



Hillsborough TPO

Transportation Planning Organization

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Executive



Plan Hillsborough

planhillsborough.org
planner@plancom.org

813 - 272 - 5940
601 E Kennedy Blvd
18th Floor
Tampa, FL, 33602

Meeting of the TPO Board

Wednesday, January 11, 2023 @ 10:00am
Hillsborough County Center, 601 E. Kennedy Blvd., 26th Floor

All voting members are asked to attend in person, in compliance with Florida's Government in the Sunshine Law. Please RSVP for this meeting. Presenters, audience, and members in exceptional circumstances may participate remotely.

This meeting may be viewed on Hillsborough Television (HTV) by visiting Spectrum: 637, Frontier: 22 or live stream from [Hillsborough County's Live YouTube Channel](#) or the County website's [Live Meetings](#) link, also found in the County [Newsroom](#). The agenda packet, presentations, and any supplemental materials are posted on the [TPO's online calendar](#).

Public comment opportunities:

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Comments may also be given up to 5pm the day before the meeting:

- by leaving a voice message at (813) 756-0371
- by e-mail to tpo@plancom.org
- by visiting the event posted on the [Facebook page](#).

Advance comments will be provided in full to the board members and verbally summarized during the meeting by TPO staff.

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

Agenda

- I. Call to Order & [Pledge of Allegiance](#)
- II. Roll Call & Declaration of Quorum (Gail Reese, TPO Staff)
 - A. Vote of Consent for Remote Member Participation – *if applicable*
- III. Recognition of Outgoing TPO Board Members (Beth Alden, TPO Director)
- IV. [Approval of Minutes – December 14, 2022](#)

- V. **Public Comment on Agenda Items** – *30 minutes total, with up to 3 minutes per speaker. Staff will unmute you when the chair recognizes you. As needed, the chair may allow for additional time later in the agenda.*
- VI. **Committee Reports and Advance Comments** (Bill Roberts, CAC Chair, Davida Franklin, TPO Staff, and Beth Alden, TPO Director)
- VII. **Consent Agenda**
- A. [Committee Appointments](#)
 - B. [Bylaws Amendment for Citizens Advisory Committee](#)
- VIII. **Action Items**
- A. [FDOT & FTE Tentative Work Program and TPO Letter of Comment](#)
(Suzanne Monk, FDOT, Siasoi Fine, FTE, and Vishaka Shiva Raman, TPO Staff)
- VIII. **Status Reports**
- A. [Fowler Ave Studies: FDOT's PD&E, HART's Tampa Arterial BRT, and Plan Hillsborough's Vision Plan](#) (Amber Russo, FDOT, Jesus Garcia, HART, and Jay Collins and Alvaro Gabaldon, Plan Hillsborough)
 - B. [Multimodal Level of Service Report and 2022 State of the System Report](#)
(Connor MacDonald and Vishaka Shiva Raman, TPO Staff)
- IX. **Executive Director's Report**
- X. **Old Business & New Business**
- XI. **Adjournment**
- XII. **Addendum**
- A. Announcements
 - [Notices of Funding Opportunity](#)
 - B. Project Summaries, Fact Sheets & Other Status Reports
 - [Gibson Drive PD&E Study](#)
 - [Transportation Disadvantaged \(TD\) Tampa Bay Program](#)
 - [FDOT Year-End Press Release](#)
 - [2020 Census Urban Areas](#)
 - C. Articles Related to TPO Work
 - [Hillsborough puts off decision on whether to extend the widening of I-275](#) | Tampa Bay Times | 12.16.22
 - [Tampa Bay area ponders how to make regional transportation decisions](#) | Tampa Bay Business Journal | 12.16.22

- [Tampa's Westshore Interchange price climbs as real estate costs accrue](#) | Tampa Bay Business Journal | 12.15.22
- [West Shore interchange land costs jump \\$71 million](#) | Tampa Bay Times | 12.14.22
- [With billions in funding now available, Tampa lawmakers prioritize rail service to Orlando](#) | Orlando Business Journal | 12.14.22
- [New Vision For Fowler Avenue Under Review; Virtual Meeting Planned](#) | Patch.com | 12.13.22
- [Open House - Fowler Ave](#) | WFTS ABC Action News | 12.13.22
- [Hillsborough County Open House](#) | WFLA News Channel 8 | 12.13.22
- [Redevelopment plans are underway for Fowler Avenue](#) | WFTS ABC Action News | 12.12.22
- [Failed Hillsborough referendum adds to a long history of the county's transportation funding woes](#) | WUSF Public Media - Florida Matters | 12.12.22
- [With billions in funding now available, Tampa Bay lawmakers prioritize rail service to Orlando](#) | Tampa Bay Business Journal | 12.10.22
- [Hillsborough drops appeal to tax referendum suit](#) | Tampa Bay Times | 12.07.22
- [Tampa Bay Regional Planning Council approves Resiliency Action Plan](#) | Patch.com | 11.21.22

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

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**HILLSBOROUGH TRANSPORTATION PLANNING ORGANIZATION BOARD
HYBRID MEETING DECEMBER 14, 2022
DRAFT MINUTES**

I. CALL TO ORDER, PLEDGE OF ALLEGIANCE_*(Timestamp 0:06:25)*

Commissioner Cohen, called the meeting to order at 9:02 AM and led the pledge of allegiance. The meeting was held in person and virtually via WebEx.

II. ROLL CALL_ (Gail Reese, TPO Staff) *(Timestamp 0:07:00)*

The following members were present in person: Commissioner Harry Cohen, Commissioner Pat Kemp, Commissioner Gwen Myers, Commissioner Joshua Wostal, Commissioner Michael Owen, Councilmember Guido Maniscalco, Councilmember Joseph Citro, Councilmember Lynn Hurtak, Mayor Andrew Ross, Mayor Nate Kilton, Joe Lopano, Adalee Le Grand, Greg Slater, Charles Klug, Planning Commissioner Hemant Saria

The following members were present virtually: Board Member Jessica Vaughn

The following members were absent/excused: None

A quorum was met in person.

A. Vote of Consent for Remote Member Participation.

Councilmember Maniscalco moved, seconded by Commissioner Myers; the voice vote, motion passes unanimously.

III. APPROVAL OF MINUTES_ *(Timestamp 0:08:07)* – October 12, 2022

Chair Cohen sought a motion to approve the October 12, 2022 minutes. Councilmember Maniscalco so moved, seconded by Commissioner Myers; the voice vote passes unanimously.

- **Chair Cohen welcomed new TPO Board Members: Commissioner Owen, Commissioner Wostal, and Planning Commissioner Saria**

IV. SPECIAL PRESENTATION: Gulf Coast Safe Streets Summit Vision Zero Hero and Bob the Builder Awards (Beth Alden, TPO Director) *(Timestamp 0:09:00)*

- Emily Hinsdale, Sidewalk Stompers – Vision Zero Hero, Presented by Cindy Stuart
- Robert Frey, Port Tampa Bay – Bob the Builder, Greg Slater thanked Mr. Frey

V. PUBLIC COMMENT *(Timestamp 0:18:13)* (30 minutes total, with up to 3 minutes per speaker)
Additional comments made via [Social Media](#) and [Email](#) can be found at the end of these minutes.

- No one spoke during this time.

VI. COMMITTEE REPORTS & ADVANCE COMMENTS (Bill Roberts, CAC Chair; Davida Franklin, TPO Staff) (Timestamp 0:19:44)

A. CAC – November 2, 2022 (Bill Roberts, CAC Chair)

- Approved TIP Amendment for Rail Crossing
- Heard status reports on: Tampa School Transportation Safety Study, Tampa MOVES Plan update, Hillsborough County Greenways Master Plan, Hillsborough County Bicycle Network Evaluation, Fowler Ave PD&E Study and Vision Plan
- Workshop of the CAC on Committee Restructuring

B. ITS – October 13, 2022 (Davida Franklin, TPO Staff)

- Heard status reports on: City of Tampa ATMS Cybersecurity Program, Cybersecurity concern for SaaS, Tampa International Airport Emerging Technologies and Security Systems.

C. LRC – October 26 and November 30, 2022 (Davida Franklin, TPO Staff)

- Approved: Tampa School Transportation Safety Study and the 2023 meeting calendar
- Heard status reports on: Tampa Moves Plan update, Tampa International Airport Master Plan process, Multimodal Level of Service Report, Hillsborough County Paved Trail Big Data Survey, Fowler Avenue FDOT PD&E, HART's Arterial BRT and Plan Hillsborough Vision Plan studies.

D. BPAC – October 26 and November 30, 2022 (Davida Franklin, TPO Staff)

- Took action on: new members, Tampa School Transportation Safety Study, Recess in December 2022, 2023 meeting calendar
- Heard status reports on: Tampa MOVES update, Hillsborough County Paved Trail Big Data Survey, Multimodal Level of Service Report, Fowler Avenue Studies, Hillsborough County Greenways Master Plan.

E. TDCB – October 28, 2022 (Davida Franklin)

- Took action on: Coordination contracts with Angels Unaware, Gracepoint, Human Development Center, TD Annual Operating Report, Community Transportation Coordinator evaluation.
- Heard status reports on: Tampa MOVES Plan, Hillsborough County Paved Trail Big Data Survey, Sunshine Line update.

F. Joint TAC/ CAC Meeting – December 7, 2022 (XXX, XXX) The CAC did not have a quorum, items were presented as status updates

- TAC took action on Tampa School Transportation Safety Study, TIP Amendment: Westshore Interchange Major Reconstruction, Freight Resilience and Supply Chain Study, 2023 Meeting Calendar. CAC provided comments.
- TAC and CAC heard a status report update on the 2023 – 2032 HART Transit Development Plan; heard a report on the High Injury numbers locally and nationwide
- CAC Bylaws Amendment for CAC – the committee will discuss this topic again in January due to a lack of quorum. The committee had concerns about a proposal put forth.

G. Public Comments Received Through Email & Social Media (Davida Franklin, TPO Staff).

Detailed [Email](#) and [Social Media](#) are located at the end of the minutes.

VII. CONSENT AGENDA *(Timestamp 0:25:50)*

A. Committee Appointments

- CAC – Christine Acosta (Councilman Citro), Nicole Rice (Councilman Maniscalco)
- TAC – Bob Campbell and Abigail Flores (Hillsborough County), Jesus Peraza Garcia (HART), Rob Wassum and Frank Coughenour – alt (Plant City)
- BPAC – Jamie Morris (City of Temple Terrace), Peter Davitt (Citizen-At-Large), David Celetti (Citizen-At-Large)
- LRC – Jesus Peraza Garcia as an alternate (HART), Danielle Riffenburg as an alternate (COT Parks), Yeneka Mills as an alternate (Plant City)

B. 2023 Meeting Calendar

Motion to approve the consent agenda from Councilmember Maniscalco, seconded by Councilmember Citro; the voice vote passes unanimously.

VIII. ACTION ITEMS:

A. 2023 TPO Board Officers & Committee Assignments (Cameron Clark, TPO Attorney) *(Timestamp 0:26:08)*

- Chair – Commissioner Myers
- Vice Chair – Mayor Ross
- Policy Members – Mayor Ross, Councilmember Citro, Commissioner Myers, Commissioner Owen, Charles Klug; Alternates: Commissioner Wostal, Mayor Kilton
- TMA Leadership Group Members – Commissioner Kemp, Councilmember Citro, Councilmember Hurtak; Alternates: Joe Laponi, Greg Slater
- TDCB Chair – Commissioner Myers
- LRC Chair – Councilmember Citro
- MPOAC Alternate Representative – Councilmember Hurtak

B. TIP Amendment: Polk St. Rail Crossings and Westshore Interchange Major Reconstruction (Roger Mathie, TPO Staff) *(Timestamp 0:34:00)*

- 2 Amendments Requested by FDOT.
 - Polk Street Rail Crossing Technology - \$119,580
 - Radio Key Down Equipment
 - Will allow Train or CSX operators to activate signal lights at intersections along Polk Street
 - Will replace existing outdated equipment
 - Westshore Interchange Reconstruction ~\$71 million, no new acquisition of right-of-way, to accommodate increasing property value near the Westshore Interchange
- Both have been approved by TAC; CAC approved Polk Street Rail Crossing Amendment.

Recommended Action: Approve the two amendments to the FY22/23 TIP.

Discussion:

It was asked if this involves the trail around Westshore or the Sun Trail. The requested amendment is not affecting any other aspect of the project, it is for the same right-of-way and is being requested due to the increase in property values. The Sun Trail will pass through the Westshore Interchange, FDOT responded and there is a short gap in the trail corridor.

Commissioner Kemp moved to ask FDOT to consider connecting the Sun Trail in the Westshore project, seconded by <inaudible>.

Discussion:

It was requested that this be brought up as an agenda item with backup material be presented by FDOT. It was noted that this is a request to make this connection that holds state-wide significance. FDOT understands this is an important trail and this gap is challenging. There are options and are working with the city as they do not want to take a business. FDOT has committed to closing the gap in another way.

The roll call vote passed 10 – 6.

Commissioner Myers moved to approve the FY2022/23 TIP amendments; seconded by Joe Lopano. The roll call vote passed 16 – 0.

C. TPO Membership Apportionment Plan (Elizabeth Watkins, TPO Staff) (Timestamp 0:47:42)

- Went over the background and process.
- Review of the timeline, August 2022 – present and through adoption.
- Review of a memorandum dated October 17, 2022 Tampa City Council Member, Joseph Citro and submitted to the Tampa City Council members to add additional representation to the TPO from the Tampa City Council
- Looked at the membership proposals for the TPO based on the 2022 population of Hillsborough County by Unincorporated County, City of Tampa, Plant City, or Temple Terrace
- Went over the Florida Statutes regarding the makeup of MPOs.

Recommendation: Staff recommends amending the adopted MPO Apportionment Plan that adds two seats for Hillsborough County to add one additional seat for the City of Tampa.

Discussion:

It was noted that the original presentation was not based on population and the new proposal does reflect the population. It was brought up that this is going to represent Hillsborough County for the next ten years. The majority of the growth is going to be in Unincorporated County; the current TPO Board has nine members advocating for the City of Tampa. It was expressed that the current membership of the Board at 16 members is sufficient, and any additional members are not needed. It was noted that the City of Tampa doubles in size during business hours and are the highest crash areas, this does not include sporting and cultural events. The traffic running through the city each day does not benefit the people who live in the city and that is why the City of Tampa needs additional representation. It was asked if the status quo is still in consideration. The status quo will remain until the TPO Board can pass a final recommendation. Whatever the decision is, it still has to pass the three cities and go to the Governor for signature. It was brought up that

having seven commissioners on one Board with all other representation will become unwieldy. The City of Tampa is a big player in this and the County of Commissioners represents both. The lines are invisible to the general public.

Mayor Ross moved to approve the staff-recommended apportionment plan; seconded by Councilmember Maniscalco. Roll call vote, the motion fails 14 – 2.

Mayor Kilton moved to maintain the status quo, seconded by Commissioner Owen; the roll call vote fails in a tie 8 – 8.

Discussion:

It was noted that the City of Tampa would prefer to add an additional seat for the BOCC and the City of Tampa.

Councilmember Citro moved that this come back at the February meeting, seconded by Councilmember Maniscalco. Beth Alden noted that the February meeting may be full and it would come back in March. Councilmember Citro agreed to defer the agenda to the Director. **The voice vote passes unanimously.**

D. Freight Resilience and Supply Chain Study (Jason Smeak and Lauren Brooks, AECOM) (*Timestamp: 1:11:26*)

- Review of study objectives.
- Went over supply chain disruption methodology.
- Looked at literature and case studies for framework/inputs; stakeholders/community; mapped potential impact area.
- Chose 5 commodities: food/groceries, water & wastewater utilities, housing materials, urgent healthcare services,
- Made a flow of the materials through the system and corresponding matrix.
- Looked at challenges/disruptions and lessons learned.
- Went over recommendations.
 - Review of 7 locations that are vulnerable to storms.
 - Went over best practices

Recommended Action: Accept Freight Supply Chain Resilience Study.

