contacted at the onset of the project, and were kept informed throughout the course of the reevaluation to ensure that their input is incorporated into the planning process. As other concerned individuals or groups were identified during the reevaluation, they were also listed and contacted. To assure compliance with Title VI of the *U.S. Civil Rights Act of 1964*, and related statutes, and with *Executive Order 12898*, issued in 1994, this public involvement program included notifications to minority populations and low-income populations.



### **3.1 Federal Agencies**

- Federal Highway Administration
- Federal Railroad Administration

### **3.2 State Agencies**

- Florida Department of Transportation
- Florida's Turnpike Enterprise

### **3.3 Regional Agencies**

- Tampa Bay Area Regional Transit Authority (TBARTA)
- Tampa Bay Regional Planning Council
- Central Florida Regional Planning Council
- St. Johns Water Management District
- Southwest Florida Water Management District

### **3.4 Local Agencies**

- City of Orlando Transportation
- City of Orlando Planning Division
- LYNX
- Greater Orlando Aviation Authority
- Orange County Growth Management
- Orlando Utility Commission
- METROPLAN Orlando
- Orlando-Orange County Expressway Authority
- Osceola County Growth Management
- City of Tampa Growth Management
- Hillsborough Area Regional Transit Authority
- Hillsborough County Planning & Growth Management
- Hillsborough County Metropolitan Planning Organization
- City of Lakeland
- Polk Transportation Planning Organization

### **3.5 Property Owners**

Owners of property falling in whole or in part within 300 feet of the proposed changes along I-4 from Tampa to Orlando were included on the mailing list.

### **3.6      Elected and Appointed Officials**

As listed in Appendix N, the following elected and appointed officials were included on the mailing list:

- Federal and State Senators and Representatives
- Hillsborough County Federal and State Legislative Delegations
- Hillsborough County Commission
- Hillsborough County Administrator
- Hillsborough County Constitutional Officers
- Hillsborough County Metropolitan Planning Organization
- Mayor of City of Tampa
- Polk County Federal and State Legislative Delegations
- Polk County Commission
- Polk County Administrator
- Polk County Constitutional Officers
- Mayor of City of Bartow
- Mayor of City of Lakeland
- Mayor of City of Winter Haven
- Mayor of City of Auburndale
- Osceola County Federal and State Legislative Delegations
- Osceola County Commission
- Osceola County Administrator
- Osceola County Constitutional Officers
- Mayor of City of Kissimmee
- Orange County Federal and State Legislative Delegations
- Orange County Commission
- Orange County Administrator
- Orange County Constitutional Officers
- Mayor of City of Orlando

## **4.0      DOCUMENTATION**

Comments received throughout the public involvement effort were summarized for further consideration by FRA. Responses were prepared to all public inquiries, as necessary. This *Public Involvement Program* summarizes the comments received throughout this reevaluation.

**APPENDIX A**  
**Planning and Transportation Agencies**  
**Coordination Meeting # 1**  
**June 29, 2009**

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**FLORIDA HIGH SPEED RAIL  
AGENCY COORDINATION MEETING**

**Monday, June 29 2009, 1:00 p.m. - 3:00 p.m.  
Florida Department of Transportation, District Seven  
Executive Conference Room**

**Invitees:** Donald Skelton ( FDOT District Seven), Scott Collister ( FDOT District Seven), Ming Gao ( FDOT District Seven), Elba Lopez ( FDOT District Seven), Amy Perez (FDOT District One), Robert Clifford (TBARTA), Michelle Greene (TBARTA), Jim Studiale (City of Lakeland), Helen Sears (CFRPC), Peter Alluto (Hillsborough County), Ray Chiaramonte (Hillsborough County MPO), Manny Pumariega (TBRPC), Joe Smith (Tampa Bay Partnership), David Steele (USF Polytechnic), Cassandra Ecker (Jacobs), Howard Newman (WSA)

**Presentation Team:** Nazih Haddad (FDOT), Gibran Hadj-Chikh (Parsons), Susan Roux (Parsons), Jennifer Lewis, (Parsons), Sharon Phillips (PBS&J), Lee Strickland (PBS&J),

Nazih Haddad opened the meeting and described the *Federal High Speed Rail American Recovery and Reinvestment Act* (ARRA) and the history of high speed rail initiatives in Florida. The balance of his presentation described the 2005 FEIS FHSR recommended alignment between Orlando and Tampa, and the reevaluation that is currently underway in order to receive a Record of Decision (ROD) from the Federal Rail Administration (FRA).

Susan Roux continued with a description of, and the recommendations, resulting from the June 5, 2009 meeting with FRA staff, FDOT and consultant staff. The qualitative data presented to FRA resulted in an agreement between FDOT and FRA that a reevaluation of the FEIS be prepared in order to move to the ROD stage and in order to submit the prequalification for ARRA funds.

The last portion of the meeting, led by Sharon Phillips, used the 2005 FEIS concept plans as an attempt to identify any additional regulatory changes, land use developments, planning efforts, and/or transportation improvements that had occurred since the FEIS approval in July, 2005, and might need to be addressed as part of the reevaluation.

Throughout the three presentations, attendees identified the potential issues, new reports and designs. The following is a list of that information:

- There are several highway improvements that have advanced since the 2005 FEIS and will need to be coordinated with the re-evaluation. Specific improvements noted included:
  - Proposed improvement of I-275 to I-4 ramp may impinge on FHSR ROW (URS traffic analyses underway).

- Connection between Crosstown Expressway and I-4: bids on this design are scheduled to be received by September 16, 2009.
  - I-75/I-4 interchange: study is underway, anticipated to be completed in Fall 2009
  - Polk Parkway interchange: variances may be required as part of interchange reconstruction
- The size and design of the Tampa CBD Station need to be evaluated by FDOT District Seven to ensure multi-modal connectivity.
- A new additional potential Polk County Station site at the new USF Polytechnic is proposed by USF to be considered as a station because the new campus is midway between Orlando and Tampa and the FEIS lists just options. The campus is estimated to have over 16,000 students.
- Pinellas/Hillsborough Joint MPO Meeting is scheduled for September 22, 2009. A presentation by FDOT or consultant staff is likely to be requested.
- Tampa CBD FHSR O&D traffic (amount and location) is desired by FDOT and TBARTA.
- If endorsements by local governments are made they should be sent to Nazih Haddad for inclusion in the FHSR application to FRA.
- Ridership update will be conducted by WSA & AECOM.
- The Engineering review process needs to be initiated with (1) a request for as-builts, (2) set up review meetings and (3) meet with FDOT and local governments.
- Noise and vibration analyses will be conducted as part of the reevaluation. Note that the USF Polytechnic campus may be a vibration sensitive site. Plant City High School also noted as possible sensitive site.
- Will FRA anticipate the air quality update to address greenhouse gases?
- Local governments, MPO and private groups such as the Tampa Bay Partnership will request presentations and meetings during the reevaluation process.
- Stakeholders in St. Petersburg and Pinellas County are requesting clarification as to the status of a linkage to the high speed rail system from their jurisdictions. This issue will need to be coordinated with TBARTA's transit plan.

**FLORIDA HIGH SPEED RAIL  
AGENCY COORDINATION MEETING**

**Monday, June 29, 2009, 1:00 p.m.  
Florida Department of Transportation, District Seven  
Executive Conference Room**

**AGENDA**

- I. INTRODUCTION AND MEETING PURPOSE – N. Haddad**
- II. PRESENTATION ON FLORIDA HIGH SPEED RAIL PROGRAM - N. Haddad**
- III. FOCUS ON CHANGES (EXISTING AND PLANNED) – S. Phillips**
  - A. Regulatory (Post ETDM)
  - B. Transit/Roadway Improvements
  - C. Land Use Changes
- IV. IDENTIFICATION OF CHANGES – S. Phillips**
  - A. Public Outreach and Coordination
  - B. Existing FHSR Concept Plans Available on CD
  - C. Concept Plans Aerial Photography Review
- V. SUMMARY – S. Phillips**

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**APPENDIX B**  
**Planning and Transportation Agencies**  
**Coordination Meeting # 2**  
**June 30, 2009**

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**FLORIDA HIGH SPEED RAIL  
AGENCY COORDINATION MEETING**

**Tuesday, June 30, 2009, 10:00 a.m. - 12:00 p.m.  
Florida Department of Transportation, District Five  
Orlando Urban Center**

**Invitees:** Teresa Jacobs (FDOT District Five), John Zielinski (FDOT District Five), Randy Fox (Florida Turnpike Enterprise), Barbara Davis (Florida Turnpike Enterprise), Jennifer Stults (Polk County Transportation Planning Organization), Bradley Friel (Greater Orlando Aviation Authority), Leslie Griffin (Orange County Expressway Authority), Lemoyne Adams (Orlando Utility Commission), David Groudall (Metrolan Orlando), Tiffany Homler (Osceola County), Howard Newman (WSA)

**Presentation Team:** Nazih Haddad (FDOT), Gibran Hadj-Chikh (Parsons), Susan Roux (Parsons), Sharon Phillips (PBS&J), Lee Strickland (PBS&J)

Nazih Haddad opened the meeting and described the *Federal High Speed Rail American Recovery and Reinvestment Act* (ARRA) and the history of high speed rail initiatives in Florida. The balance of his presentation described the 2005 FEIS FHSR recommended alignment between Orlando and Tampa, and the reevaluation that is currently underway in order to receive a Record of Decision (ROD) from the Federal Rail Administration (FRA).

Susan Roux continued with a description of, and the recommendations, resulting from the June 5, 2009 meeting with FRA staff, FDOT and consultant staff. The qualitative data presented to FRA resulted in an agreement between FDOT and FRA that a reevaluation of the FEIS be prepared in order to move to the ROD stage and in order to submit the prequalification for ARRA funds.

The last portion of the meeting, led by Sharon Phillips, used the 2005 FEIS concept plans as an attempt to identify any additional regulatory changes, land use developments, planning efforts, and/or transportation improvements that had occurred since the FEIS approval in July, 2005, and might need to be addressed as part of the reevaluation.

Throughout the three presentations, attendees identified the potential issues, new reports and designs. The following is a list of that information:

- I-4/US 27 Interchange modifications are in final design and nearly complete.
- Plans completed since 2005 to widen the Beachline to eight lanes may impinge upon the area north of the Beachline identified in 2005.
- Improvements to Taft/Vineland roadways may affect the FHSR corridor identified in 2005; plans for widening to be completed later this year
- New construction has occurred in the Tradeport area and may affect the FHSR alignment.

- An Intermodal Study from International Drive to the OIA has been completed by FDOT.
- GOAA has delayed the construction of the new South Terminal, which incorporated the FEIS intermodal location and FHSR connection.
- GOAA has constructed a parking lot at one site identified in the FEIS as an Operation and Maintenance Site option in the FEIS.
- The City of Orlando is about to begin a study of Boggy Creek.
- The railroad bridge crossing Boggy Creek is to be replaced.
- Sunrail continues to be discussed and its current crossing of the Beachline does not occur near either proposed intermodal site.
- GOAA requested a schedule for completing Memoranda of Understanding; Nazih Haddad indicated that FDOT would like some level of MOU completed in time for the October 2009 applications for FRA funding.
- Wetherbee Road Extension is under construction and will need to be considered as part of the re-evaluation.
- Noted that one of the two maintenance sites identified in the 2005 FEIS is located on a conservation area
- Polk County has interest in considering station sites both east and west of Lakeland

**FLORIDA HIGH SPEED RAIL  
AGENCY COORDINATION MEETING**

**Tuesday, June 30, 2009, 10:00 a.m.  
Florida Department of Transportation, District Five  
Orlando Urban Center**

**AGENDA**

- IV. INTRODUCTION AND MEETING PURPOSE – N. Haddad**
- V. PRESENTATION ON FLORIDA HIGH SPEED RAIL PROGRAM - N. Haddad**
- VI. FEIS REEVALUATION- S. Roux**
- IV. IDENTIFICATION OF CHANGES – S. Phillips**
  - B. Public Outreach and Coordination**
  - B. Existing FHSR Concept Plans Available on CD**
  - C. Concept Plans Aerial Photography Review**
- V. SUMMARY – S. Phillips**

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**APPENDIX C**  
**Orange County/GEC**  
**Coordination Meeting # 3**  
**July 20, 2009**

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# FLORIDA HIGH SPEED RAIL

## MEETING SUMMARY ORANGE COUNTY/I-DRIVE STATION @ ORANGE COUNTY

July 20, 2009

NOTE: Below is a Meeting Summary that is intended to capture the major points of discussion at the subject meeting. Detailed meeting minutes are not provided or necessary.

The subject meeting was held for the purpose of providing an update on the Florida HSR project and to review station location that is proposed to serve the Orange County Convention Center/International Drive area as part of the Tampa-Orlando HSR system. The briefing was led by Nazih Haddad of FDOT, and supported by members of the HNTB/WSA General Consultant team. The meeting included staff members of Orange County, LYNX, FDOT District 5 and FDOT District 5 Sunrail team. Other members of the GEC and PD&E teams participated in person or a call-in. An attendance sheet is attached.

Mr. Haddad started the meeting by describing the ongoing application process for funding under the Vision for High Speed Rail in America ARRA Stimulus program. He explained that three separate Pre-applications had been submitted on July 10, 2009 by the FDOT. One of the Pre-applications was for the Tampa-Orlando-Miami High Speed Rail corridor. The meeting today was related to the Tampa-Orlando segment of this corridor, which is deemed most "ready to go".

Mr. Gilhooley of HNTB followed by providing a brief overview of the project and its proposed alignment based on the FEIS performed in 2002. This document is currently being updated by the FHSR PD&E Team: Parsons-PBS&J.

Mr. Share of WSA then described the primary intent of the meeting: to review the station location that was previously cleared environmentally for the FEIS in 2002; determine if this location was still applicable or needed updating; request information that may impact the updated ridership forecasts that are being performed for the HSR project (with a particular focus on transit or multi-modal connections); and discuss the development of a Memorandum of Understanding that could be included in the HSR Application that will be submitted on October 2, 2009. The MOU would document the willingness of the County and surrounding stakeholders to participate in the project and have a station on the system.

From Orange County staff's point of view, there is clearly very positive support for a station in this location, and much planning has been done to accommodate and tie in to other modes. Ms. Carla Bell Johnson provided an update of the developments in or near the proposed intermodal station that is located primarily within the same proposed HSR

## FHSR Meeting Summary

July 20, 2009

Page 2 of 2

station site. There has been a significant amount of planning work done on this and surrounding sites that accommodates HSR and provides strong transit connection opportunities with current and future transit systems. Proposed connecting systems would include the I-Drive Circulator, which Orange County is currently advancing into an implementation phase. Also considered is a future light rail connection, and rubber tire service connection to the Sunrail commuter rail system. Ms Johnson provided copies of previous planning studies for reference and input to the HSR process.

A discussion was held regarding the geometry of the site and the area that was previously cleared as shown on the attached plans. The alignment of the HSR system in this segment is challenging both horizontally and vertically to land at an ideal location exactly within the proposed station footprint. This can be studied further in the PD&E update, and it appears a reasonably efficient and workable solution can be achieved.

Orange County staff recommended that in addition to seeking their input and potential endorsement, a similar meeting should be held with OCCC leadership and with the ETC that represents the transportation interests of the I-Drive area businesses. Ms. Bell Johnson offered to assist in setting such a meeting up in the very near future.

Ridership was discussed as relates to any significant developments, which appear to be focused primarily on the previously mentioned transit connections, and on recent or planned developments in the areas such as a major new Hilton hotel.

The meeting concluded with commitments by all to follow up with requested information and to keep updated and apprised of progress.

End of meeting Summary.

ENCLOSURES: meeting handouts and sign-up sheet

**APPENDIX D**  
**City of Lakeland/GEC**  
**Coordination Meeting # 4**  
**July 20, 2009**

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# FLORIDA HIGH SPEED RAIL

## MEETING SUMMARY LAKELAND STATION @ CITY OF LAKELAND

July 20, 2009

NOTE: Below is a Meeting Summary that is intended to capture the major points of discussion at the subject meeting. Detailed meeting minutes are not provided or necessary.

The subject meeting was held for the purpose of providing an update on the Florida HSR project and to review station locations with local staff of: City of Lakeland, Polk County, Polk County TPO, Lakeland Area Mass Transit District and the Regional Planning Council. The briefing was led by Nazih Haddad of FDOT, and supported by members of the HNTB/WSA General Consultant team. FDOT District 1 also attended. A record of attendees is attached to this summary.

Mr. Haddad started the meeting by describing the ongoing application process for funding under the Vision for High Speed Rail in America ARRA Stimulus program. He explained that three separate Pre-applications had been submitted on July 10, 2009 by the FDOT. One of the Pre-applications was for the Tampa-Orlando-Miami High Speed Rail corridor. The meeting today was related to the Tampa-Orlando segment of this corridor, which is deemed most “ready to go”.

Mr. Gilhooley of HNTB followed by providing a brief overview of the project and its proposed alignment based on the FEIS performed in 2002. This document is currently being updated by the FHSR PD&E Team: Parsons-PBS&J.

Mr. Share of WSA then described the primary intent of the meeting: to review the station locations for Lakeland that were cleared environmentally for the FEIS in 2002; determine if these locations still were applicable or needed updating; request information that may impact the updated ridership forecasts that are being performed for the HSR project (with a particular focus on transit or multi-modal connections); and discuss the development of a Memorandum of Understanding that could be included in the HSR Application that will be submitted on October 2, 2009. The MOU would document the willingness of the local community to participate in the project and have a station on the system.

Lakeland and Polk County representatives expressed great support for the project and willingness to have a HSR station, noting that much planning has been done in the region for transportation in general and transit services in specific. Mr. Barmby of the City of Lakeland then provided an overview of five sites shown on the attached handouts that could be considered currently. Three of these are in the vicinity of the Kathleen Rd site previously cleared, one (two possible locations) at the proposed University of South

## FHSR Meeting Summary

July 20, 2009

Page 2 of 2

Florida campus, and one near the western Polk Parkway site previously cleared. Advantages and disadvantages of each location were discussed.