Presentation: [Freight Supply Chain Resilience Study Presentation](#)

Final Report: [Report Freight Supply Chain Resilience Study](#)

Discussion:

It was noted the truck mode is carrying the majority of the freight and that most people do not connect trucking with supply chain and how it intersects with commuters. It was also noted that the interface between pedestrians and trucks can be difficult. It was asked for elaboration on the lifelines of freight and how taking down an artery such as I-275 may impact the movement of freight. The impact of moving freight can create conflicts with enjoying our communities. Removing portions of the highway would be detrimental. It was asked if the experience of freight

disruption due to COVID was taken into account and how larger warehouses coming in is impacting the resiliency. Yes, the pandemic experience was taken into account with the stakeholder groups and outreach; healthcare was specifically studied. Seeing more freight movement into the East Coast due to how production is moving in shipping from overseas. There is an impact on how companies view the supply chain by looking at inventory, transportation, and how “just in time” fits in, e-commerce, and the faster delivery of goods. Bringing warehouses closer to metropolitan areas is a trend. Port Tampa Bay noted that they do a lot of preparations and tabletop exercises. It was noted about land use and planning; freight has to get from the port to the road corridors. Land use is changing in those areas and it is creating a lot of conflict with vehicles, pedestrians, and bicycles. It was noted that more of this needs to be addressed in the report. It was also noted that rail factors in as the Port increases its ability to take freight in. The City of Tampa is the hub for all transportation in the region and it is vital.

Councilmember Maniscalco moved to approve the Freight Supply Chain Resilience Study; seconded by Commissioner Wostal. The voice vote passed unanimously.

E. Tampa School Transportation Safety Study (Lisa Silva, TPO Staff; Kathrin Tellez, Fehr & Peers)
(Timestamp 1:42:52)

- Review of study overview – built on 2018 study; noted that some steps have been made.
 - Measurements, surveys (10,000+ responses)
 - School site selection process.
- Went over survey information submitted by parents and principles
 - Looked at common school circulation strategies.
- Walking audit observations
- Went over recommendations made for each school
- Developing partnership with the Westshore Alliance and a Boy Scout project
- Promoting education and encouraging ideas and tools – School Bus App, RFID chip in the student ID (not collecting personal info)

Project Page: [Tampa School Transportation Safety Study](#)

Recommended Action: Recommend that the TPO Board approve the Tampa School Transportation Safety Study.

Discussion:

Board Member Vaughn stated that transportation is one of the biggest unfunded mandates that is needed. There is always additional help needed. Can be difficult working and partnering with the municipalities. Was surprised that Sulphur Springs Elementary was not on this list. Would also like to focus on Plant City and Dover schools in the future. Happy to have the opportunity to focus on the students and this study.

It was noted that this study raises the profile around the Vision Zero profile. The circumstances that children have to walk to get to school are very dangerous. The improvements do save lives. Hillsborough is number 2 in the nation for pedestrian and bicycle fatalities. Grants and other funding sources have been acquired and some strategic improvements will be seen around Sulphur Springs area.

Commissioner Kemp moved to accept the report, seconded by Councilmember Citro. The voice vote passed unanimously.

STATUS REPORTS

A. Bylaws Amendment for Citizens Advisory Committee (Johnny Wong, TPO Staff) (Timestamp 2:05:15)

- Went over the background – recommendations made by the Plan Hillsborough Nondiscrimination and Equity Plan.
- CAC held a workshop to discuss two new restructuring proposals. Committee members in attendance verbalized support for expanding the committee to include 20 at-large seats reserved for underrepresented demographic and geographic groups; retain one appointee from each TPO Board member; up to (3) two-year terms for at-large members, beginning in January 2023; and make consistent the term limits of TPO elected officials and their CAC appointees.
- Went over the annual review process.
- This is the first reading of the proposed Bylaws Amendment

Presentation: [2045 LRTP: I-275 from Hillsborough Ave to Bearss Ave, 6 lanes vs 8 lanes](#)

Discussion:

It was asked if there is a problem obtaining a quorum and if expanding the committee will contribute to establishing a quorum. The quorum is at 7 regardless of the membership numbers and it is being explored to reduce it to 5 in the future. It was cautioned about increasing the membership and the in-person quorum as the representation could be skewed. Clarification on elected officials' appointees was asked for; if an elected official is no longer in office, the appointee will no longer serve on the CAC as that representative. They are able to apply for any open positions that may apply to them.

IX. EXECUTIVE DIRECTOR'S REPORT (Timestamp 2:14:00)

- A. There is a copy of the quarterly report that was emailed in the packet on December 13th.
- B. The US EPA has been selected for a grant award under the Air Pollution Monitoring Program. It will support the pilot program that has been ongoing for the last year.
- C. The Regional Meeting of the Sun Coast Transportation Planning Alliance met with other MPOs the first Friday in December. A couple of projects were brought forward from this region including Phase 3 of the Westshore Interchange, the I-75 / Gibsonton interchange, the HART Heavy Maintenance Facility (not supported by Pinellas and Pasco); discussion from Pasco of merging the three MPOs and Pasco would like to have an equal share of representatives; this will be brought back to the regional meeting in March. Would like to bring this back to a Policy meeting for discussion.
- D. Possible amendment to the LRTP and the addition of two lanes to I-275. There was a discussion on incorporating that into the LRTP update that will be presented in 2024.

- E. Thanked members who came out for the demonstration of the Sun Runner in Pinellas. Has cut in half the amount of time to get to the beaches and there is a hub for transportation to Hillsborough and TPA. This is an incremental collaboration XXX.
- F. The next meeting is January 11th with Policy Committee at 8:30 AM and the Board at 10 AM.

X. OLD AND NEW BUSINESS (*Timestamp 0:00:00*)

- A. Next meeting
- B. FDOT was contacted by the FHWA about two grants, one was not communicated to the FDOT. The TPO submitted an application to study tearing down significant portions of I-275. It was asked that items like this be brought before the Board or voted on at the Board or given to FDOT as a courtesy. Ms. Alden noted that this was discussed in May 2022 and the presentation slides have been brought to the Board and provided to FDOT staff. The application does not say that the Board will pursue tearing down I-275 but that there are ways to reconnect the communities involved. The Reconnecting Communities Pilot Program is designed to work in mitigation strategies for communities that have had this impact. Examples include bike/walk facilities, buffered zones, etc. The TPO could then assist communities in applying for future grants. FDOT did not talk to anyone that was aware of this grant application and they were not given a copy of the grant. It is directly competing with another grant application. It was requested that all grant applications come before the Board for a vote. It was asked that going forward, these are put on the agenda as action items. It was noted that the CAC is an advisory committee and they have no authority. The advisory committee made the recommendation and it was brought before the Board. There have been discussions about tearing down portions of I-275 in the past from citizens. The Board voted to rebuild the I-275 interchange; the votes are taken with the knowledge that I-275 is not going to be torn down. This grant is aimed at studying other things that can be done. FDOT encouraged the Board members to read the grant. It was brought up that this study was brought before the Board; it is important to look at reconnecting the impacted communities. It was requested that the grant application be sent to the TPO Board members.

XI. ADJOURNMENT – The meeting adjourned at 11:37 AM

The recording of this meeting may be viewed on YouTube: [Meeting Recording](#)

Social Media // Email

The Board Folder was emailed to the TPO Board on 12/13/2022

- **Sidewalk Stompers** - Thanked the TPO for choosing President and founder Emily Hinsdale for the Vision Zero Hero Award at the 2022 Gulf Coast Safe Streets Summit
- **Comments against the Westshore Interchange Reconstruction project** ○ Mike Lamarca & Walter John Slupecki
- Chris Vela – Stated that a better alternative for Westshore Interchange Reconstruction project is a turbo roundabout and the end to highway expansion

- **Comments received Dec. 13 after 5 pm re: the Fowler Avenue Vision Study** ○ **Chris Vela** – Suggests efforts focus on other alternatives for pedestrian use
- **Dave Coleman** – Thinks that Fletcher Ave. from Nebraska Ave. to USF should be a model for all secondary roads including the 35 mph speed limit

Please note: Above public comments are included in the email Cheryl Wilkening sent to board members Dec. 14

Social media comments received after 5 p.m. on Dec. 13 and during/shortly after the Dec. 14 meeting:

12/13

- **Vela Christopher**
You don't need Fowler to get to USF. We got plenty of alternatives for peds to use. If you let this go you all can do a lot of magic on better streets.
- **Dave Coleman**
Need might be greater elsewhere but Fletcher from Nebraska to USF should be a model for all secondary roads... 35 arrive alive. Vision zero in Hillsborough a grim jest. 273 dead and 7,300 hit and runs in Hillsborough alone last year

12/14

- **Vela Christopher**
I'm on the line. I am going to have to jump off. DO NOT APPROVE THE TIP ADMENDMENT FOR THE WESTSHORE INTERCHANGE. I am so disappointed with you guys. You shut our voices.
 - **TPO staff response:**
Hi Vela Christopher, thank you for your comment! Although you weren't able to comment live, I was able to share your concern with the Board during a summary report of public comments. ~ Davida
 - **Vela Christopher**
Hillsborough TPO, I heard Davida, and I appreciate it. But there is much more to this than a simple "no." I am saddened your org is allowing gifting to a predominately white and affluent Westshore area of \$70 million vs. zero concerns for the black and brown communities who live and work around the dti. That WIC will be over \$400 million per mile. Yesterday I got brushed by a car trying to get on I275. I was crossing on foot at a designated crossing. My neighborhood's pedestrian signal is out for the 4th time... I'm done over-reporting it. No, I don't want dot's \$ if the dti gets reconstructed. I want fdot to fix all their surface roads without any interstate work. The last meeting, Johnny Wong, sold out to justify the additional lanes on I275 going way beyond the TIS footprint of the eis study to study congestion changes. That is cheating. There is something very wrong with your org. Two things you all have to understand. Equity and value.
 - **TPO staff response:**
Vela Christopher thank you for providing more insight into your concerns about the project. Although I won't be able to revisit the public comment segment during the meeting, I can still send your comment to the Board immediately afterwards. Thanks again! ~ Davida
- **Mike Lamarca**

Vela Christopher pretty standard. Build and design from a desk, and ignore the input from the actual users. And then, they pat themselves on the back for a job well done. Like Fletcher..... Now they gonna do the same to Fowler and mess it up also.

- **Dave Coleman**

Mike Lamarca you don't like Fletcher? Could you say why? My noodles pressure drops the moment I get there.

- **Mike Lamarca**

Dave Coleman I do not. While the negative pedestrian interactions were slightly lower, the redesign created a higher crash incidence with bicyclists, as shown by the county report. Because the bike lane was added, without thought of access controls, right hooks were increased. A Sharrow would have been a more welcome addition, especially with the lowered speed limit. Remember before the "fix", there was no bike lane, so the cyclist took the lane on the 45mph street, so taking the lane on a 35mph street is an improvement. The pedestrians still mid-block cross, even with the added zig zag crossings (which I do like), so now we need mid-mid-block crosswalks. When we look at that corridor now, it is still at the top of the county crash incidents, and it's only been what? 6 years? One would expect a fix to last longer than that. I was right hooked about 2-3 years ago there, at 22nd. Deputy hid it from the crash stats as a civil matter, and not a traffic crash. How many other crashes on that road were done the same way, to minimize the reporting, and make the corridor look better than it is?

- **Dave Coleman**

Mike Lamarca thanks, I certainly haven't researched like that. I do have to remain in my belief that it is safer (less deaths) than n Florida Ave where a scooter , walker, driver, bicyclist is more likely to die in a crash. I am no statistician but accident numbers and accident deaths might not be the same. Three teens died on my street in 2 days, one by a cop. Nothing was done. Not one thing. I agree there is some mid block crossing and bike lane could be better. I guess those ideas are being taken to Fowler.

- **Mike Lamarca**

Dave Coleman i get it. Sounds like you may not have known it before? So, trying to compare one road apples to apples to another doesn't always work. Every time I ride on Florida or Nebraska, I feel those roads are safer than Fletcher. I haven't compared stats though, but they don't really matter if HCSO is hiding the truth. I think the problem comes down to "perceived safety". People like a sidepath, which is nothing more than a glorified sidewalk, yet, sidewalks are some of the most dangerous places for a cyclist. But, the state and county continue to build them, because the people think they are safer, until they start using it.

- **Dave Coleman**

Mike Lamarca I don't know the numbers you do. I just live at Florida and Fletcher and I see people trying to get to my Winn Dixie everyday. It's a crap shoot to cross at the light or mid road. Elders pulling baskets a favorite target for aggressive drivers doing right on red. Speeders never given a second glance by police. Bundles of flowers on the side of the road with little signs. I will have to check myself about comparing apples to apples. Fletcher was 2 lanes in both directions with as you say 45 limit. I should research more, thanks

- **Mike Lamarca**

Dave Coleman at least you see some of the same as I am. Those people getting run over by right on red, I bet they are coming from the drivers right. Drivers don't look right when turning right, they look left. That's exactly the same reason sidewalks and sidepaths are dangerous to faster moving people, like cyclists. There are some design changes that can minimize it, but until enforcement of

stopping behind the stop bar becomes real (which you have also alluded to), it's just a computer game to anyone with AICP or PE after their name.

Follow-up Email sent to TPO Board Members by Beth Alden on 12/17/2022

Subject: TPO Board Info Request RE: Wednesday, December 14th @9:00 AM In-Person and Virtual TPO Board Meeting

Board members,

Attached is the application for the FHWA Reconnecting Communities Pilot Program grant. You have not seen this application before because the TPO Board directs its executive director to develop and execute grant applications and take other actions in support of the TPO's adopted [Unified Planning Work Program \(UPWP\)](#). Your staff submits multiple grant applications for you every year.

The UPWP is a federally required document which lists the several grants that make up the TPO's budget, the anticipated funding amounts and what they are proposed to be spent on, including specific planning studies and other deliverables. The Board reviews and votes on an update of the UPWP every May.

The I-275 Conversion Concept Study was added back to the UPWP last May by action of the TPO Board approving the UPWP for FY 23 & FY 24. A study of the "I-275 Conversion Concept" was added to Task 2.7 under Required Activities.

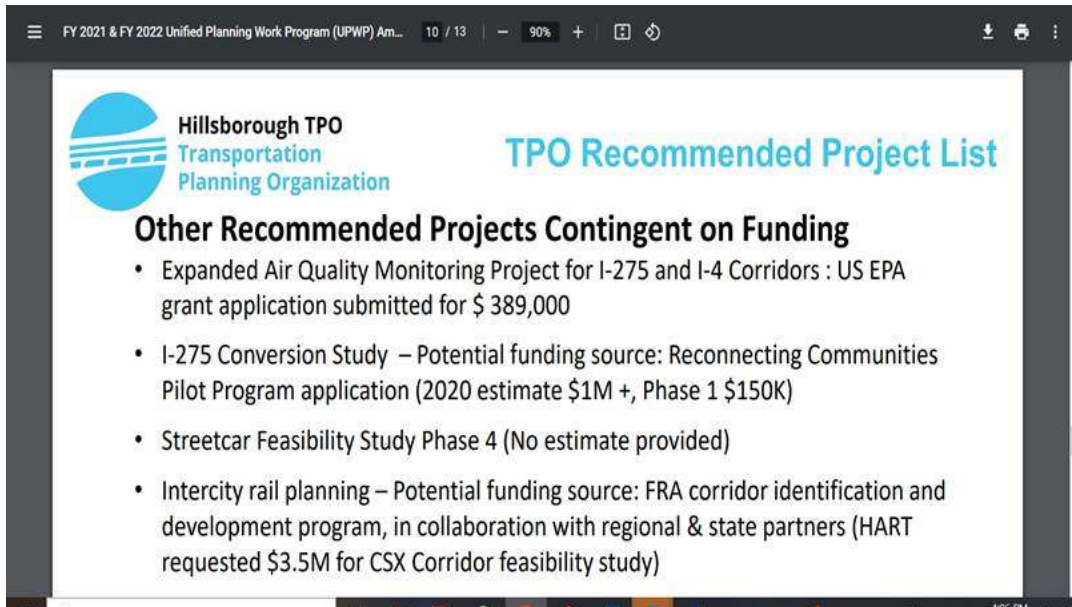
If you're concerned that that small piece of text is buried in a 100+ page document, I completely agree. That's why we prepare presentation slides highlighting the changes in the document, and we include the slides in your agenda package a week in advance of the meeting. I also use the slides in briefing Board members; however, not all members request a briefing every month. And of course, our staff walks through the slides at the meeting, and answers questions.