Both Lakeland and Polk County representatives noted the significant investments that have been made in local infrastructure to plan for future transit connections feeding the US98 core through the City of Lakeland. These investments total near \$100 million. Mr. Share requested that these investments be documented such that the FHSR application could note this given the importance and emphasis on transit connections in the competition for HSR funding.

Also noted was the recent approval by the Florida Legislature to allow the creation of a Polk County Transit Authority that has the ability to dedicate funding to transit. Mr. Share recommended that a Resolution from the City and County in support of HSR be developed that highlighted this ability as another positive element to include in the HSR application.

Other information requested from Polk and City staff was any data that would potentially impact a ridership update for HSR service in Lakeland. Staff agreed to provide this information and also recommended follow up with FDOT D1 for traffic model information.

The meeting concluded with commitments by all to follow up with requested information and to keep updated and apprised of progress.

End of meeting Summary.

ENCLOSURES: meeting handouts and sign-up sheet

**APPENDIX E**  
**City of Tampa/GEC**  
**Coordination Meeting # 5**  
**July 21, 2009**

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# FLORIDA HIGH SPEED RAIL

## MEETING SUMMARY TAMPA STATION @ FDOT DISTRICT 7 BUILDING

July 21, 2009

NOTE: Below is a Meeting Summary that is intended to capture the major points of discussion at the subject meeting. Detailed meeting minutes are not provided or necessary.

The subject meeting was held for the purpose of providing an update on the Florida HSR project and to review station location that is proposed in downtown Tampa. The briefing was led by Nazih Haddad of FDOT, and supported by members of the HNTB/WSA General Consultant team. The meeting included staff members of the City of Tampa and FDOT District 7. Other members of the GEC and PD&E teams participated in person or a call-in. An attendance sheet is attached.

Mr. Haddad started the meeting by describing the ongoing application process for funding under the Vision for High Speed Rail in America ARRA Stimulus program. He explained that three separate Pre-applications had been submitted on July 10, 2009 by the FDOT. One of the Pre-applications was for the Tampa-Orlando-Miami High Speed Rail corridor. The meeting today was related to the Tampa-Orlando segment of this corridor, which is deemed most “ready to go”.

Mr. Gilhooley of HNTB followed by providing a brief overview of the project and its proposed alignment based on the FEIS performed in 2002. This document is currently being updated by the FHSR PD&E Team: Parsons-PBS&J.

Mr. Share of WSA then described the primary intent of the meeting: to review the station location that was previously cleared environmentally for the FEIS in 2002; determine if this location was still applicable or needed updating; request information that may impact the updated ridership forecasts that are being performed for the HSR project; and discuss the development of a Memorandum of Understanding that could be included in the HSR Application that will be submitted on October 2, 2009. The MOU would document the willingness of the City to participate in the project and have a station on the system.

City of Tampa and FDOT staff noted that much planning has occurred on the proposed site in the last few years since the HSR system was put on hold. This planning has revolved around the development of an intermodal center that can accommodate HSR and interface with other modes such as buses. A concept map was provided at the meeting by FDOT staff and is attached. City and FDOT noted that there is a light rail system under development that would not connect to the site as currently planned. Other systems envisioned by TBARTA such as commuter rail may connect to the site, called

## FHSR Meeting Summary

July 20, 2009

Page 2 of 2

the Marion Transit center, and provide a connection to HSR. Other future opportunities include a connection to Tampa International Airport and to the Port of Tampa for cruises.

Ridership was discussed to identify new factors that may influence revised projections. Mr. Danny Lamb of FDOT was identified as a source for all the latest model information.

The consensus from City staff was the development of the HSR station downtown may serve as a magnet for other modes to join in, and also to provide TOD around the site location. They committed to discuss the idea of providing a supportive resolution from the City.

End of meeting Summary.

ENCLOSURES: meeting handouts and sign-up sheet

**APPENDIX F**  
**OIA/GOAA/GEC**  
**Coordination Meeting # 6**  
**July 21, 2009**

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# FLORIDA HIGH SPEED RAIL

## MEETING SUMMARY ORLANDO INTERNATIONAL AIRPORT STATION @ GREATER ORLANDO AVIATION AUTHORITY ANNEX BUILDING

July 21, 2009

NOTE: Below is a Meeting Summary that is intended to capture the major points of discussion at the subject meeting. Detailed meeting minutes are not provided or necessary.

The subject meeting was held for the purpose of providing an update on the Florida HSR project and to review station location that is proposed at the Orlando International Airport as part of the Tampa-Orlando-Miami HSR system. The briefing was led by Nazih Haddad of FDOT, and supported by members of the HNTB/WSA General Consultant team. The meeting included staff members of LYNX, FDOT District 5 and FDOT District 5 Sunrail team. Other members of the GEC and PD&E teams participated in person or a call-in. An attendance sheet is attached.

Mr. Haddad started the meeting by describing the ongoing application process for funding under the Vision for High Speed Rail in America ARRA Stimulus program. He explained that three separate Pre-applications had been submitted on July 10, 2009 by the FDOT. One of the Pre-applications was for the Tampa-Orlando-Miami High Speed Rail corridor. The meeting today was related to the Tampa-Orlando segment of this corridor, which is deemed most "ready to go".

Mr. Haddad complemented the GOAA for its visionary planning for High Speed and other rail modes through the significant investments made to accommodate rail corridors and to plan for rail station(s). Mr. Haddad noted that FDOT had included these visionary investments as part of the State contribution in the Pre-application for the HSR corridor.

Mr. Gilhooley of HNTB followed by providing a brief overview of the project and its proposed alignment based on the FEIS performed in 2002. This document is currently being updated by the FHSR PD&E Team: Parsons-PBS&J.

Mr. Share of WSA then described the primary intent of the meeting: to review the station location that was previously cleared environmentally for the FEIS in 2002; determine if this location was still applicable or needed updating; request information that may impact the updated ridership forecasts that are being performed for the HSR project; and discuss the development of a Memorandum of Understanding that could be included in the HSR Application that will be submitted on October 2, 2009. The MOU would document the willingness of the Authority to participate in the project and have a station on the system.

Mr. Share also noted that the routing of the HSR on to OIA property included a proposed maintenance facility that was previously contemplated for the HSR Greenway alignment that is no longer under consideration. The alternate location for a maintenance facility in the previous FEIS is now very challenging to make work, so ideally the one on OIA property could be made to work.

GOAA Executive Director Steve Gardner began by renewing the commitment that the airport has to be part of the system as noted by Mr. Haddad. He stated that while the previous FEIS performed in 2002 had the HSR system ending with a station at the future South Terminal, that both the North and future South terminals should be included in the HSR planning. Mr. Rob Brancheau briefed on previous and recent planning efforts GOAA has made to accommodate an entry from the south and exit from the north for HSR to continue to Miami or other points.

Additional input provided by GOAA staff included the following:

- Mr. Bob Gilbert asked for the format of endorsement sought as part of the application process, and FDOT committed to provide this;
- Mr. Gilbert also brought up the issue of potential electric interference with FAA control equipment that may occur from an electric train, and shared his recollection of a study done at LAX on this topic that may be of assistance on analyzing this issue.
- Mr. Brancheau noted that the site where the proposed maintenance facility is located is a Conservation site, so an alternate location may need to be explored.
- Any alternate site for the HSR maintenance facility on GOAA property may require fair market value compensation due to FAA regulations.
- There is a need to shift the existing South Access Road alignment to remove any conflict with the HSR alignment.
- GOAA committed to provide a set of updated plans that show the latest planning that would impact HSR. .

Factors influencing ridership included a commitment by GOAA to provide recently compiled enplanement and deplanement data. LYNX noted that they are working to develop bus service from OIA to potential connection with Sunrail near I-Drive. GOAA also noted the success of the Disney Magical Express, which they anticipated we would hear from WDW when a station meeting is held with them. The meeting concluded with commitments by all to follow up with requested information and to keep updated and apprised of progress.

End of meeting Summary.

ENCLOSURES: meeting handouts and sign-up sheet

**APPENDIX G**

**City of Orlando/Orlando HSR Stations**

**Coordination Meeting # 7**

**August 12, 2009**

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## FLORIDA HIGH SPEED RAIL

### MEETING SUMMARY

City of Orlando @ City Hall, Orlando

August 14, 2009

NOTE: Below is a Meeting Summary that is intended to capture the major points of discussion at the subject meeting. Detailed meeting minutes are not provided or necessary.

The subject meeting was held for the purpose of providing an update on the Florida HSR project and to review station location that is proposed to serve the Orange County Convention Center/International Drive area as part of the Tampa-Orlando HSR system. The briefing was led by Nazih Haddad of FDOT, and supported by members of the HNTB/WSA General Consultant team. The meeting included staff of the City of Orlando and FDOT District 5. An attendance sheet is attached.

Mr. Haddad started the meeting by describing the ongoing application process for funding under the Vision for High Speed Rail in America ARRA Stimulus program. He explained that three separate Pre-applications had been submitted on July 10, 2009 by the FDOT. One of the Pre-applications was for the Tampa-Orlando-Miami High Speed Rail corridor. The meeting today was related to the Tampa-Orlando segment of this corridor, which is deemed most "ready to go". Mr. Haddad then followed by providing a brief overview of the project and its proposed alignment based on the FEIS performed in 2002. This document is currently being updated by the FHSR PD&E Team: Parsons-PBS&J.

Mr. Share of WSA then described the station locations that were previously cleared environmentally in the Orlando area for the FEIS in 2002, including Orlando Airport, the Orange County Convention Center Intermodal center at Canadian Court, and at Walt Disney world/Celebration. He noted that previous meetings had been held with the greater Orlando Aviation Authority, Orange County, and Walt Disney World to confirm previous locations, and to verify that the Beachline alignment route is the one that will be used by the current High Speed Rail plan. He also discussed the development of a Memorandum of Understanding or Resolution that could be included in the HSR Application that will be submitted on October 2, 2009. The MOU or Resolution would offer support from the City to participate in the project and have a station on the system.

Roger Neiswender, Director of Transportation for the City, offered support on behalf of the city for the HSR project, and noted the importance of this system and its connection to other planned transportation systems such as commuter rail and light rail. He also noted the importance of facilitating connections to the development on the eastern side of the Airport and City with the new UCF Medical School, the Burnham Institute and others, all of which could benefit greatly from the system.

## FHSR Meeting Summary

July 20, 2009

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A discussion was also held by all about the importance of having a consensus vision of what future transportation systems are planned for the region, and that a meeting between the City, County, Metroplan, LYNX, GOAA and District 5 could facilitate the achievement of that common vision.

The meeting concluded with an agreement to follow up with any additional information requests from the City.

End of meeting Summary.

ENCLOSURES: meeting handouts and sign-up sheet

## **Orlando Area High Speed Rail Stations**

### **Agenda**

August 14, 2009 – 11:30 am

Teleconference 866-603-2932, Pass code – 8552509

#### **1. Project Overview**

- a. Phase I – Tampa to Orlando International Airport (OIA)
- b. Phase II – OIA to Miami
- c. Stimulus Funding Application

#### **2. Orlando Area Stations**

- a. Review Station Footprints
- b. Factors Influencing Ridership
- c. Stakeholder Agreements

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**APPENDIX H**

**City of Tampa HSR Station – TBARTA and HART**

**Coordination Meeting # 8**

**August 13, 2009**

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# FLORIDA HIGH SPEED RAIL

## MEETING SUMMARY TAMPA STATION @ FDOT DISTRICT 7 BUILDING

August 13, 2009

NOTE: Below is a Meeting Summary that is intended to capture the major points of discussion at the subject meeting. Detailed meeting minutes are not provided or necessary.

The subject meeting was held for the purpose of providing an update on the Florida HSR project and to review station location that is proposed in downtown Tampa. The briefing was led by Nazih Haddad of FDOT, and supported by members of the HNTB/WSA General Consultant team. The meeting included staff members of HART, TBARTA and FDOT District 7. Other members of the GEC and PD&E teams participated in person or a call-in. An attendance sheet is attached.

Mr. Haddad started the meeting by describing the ongoing application process for funding under the Vision for High Speed Rail in America ARRA Stimulus program. He explained that three separate Pre-applications had been submitted on July 10, 2009 by the FDOT. One of the Pre-applications was for the Tampa-Orlando-Miami High Speed Rail corridor. The meeting today was related to the Tampa-Orlando segment of this corridor, which is deemed most “ready to go”. Mr. Haddad noted that the FEIS that had been prepared previously was being updated and would be included as part of the application to the FRA in October.

Mr. Share of WSA then described the primary intent of the meeting: to review the station location that was previously cleared environmentally for the FEIS in 2002; determine if this location was still applicable or needed updating; request information that may impact the updated ridership forecasts that are being performed for the HSR project; and discuss the development of a Memorandum of Understanding that could be included in the HSR Application that will be submitted on October 2, 2009. The MOU would document the willingness of key stakeholders such as TBARTA and HART to participate in the project and support a station in the downtown Tampa area.

TBARTA staff noted their support for the High Speed Rail project and how well it fit with their vision of bringing more rail/transit to the region including a potential initiative on next year’s ballot for funding. They support the downtown site for the Tampa station, and prefer the station location that is closest to Hillsborough County of the alternatives that had been included in the original FEIS for a Lakeland station. Mr. Share noted that the locations previously cleared in 2002 will be the same ones cleared in the FEIS update. The exact final locations will be determined by a number of factors including the amount of funding FDOT receives, input from private sector vendors, and local input.

## FHSR Meeting Summary

July 20, 2009

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TBARTA also noted that High Speed Rail is a good solution to come into downtown Tampa. They believe that an extension to St. Pete/Pinellas County is well into the future due to the inevitable major cost of a Bay crossing, and that this extension would be best served by some other form of transit for the foreseeable future. This was to be a topic of discussion at an upcoming Hillsborough-Pinellas MPO coordination meeting.

HART staff noted that they have just initiated a study for light rail in the downtown Tampa area, and they are performing an Alternatives Analysis that would be impacted by the ongoing High Speed Rail initiative. All agreed it would be important to coordinate these efforts on factors such as ridership modeling and on potential station locations. A coordination meeting will be set up in the near future.

The meeting concluded with a commitment by all to maintain open communication and coordinate on a regular basis.

End of meeting Summary.

ENCLOSURES: meeting handouts and sign-up sheet



**APPENDIX I**

**City of Plant City – Lakeland HSR Station**

**Coordination Meeting # 9**

**August 13, 2009**

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# FLORIDA HIGH SPEED RAIL

## MEETING SUMMARY PLANT CITY & HILLSBOROUGH COUNTY @ FDOT DISTRICT 1

August 13, 2009

NOTE: Below is a Meeting Summary that is intended to capture the major points of discussion at the subject meeting. Detailed meeting minutes are not provided or necessary.

The subject meeting was held for the purpose of providing an update on the Florida HSR project and to review station locations in the Lakeland area. The briefing was led by Nazih Haddad of FDOT, and supported by members of the HNTB/WSA General Consultant team. The meeting included participants from Plant City and Hillsborough County. An attendance sheet is attached.

Mr. Haddad started the meeting by describing the ongoing application process for funding under the Vision for High Speed Rail in America ARRA Stimulus program. He explained that three separate Pre-applications had been submitted on July 10, 2009 by the FDOT. One of the Pre-applications was for the Tampa-Orlando-Miami High Speed Rail corridor. The meeting today was related to the Tampa-Orlando segment of this corridor, which is deemed most "ready to go". Mr. Haddad noted that the FEIS that had been prepared previously was being updated and would be included as part of the application to the FRA in October.

Mr. Haddad also noted that in the past few weeks a similar meeting had been held in downtown Lakeland with members of the City, Polk County and the TPO. At that meeting, the City of Lakeland had brought up the possibility of a station being considered at or near the proposed USF campus that will be built in the near future, and that a meeting had been held earlier in this day with representatives of USF.

Mr. Share of WSA then reviewed the station locations that were previously cleared environmentally for the FEIS in 2002, noting that these same locations would be proposed in the FEIS update that will be submitted as part of the October 2 Application to the FRA. He noted that this conceptual location is totally appropriate at this point in the development of the project, and that the actual final location was going to be determined by a number of factors, including the input of private sector proposers who will likely operate and maintain the HSR system. These operators will be required to assume the risk of ridership revenue and will therefore be looking for the best business model location for a station. The main intent currently for FDOT is to meet the requirements of the federal process and provide the strongest response possible in this very competitive arena for funding.

## FHSR Meeting Summary

July 20, 2009

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Plant City and Hillsborough County members noted that they understood the process, and that at the appropriate time they would advocate for a station location that is closest to the Hillsborough County line. They also brought to attention a major expansion area being proposed in the future near Plant City that included 22 square miles and 34,000 housing units over a twenty year span. The plans for this can be found on the City's website at [www.plantcitygov.com](http://www.plantcitygov.com) as the NE Area Masterplan.

There was further discussion about the development of a Memorandum of Understanding that could be included in the HSR Application that will be submitted on October 2, 2009. The MOU would document the support of key stakeholders in the region to have a single station in the Polk County/Lakeland area, without specifying location until appropriate.

The meeting concluded with a commitment by all to maintain open communication and coordinate on a regular basis.

End of meeting Summary.

ENCLOSURES: meeting handouts and sign-up sheet

**APPENDIX J**  
**USF – Lakeland HSR Station**  
**Coordination Meeting # 10**  
**August 13, 2009**

# FLORIDA HIGH SPEED RAIL

## MEETING SUMMARY

### UNIVERSITY OF SOUTH FLORIDA POLYTECHNIC @ FDOT DISTRICT 1

August 13, 2009

NOTE: Below is a Meeting Summary that is intended to capture the major points of discussion at the subject meeting. Detailed meeting minutes are not provided or necessary.