[Last May's presentation](#), a total of 13 slides, included **four slides that listed all the TPO's proposed planning projects** for FY 23 & FY 24. The slides showed, starting with Slide 8:

- Critical Path Projects
- Other Recommended Projects
- Other Recommended Projects Contingent on Funding
- FY 22 projects that will conclude in FY 23

When the Board approved the UPWP, it directed staff to move forward with these projects, including any supporting grant applications. This is clearly stated in the Resolution Approving the FY 23 & FY 24 UPWP, included on page 7 of the UPWP document.

There were four projects listed on the "Other Recommended Projects Contingent on Funding" slide. One was, "I-275 Conversion Study – Potential funding source: Reconnecting Communities Pilot Program application (2020 estimate \$1M +, Phase 1 \$150K)."



This was the return of a study that had been discussed on multiple occasions. Please see the attached timeline of discussions at Board meetings since May 2019; note that there were previous Board discussions as well. The TPO Board decided to conduct the study in May 2019, then decided not to in May 2020 when the full scope and cost of over \$1 million was understood. After the removal, some board members were apologetic to the CAC which had advocated for the study, and when Congress created a new grant program in 2021 to fund studies like this, I offered to the Board that we could apply.

We had already coordinated with FDOT District 7 about what the study needed to include, and Sec. Gwynn had verbally agreed to work with us on the study in June 2019 and April 2020. The grant application was to fund the scope of the work Sec. Gwynn's staff had asked for. We discussed that with his staff at our regular monthly coordination meeting on August 30, 2022.

The attached timeline provides more details on Board discussions, links to board meeting videos, and the list of the technical analyses Sec. Gwynn's staff asked for.

The Board will need to take two more actions **before** the TPO can proceed with this study:

1. If FHWA awards the grant, the funding amount must be added to the UPWP, through an amendment approved by the board, before the funds can be used.
2. We'll be conducting a routine mid-cycle review of the 2-year UPWP this coming May. The list of studies to be conducted in the fiscal year that begins July 1 will be re-presented to the TPO Board at that time. Often there are budget adjustments that need to be made, and/or new study requests from local governments; and, it is timely for the board to provide new direction for the coming year.

I look forward to answering more of your questions. And, I would welcome Sec. Gwynn returning his staff to participating in TPO CAC meetings. The CAC has been the primary advocate for this study.

Last but not least – since there were audio issues during public comment at our December 14 board meeting, we are attaching an updated summary of public comments that includes some written public comments provided on social media and/or email during the board meeting and after the 5pm cut-off Tuesday night.

Wishing you all the best,

Beth

Attachments included were RCP Grant Application I-275 North Corridor Vision, Boulevard Study Timeline, Committee Reports and Comments Summary December 2022 – With Additional Social Media Comments

DRAFT



Hillsborough TPO

Transportation Planning Organization

Committee Reports

Transportation Disadvantaged Coordinating Board Meeting on December 16

The TDCB took action to approve:

- ✓ 2023 Meeting Calendar
- ✓ FDOT Tentative Work Program and TPO Comments
 - The TDCB had no comments.
- ✓ Northside Behavioral Health Coordination Contract
- ✓ MacDonald Training Center Coordination Contract
- ✓ Metropolitan Ministries Coordination Contact

The TDCB heard status reports on:

- Health Buddies Program Update
- Fowler Avenue Studies
- Sunshine Line Update

A verbal report will be given for the following meetings:

Citizens Advisory Committee (CAC) Meeting on January 4

Intelligent Transportation Systems (ITS) Committee Meeting on January 5

Technical Advisory Committee (TAC) Meeting on January 9



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item

Committee Appointments

Presenter

None – Consent Agenda

Summary

The *Citizens Advisory Committee (CAC)* shall be responsible for providing information and overall community values and needs into the transportation planning program of the TPO; evaluating and proposing solutions from a citizen's perspective concerning alternative transportation proposals and critical issues; providing knowledge gained through the CAC into local citizen group discussions and meetings; and establishing comprehension and promoting credibility for the TPO Program. CAC members serve two-year terms.

The following have been nominated to serve on the CAC:

- Don Skelton, Jr., by Port Tampa Bay

The *Technical Advisory Committee (TAC)* shall be responsible for considering safe access to schools in the review of transportation project priorities, long-range transportation plans and transportation improvement programs and shall advise the MPO on such matters. In addition, the TAC shall be responsible for assisting in the development of transportation planning work programs; coordinating transportation planning and programming; review of all transportation studies, reports, plans and/or programs, and making recommendations to the TPO that are pertinent to the subject documents based upon the technical sufficiency, accuracy, and completeness of and the needs as determined by the studies, plans and/or programs.

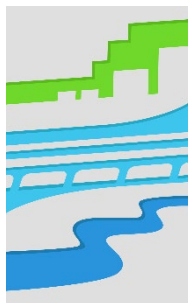
The following have been nominated to serve on the TAC:

- Lauren Lienhart, by Port Tampa Bay

The *Livable Roadways Committee (LRC)* shall be composed of representatives of local government departments, transportation agencies and other organizations. They may be elected officials, appointed officials, organization members, designated representatives or staff, but may not be staff or consultants to the TPO.

The following have been nominated to serve on the LRC:

- Kevin O'Hare, by Westshore Alliance



Plan Hillsborough
planhillsborough.org
planner@plancom.org
813 - 272 - 5940
601 E Kennedy Blvd
18th floor
Tampa, FL, 33602

The Intelligent Transportation Systems (ITS) Committee is responsible for assisting in the development of Intelligent Transportation System planning work programs, as well as reviewing ITS related studies, reports, plans, projects.

The following have been nominated to serve on the ITS Committee:

- Dr. Pei-Sung Lin, by USF Center for Urban Transportation Research, as an alternate member
- Jesus Peraza Garcia, as the alternate for HART

Recommended Action

That the TPO confirm the above nominations.

Prepared By

Cheryl Wilkening

Attachments

None



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

Bylaws Amendment for Citizens Advisory Committee

Presenter:

Johnny Wong, TPO Staff

Summary:

The 2021 Plan Hillsborough Nondiscrimination and Equity (ND&E) Plan made several major recommendations regarding issues of community access, accessibility, and representation and diversity of TPO committees.

The CAC held a workshop in November to discuss two new restructuring proposals. Although action was not requested, committee members in attendance verbalized support for expanding the committee to include 20 at-large seats reserved for underrepresented demographic and geographic groups; retain one appointee from each TPO Board member; up to (3) two-year terms for at-large members, beginning in January of 2023; and, make consistent the term limits of TPO elected officials and their CAC appointees.

This proposal was presented to the TPO Board in December.

Recommended Action:

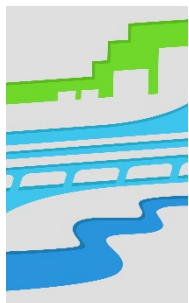
Approve Bylaws Amendment.

Prepared By:

Johnny Wong, PhD, TPO Staff

Attachments:

1. TPO Bylaws with Proposed Changes Highlighted
2. Presentation Slides



Plan Hillsborough
planhillsborough.org
planner@plancom.org
813 - 272 - 5940
601 E Kennedy Blvd
18th floor
Tampa, FL, 33602

**BY-LAWS OF
THE HILLSBOROUGH COUNTY
TRANSPORTATION PLANNING ORGANIZATION
AND ITS COMMITTEES
Amended ~~January 11, 2023~~**

Deleted: ~~September~~

Deleted: ~~14~~

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1.0 PURPOSE: These *By-laws* are adopted by the Hillsborough County Metropolitan Planning Organization to govern the performance of the MPO's duties as well as those of MPO committees and to inform the public of the nature of the MPO's internal organization, operations and other related matters.

1.1 DOING BUSINESS AS: Consistent with the Fictitious Name Act (s.865.09, F.S.), and as registered with the Florida Department of State, the MPO will conduct business as the "Hillsborough Transportation Planning Organization," hereinafter called the "TPO".

2.0 DEFINITIONS:

2.1 EMERGENCY: Any occurrence or threat thereof, whether accidental or natural, caused by man, in war or in peace, which necessitates immediate action because it results or may result in substantial injury or harm to the population or the TPO or substantial damage to or loss of property or public funds.

2.2 GOOD CAUSE: A substantial reason which is put forward in good faith.

2.3 INTERESTED PERSON: Any person who has or may have or who represents any group or entity which has or may have some concern, participation or relation to any matter which will or may be considered by the TPO.

2.4 MEMBER(S): The TPO consists of sixteen (16) official members, with FDOT designated as a non-voting advisor. Each member government or authority may also appoint an alternate member, who may vote at any TPO meeting in place of a regular member. TPO committee membership is as provided in these By-laws.

2.5 PUBLIC HEARING: A meeting of the TPO convened for the purpose of receiving public testimony regarding a specific subject and for the purpose of taking action on amendment to or adoption of a plan or program. A public hearing may be convened with less than a quorum present; however, no official action other than adjournment or continuation of the public hearing to another time may be taken unless a quorum is present.

2.6 REGULAR MEETING: The regular scheduled meeting of the TPO at which all official business may be transacted.

2.7 **SPECIAL MEETING:** A meeting of the TPO held at a time other than the regularly scheduled meeting time. All official business may be transacted at a special meeting.

2.8 **WORKSHOP:** A conference where members are present and are meeting to discuss a specific subject. A workshop may be convened with less than a quorum present; however, no official action other than adjournment or continuation of the workshop to another time may be taken.

3.0 **TPO OFFICERS:** There shall be a Chair and a Vice-Chair. All officers shall be voting members of the TPO.

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3.1 **TENURE:** All officers shall hold office for one (1) year or until a successor is elected. However, any officer may be removed by a majority of the total members. No officer may serve for more than two years consecutively.

3.2 **SELECTION:** At the regular meeting in December, the members shall nominate one or more candidates to fill each office. Immediately following the close of nominations, the TPO shall vote to fill each office, with the vote for each office being taken in the order in which candidates for that office were nominated, until one is elected. New officers shall take office immediately upon the conclusion of the election of officers.

3.3 **VACANCY IN OFFICE:** A vacant office shall be filled by the TPO at its first regular meeting following the vacancy. The officer so elected shall serve the remainder of their predecessor's term in office.

3.4 **DUTIES:** The officers shall have the following duties:

3.4.1 CHAIR: The Chair shall:

- (a) Preside at all regular and special meetings, workshops and public hearings.
- (b) Represent the TPO on the West Central Florida MPO Chairs Coordinating Committee (CCC), doing business as Suncoast Transportation Planning Alliance (SCTPA), and the Florida MPO Advisory Council (MPOAC).
- (c) Establish such ad hoc committees as the Chair may deem necessary and appoint their members and chairs.
- (d) Call special meetings and workshops and public hearings.
- (e) Sign all contracts, resolutions, and other official documents of the TPO, unless otherwise specified by the *By-laws* or *Policies*.
- (f) Express the position of the TPO as determined by vote or consensus of the TPO.
- (g) See that all actions of the TPO are taken in accordance with the *By-laws*, *Policies* and applicable laws.
- (h) Perform such duties as are usually exercised by the Chair of a commission or board, and perform such other duties as may from time to time be assigned by the TPO.

3.4.2 Vice-Chair: The Vice-Chair shall, during the absence of the Chair or the Chair's inability to act, have and exercise all of the duties and powers of the Chair, and shall perform such other duties as may from time to time be assigned to the Chair by the TPO.

4.0 COMMITTEES:

4.1 AD HOC COMMITTEES:

4.1.1 Chair and Expiration: An ad hoc committee shall consist of a committee chair, who shall be a member of the TPO. All ad hoc committees shall have an expiration time identified by the Chair at the time of creation or shall dissolve at the expiration of the Chair's term.

4.1.2 Purpose: The purpose of establishing ad hoc committees is to facilitate the accomplishment of a specific task identified by the Chair.

4.2 STANDING COMMITTEES:

4.2.1 Appointment of Committee Members: Members and alternate members of all committees shall be appointed by action of the TPO. Members representing an organization on a committee, as specified in the committee membership list, shall be nominated in writing by their organization. Members representing the citizens of Hillsborough County, and not representing any particular entity as specified in the committee membership list, shall complete application forms for the TPO Board's consideration. Using the same procedure, alternate members may be designated to act on behalf of regular members with all the privileges accorded thereto. The TPO shall not appoint committee applicants who are affiliated with private TPO consultants or contractors. If such an affiliation occurs, an existing committee member shall be deemed to have resigned.

4.2.2 Termination of Committee Membership: Any member of any committee may resign at any time by notice in writing to the Chair. Unless otherwise specified in such notice, such resignation shall take effect upon receipt thereof by the Chair. Each member of each committee is expected to demonstrate his/her interest in the committee's activities through attendance of the scheduled meetings, except for reasons of an unavoidable nature. In each instance of an unavoidable absence, the absent member should ensure that his/her alternate will attend. The TPO may review, and consider rescinding, the appointment of any member of any committee who fails to attend three (3) consecutive meetings. In each case, the TPO will warn the member in writing, and if applicable the member's nominating organization, thirty days in advance of an action to rescind membership. The TPO Chair may immediately terminate the membership of any committee member for violations of standards of conduct, defined as conduct

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inconsistent with Section 7.0 of these By-laws. At a minimum, committee member attendance will be reviewed annually. In the case of members representing an organization on a committee as specified in the committee membership list, the individual's membership may also be rescinded by the nominating organization, by letter to the Chair.

- 4.2.3 Officers of Standing Committees:** The committee shall hold an organizational meeting each year for the purpose of electing a committee chair (unless designated by the TPO), a committee vice-chair, and, at the discretion of the committee chair, an officer-at-large. Officers shall be elected by a majority vote of a quorum of the members. Except as otherwise provided in these By-laws, officers shall serve a term of one year starting with the next meeting. The powers and duties of the committee chair shall be to preside at all meetings; to express the position of the committee as determined by vote or consensus of the committee; and to ensure that all actions of the committee are taken in accordance with the bylaws and applicable law. The committee vice chair shall have these same powers and responsibilities in the absence of the committee chair. The officer-at-large shall, during the absence of both the committee chair and the committee vice-chair or their inability to act, have these same duties and responsibilities, and in addition shall perform other duties as may from time to time be assigned by the committee chair.
- 4.2.4 Conduct of Committee Meetings:** Sections 5 through 9, excluding Section 8.1, of these TPO By-laws shall be used for the conduct of all TPO committee meetings.
- 4.2.5 Standing Committee Sub-Committees:** An TPO standing committee or the MPO may establish such sub-committees to a standing committee as deemed necessary to investigate and report on specific subject areas within the scope of the standing committee. Such sub-committees shall be of limited duration and shall dissolve at such time as designated at the time of establishment or upon completion of the task(s) specified at the time of establishment. These TPO By-laws shall be used for the conduct of such sub-committees meetings in the same manner as the TPO committees.
- 4.2.6 TPO Technical Advisory Committee (TAC):** Established pursuant to Section 339.175, Florida Statutes, the TAC shall be responsible for considering safe access to schools in the review of transportation project priorities, long-range transportation plans and transportation improvement programs and shall advise the TPO on such matters. In addition, the TAC shall be responsible for assisting in the development of transportation planning work programs; coordinating transportation planning and programming; review of all transportation studies, reports, plans and/or programs, and making recommendations to the TPO that are pertinent to the subject documents based upon the technical sufficiency, accuracy, and

completeness of and the needs as determined by the studies, plans and/or programs. The TAC shall coordinate its actions with the School Board of Hillsborough County and other local programs and organizations within Hillsborough County that participate in school safety activities and shall also coordinate its actions with the appropriate representatives of the Florida Department of Transportation.

TAC Membership: The TAC shall be composed of technically qualified representatives for the purpose of planning, programming and engineering of the transportation system within the Hillsborough County Transportation Planning Organization area boundary.

The membership shall be composed of: three (3) members from Hillsborough County, two (2) members from City of Tampa, two (2) members from the Hillsborough County City-County Planning Commission, one (1) member from the Tampa Hillsborough Expressway Authority, one (1) member from the Hillsborough Area Regional Transit Authority, one (1) member from Environmental Protection Commission, one (1) member from the Tampa Port Authority, one (1) member from City of Temple Terrace, one (1) member from the Tampa Bay Regional Planning Council, one (1) member from the Florida Department of Environmental Protection, one (1) member from City of Plant City, one (1) member from the Hillsborough County Aviation Authority, one (1) member from the Tampa Bay Area Regional Transportation Authority, one (1) member from the Tampa Historic Streetcar, Inc., one (1) member from the Department of Health-Hillsborough and one (1) member from the Florida Trucking Association.