The subject meeting was held for the purpose of providing an update on the Florida HSR project and to review station locations in the Lakeland area. The briefing was led by Nazih Haddad of FDOT, and supported by members of the HNTB/WSA General Consultant team. The meeting included participants from the University of South Florida, representatives for the Williams properties (MSCW and Gray Robinson), the City of Lakeland, and FDOT District 1. Other members of the GEC and PD&E teams participated in person or a call-in. An attendance sheet is attached.

Mr. Haddad started the meeting by describing the ongoing application process for funding under the Vision for High Speed Rail in America ARRA Stimulus program. He explained that three separate Pre-applications had been submitted on July 10, 2009 by the FDOT. One of the Pre-applications was for the Tampa-Orlando-Miami High Speed Rail corridor. The meeting today was related to the Tampa-Orlando segment of this corridor, which is deemed most "ready to go". Mr. Haddad noted that the FEIS that had been prepared previously was being updated and would be included as part of the application to the FRA in October.

Mr. Haddad also noted that in the past few weeks a similar meeting had been held in downtown Lakeland with members of the City, Polk County and the TPO. At that meeting, the City of Lakeland had brought up the possibility of a station being considered at or near the proposed USF campus that will be built in the near future.

Mr. Share of WSA then reviewed the station locations that were previously cleared environmentally for the FEIS in 2002, noting that these same locations would be proposed in the FEIS update that will be submitted as part of the October 2 Application to the FRA. He noted that this conceptual location is totally appropriate at this point in the development of the project, and that the actual final location was going to be determined by a number of factors, including the input of private sector proposers who will likely operate and maintain the HSR system. These operators will be required to assume the risk of ridership revenue and will therefore be looking for the best business model location for a station. The main intent currently for FDOT is to meet the requirements of the federal process and provide the strongest response possible in this very competitive arena for funding.

## FHSR Meeting Summary

July 20, 2009

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USF leadership and others stated they understood the process and would look for the appropriate time to advocate for a location of a station near their campus. They noted this location was in their opinion the strongest based on the major investments being made at USF, and the vision of this being a magnet for the region as a whole. They also noted their close efforts working together with the City of Lakeland as a partner.

Representatives of Williams Properties also voiced support for the USF location and provided updated plans for the proposed Research Park adjacent to the USF campus. The City of Lakeland noted that the planned development in the area required that a bus transfer facility be built by 2016.

USF noted they would provide growth projection information that they have available for future use.

There was further discussion about the development of a Memorandum of Understanding that could be included in the HSR Application that will be submitted on October 2, 2009. The MOU would document the support of key stakeholders in the region to have a single station in the Polk County/Lakeland area, without specifying location until appropriate.

The meeting concluded with a commitment by all to maintain open communication and coordinate on a regular basis.

End of meeting Summary.

ENCLOSURES: meeting handouts and sign-up sheet

Note: See attached graphic of potential Lakeland station sites.



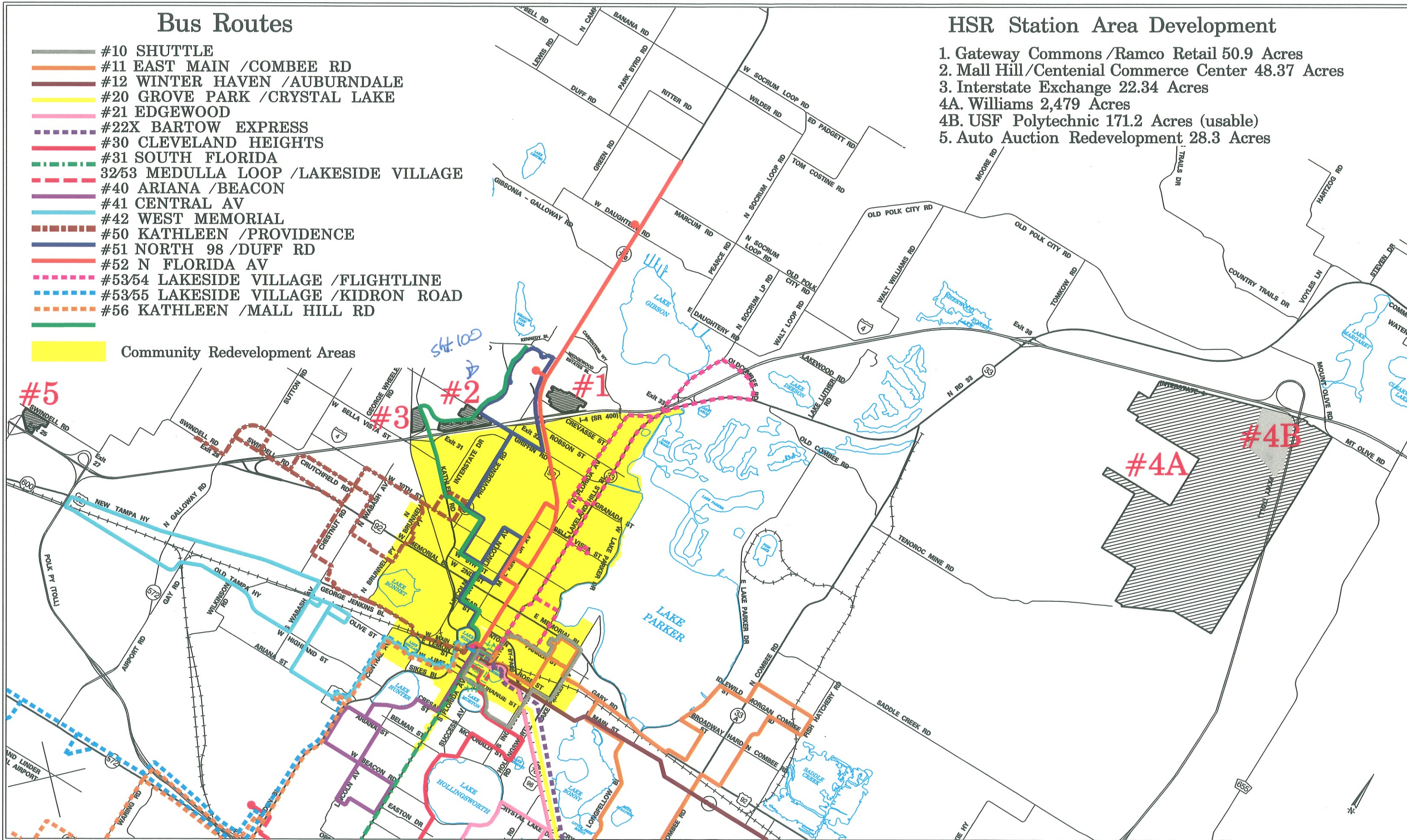
# Bus Routes

- #10 SHUTTLE
- #11 EAST MAIN /COMBEE RD
- #12 WINTER HAVEN /AUBURNDALE
- #20 GROVE PARK /CRYSTAL LAKE
- #21 EDGEWOOD
- #22X BARTOW EXPRESS
- #30 CLEVELAND HEIGHTS
- #31 SOUTH FLORIDA
- 32/53 MEDULLA LOOP /LAKESIDE VILLAGE
- #40 ARIANA /BEACON
- #41 CENTRAL AV
- #42 WEST MEMORIAL
- #50 KATHLEEN /PROVIDENCE
- #51 NORTH 98 /DUFF RD
- #52 N FLORIDA AV
- #53/54 LAKESIDE VILLAGE /FLIGHTLINE
- #53/55 LAKESIDE VILLAGE /KIDRON ROAD
- #56 KATHLEEN /MALL HILL RD

Community Redevelopment Areas

# HSR Station Area Development

- 1. Gateway Commons /Ramco Retail 50.9 Acres
- 2. Mall Hill/Centennial Commerce Center 48.37 Acres
- 3. Interstate Exchange 22.34 Acres
- 4A. Williams 2,479 Acres
- 4B. USF Polytechnic 171.2 Acres (usable)
- 5. Auto Auction Redevelopment 28.3 Acres





**APPENDIX K**  
**ETC – Orlando HSR Station**  
**Coordination Meeting # 11**  
**August 14, 2009**

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## FLORIDA HIGH SPEED RAIL

### MEETING SUMMARY

International Drive/ETC @ Embassy Suites, Orlando

August 14, 2009

NOTE: Below is a Meeting Summary that is intended to capture the major points of discussion at the subject meeting. Detailed meeting minutes are not provided or necessary.

The subject meeting was held for the purpose of providing an update on the Florida HSR project and to review station location that is proposed to serve the Orange County Convention Center/International Drive area as part of the Tampa-Orlando HSR system. The briefing was led by Nazih Haddad of FDOT, and supported by members of the HNTB/WSA General Consultant team. The meeting included members of the business coalition for International Drive, Orange County, and FDOT District 5. An attendance sheet is attached.