Terms of Membership: Members shall serve terms of indefinite length at the pleasure of their respective nominating organizations and the TPO.

4.2.7 TPO Citizens Advisory Committee (CAC): The CAC shall be responsible for providing information and overall community values and needs into the transportation planning program of the TPO; evaluating and proposing solutions from a citizen's perspective concerning alternative transportation proposals and critical issues; providing knowledge gained through the CAC into local citizen group discussions and meetings; and establishing comprehension and promoting credibility for the TPO Program.

CAC Membership: The CAC shall be composed of appointed citizens (transportation agency staff are not eligible) who together shall represent a broad spectrum of social and economic backgrounds and who have an interest in the development of an efficient, safe and cost-effective transportation system. Racial and ethnic minorities, women, persons below median household income, youth, the elderly, and persons with disabilities, and persons from different geographic areas

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across the county must be adequately represented on the CAC to the maximum extent feasible.

All members must be residents of Hillsborough County. Membership will be as follows: One committee member nominated by each voting member serving on the TPO Board, and twenty (20) at-large members, selected to improve proportionate representation of countywide geographical and demographic characteristics. Annually, a review of current members will be conducted to establish recruitment goals for any vacant seats for the coming year, and establish the basis for recommending candidates to the TPO board. The annual review will consider: (1) Geographic representation, assessed with respect to randomly-generated districts of approximately equal populace; (2) Demographic characteristics, including income, gender, race, ethnicity, disability status, and age, assessed with respect to their proportions in the general population. All committee members will be approved by a vote of the TPO Board.

Terms of appointment for at-large members and unelected members of the TPO Board shall be for a period of up to three (3) two-year terms. Term limits for appointees of elected members of the TPO Board shall be consistent with the term of that appointing board member, or up to six years, whichever is first. Terms are subject to Section 4.2.2 of these bylaws, and the terms of appointment notwithstanding, CAC members shall serve at the pleasure of the TPO.

4.2.8 TPO Policy Committee: The TPO Policy Committee shall be responsible for the review and in-depth discussion of items and issues proposed to come before the TPO and for development of recommendations to the TPO, as appropriate, regarding such items and issues in order to facilitate the accomplishment of the TPO's responsibilities to manage a continuing, cooperative and comprehensive transportation planning process and the development of transportation plans and programs.

Membership: The Policy Committee shall be composed of at least five (5) members of the TPO who shall serve on a voluntary basis. Volunteers for membership will be solicited at the TPO meeting at which the Chair is elected and at any TPO meeting thereafter if the total membership of the Policy Committee falls below five (5). Those TPO members requesting to be made Policy Committee members in response to such solicitation or upon the initiative of an individual TPO member shall be so appointed by action of the TPO and shall serve terms that last until the next TPO meeting at which the Chair is elected.

4.2.9 Transportation Disadvantaged Coordinating Board (TDCB): The primary purpose of the TDCB is to assist the TPO in identifying local service needs and providing information, advice, and direction to the Community Transportation Coordinator (CTC) on the coordination of

Deleted: one (1) member nominated by each member of the Board of County Commissioners serving on the TPO, one (1) member nominated by each member from the City of Tampa serving on the TPO, one (1) member from the City of Temple Terrace nominated by the Mayor of the City of Temple Terrace, one (1) member from the City of Plant City nominated by the Mayor of the City of Plant City, one (1) member nominated by each respective Chairperson of the Hillsborough County Aviation, Tampa-Hillsborough Expressway, Tampa Port and Hillsborough Area Regional Transit Authorities, one (1) member representing the transportation disadvantaged nominated by the Chairman of the Transportation Disadvantaged Coordinating Board, one (1) member nominated by the Chairperson of the Hillsborough County City-County Planning Commission and one (1) member nominated by the School Board member serving on the MPO. In addition, there shall be six (6)

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services to be provided to the transportation disadvantaged pursuant to Section 427.0157, Florida Statutes.

The following agencies or groups shall be represented on the TDCB as voting members:

- an elected official serving on the Hillsborough County TPO who has been appointed by the TPO to serve as TDCB Chairperson;
- a local representative of the Florida Department of Transportation;
- a local representative of the Florida Department of Children & Families;
- a local representative of the Public Education Community, which could include, but is not limited to, a representative of Hillsborough County Public Schools, School Board Transportation Office or Head Start Program;
- a local representative of the Florida Division of Vocational Rehabilitation or the Division of Blind Services, representing the Department of Education;
- a person recommended by the local Veterans Service Office representing the veterans in the county;
- a person who is recognized by the Florida Association for Community Action (President) as representing the economically disadvantaged in the county;
- a person over sixty years of age representing the elderly citizens in the county;
- a person with a disability representing the disabled citizens in the county;
- two citizen advocates in the county, one of whom must be a user of the transportation services of the coordinated transportation disadvantaged system as their primary means of transportation;
- a local representative for children at risk;
- the chairperson or designee of the local mass transit system's board except when they are also the CTC;
- a local representative of the Florida Department of Elder Affairs;
- a local representative of the local for-profit transportation industry;
- a local representative of the Florida Agency for Health Care Administration;
- a local representative of the Regional Workforce Development Board;
- a representative of the local medical community, which may include, but is not limited to, kidney dialysis centers, long term care facilities, assisted living facilities, hospitals, local health department or other home and community based services, and;
- A local representative of the Agency for Persons with Disabilities

TDCB Terms of Appointment. Except for the TDCB Chairperson, the members of the TDCB shall be appointed for three (3) year

terms which shall be staggered equally among the membership. The TDCB Chairperson shall serve until elected term of office has expired or is otherwise replaced by the TPO.

TDCB Duties. The TDCB shall perform the following duties which include those specified in Chapter 41-2, Florida Administrative Code and Section 427.0157, Florida Statutes.

- a. Maintain official meeting minutes, including an attendance roster, reflecting official actions and provide a copy of same to the Commission for the Transportation Disadvantaged and the TPO Chairperson;
- b. Review and approve the CTC's memorandum of agreement and the transportation disadvantaged service plan;
- c. On a continuing basis, evaluate services provided under the transportation disadvantaged service plan. Not less than annually provide the TPO with an evaluation of the CTC's performance relative to the standards adopted by the Commission for the Transportation Disadvantaged and the TPO. Recommendations relative to performance and the renewal of the CTC's memorandum of agreement with the Commission for the Transportation Disadvantaged shall be included in the report;
- d. In cooperation with the CTC, review and provide recommendations to the Commission for the Transportation Disadvantaged and the TPO on all applications for local, state, or federal funds relating to transportation of the transportation disadvantaged in the county to ensure that any expenditures within the county are provided in the most cost effective and efficient manner;
- e. Review coordination strategies for service provision to the transportation disadvantaged in the county to seek innovative ways to improve cost effectiveness, efficiency, safety, working hours, and types of service in an effort to increase ridership to a broader population. Such strategies should also encourage multi-county and regional transportation service agreements between area CTCs and consolidation of adjacent counties when it is appropriate and cost effective to do so;
- f. Appoint a Grievance Subcommittee to process, investigate, resolve complaints, and make recommendations to the TDCB for improvement of service from agencies, users, or potential users, of the systems in the county. This Subcommittee shall meet as often as necessary to resolve complaints in a timely manner;
- g. In coordination with the CTC, jointly develop applications for funds that may become available;
- h. Prepare quarterly reports outlining the accomplishments and activities or other areas of interest to the Commission for the Transportation Disadvantaged and the TPO;
- i. Consolidate the annual budget of local and federal government transportation disadvantaged funds estimates

and forward them to the Commission for the Transportation Disadvantaged. A copy of the consolidated report shall also be used by the TDCB for planning purposes;

- j. Develop and maintain a vehicle inventory and utilization plan of those vehicles purchased with transportation disadvantaged funds for inclusion in the transportation disadvantaged service plan for the Commission for the Transportation Disadvantaged;
- k. Assist the TPO in preparing a Transportation Disadvantaged Element in their Transportation Improvement Program (TIP);
- l. Assist the CTC in establishing eligibility guidelines and priorities with regard to the recipients of nonsponsored transportation disadvantaged services that are purchased with Transportation Disadvantaged Trust Fund moneys;
- m. Work cooperatively with regional workforce boards established in Chapter 445, Florida Statutes, to provide assistance in the development of innovative transportation services for participants in the welfare transition program.

4.2.10 TPO Intelligent Transportation Systems (ITS) Committee: The ITS Committee is responsible for assisting in the development of Intelligent Transportation System (ITS) planning work programs, as well as reviewing ITS related studies, reports, plans, projects (including consistency with regional architecture and other standards and/or programs) and making recommendations to the TPO and/or other agencies. ITS Committee recommendations to the TPO shall be based upon the technical sufficiency, accuracy, and completeness of studies, plans and/or programs. The ITS Committee shall coordinate its actions with the appropriate representatives of the Florida Department of Transportation.

ITS Committee Membership: The ITS Committee shall be composed of members technically qualified in the planning, programming, engineering and/or implementation of intelligent transportation systems or projects within the Hillsborough County Metropolitan Planning Organization area boundary or in the case of the member nominated by the Environmental Protection Committee, technically qualified in the area of air quality impacts of transportation. The membership shall be composed of: one (1) member each from Hillsborough County, the City of Tampa, the Environmental Protection Commission, Tampa-Hillsborough Expressway Authority, Hillsborough Area Regional Transit Authority, the USF Center for Urban Transportation Research, the City of Plant City and the City of Temple Terrace as well as a non-voting advisor from the FDOT. Members and Alternate Members shall serve terms of indefinite length at the pleasure of their respective governmental bodies or agencies and the TPO.

4.2.11 TPO Bicycle/Pedestrian Advisory Committee (BPAC): The BPAC shall be responsible for making recommendations to the

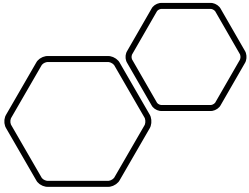


Hillsborough MPO
Metropolitan Planning
for Transportation

CAC Organizational Structure & TPO Bylaws Amendment

December 2022



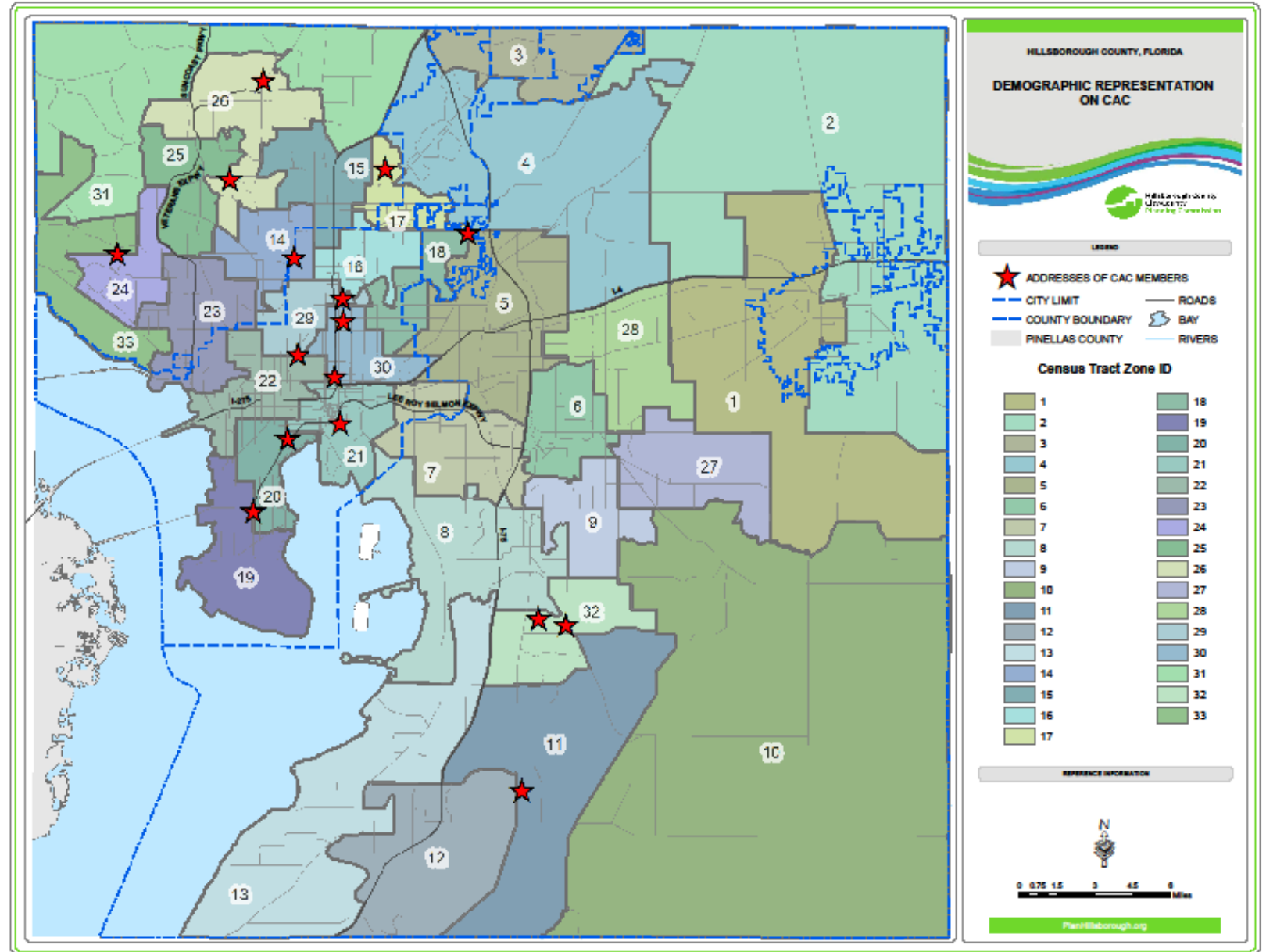


CAC Current Structure

- **23 seats: 16 nominated by TPO Board members, 6 at-large seats reserved for specific constituencies, 1 appointed by the TDCB**
- At-large seats include: 1 African American, 1 Hispanic/Latinx, 1 Under 30, 1 for Neighborhoods, 1 for Business, 1 for Women
- Two-year terms; members continue to serve until replaced

Geographic Underrepresentation

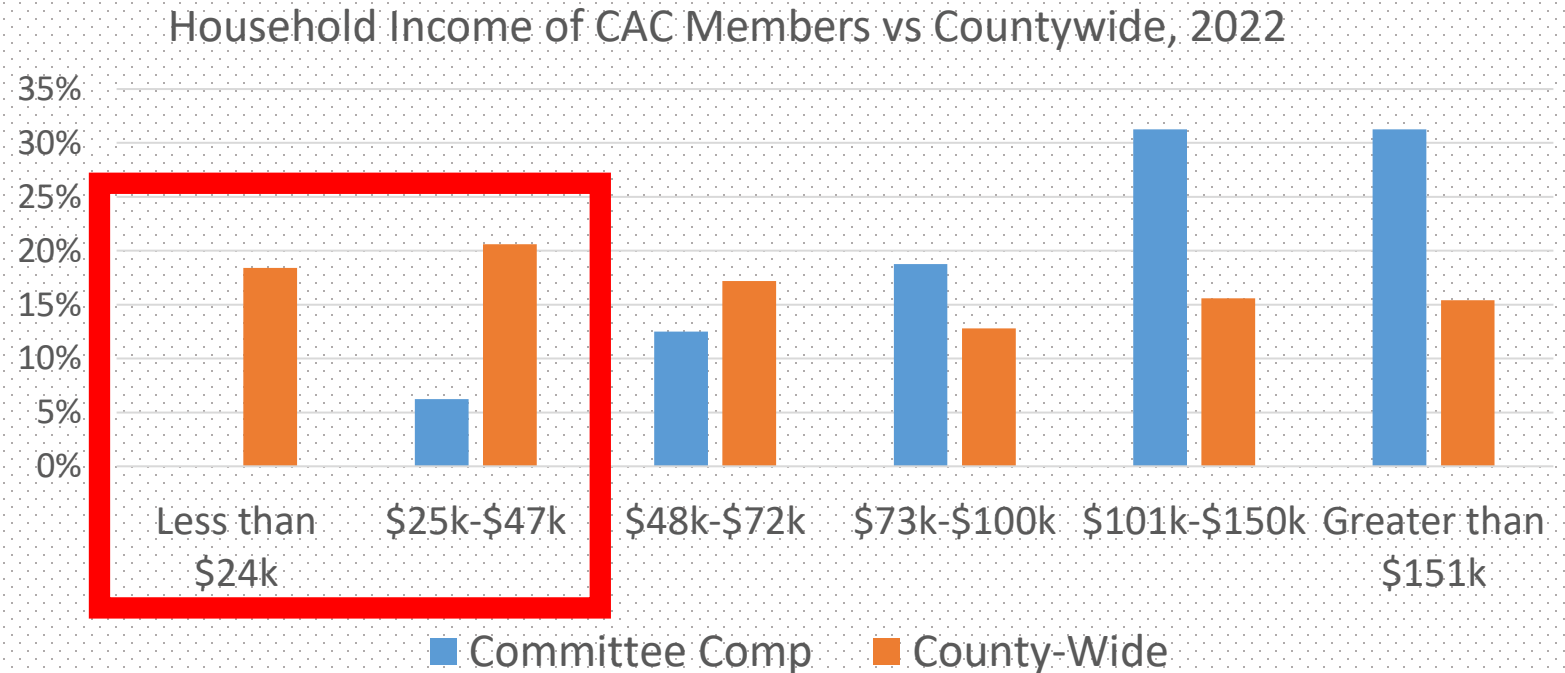
- Using 33 approx. evenly populated random districts based on “balanced zones” GIS analysis
- Underrepresented areas currently include East Tampa, New Tampa, Town & Country, Citrus Park, Lutz/Keystone, Eastlake/Orient Park, Brandon, Palm River, Seffner/Mango/Thonotosassa, Dover, Bloomingdale, Apollo Beach, Ruskin

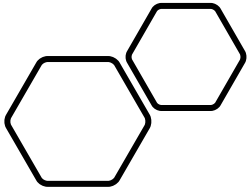


Demographic Underrepresentation

- Comparison with Countywide characteristics
- Currently very underrepresented:
 - Low-income households
 - Hispanic persons
- Currently somewhat underrepresented:
 - Women
 - Persons aged 48-64

- Example analysis:





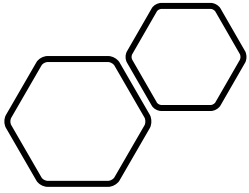
Guidance Received from Multiple Sources

- Federal and State Guidance
 - CAC should represent a cross-section of the community
- TPO Nondiscrimination & Equity Plan recommendations
- Survey of the general public
- TPO Board guidance
 - Add seats to provide more opportunities for a diversity of perspectives
- CAC conversation took place over 6 months



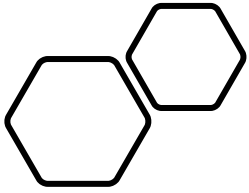
Proposed New Structure

- **20 at-large and one nominated by each TPO member**
- TPO Board continues to nominate members; TPO staff available to assist with outreach if needed
- Candidates for at-large seats identified by application and recommended to board based on current gaps in diversity (geographic and demographic gaps)
- TPO staff to reach out to underrepresented community groups to recruit candidates for at-large seats, and assist with applying and orientation
- Underrepresentation – both demographic and geographic – to be reviewed annually with focus areas determined in a public discussion with the sitting CAC members; staff suggests holding discussion every January as part of annual attendance review
- All CAC nominees subject to approval by the TPO Board



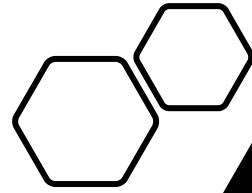
Access Improvements

- Evening start time
- Format will remain hybrid with procedural changes to make virtual participation more effective and engaging
- Switch to Zoom platform; more widely used
- Optional social meetings to be held in different locations around County a few times a year, to allow members to meet each other in person
- If virtual engagement is successful, in future consider lowering in-person quorum if needed to support diverse attendance
- No new in-person attendance requirements



What Will the Annual Review Process Look Like?

- Short, anonymous, six-question survey of current members: address, race/ethnicity, household income, disability status, gender, age
- Analysis will reveal gaps between CAC demographic & geographic profile compared to countywide
- Presentation of anonymous aggregate data to CAC during annual attendance review & to TPO board when filling vacancies
- This allows TPO staff to readjust and target recruitment efforts to address evolving gaps



Recommendation

With Board's approval, TPO staff will bring this back in January for action to Amend the Bylaws



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

FDOT & FTE Tentative Work Program and TPO Letter of Comment

Presenter:

FDOT & FTE Representatives and Vishaka Shiva Raman, TPO Staff

Summary:

This presentation will be subdivided into three parts:

1. Florida Department of Transportation (FDOT) will provide an overview of the projects listed in its draft Tentative Work Program for FY 2024-28. This presentation will focus more specifically on highlighting the projects to be funded across Hillsborough County which will have a positive impact on either State of Good Repair & Resilience, Vision Zero, Smart Cities, Real Choices When Not Driving, or Major Investments for Economic Growth.

FDOT created an online public hearing tool to accept public comments from Dec 5 - 23, 2022. After the public comment period ends, the Tentative Work Program will be reviewed by the Florida Legislature and the Governor. If there is support, the Work Program will be adopted by the State Secretary of Transportation on July 1, 2023, for the Fiscal Year 2024-28. The tentative work program and supporting documents can be found at: <https://www.d7wpph.com/>.

2. Florida Turnpike Enterprise (FTE) will also present a summary of Work Program projects for District 7.

3. Staff will present a draft letter of comment to address some of the projects highlighted in the Tentative Work Program with respect to the TPO's priority list.

Recommended Action:

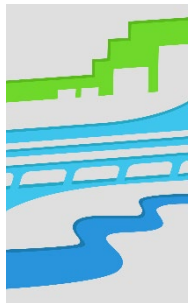
Approve transmittal of the TPO's Letter of Comment on the FDOT Tentative Work Program.

Prepared By:

Vishaka Shiva Raman, TPO Staff

Attachments:

- FDOT Tentative Work Program FY24-28 Highlights
- FTE Tentative Work Program FY24-28 Summary
- TPO Letter of Comment (Draft)
- [Presentation slides](#)



Plan Hillsborough
planhillsborough.org
planner@plancom.org
813 - 272 - 5940
601 E Kennedy Blvd
18th floor
Tampa, FL, 33602



Hillsborough TPO Project Highlights

DRAFT Tentative Work Program FY 2024-2028

11/16/2022

P	FPN	Phase	Project Description	Work Mix	Comments
✓	435908-2	CST	SR 580/W BUSCH BLVD FROM N DALE MABRY HWY TO N NEBRASKA	Urban Corridor Improvements	Advanced CST from FY27 to FY26
✓	443140-1	CAP	HART NEW FACILITY CONSTRUCTION	Construct Transit Facility	Added Capital to FY24-26 (from 414962-2)
✓	440511-2	PE	US 41B/N TAMPA ST & N FLORIDA AVE FROM FLORIBRASKA & PALM TO MLK BLVD	Urban Corridor Improvements	Added PE to FY24
✓	440511-7	CST	US 41B/N TAMPA ST & N FLORIDA AVE FROM COLUMBUS DR TO MLK JR BLVD	Urban Corridor Improvements	Deleted FY26 CST - Work being completed on 440511-8
✓	439336-6	PLAN	HILLSBOROUGH COUNTY FY 2026/2027-2027/2028 UPWP	Transportation Planning	Added Planning to FY28
✓	414963-2	CAP	HART - FHWA SURFACE TRANSPORTATION PROGRAM	Purchase Vehicles	Added Capital to FY28; Moved FY24-26 to 443140-1
✓	443852-1	OPER	HART BUS STOP CAPITAL REPAIRS	Public Transportation Shelter	Added Operations Grant to FY28
✓	430175-1	CAP	TBARTA - FHWA SURFACE TRANSPORTATION PROGRAM	Commuter Trans. Assistance	Added Capital to FY28; Moved FY24-26 to 443140-1
✓	449852-1	CST	SR 616 / BOY SCOUT BLVD FROM E OF MANHATTAN AVE TO W OF MANHATTAN AVE	Traffic Signals	Added CST in FY24
✓	451373-1	PE, CST	MARSHALL MIDDLE SCHOOL SIDEWALKS-VARIOUS LOCATIONS	Sidewalk	Added PE to FY24, CST to FY27 (TA)
✓	450672-1	LAP - CST	LOIS AVE FROM W CLEVELAND ST TO SR 616/BOY SCOUT BLVD	Urban Corridor Improvements	Added CST in FY28 (PE FY26/LF)
✓	451374-1	PE, CST	TOMLIN MIDDLE SCHOOL SIDEWALK-VARIOUS LOCATIONS	Sidewalk	Added PE to FY24, CST to FY27 (TA)
✓	451240-1	CST - Grant	US 301 AT PALM RIVER ROAD	Intersection Improvement	Added CST to FY26 (CIGP/LF)
✓	450693-1	CST	US 301 AT HARNEY RD, STACY RD AND MCINTOSH RD INTERSECTIONS	Traffic Signals	Added CST in FY24
✓	449644-2	PE,CST	SR 582/FOWLER AVE FROM 56TH ST TO E OF I-75	Bike Path/Trail	Added PE in FY24, CST in FY28
✓	441338-2	LAP - CST	GREEN ARTERY SEG E - N BOULEVARD FROM SLIGH AVE TO E BIRD ST	Bike Lane/Sidewalk	Added CST to FY24 (TA)
✓	441338-1	LAP - CST	GREEN ARTERY SEG D - FROM SULPHUR SPRINGS PARK TO 22ND ST PARK	Bike Lane/Sidewalk	Added CST to FY24 (TA)
✓	451241-1	CST - Grant	CR 579/ MANGO RD AT W OLD HILLSBOROUGH AVE	Intersection Improvement	Added CST to FY27 (CIGP)
✓	450968-1	CST	HILLSBOROUGH COUNTY SIDEWALK GAPS - VARIOUS LOCATIONS	Sidewalk	Added CST in FY28 (CARB Funds)
✓	440338-2	ROW	SR 39/ALEXANDER ST FROM W OF SR 39/ REDMAN PKWY TO I-4/SR 400	Sidewalk	Added ROW to FY28 (District Funds)
✓	437650-2	PE	I-75/SR 93A AT GIBSONTON DRIVE	Interchange Add/Lanes	Advanced PE from FY25 to FY24 per CO (Federal Freight Funds)
✓	448985-1	CST - Grant	BIG BEND RD FROM US41 TO COVINGTON GARDEN & SIMMONS LOOP TO US301	Add Lanes & Reconstruct	Added CST to FY24 (TRIP)
	451325-1	PE,CST	HILLSBOROUGH COUNTY BRIDGE DECK PRESERVATION	Bridge-Repair/Rehab	Added PE in FY24, CST in FY25
	449982-1	PE,CST	HILLSBOROUGH COUNTY LONG BRIDGE REPAIRS - VARIOUS LOCATIONS	Bridge-Repair/Rehab	Added PE in FY26, CST in FY27
	451326-1	PE,CST	MOVABLE BRIDGE REPAIRS - BRIDGE NO. 100100	Bridge-Repair/Rehab	Added PE in FY27, CST in FY28
	451167-1	CAP - Grant	5310 CAPITAL - HART - TAMPA UZA	Capital For Fixed Route	Added Capital Grant to FY24

P	FPN	Phase	Project Description	Work Mix	Comments
	412533-1	OPER - Grant	TRANSPORTATION MANAGEMENT ORGANIZATION COORDINATING GROUP	Commuter Trans. Assistance	Added Operations Grant to FY28
	422929-5	CST	HENRY CANAL FROM ANDERSON RD TO HESPERIDES ST	Drainage Improvements	Added CST to FY26 (Protect Funding)
	422929-8	CST	HENRY CANAL FROM CHURCH AVE TO HIMES AVE	Drainage Improvements	Added CST to FY25 (Protect Funding)
	422929-6	CST	HENRY CANAL FROM HESPERIDES ST TO LOIS AVE	Drainage Improvements	Added CST to FY27 (Protect Funding)
	422929-7	CST	HENRY CANAL FROM LOIS AVE TO CHURCH AVE	Drainage Improvements	Added CST to FY27 (Protect Funding)
	452378-1	Grant	I-4/SR 400 Electric Vehicle Charger Deployment - NEVI	Electric Vehicle Charging	Added FY 24 Operations Grant (GFEV)
	452206-1	Grant	US 41 at SR 60 Electric Vehicle Charger Deployment - NEVI	Electric Vehicle Charging	Added Capital Grant FY24; FY 25 Operations Grant (GFEV)
	445560-1	PE	SR 574 FROM SYDNEY DOVER RD TO TURKEY CREEK RD	Lighting	Dropped due to issues with Utility Company
	450768-1	PE	SR 60/ADAMO DR FROM W OF 45TH ST TO W OF YEOMAN ST	New Bridge Construction	Added PE in FY28 (Freight Funds)
	402251-1	OPER - Grant	HART PUBLIC TRANSIT BLOCK GRANT PROGRAM- OPERATING	Operating For Fixed Route	Moved FY24-28 funds to 402251-2
	448698-1	CST	I-4 TRUCK PARKING FACILITY	Parking Facility	Advance CST from FY27 to FY25 due to INFRA Grant
	441098-3	PE	BUSCH BLVD (SR 580) FROM 18TH ST TO 27TH ST	Pedestrian Safety Improvement	Added PE in FY24
	438747-1	PLAN	HILLSBOROUGH COUNTY MODEL STUDIES	Planning Model Update	Added PLN to FY28 (District Funds)
	402251-2	CAP - Grant	HART PUBLIC TRANSIT BLOCK GRANT PROGRAM - CAPITAL	Purchase Vehicles	Added Capital Grant funds for FY24-28 (from 402251-1)
	451436-1	CST - RAIL	EAST LAKE AVENUE AT RAILROAD NGCN: 626907V	Rail Safety Project	Added CST to FY24
	451438-1	CST - RAIL	EAST WASHINGTON STREET AT RAILROAD NGCN: 624819D	Rail Safety Project	Added CST to FY24
	451441-1	CST - RAIL	LENNA AVENUE AT RAILROAD NGCN: 624349X	Rail Safety Project	Added CST to FY24
	451445-1	CST - RAIL	WIGGINS ROAD SOUTH-RRMP A-857.81 AT RAIL CROSSING NGCN: 624307L	Rail Safety Project	Added CST to FY24
	437819-1	CST	US 92/BAKER ST AT RAIL CROSSING 624409-E W OF N MICHIGAN AVE	Railroad Crossing	Deferred PE from FY24 to FY25; CST from FY25 to FY26
	444264-1	CST	US 92/E REYNOLDS ST AT CSX NCGN:624411F	Railroad Crossing	Added CST in FY26
	444264-1	PE	US 92/E REYNOLDS ST AT CSX NCGN:624411F	Railroad Crossing	Defer PE from FY24 to FY25
	450547-1	PE,CST	I-275 FROM WILLOW AVE TO W OF GREEN STREET	Resurfacing	Added PE in FY24, CST in FY26
	446270-1	CST	SR 582/E FOWLER AVE FROM E OF BB DOWNS BLVD TO W OF RIVERHILLS DR	Resurfacing	Advanced CST from FY25 to FY24
	447973-1	PE, CST	SR 597/SR 600/DALE MABRY N FROM N OF W SOUTH AVE TO N OF W WATERS AVE	Resurfacing	Added PE in FY24, CST in FY26
	450337-1	PE,CST	SR 60 FROM W OF BEN T DAVIS BEACH ENTRANCE TO BAYPORT DRIVE	Resurfacing	Added PE in FY24, CST in FY26
	447975-1	CST	SR 60/KENNEDY BLVD FROM W OF S HOOVER BLVD TO CHURCH AVE	Resurfacing	Advanced CST from FY25 to FY24
	445920-1	CST	US 301/SR 43 FROM N OF BLOOMINGDALE AVE TO MLK BLVD	Resurfacing	Deferred CST from FY24 to FY25
	425501-1	PE, CST	US 301/SR 43/US 41 FROM S OF SR 574 (MLK) TO N OF HAMPTON OAKS PKWY	Resurfacing	Added PE in FY24, CST in FY26
	450339-1	PE,CST	US 92/SR 600 FROM EUREKA SPRINGS RD TO THONOTOSASSA RD	Resurfacing	Added PE in FY24, CST in FY26