Mr. Haddad started the meeting by describing the ongoing application process for funding under the Vision for High Speed Rail in America ARRA Stimulus program. He explained that three separate Pre-applications had been submitted on July 10, 2009 by the FDOT. One of the Pre-applications was for the Tampa-Orlando-Miami High Speed Rail corridor. The meeting today was related to the Tampa-Orlando segment of this corridor, which is deemed most "ready to go". Mr. Haddad then followed by providing a brief overview of the project and its proposed alignment based on the FEIS performed in 2002. This document is currently being updated by the FHSR PD&E Team: Parsons-PBS&J.

Mr. Share of WSA then described the station location that was previously cleared environmentally at the Orange County Convention Center site on Canadian Court for the FEIS in 2002. He noted that a previous meeting was held with the County to confirm this location, and to verify that the Beachline alignment route is the one that will be used by the current High Speed Rail plan. He also discussed the development of a Memorandum of Understanding or Resolution that could be included in the HSR Application that will be submitted on October 2, 2009. The MOU or Resolution would offer support from the I-Drive stakeholders to participate in the project and have a station on the system.

The I-Drive businesses are quite supportive of the HSR system, particularly since it will be on the Beachline route and include a station at the Convention Center. They also understand the intent is to have a private sector partner that will be responsible for operations and maintenance of the system, which may include development of the station and amenities.

End of meeting Summary.

ENCLOSURES: meeting handouts and sign-up sheet

# **Orlando Area High Speed Rail Stations**

## **Agenda**

August 14, 2009 – 2:30 pm

Teleconference 866-603-2932, Pass code – 8552509

### **1. Project Overview**

- a. Phase I – Tampa to Orlando International Airport (OIA)
- b. Phase II – OIA to Miami
- c. Stimulus Funding Application

### **2. Orlando Area Stations**

- a. Review Station Footprints
- b. Factors Influencing Ridership
- c. Stakeholder Agreements

**APPENDIX L**

**ETAT**

**Agency Coordination Meeting**

**September 11, 2009**

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## MEETING NOTES

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**Date/Time:** September 11, 2009 at 9:30 a.m.

**Location:** FDOT District One Headquarters – Mike Rippe Auditorium  
801 North Broadway Avenue  
Bartow, Florida 33830

**Subject:** Agency Coordination Meeting  
Florida High Speed Rail-Tampa to Orlando  
2009 Environmental Reevaluation of the  
2005 Final Environmental Impact Statement  
Hillsborough, Polk Osceola, and Orange Counties, Florida

**Attendees:** FDOT Central Office Staff (by phone) including Marjorie Bixby, Nazih Haddad, Teresa Jacobs with FDOT District 5  
PBS&J: Sharon Phillips, Randy Cimini, Lee Strickland, Sherry Carver, Melanie Calvo, Shannon Niles, Heather Mathews  
Parsons Transportation Group (PTG) (in person): Jim Kory, Jennifer Lewis  
PTG (by phone): Gibran Hadj-Chikh, Susan Roux  
U.S. Army Corps of Engineers: Chuck Schnepel  
U.S. Coast Guard: Evelyn Smart  
Wilbur Smith: Howard Newman  
National Marine Fisheries Service: Dave Rydene  
Sarasota/Manatee Metropolitan Planning Organization: Bob Herrington

**Written By:** Shannon Niles, PBS&J

**Copies To:** File

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The Florida Department of Transportation (FDOT) Central Office conducted an agency coordination meeting to obtain feedback on the project reevaluation prior to the public meetings that were scheduled for September 15, 16, and 17, 2009. The purpose of the reevaluation is to identify changes to the environmental impacts that were documented in the 2005 Final Environmental Impact Statement (FEIS) including updates to land uses, roadways and regulations within the approved Florida High Speed Rail (FHRS) corridor. Some of the attendees were available by phone and were able to follow along with the PowerPoint presentation. The following bullets summarize key topics of discussion from this meeting:

- Sharon Phillips (PBS&J), the project's National Environmental Policy Act (NEPA) Manager, began the meeting with introductions from FDOT Central Office and consultant staff.
- Ms. Phillips acquainted the attendees with the federal funding process and requirements.

- A PowerPoint presentation of the project was shown and the attendees were provided with PowerPoint handout. This presentation will be shown at the public meetings the following week.
- Ms. Phillips discussed key issues associated with the FHSR Reevaluation. Most of the changes are at the Tampa Station (downtown Tampa) due to construction of the downtown Tampa interchange and FDOT's purchase of the Morgan Street Jail property. In the Orlando area, the Disney site has changed location and International Drive was expanded. The Orlando International Airport location has been changed because the anticipated terminal has not been built.
- Melanie Calvo (PBS&J), Environmental Scientist, is evaluating wetland species/impact to the project site. For the FHSR Reevaluation, 95 miles (23.6-40 acres) were impacted, but only a total of 11 acres were considered "high quality". Coordination is currently taking place with all permitting agencies. There are no significant changes to wetland involvement. Wetlands are anticipated to be mitigated through Florida Statute 373.4138. Specifics of the mitigation have not been developed. The permitting timeframe is anticipated to be 180 to 365 days following permit application submittal. Several changes have been made to protected species regulations since the 2005 FEIS. The bald eagle has been delisted and is no longer protected under the Endangered Species Act. However, it is still afforded protection under the Golden Eagle and Bald Eagle Protection Act as well as the Migratory Bird Treaty Act and management guidelines of those acts must be followed. There has been a reduction in the radius of the Core Foraging Area (CFA) of the wood stork in Central Florida. However, even with that reduction, most of the corridor is still within the CFA of a wood stork colony. Finally, "Incidental Take" Permits are no longer allowed for the gopher tortoise. A relocation permit must be acquired and recipient sites located for the gopher tortoises impacted by the project. A consultation area is now placed over much of Polk and Osceola counties for the Snail Kite, which includes part of our corridor. However, we do not anticipate snail kites in our project corridor. Informal consultation with the USFWS will be necessary to acquire the agency's concurrence that the project will not affect the snail kite.
- Jim Kory (PTG), Drainage Engineer, discussed drainage for the project. FDOT will need to comply with the Florida Department of Environmental Protection (FDEP's) new stormwater management regulations. New standards for phosphate and nitrogen are in the FDEP handbook. Jim Kory made mention of Florida's high water table and wet retention ponds. New, larger retention ponds need to be constructed. Utilizing existing ponds and a pre-treatment approach to dry retention ponds was discussed. Coordination for acquiring ROW for additional ponds is in progress. Overall, there will be no significant drainage impacts to the project locations.
- Sherry Carver (PBS&J), Senior Transportation Planner, provided a brief status report on planning coordination/land-use issues. All of the local government comprehensive plans must contain multi-modal element. In addition, all of the metropolitan planning organization (MPO) long range transportation plans (LRTP) need to include this project.



Project is consistent with Hillsborough County MPO 2025 LRTP, Polk County TPO 2030 LRTP, Metroplan 2030 LRTP, which are all referenced in FHSR. Additional coordination is taking place with the City of Orlando, Orange County, and Reedy Creek District, which are not yet in total compliance.

- Ms. Phillips stated that a ridership study has been completed and has shown a slight increase in ridership. However, it does not increase the number of trains or the operational plans; therefore, there are no anticipated noise or vibration impacts to the project.
- The Perry Harvey Sr. Park site will not impact 4(f) property. As a result of I-275 – I-4 interchange constitution, park boundaries have changed from impacting 0.14 to 0.05 acres of land. No significant impacts to project – which will be noted in the public involvement meetings (9/15, 9/16, 9/17) next week.
- Ms. Phillips noted that all letters and notifications for the upcoming public meetings went out to elected officials, agencies, and property owners.
- Ms. Phillips opened the floor up for Q&A. There was one question from Chuck Schnepel with USACE, for Ms. Calvo with PBS&J. The question referred to mitigation, and whether was it already in place for the project. Melanie Calvo's response was that the mitigation is not currently in place but they are in the process of negotiations with the water management districts and will proceed according to the Florida Statute.
- The floor was opened up for final comments. No additional comments were made and no other questions were posed. Sharon Phillips adjourned the meeting at 10:26 a.m.

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**APPENDIX M**  
**Public Meetings**  
**September 15, 16, and 17, 2009**

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# **FLORIDA HIGH SPEED RAIL TAMPA TO ORLANDO**

## **PROJECT REEVALUATION**

### **PUBLIC INFORMATION MEETINGS-SEPTEMBER 15, 16, AND 17, 2009**

#### **MEETING SUMMARY**

#### **INTRODUCTION**

The Florida Department of Transportation (FDOT) Central Office is conducting an environmental reevaluation of the Final Environmental Impact Statement (FEIS) for the Florida High Speed Rail from Tampa to Orlando which was approved by the Federal Railroad Administration (FRA) in July 2005. As part of the reevaluation effort for the FEIS, the FDOT held a series of Public Information Meetings in Hillsborough, Polk, and Orange counties. The meeting details are as follows:

- Hillsborough County: Tuesday, September 15, 2009, 4:00 – 7:00 p.m., Florida State Fairgrounds, Florida Center Building, 4800 Highway 301 North, Tampa.
- Polk County: Wednesday, September 16, 2009, 4:00 – 7:00 p.m., The Lakeland Center, Sikes Hall K, 701 West Lime Street, Lakeland.
- Orange County: Thursday, September 17, 2009, 4:00 – 7:00 p.m., International Plaza Resort and Spa, Mediterranean and Coral Rooms, 10100 International Drive, Orlando.

The purpose of the meetings was to solicit input from the public regarding changes in the project and environmental impacts that have occurred since the FEIS was approved. Several site locations approved in the FEIS had been slightly reconfigured, and additional sites in Polk County had been proposed for evaluation.

#### **PUBLIC NOTIFICATION**

FDOT utilized numerous methods in an effort to invite the public to the information meetings. On September 2, 2009, applicable federal, state, and local government elected officials, were extended a meeting invitation via first class mail. On September 4, 2009, FDOT distributed notification letters to individuals whose property, or a portion of their property, was within 300 feet (ft.) of the centerline of the project. FDOT also sent notification letters to federal, state, and local government agencies, and civic organizations, including local Metropolitan Planning Organizations (MPOs). The notification letter is included in the project files.

On September 8, 9, and 10, 2009, the FDOT published a legal advertisement in the Tampa Tribune, Lakeland Ledger, and Orlando Sentinel, respectively. The date of ad publication was one week prior to the Tampa, Lakeland, and Orlando public information meetings, respectively.

#### **MEETING FORMAT**

All three of the information meetings were conducted in an informal format with no formal presentation. After signing in, each participant received a handout package, which included a project location map showing the original proposed sites from the FEIS, a copy of the

PowerPoint presentation that was shown at the meeting, a typical section graphic, and a comment form. The participants were also encouraged to review the audiovisual presentation that was continuously shown throughout the meeting. A copy of the handout and PowerPoint presentation are included in the project files.

The project display area featured graphics illustrating changes to station locations (size, configuration, etc), as well as the location of additional station sites, that are being analyzed as part of the reevaluation effort. The project display area also provided an opportunity for public comment, and several tables for viewing 11 x 17 plans sets of the entire corridor, along with the FEIS. The following presentation boards were shown:

- Project Location Map
- Typical Section
- Tampa Site Location
- Possible Polk County Site Locations
- Disney Site Location
- International Drive Site Location
- Orlando International Airport Site Location

FDOT representatives were available to answer questions and discuss the project.

The Public Information Meetings were held in accordance with 23 CFR 771 and Titles VI and VIII of the Civil Rights Act. Anyone in need of special accommodations under the Americans with Disabilities Act was encouraged to contact the designated FDOT representative prior to the meetings.

## **PUBLIC COMMENTS**

Special accommodation was made for collecting public comments at each of the three Public Information Meetings. Participants could either fill out the comment form the night of the meeting and submit it in the comment boxes provided in the project display area, or they could mail the comment form to FDOT using the address on the back of the form. In order for the reevaluation to process to continue, participants were asked to submit or mail comments on or before September 23, 2009.

In order to identify the concerns unique to each geographic area, comments received at the public information meetings have been summarized by individual meeting location and are outlined below. Sign In sheets and written comments for all meetings are included in the project files. A summary of the public comments from each of the meetings is included in the following sections.

### **TAMPA MEETING**

Approximately 77 individuals participated in the Tampa Public Information Meeting, along with 15 project team members. Ten written comments were submitted at the meeting, including two from elected officials: St. Petersburg City Councilman Wengay “Newt” Newton, and Florida Representative Betty Reed (District 59). One comment and one request for information were received via email. A summary of the comments is provided in the following bulleted list:

- 8 of the 11 comments received were in favor of the project
- 1 comment opposed the project because of its funding source (American Reinvestment and Recovery Act of 2009)
- 1 opposed the project because of noise issues
- 2 questioned why there wasn't a connection to Pinellas County
- 3 wanted to ensure a connection to Hillsborough County's proposed light rail system
- 1 questioned the number of site locations in Tampa and Lakeland
- 1 requested consideration be given to implementing a comprehensive approach to design sensitive issues like landscaping
- 1 requested additional project information

## **LAKELAND MEETING**

Approximately 160 individuals attended the Lakeland Public Information Meeting, along with 19 team members. Forty-eight written comments were submitted at the meeting, and one was received by mail. One request for project information was received by email. The bulleted list below provides a summary of comments:

- 37 of the 48 comments received were in favor of the project
- 3 opposed the chosen technology (electric) and instead favored MAGLEV
- 2 expressed concern about modes of transportation available to and from the high speed rail site locations
- 1 expressed concern regarding the preservation of wildlife crossings
- 2 wanted the system to connect to Tampa International Airport (TIA)
- 1 ranked the sites in varying order
- 1 opposed Lakeland Option 4
- 2 suggested a station at I-4 and US 27
- 1 supported Location Option 1
- 3 supported Location Option 4
- 2 favored the Kathleen Road option
- 4 supported Location Option 2
- 2 favored Location Option 5
- 2 favored the Mall Hill Road option
- 1 wanted any location in central Polk County
- Other concerns included:
  - information on the economic impact of high speed rail
  - consideration be given to adding more stops in the future
  - availability and location of power plants used to run the system
  - concerns regarding safety of vehicular traffic adjacent to the median
  - location of the Tampa station
  - concern regarding increase in noise
  - cost of "downtown" for repairs

## **ORLANDO MEETING**

Approximately 65 individuals attended the Orlando Public Information Meeting, along with 19 project team members. A total of six written comments were submitted at the meeting. A summary of the comments is provided in the bulleted list below:

- 2 of the 6 comments received were in favor of the project
- 1 preferred MAGLEV technology
- Other concerns included:
  - request for information, and that it be placed on the website
  - advertisement of the meeting



**APPENDIX N**  
**Public Officials List**

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# **UNITED STATES SENATE AND HOUSE OF REPRESENTATIVES**

## **United States Senators**

Bill Nelson  
United States Senator  
224 East Robinson Street  
Suite 410  
Orlando, FL 32801  
407-872-7161

George LeMieux  
United States Senator  
356 Russell Senate Office Building  
Washington Dc 20510  
202-224-3041

## **United States Representatives (By District)**

Corrine Brown (District 3)  
United States Representative  
219 Lime Avenue  
Orlando, FL 32802  
407-872-0656

Ginny Brown-Waite (District 5)  
United States Representative  
16224 Spring Hill Drive  
Brooksville, FL 34604  
352-799-8354

Alan Grayson (District 8)  
United States Representative  
455 N. Garland Avenue  
Orlando, FL 32801  
407-841-1757

Gus Bilirakis (District 9)  
United States Representative  
35111 U.S. Highway 19 North  
Palm Harbor Professional Center  
Suite 301  
Palm Harbor, FL 34684  
727-773-2871

C.W. Bill Young (District 10)  
United States Representative  
9210 113th Street  
Seminole, FL 33772  
727-394-6950  
Bill.Young@mail.house.gov

Kathy Castor (District 11)  
United States Representative  
4144 N. Armenia Avenue  
Suite 300  
Tampa, FL 33607  
813-871-2817

Adam H. Putnam (District 12)  
United States Representative  
650 East Davidson Street  
Bartow, FL 33830  
863-534-3530

Bill Posey (District 15)  
United States Representative  
2725 Judge Fran Jamieson Way Building C  
Melbourne, FL 32940  
321-632-1776

Suzanne M Kosmas (District 24)  
United States Representative  
12424 Research Pkwy, Suite 135  
Orlando, FL 32826  
407-208-1106

## **Florida State Senators (By District)**

Andy Gardiner (District 9)  
Florida State Senator  
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Orlando, FL 32806  
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gardiner.andy.web@flsenate.gov

Ronda Storms (District 10)  
Florida State Senator  
313 East Robinson Street  
Brandon, FL 33511  
813-651-2189  
storms.ronda.web@flsenate.gov

Mike Fasano (District 11)  
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8217 Massachusetts Avenue  
New Port Richey, FL 34653-3111  
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Victor D. Crist (District 12)  
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11961 N. Florida Avenue  
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Dennis L. Jones, D.C. (District 13)  
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Paula Dockery (District 15)  
Florida State Senator  
P.O. Box 2395  
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Charlie Justice (District 16)  
Florida State Senator  
Gateway Executive Center  
8601 Fourth Street North, Suite 100  
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JD Alexander (District 17)  
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151 First Street South  
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Arthenia L. Joyner (District 18)  
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## **Florida Representatives (By District)**

Steve Crisafulli (District 32)  
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321-449-5111

Sandra "Sandy" Adams (District 33)  
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2074 Winter Springs Boulevard  
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407-977-4020

Chris Dorworth (District 34)  
Florida State Representative  
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Heathrow, FL 32746-5072  
407-333-1815

Dean Cannon (District 35)  
Florida State Representative  
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Winter Park, FL 32792-4117  
407-623-5740

Scott Randolph (District 36)  
Florida State Representative  
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Suite 100  
Orlando, FL 32801-2953  
407-893-3084

Scott Plakon (District 37)  
Florida State Representative  
1855 West State Road 434