P	FPN	Phase	Project Description	Work Mix	Comments
	451331-1	PE, CST	US 92/SR 600/HILLSBOROUGH AVE FROM W OF N 39TH ST TO E OF N 42ND ST	Resurfacing	Added PE in FY24, CST in FY26
	435130-1	CAP - Grant	PORT TAMPA BAY - HOOKERS POINT IMPROVEMENTS	Seaport Capacity	Added Capital to FY24, FY26 & FY27
	447762-1	CST	SR 60 FROM BEN T DAVIS BEACH EASTERN ENTRANCE TO E OF ROCKY POINT DR	Traffic Ops Improvement	Dropped CST FY 24 added to 450337-1/2-52 in FY26
	447695-1	CST	SR 60/MEMORIAL HWY RAMPS FR SR 60 TO COURTNEY CAMPBELL CAUSEWAY	Traffic Ops Improvement	Dropped CST FY 2024 added to 447107-1-52 in FY22
	441662-2	CST	SR 60 FROM E BUCKINGHAM PL TO E OF LITHIA PINECREST RD.	Urban Corridor Improvements	Dropped Segment 2 added into Segment 1
	443781-2	CST	US 92/SR 600 FROM W OF DALE MABRY HWY TO S OF W SEVILLA ST	Urban Corridor Improvements	Dropped Segment 2 added into Segment 1
	450828-1	PE	SR 60/ADAMO DR FROM W OF KELSEY LN TO W OF WAYNE PL	Widen/Resurface Existing Lanes	Added PE in FY26



Florida's Turnpike Enterprise

Tentative Five-Year Work Program - FY 2024 through FY 2028

Summary of Projects

FDOT District Seven



DISTRICT SEVEN PROJECT OVERVIEW

In FY 2022 and FY 2023, Florida's Turnpike Enterprise continued or initiated funding construction of various transportation infrastructure improvements in FDOT District Seven, totaling over \$149 million. Major projects include:

Project Type	Facility	Location	FPN
Resurfacing	Veterans Expressway Spur / SR 568	MP 0 to MP 3	445885-1,-2
Interchange	Suncoast Parkway / SR 589	SR 54 (MP 19)	444486-1
Partnership / Interchange	Suncoast Parkway / SR 589	Ridge Road (MP 26)	258958-1
Resurfacing	Suncoast Parkway / SR 589	MP 44.5 to MP 55.2	445913-1
New Road Construction	Suncoast Parkway 2 / SR 589	SR 44 to CR 486	442764-1

Florida's Turnpike Enterprise continues to make project investments in FDOT District Seven. In FY 2024 through FY 2028, Turnpike projects with construction funding total over \$686 million within Hillsborough, Pasco, Hernando, and Citrus Counties.

The following summarizes project phase information that is referenced in subsequent project tables:

Phase	Funding Code
ENV Environmental	C2, C8
PE Preliminary Engineering	31, 32
ROW Right of Way	41, 43, 45, 4B
RRU Railroad and Utilities	56, 57
CST Construction	52, 53, 54, 58, 61, 62

Summary of Major Project Funding by Project Type

The table below summarizes the funding programmed for the major Turnpike projects in the Tentative Five-Year Work Program (FY 2024 through FY 2028) that are located in FDOT District Seven.

Project Type	Fiscal Year					5 Year Total
	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	
Resurfacing	\$2,064,000	\$23,079,000	\$66,756,000	\$0	\$0	\$91,899,000
New Road Construction	\$42,742,000	\$308,912,000	\$205,038,000	\$25,961,000	\$2,210,000	\$584,863,000
Total	\$44,806,000	\$331,991,000	\$271,794,000	\$25,961,000	\$2,210,000	\$676,762,000



Florida's Turnpike Enterprise
 Tentative Five-Year Work Program - FY 2024 through FY 2028
 Summary of Projects
 FDOT District Seven



Summary of Major Projects by County

The major Turnpike project expenditures by county in the Tentative Five-Year Work Program are shown in the following table.

County	Fiscal Year					5 Year Total
	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	
Hillsborough	\$0	\$0	\$34,494,000	\$0	\$0	\$34,494,000
Pasco	\$2,064,000	\$23,079,000	\$15,233,000	\$0	\$0	\$40,376,000
Hernando	\$0	\$0	\$17,029,000	\$0	\$0	\$17,029,000
Citrus	\$42,742,000	\$308,912,000	\$205,038,000	\$25,961,000	\$2,210,000	\$584,863,000
Total	\$44,806,000	\$331,991,000	\$271,794,000	\$25,961,000	\$2,210,000	\$676,762,000

Hillsborough County Projects



Resurface the Veterans Expressway / Suncoast Parkway / SR 589 from MP 1.4 to MP 17.5
FPN: 451366-1,-2

The project resurfaces a segment of the Veterans Expressway / Suncoast Parkway / SR 589 from MP 1.4 to MP 17.5. Work includes milling and resurfacing, guardrail installation, and signing and pavement marking improvements.

Phase	Fiscal Year					5 Year Total
	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	
CST	\$0	\$0	\$34,494,000	\$0	\$0	\$34,494,000
Total	\$0	\$0	\$34,494,000	\$0	\$0	\$34,494,000



Florida's Turnpike Enterprise
Tentative Five-Year Work Program - FY 2024 through FY 2028
Summary of Projects
FDOT District Seven



Pasco County Projects



Resurface the Suncoast Parkway / SR 589 from MP 17.5 to MP 28.5
FPN: 447702-1,-2

The project resurfaces a segment of the Suncoast Parkway / SR 589 from MP 17.5 to MP 28.5. Work includes milling and resurfacing, guardrail installation, and signing and pavement marking improvements.

Phase	Fiscal Year					5 Year Total
	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	
PE	\$2,064,000	\$0	\$0	\$0	\$0	\$2,064,000
CST	\$0	\$23,079,000	\$0	\$0	\$0	\$23,079,000
Total	\$2,064,000	\$23,079,000	\$0	\$0	\$0	\$25,143,000



Resurface the Suncoast Parkway / SR 589 from MP 28.5 to MP 37.3
FPN: 451365-1,-2

The project resurfaces a segment of the Suncoast Parkway / SR 589 from MP 28.5 to MP 37.3. Work includes milling and resurfacing, guardrail installation, and signing and pavement marking improvements.

Phase	Fiscal Year					5 Year Total
	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	
CST	\$0	\$0	\$15,233,000	\$0	\$0	\$15,233,000
Total	\$0	\$0	\$15,233,000	\$0	\$0	\$15,233,000

Hernando County Projects



Resurface the Suncoast Parkway / SR 589 from MP 37.3 to MP 44.5
FPN: 447701-1,-2

The project resurfaces a segment of the Suncoast Parkway / SR 589 from MP 37.3 to MP 44.5. Work includes milling and resurfacing, guardrail installation, and signing and pavement marking improvements.

Phase	Fiscal Year					5 Year Total
	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	
CST	\$0	\$0	\$17,029,000	\$0	\$0	\$17,029,000
Total	\$0	\$0	\$17,029,000	\$0	\$0	\$17,029,000



Florida's Turnpike Enterprise
Tentative Five-Year Work Program - FY 2024 through FY 2028
Summary of Projects
FDOT District Seven



Citrus County Projects



Construct Suncoast Parkway 2 / SR 589 from SR 44 to CR 486
FPN: 442764-1

The project constructs the first segment of the extension of Suncoast Parkway 2 / SR 589 from SR 44 to CR 486. The 3-mile roadway will be a four-lane, divided, limited-access facility. The project also includes extending the Suncoast Trail from SR 44 to CR 486. The goal of the Suncoast Parkway 2 is to serve the future traffic needs of Citrus County as well as the public traveling to and from the Tampa area through Citrus County. It will also assist with evacuation and recovery in the event of a hurricane or other emergency. Construction of this over \$117 million project is scheduled to begin in FY 2023 and the remaining expenditure to complete the project is funded in FY 2024. A second and third segment of the project will extend the facility to US 19.

Phase	Fiscal Year					5 Year Total
	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	
CST	\$2,120,000	\$0	\$0	\$0	\$0	\$2,120,000
Total	\$2,120,000	\$0	\$0	\$0	\$0	\$2,120,000



Construct Suncoast Parkway 2 / SR 589 from CR 486 to CR 495
FPN: 442764-2

The project constructs the second segment of the extension of Suncoast Parkway 2 / SR 589 from CR 486 to CR 495. The 5-mile roadway will be a four-lane, divided, limited-access facility. The project also includes extending the Suncoast Trail from CR 486 to CR 495. The goal of the Suncoast Parkway 2 is to serve the future traffic needs of Citrus County as well as the public traveling to and from the Tampa area through Citrus County. It will also assist with evacuation and recovery in the event of a hurricane or other emergency. The project is subject to a test of economic feasibility according to Florida Statutes. A third segment will extend the facility to US 19.

Phase	Fiscal Year					5 Year Total
	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	
ENV	\$0	\$0	\$2,500,000	\$0	\$0	\$2,500,000
PE	\$75,000	\$1,600,000	\$0	\$0	\$0	\$1,675,000
ROW	\$22,777,000	\$28,479,000	\$0	\$0	\$0	\$51,256,000
RRU	\$500,000	\$7,250,000	\$0	\$0	\$0	\$7,750,000
CST	\$0	\$245,551,000	\$1,000	\$1,710,000	\$0	\$247,262,000
Total	\$23,352,000	\$282,880,000	\$2,501,000	\$1,710,000	\$0	\$310,443,000



Florida's Turnpike Enterprise

Tentative Five-Year Work Program - FY 2024 through FY 2028

Summary of Projects

FDOT District Seven



Construct Suncoast Parkway 2 / SR 589 from CR 495 to US 19 **FPN: 442764-3**

The project constructs the third segment of the extension of Suncoast Parkway 2 / SR 589 from CR 495 to US 19. The 5-mile roadway will be a four-lane, divided, limited-access facility. This project segment will complete the Suncoast Parkway / SR 589 corridor per the State Environmental Impact Report. The project also includes extending the Suncoast Trail from CR 495 to US 19. The goal of the Suncoast Parkway 2 is to serve the future traffic needs of Citrus County as well as the public traveling to and from the Tampa area through Citrus County. It will also assist with evacuation and recovery in the event of a hurricane or other emergency. The project is subject to a test of economic feasibility according to Florida Statutes.

Phase	Fiscal Year					5 Year Total
	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	
ENV	\$0	\$0	\$0	\$2,500,000	\$0	\$2,500,000
PE	\$0	\$1,800,000	\$75,000	\$0	\$0	\$1,875,000
ROW	\$17,270,000	\$24,202,000	\$10,338,000	\$0	\$0	\$51,810,000
RRU	\$0	\$30,000	\$8,550,000	\$0	\$0	\$8,580,000
CST	\$0	\$0	\$183,574,000	\$21,751,000	\$2,210,000	\$207,535,000
Total	\$17,270,000	\$26,032,000	\$202,537,000	\$24,251,000	\$2,210,000	\$272,300,000

Summary of Minor Project Funding by Project Type

Minor projects may include bridge paintings / rehabilitations, intelligent transportation systems upgrades, signing / pavement markings, guardrail / safety improvements, landscaping, and other miscellaneous types. The table below summarizes the funding programmed for minor projects on Turnpike facilities throughout FDOT District Seven.

Project Type	Fiscal Year					5 Year Total
	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	
Signing / Pavement Markings	\$5,325,000	\$0	\$0	\$0	\$0	\$5,325,000
Safety Improvements	\$1,000	\$4,168,000	\$0	\$0	\$0	\$4,169,000
Minor Projects Total	\$5,326,000	\$4,168,000	\$0	\$0	\$0	\$9,494,000

Summary of All Project Funding with Construction in the Tentative Five-Year Work Program

Projects	Fiscal Year					5 Year Total
	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	
Minor Projects Total	\$5,326,000	\$4,168,000	\$0	\$0	\$0	\$9,494,000
Major Projects Total	\$44,806,000	\$331,991,000	\$271,794,000	\$25,961,000	\$2,210,000	\$676,762,000
Total	\$50,132,000	\$336,159,000	\$271,794,000	\$25,961,000	\$2,210,000	\$686,256,000

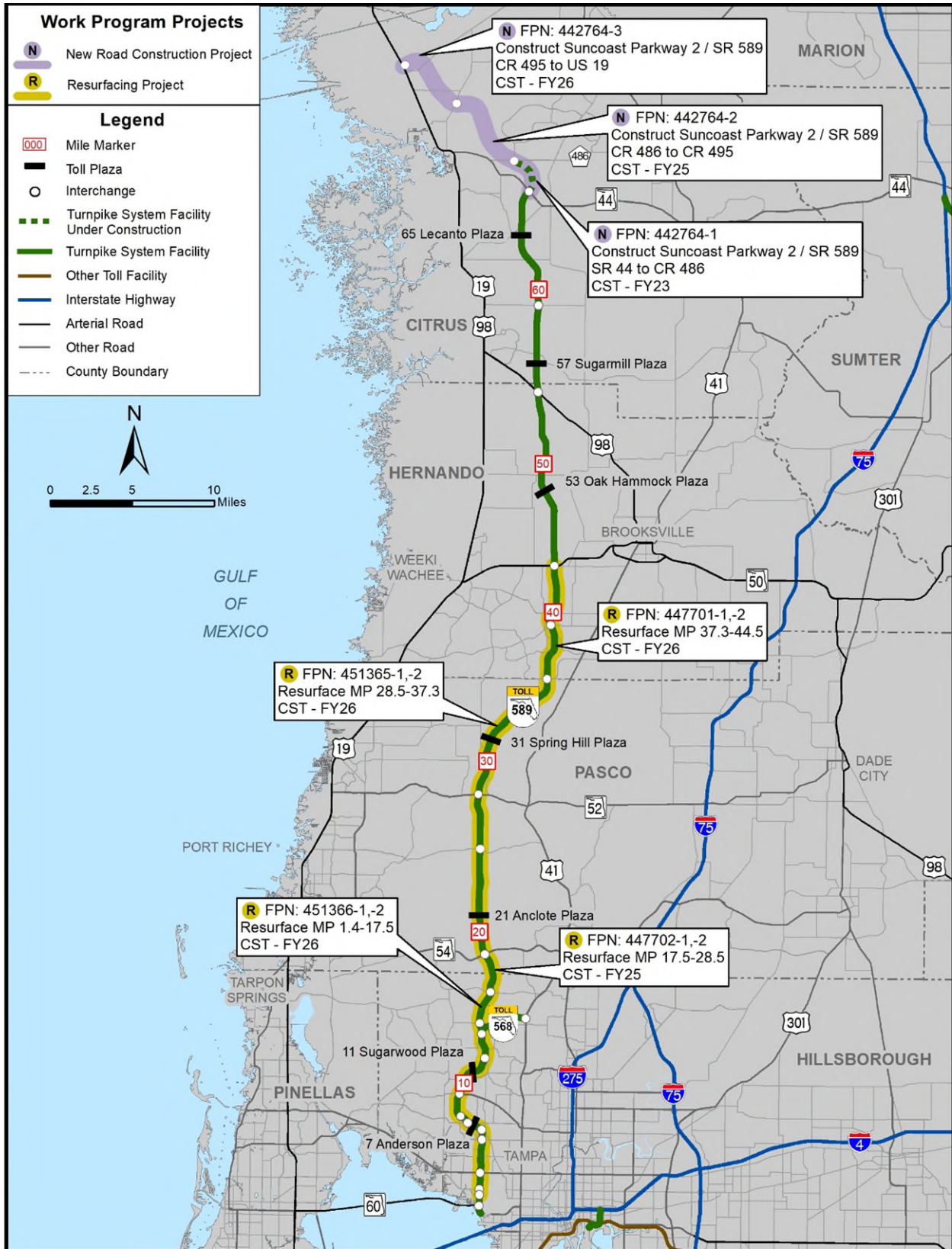


Florida's Turnpike Enterprise

Tentative Five-Year Work Program - FY 2024 through FY 2028

Summary of Projects

FDOT District Seven







Florida's Turnpike Enterprise Tentative Five-Year Work Program - FY 2024 through FY 2028 Summary of Projects FDOT District Seven



Project Development and Environment (PDE), Preliminary Engineering (PE), and / or Right of Way (ROW) Projects

The table below provides a summary of the projects in FDOT District Seven that have funding for Project Development and Environment (PDE – Phase 22), Preliminary Engineering (PE – Phase 32), and / or Right of Way (ROW – Phase 43), but are not currently funded for construction in the Tentative Five-Year Work Program (FY 2024 through FY 2028). The projects listed below are not included in the previous funding tables or map.

FPN	County	Project Type	Location / Limits	Phase	FY	Funding
448068-1	Hillsborough, Pasco	 Add Lanes	Widen Suncoast Parkway / SR 589 from South of Van Dyke Road / CR 685A to North of SR 52 (MP 13 to MP 29)	PDE	2024	\$1,000,000
442665-1	Hillsborough	 Add Lanes	Widen Suncoast Parkway / SR 589 from Van Dyke Road / CR 685A to North of SR 54 (MP 13.5 to MP 19.75)	PE	2027	\$21,000,000



Hillsborough TPO

Transportation Planning Organization

Commissioner Gwen Myers
Hillsborough County
TPO Chair

Mayor Andrew Ross
City of Temple Terrace
TPO Vice Chair

Paul Anderson
Port Tampa Bay

Commissioner Harry Cohen
Hillsborough County

Councilman Joseph Citro
City of Tampa

Councilmember Lynn Hurtak
City of Tampa

Commissioner Pat Kemp
Hillsborough County

Mayor Nate Kilton
City of Plant City

Adelee Marie Le Grand, AICP
HART

Joe Lopano
Hillsborough County
Aviation Authority

Councilman Guido Maniscalco
City of Tampa

Commissioner
Michael Owen
Hillsborough County

Hemant Saria
Planning Commission

Greg Slater
Expressway Authority

Commissioner
Joshua Wostal
Hillsborough County

Jessica Vaughn
Hillsborough County
School Board

Beth Alden, AICP
Executive Director



Plan Hillsborough
planhillsborough.org
planner@plancom.org
813 - 272 - 5940
601 E Kennedy Blvd
18th Floor
Tampa, FL, 33602

January 11, 2023

Secretary David Gwynn
Florida Department of Transportation, District Seven
11201 N. McKinley Drive
Tampa, FL 33612-6403

Mr. Gwynn,

RE: FDOT's FY2024-2028 Tentative Work Program

We would like to thank you and your staff for presenting the list of projects to be funded in the Tentative Work Program to the Hillsborough Transportation Planning Organization (TPO) committees and board in December and January.

We would like to begin by expressing our appreciation for funding projects reflected in the TPO's List of Priority Projects. These include vital safety projects such as the urban corridor improvements on Busch Blvd from Dale Mabry Hwy to Nebraska Ave; the Heights Mobility multimodal safety project on N Tampa St and Florida Ave from Floribraska & Palm to MLK Blvd; traffic signals at Boy Scout at Manhattan, and along US 301 at the intersections of Harney Road, Stacy Road, and McIntosh Road; and construction funding advanced for sidewalk improvements at Marshall and Tomlin Middle Schools in Plant City.

We also appreciate the support and partnership for HART's State of Good Repair, with programming funds for HART to purchase new vehicles, repair bus stops, and construct its much-needed heavy maintenance facility. We would also like to highlight as successes several multimodal projects from the TPO's priority list including Green Artery Segments D and E; and sidewalk improvements along Alexander St from Redman Parkway to I-4, and on various state roads across the county. These investments will provide a robust multimodal network for users, and we appreciate the coordinated efforts to accomplish that goal.

The TPO and our regional partners also appreciate the Department's continued support for the Westshore Interchange and look forward to future phases being programmed. We thank you for your commitment at the December TPO Board meeting to find solutions to address the short gap in the SUNTrail Gulf Coast Corridor through the Westshore Interchange area.

Finally, we commend the Department for funding new and innovative projects like the Electric Vehicle Charger deployments on I-4 and US 41 at SR 60. The NEVI grant will help us meet the current and future demand for electric vehicle support across the region.

We were, however, disappointed to see that construction funding for the US 41/CSX Grade Separation (FPN 440749-1) has not been advanced in the Tentative Work Program. This project was a request from Port Tampa Bay, supported by our Freight & Logistics Zone Strategic Plan, to evaluate the feasibility of providing a grade separation at US 41 and the CSX railroad crossing; it will improve mobility and safety along the US 41 corridor and relieve traffic congestion for drivers and shippers.

We look forward to coordinating with you and your staff as you move towards finalizing the FDOT Work Program and funding these key projects to meet the needs of the community.

Sincerely,

Beth Alden, AICP
Executive Director



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

Fowler Avenue Studies: FDOT's PD&E, HART's Tampa Arterial BRT, & Plan Hillsborough's Vision Plan

Presenters:

Amber Russo, FDOT
Jesus Peraza Garcia, HART
Jay Collins and Alvaro Gabaldon, Plan Hillsborough

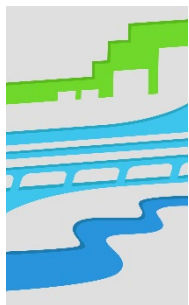
Summary:

There are multiple ongoing and upcoming studies on the Fowler Avenue corridor. They include the Florida Department of Transportation's (FDOT) Project Development and Engineering Study (PD&E), Plan Hillsborough's Vision Plan, and HART's Tampa Arterial Bus Rapid Transit (BRT) study. These studies will be closely coordinated.

FDOT is conducting a PD&E for Fowler Avenue from N. Florida Avenue to west of N. 56th Street, approximately 4.0 miles. The PD&E will accommodate transit corridor alternatives from Nebraska Avenue to Bruce B. Downs Boulevard and will evaluate innovative intersections from Bruce B. Downs Boulevard to Bull Run Drive. Intersection improvements and bicycle and pedestrian facilities will be evaluated throughout the study's limits. In 2023, FDOT will hold a Public Alternatives Workshop to inform and gain public comments on the proposed concepts. The project website is <https://www.fdotd7studies.com/projects/fowler-florida-to-56th/>.

HART's Tampa Arterial BRT Study examines the potential for a Bus Rapid Transit line with all exclusive guideway and full Transit Signal Priority focusing on the current Nebraska Avenue MetroRapid corridor, Fowler Avenue corridor, and the Florida Avenue corridor. Two alternatives were developed: a Recommended BRT Alternative and a Lower-Cost Alternative (LCA). The HART Board agreed in April 2022, to move forward with implementation of portions of the LCA from Downtown Tampa to Linebaugh Avenue. The implementation of the LCA does not preclude the future construction of the Recommended BRT Alternative once local funding is available to support this service. The next phase of this project will be focused on coordination with the City of Tampa, Hillsborough County, the Hillsborough TPO, and FDOT to implement the LCA as approved by the HART Board. The project website is <http://gohart.org/Pages/brt-arterial.aspx>.

Plan Hillsborough, in partnership with the City of Tampa and Hillsborough County, will be kicking off a Vision Plan to document the land use, transportation, and community characteristics of the Fowler Avenue corridor. Fowler Avenue traverses through both Hillsborough County and City of Tampa jurisdictional boundaries each subject to their respective regulations. This has created a development environment characterized by



Plan Hillsborough
planhillsborough.org
planner@plancom.org
813 - 272 - 5940
601 E Kennedy Blvd
18th floor
Tampa, FL, 33602

inconsistent development patterns along the corridor. Achieving a cohesive vision for the corridor requires identification of policy gaps, acknowledging points of agreement, leveraging existing projects, and coordination between jurisdictions, in addition to significant community and stakeholder outreach. The resulting Comprehensive Vision Plan for the redevelopment of the East Fowler Avenue Corridor will paint a picture of the future that the corridor can grow into. The project website is <https://planhillsborough.org/fowler-avenue-vision-study/>.

Recommended Action:

None, for information only.

Prepared By:

Elizabeth Watkins, TPO

Attachments:

Fowler PD&E Newsletter

Fowler Ave Comprehensive Vision Study Press Release

Presentation slides

Fowler Avenue (State Road 582)

Project Development & Environment (PD&E) Study

From N. Florida Avenue to West of N. 56th Street

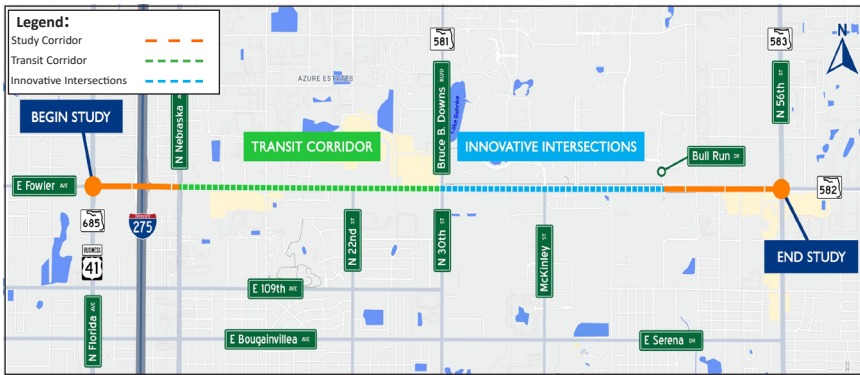
Hillsborough County | WPI Segment No. 448505-1



Newsletter 1 - Study Kick-Off | OCTOBER 2022

INTRODUCTION

The Florida Department of Transportation (FDOT) District Seven is conducting a Project Development & Environment (PD&E) Study for Fowler Avenue (State Road 582) from N. Florida Avenue to west of N. 56th Street in Hillsborough County, FL, a distance of approximately 4.0 miles. Fowler Avenue is currently a four-lane facility from N. Florida Avenue to Interstate 275, an eight-lane divided facility between Nebraska Avenue (US 41) and Bruce B. Downs Boulevard (County Road 581)/N. 30th Street, and six-lanes divided elsewhere. It is classified as an urban principal arterial. Fowler Avenue is also a critical evacuation route as designated by the Florida Division of Emergency Management's evacuation route network.



The PD&E Study will evaluate transit corridor alternatives from Nebraska Avenue to Bruce B. Downs Boulevard, and innovative intersections from Bruce B. Downs Boulevard to Bull Run Drive. Intersection safety and bicycle and pedestrian facilities will be studied throughout the study limits.

PD&E STUDY OVERVIEW

A PD&E Study is conducted to meet the requirements of the National Environmental Policy Act (NEPA) and other federal and state requirements. The PD&E Study process assists the FDOT to determine the location, conceptual design, and social, economic, and environmental effects of the proposed project. During the PD&E Study, "Build" alternative(s) are developed and evaluated based on safety measures, environmental and engineering analyses, and public input. In addition, the "No-Build" or "No Action" alternative, which leaves Fowler Avenue in its present state and provides for only routine maintenance, remains a viable option throughout the PD&E Study.

The PD&E Study will be finalized when the project documents are approved by the appropriate FDOT office(s). If a "Build" alternative is selected and funding is programmed, the project may then proceed to the next phases of project development, which includes the final design, right of way acquisition, and construction phases.

GET INVOLVED

Public and agency involvement is one of the most important elements of a PD&E Study. There are many ways for you to stay involved, such as regularly visiting the project website, attending the public meetings and requesting information by phone or email. You can also join us at our future public workshop or invite us to speak at one of your own meetings. You may also request to be added to the project mailing list by visiting the project website or by contacting the Project Manager, Amber Russo. Contact information can be found in the box to the right.

Join the Conversation about the FOWLER AVENUE PD&E Study

Project Website

For more information on this study, visit our project website:

<https://www.fdotd7studies.com/projects/fowler-florida-to-56th/>



Questions?

Amber Russo, P.E.

FDOT Project Manager

(813) 975-6260 or (800) 226-7220

amber.russo@dot.state.fl.us

Media Inquiries?

Kris Carson

Public Information Officer

(813) 975-6202 or (800) 226-7220

kristen.carson@dot.state.fl.us

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the FDOT pursuant to 23 U.S.C. Section 327, and a Memorandum of Understanding dated May 26, 2022 executed by the Federal Highway Administration and FDOT.



Florida Department of Transportation
District Seven
 11201 N. McKinley Drive, MS 7-500
 Tampa, FL 33612

STUDY SCHEDULE

The Fowler Avenue PD&E Study began in June 2022. The study activities will include public involvement, data collection, existing conditions analysis, developing and evaluating a range of improvements known as alternatives, and preparing study documents. Public information/small group meetings will be held throughout the study with an

Activity	2022			2023				2024	
	2 nd Quarter	3 rd Quarter	4 th Quarter	1 st Quarter	2 nd Quarter	3 rd Quarter	4 th Quarter	1 st Quarter	
Public Involvement	[Solid blue bar from Q2 2022 to Q4 2023]								
Data Collection & Existing Conditions Analysis	[Solid blue bar from Q2 2022 to Q4 2022]			[Dashed blue bar from Q1 2023 to Q1 2024]					
Alternatives Development & Evaluation		[Solid blue bar from Q3 2022 to Q4 2023]							
Alternatives Public Workshop					★				
Public Hearing							★	★	
Study Approval								★	

If Necessary - - - - -

Alternatives Public Workshop scheduled for the 2nd quarter of 2023. The study is expected to be completed by the 1st quarter 2024.

NON-DISCRIMINATION

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation service (free of charge) should contact Roger Roscoe, Public Involvement Coordinator, at (813) 975-6411 or by email to roger.roscoe@dot.state.fl.us.

COMUNIQUESE CON NOSOTROS

Si usted tiene preguntas o comentarios, o si simplemente desea más información sobre este proyecto, por favor ponerse en contacto con el señor Manuel Flores al teléfono (813) 975-4248 o al correo electrónico manuel.flores@dot.state.fl.us.

RIGHT OF ENTRY

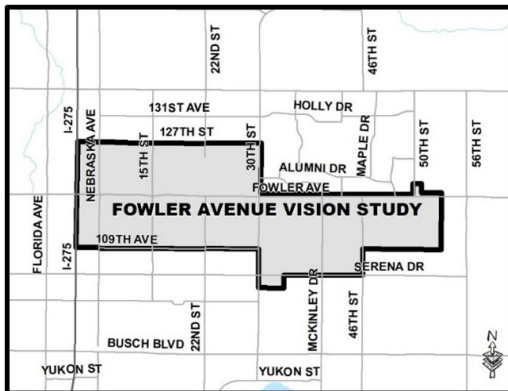
The FDOT and/or authorized agents may need to make entry onto your property sometime between October 1, 2022 and November 30, 2023 for the purpose of conducting field surveys and gathering environmental and geotechnical data. Data collected will be analyzed as we develop concept plans and engineering and environmental reports. Right of entry is authorized by Florida Statute 337.274 and is solely for the purpose of gathering data and will not interfere with continued use or occupancy of your property. Florida Statute 337.274 authorizes FDOT staff or its agents to enter any lands, waters, and premises to conduct surveys, soundings, drillings, environmental assessments and other examinations necessary to perform our duties.



Plan Hillsborough

FOR IMMEDIATE RELEASE

Community invited to share input on Fowler Avenue Comprehensive Vision Study



Fowler Avenue is the area between 127th St. to the north; 52nd St. to the east; 109th St. to the south; and I275 to the west.

Tampa, FL (December 6, 2022) - The public is warmly invited to provide input on the **Fowler Avenue Comprehensive Vision Study**. Fowler Avenue traverses through both Hillsborough County and City of Tampa jurisdictional boundaries, each subject to their respective regulations. This has created a development environment characterized by inconsistent development patterns along the corridor. This study will evaluate the land use, transportation, and community characteristics, along with feedback from the

community and businesses, to create a cohesive vision plan for redevelopment and future development along Fowler Avenue.

Fowler Avenue serves as a main gateway to many of Tampa and Hillsborough County's important employment, education and research, medical, and residential areas. The corridor connects organizations like the University of South Florida, Moffit Cancer Center, and the Florida Hospital with areas ripe for redevelopment, like University Mall. The opportunity to create a cohesive vision for this area serves to benefit everyone who lives, works, studies, and visits the corridor.