Longwood, FL 32750-5071  
407-262-7520

Bryan Nelson (District 38)  
Florida State Representative  
409 South Park Avenue  
Apopka, FL 32703-5261  
407-884-2023

Geraldine F. "Geri" Thompson (District 39)  
Florida State Representative  
511 West South Street  
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407-245-1511

Eric Eisnaugle (District 40)  
Florida State Representative  
2003 Curry Ford Road  
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Stephen L. Precourt (District 41)  
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407-814-6138

Thomas "Tom" Anderson (District 45)  
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Kevin C. Ambler (District 47)  
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Peter Nehr (District 48)  
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Darren Soto (District 49)  
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Florida State Representative

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Rachel V. Burgin (District 56)  
Florida State Representative  
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Faye B. Culp (District 57)  
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Michael Scionti (District 58)  
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813-673-4673

Betty Reed (District 59)  
Florida State Representative  
2109 Palm Avenue  
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Ed Homan (District 60)  
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Will W. Weatherford (District 61)  
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Richard "Rich" Glorioso (District 62)  
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Plant City, FL 33563-3379  
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Seth McKeel (District 63)  
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Kelli Stargel (District 64)  
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John Wood (District 65)  
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863-419-3470

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Winter Haven, FL 33880-2910  
863-298-5220

Ron Reagan (District 67)  
Florida State Representative  
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Bill Galvano (District 68)  
Florida State Representative  
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941-708-4968

Mike Horner (District 79)  
Florida State Representative  
323 Pleasant Street  
Kissimmee, FL 34741-5763  
407-943-3077

# COUNTY AND CITY OFFICIALS

## Hillsborough County

### **Board of Commissioners:**

Hillsborough County Board of County Commissioners  
Post Office Box 1110  
Tampa, FL 33601  
813-272-5660

### **County Commissioners (By District):**

Rose Ferlita (District 1)  
813-272-5470

Ken Hagen (District 2)  
813-272-5452

Kevin White (District 3)  
813-272-5720

Al Higgenbotham (District 4)  
813-272-5740

Jim Norman (District 5)  
813-272-5725

Kevin Beckner (District 6)  
813-272-5730

Mark Sharpe (District 7)  
813-272-5735

### **County Administrator:**

Patricia G. Bean  
County Administrator  
County Center, 26<sup>th</sup> Floor  
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Tampa, FL 33601-1110  
813-272-5750

### **Metropolitan Planning Organization:**

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Executive Director  
Hillsborough County MPO  
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**Constitutional Officers:**

Pat Frank  
Hillsborough County Clerk of Circuit Court  
George E. Edgecomb Courthouse  
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Rob Turner  
Property Appraiser  
County Center, 16<sup>th</sup> Floor  
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Doug Belden  
Tax Collector  
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Phyllis Busansky  
Supervisor of Elections  
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David Gee  
Sheriff  
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**Mayor:**

Pam Iorio  
Mayor  
City of Tampa  
306 East Jackson Street  
Tampa, FL 33602  
407-274-8251

## **Orange County**

### **Board of Commissioners:**

Orange County Board of County Commissioners  
Administration Building, 5<sup>th</sup> Floor  
201 S. Rosalind Avenue  
Orlando, FL 32801  
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### **County Commissioners (By District):**

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[mayor@ocfl.net](mailto:mayor@ocfl.net)

S. Scott Boyd (District 1)  
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Linda Stewart (District 4)  
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Bill Segal (District 5)  
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[district5@ocfl.net](mailto:district5@ocfl.net)

Tiffany Moore Russell (District 6)  
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### **County Administrator:**

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County Administrator  
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**Metroplan Orlando:**

Harold W. Barley  
Executive Director  
Metroplan Orlando  
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407-481-5672

**Constitutional Officers:**

Lydia Gardner  
Orange County Clerk of the Court  
425 N. Orange Avenue  
[P.O. Box 4994]  
Orlando, FL 32801  
407-836-2000

Bill Donegan, CFA  
Property Appraiser  
200 S. Orange Avenue, Suite 1700  
Orlando, FL 32801-3438  
407-836-5044

Earl K. Wood  
Tax Collector  
The SunTrust Center  
200 S. Orange Avenue  
Suite 1600  
Orlando, FL 32801  
407-836-2709

Bill Cowles  
Supervisor of Elections  
119 W. Kaley Street  
Orlando, FL 32806  
407-836-2070

Jerry L. Demings  
Sheriff  
2500 West Colonial Drive  
Orlando, FL 32804  
407-254-7000

**Mayor:**

Buddy Dyer  
Mayor  
City of Orlando  
400 South Orange Avenue  
P.O. Box 4990  
Orlando, FL 32802-4990  
407-246-2221  
[buddy.dyer@cityoforlando.net](mailto:buddy.dyer@cityoforlando.net)



## **Osceola County**

### **Board of Commissioners:**

Osceola County Board of County Commissioners  
1 Courthouse Square, Suite 4700  
Kissimmee, FL 34741  
407-742-2000

### **County Commissioners (By District):**

Michael E. Harford (District 1)  
407-343-2200  
[michael.harford@osceola.org](mailto:michael.harford@osceola.org)

John Q. Quinones (District 2)  
407-343-2200  
[johnq@osceola.org](mailto:johnq@osceola.org)

Brandon Arrington (District 3)  
407-343-2200  
[barr@osceola.org](mailto:barr@osceola.org)

Ken Smith (District 4)  
407-343-2200  
[ken.smith@osceola.org](mailto:ken.smith@osceola.org)

Fred Hawkins, Jr. (District 5)  
407-343-2200  
[fhaw@osceola.org](mailto:fhaw@osceola.org)

### **County Administrator:**

Michael J. Freilinger  
County Manager  
1 Courthouse Square, Suite 4700  
Kissimmee, FL 34741  
407-742-2385

### **Metroplan Orlando:**

None

**Constitutional Officers:**

Malcom Thompson  
Osceola County Clerk of Circuit Court  
2 Courthouse Square, Suite 2000  
Kissimmee, FL 34741  
407-742-3500

Katrina S. Scarborough  
Property Appraiser  
2505 E. Irlo Bronson Highway  
Kissimmee, FL 34744  
407-742-5000

Patsy Heffner  
Tax Collector  
2501 E. Irlo Bronson Memorial Highway  
Kissimmee, FL 34744  
407-742-4000

Mary Jane Arrington  
Supervisor of Elections  
2509 E. Irlo Bronson Memorial Highway  
Kissimmee, FL 34744  
407-742-6000

Bob Hansell  
Sheriff  
2601 East Irlo Bronson Highway  
Kissimmee, FL 34744-4912  
407-348-2222

**Mayor:**

Jim Swan  
Mayor  
City of Kissimmee  
101 North Church Street  
Kissimmee, FL 34741  
407-847-2821  
[jswan@kissimmee.org](mailto:jswan@kissimmee.org)

## **Polk County**

### **Board of Commissioners:**

Polk County Board of County Commissioners  
330 West Church Street  
Bartow, FL 33830  
863-534-6000

### **County Commissioners (By District):**

Bob English (District 1)  
863-534-6450  
[bobenglish@polk-county.net](mailto:bobenglish@polk-county.net)

Randy Wilkinson (District 2)  
863-534-6434  
[randywilkinson@polk-county.net](mailto:randywilkinson@polk-county.net)

Edwin V. Smith (District 3)  
863-534-6050  
[Ed.Smith@polk-county.net](mailto:Ed.Smith@polk-county.net)

Jean S. Reed (District 4)  
863-534-6422  
[jeanreed@polk-county.net](mailto:jeanreed@polk-county.net)

Sam Johnson (District 5)  
863-534-6049  
[samjohnson@polk-county.net](mailto:samjohnson@polk-county.net)

### **County Administrator:**

Michael Herr  
County Manager  
Drawer BC01  
P.O. Box 9005  
Bartow, FL 33531-9005  
863-534-6444

### **Metroplan Orlando:**

Harold W. Barley  
Executive Director  
Metroplan Orlando  
315 E. Robinson Street, Suite 355  
Orlando, FL 32801  
407-481-5672

**Constitutional Officers:**

Richard Weiss  
Pinellas County Clerk of the Circuit Court  
255 N. Broadway Avenue  
Bartow, FL 33830  
863-534-4540

Marsha M. Faux, CFA, ASA  
Property Appraiser  
255 N. Wilson Avenue  
Bartow, FL 33830  
863-534-4777

Joe G. Tedder, CFC  
Tax Collector  
430 E. Main Street  
Bartow, Florida 33830  
863-534-4700

Lori Edwards  
Supervisor of Elections  
P.O. Box 1460  
Bartow, FL 33831  
863-534-5888

Grady Judd  
Sheriff  
455 North Broadway Avenue  
Bartow, FL 33830-3398  
863-534-6200

**Mayor:**

J. Adrian Jackson  
Mayor  
City of Bartow  
450 North Wilson Avenue  
Bartow, FL 33830  
863-534-0100  
[ajjack@cityofbartow.net](mailto:ajjack@cityofbartow.net)