The **Hillsborough County City-County Planning Commission** has scheduled two open houses, one in person and one virtual, for the public to engage with the planning team, ask questions, and provide feedback:

Open House #1

When: Tuesday, December 13 | 5–7 pm

Where: BlackboXXcelerator theater at University Mall food court, 2nd floor, 2200 East Fowler Avenue, Tampa, FL, 33612 (rolling presentations every 15 minutes)

Open House #2

When: Wednesday, December 14 | 11:30 am–12:30 pm

Where: [Register for the virtual meeting](#)

Both open houses will allow the public to view the same presentation, ask questions, and provide feedback. All materials will be available for review prior to the open houses at bit.ly/planfowler. Spanish translation of materials and presentations will be available. To learn more about the update, visit bit.ly/planfowler.

- END -

For detailed questions about the study:

Alvaro Gabaldon, Planner II | gabaladona@plancom.org | 813.582.7349

Media Contacts:

Caroline Charles, Community Relations Coordinator | charlesc@plancom.org | 813.582.7319

Lynn Merenda, Public Relations Strategist | merendal@plancom.org | 813.547.3342

Switchboard: 813.272.5940

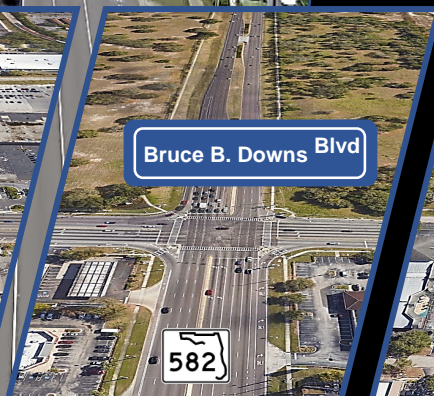
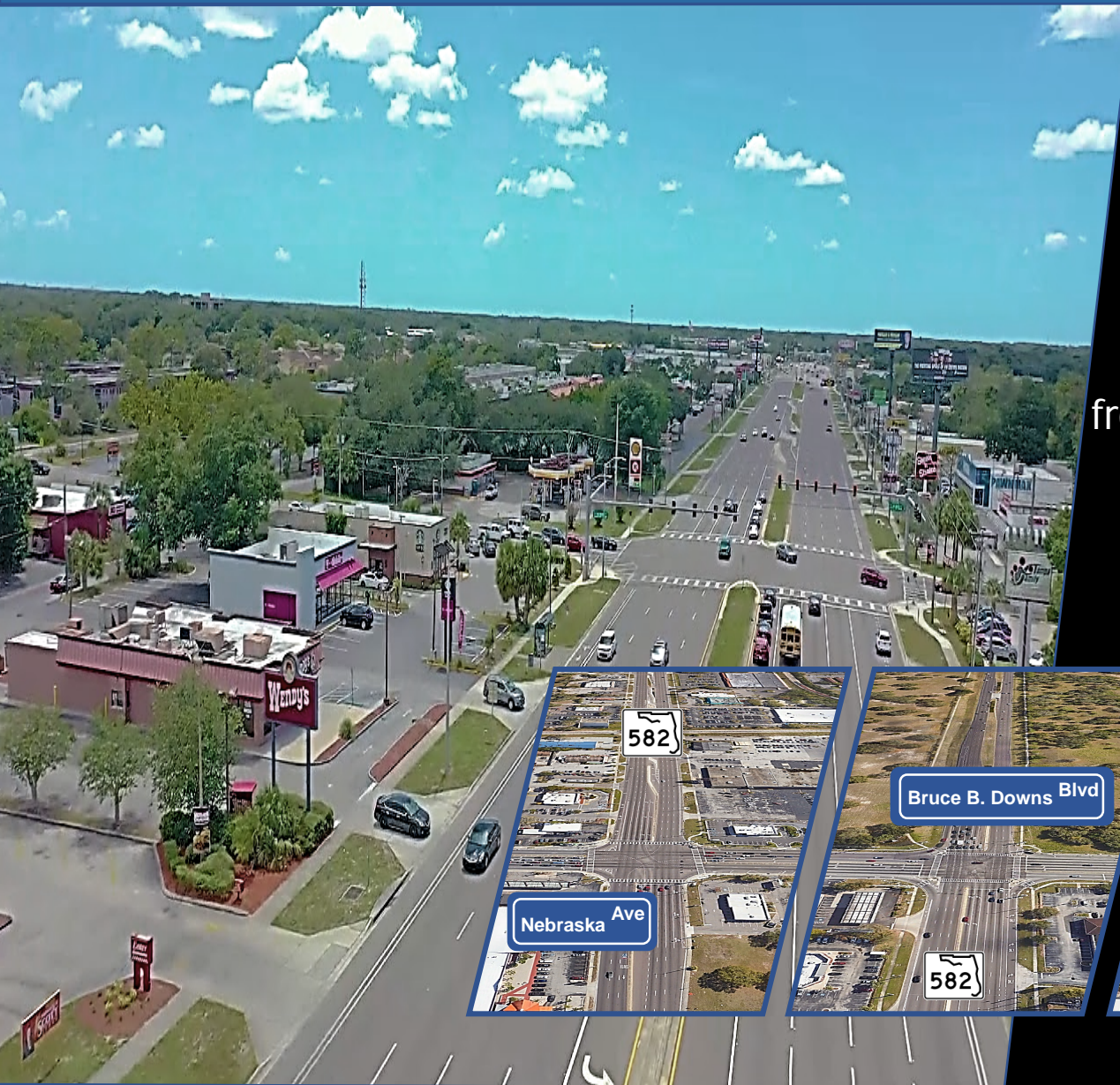
planhillsborough.org





Fowler Avenue/State Road (SR) 582
Project Development & Environment Study
from N. Florida Avenue (U.S. 41) to West of N. 56th Street/SR 583
Work Program Segment No. 448505-1

HILLSBOROUGH TPO
PROJECT KICK-OFF PRESENTATIONS
November/December 2022



Fowler Avenue PD&E Study

Study Limits

- Begin: N Florida Ave (City of Tampa)
- End: West of N 56th St (City of Temple Terrace)
- 4 miles

Purpose

- Safety
- Reduce traffic congestion
- Improve multi-modal accommodations

Improvements Being Evaluated

- Bicycle/Pedestrian Facilities
- Transit Alternatives - Nebraska Ave to Bruce B Downs Blvd
 - 1. Business Access & Transit (BAT) Lane
 - 2. Frontage Road
 - 3. Median Guideway
- Innovative Intersections

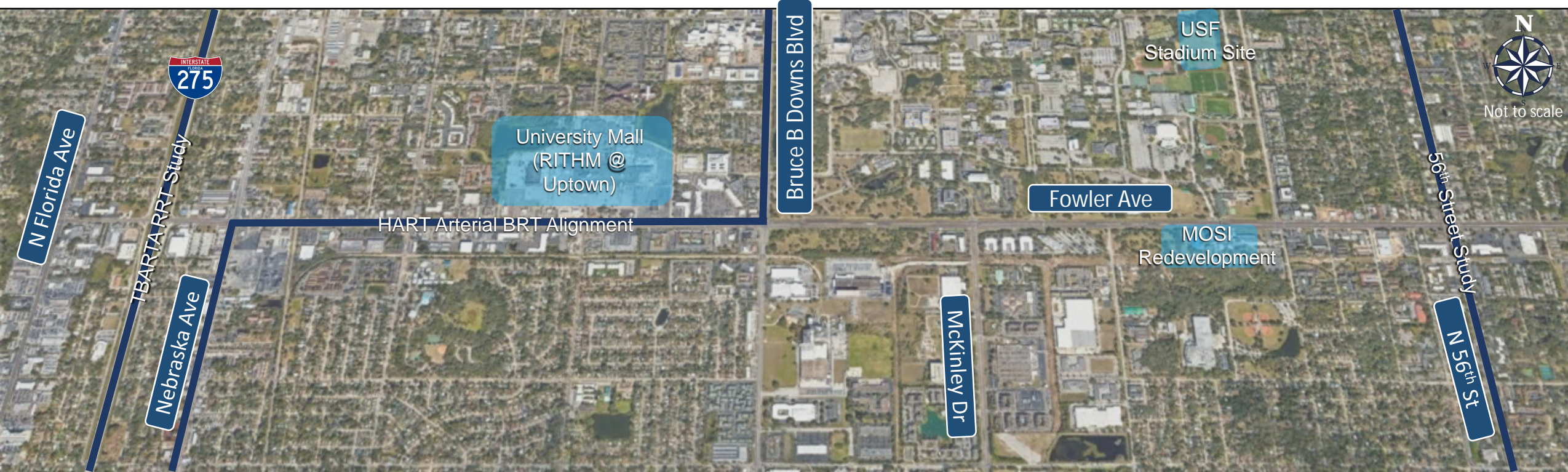


Related Studies

- ***HART Arterial Bus Rapid Transit (BRT) Study***
- ***Hillsborough Planning Commission - Fowler Avenue Vision Plan***
- TBARTA Regional Rapid Transit (RRT) Study
- FDOT N 56th Street / 50th Street Corridor Study

Redevelopment

- University Mall (RITHM @ Uptown)
 - RITHM - Research, Innovation, Technology, Humanity and Medicine
- USF Football Stadium

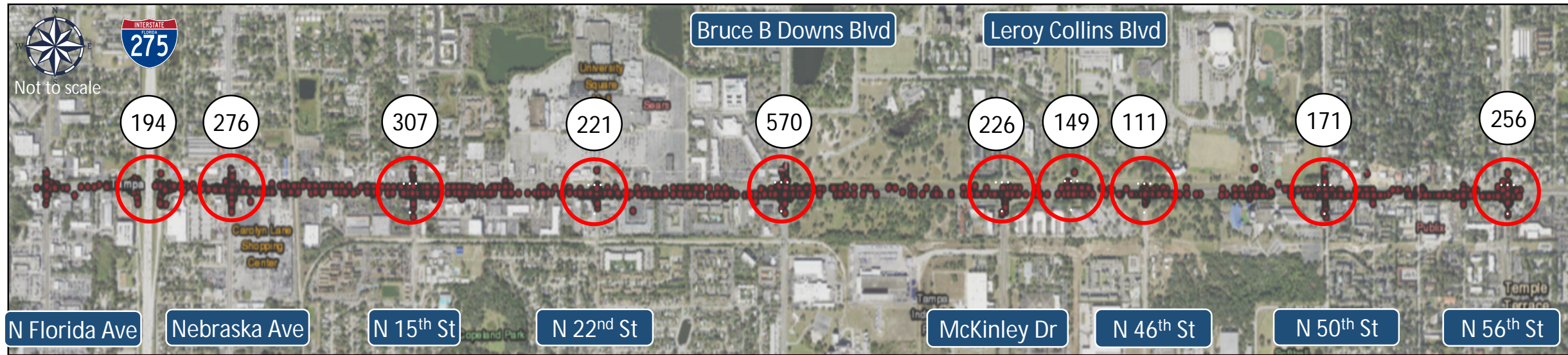


2015-2019 Five-year Crash Data

ALL CRASHES

3,320 total crashes

- 53 severe crashes - 9 fatalities, 46 incapacitating injuries
- 75% of crashes associated with 10 intersections
- 56% rear end; 20% angle & left turn

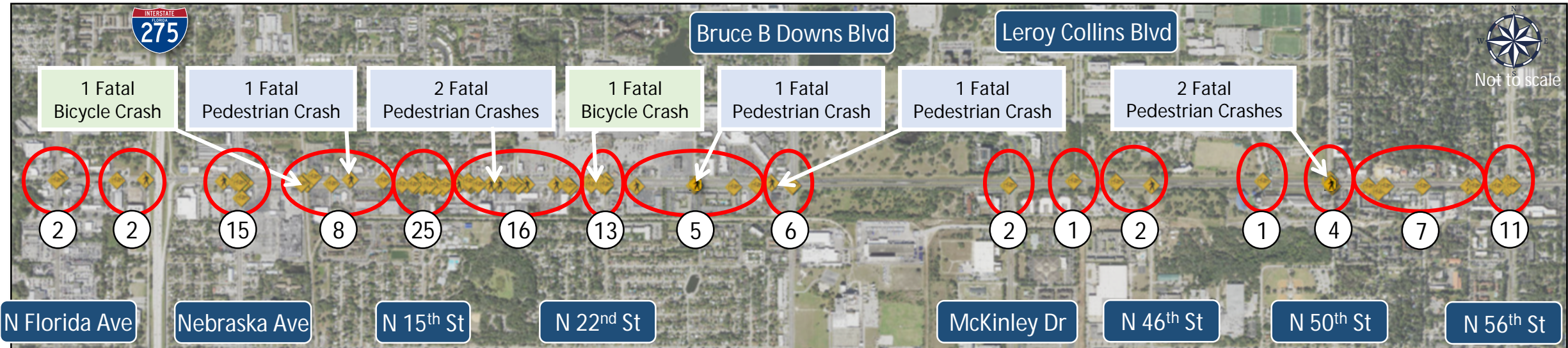


2015-2019 Five-year Crash Data

CRASHES WITH PEDESTRIANS AND BICYCLISTS

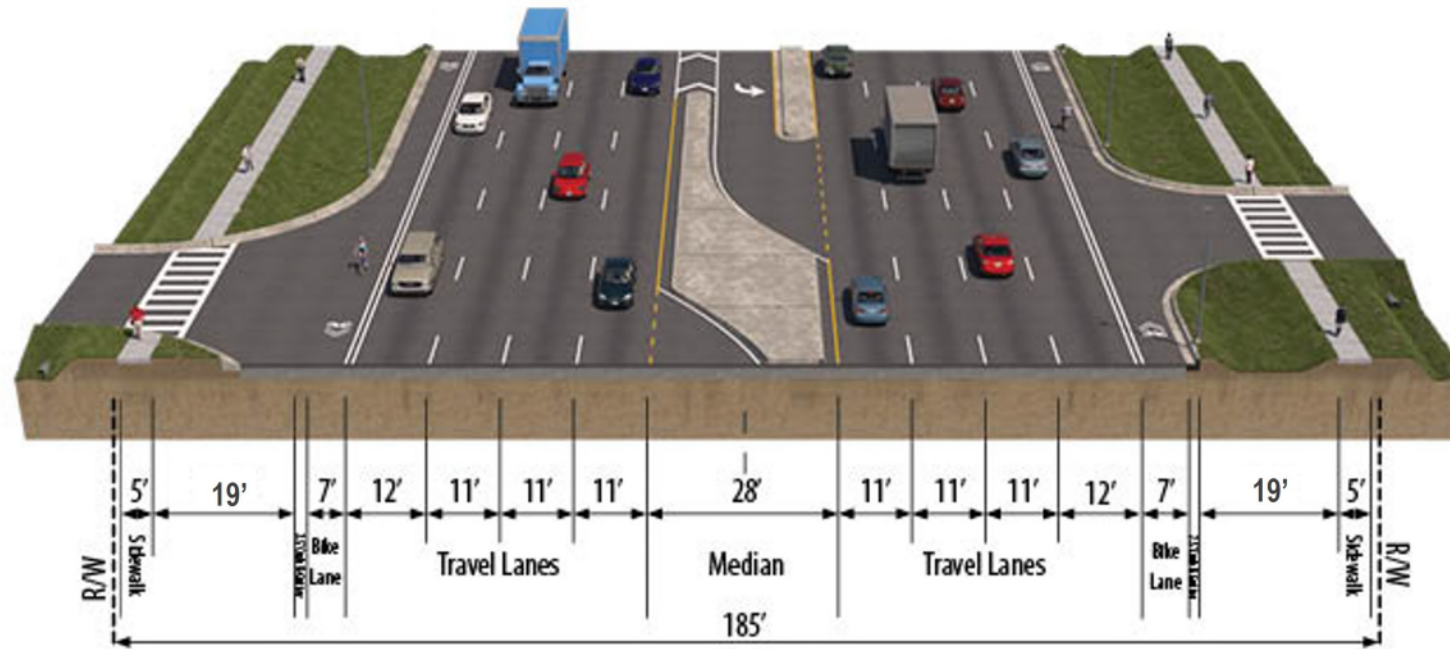
120 total crashes involving a pedestrian or bicyclist

- 9 fatalities and 17 incapacitating injuries - 51% of all severe crashes
- 88 (73%) between Nebraska Ave and Bruce B Downs Blvd
- 81 (68%) at or adjacent to signalized intersections



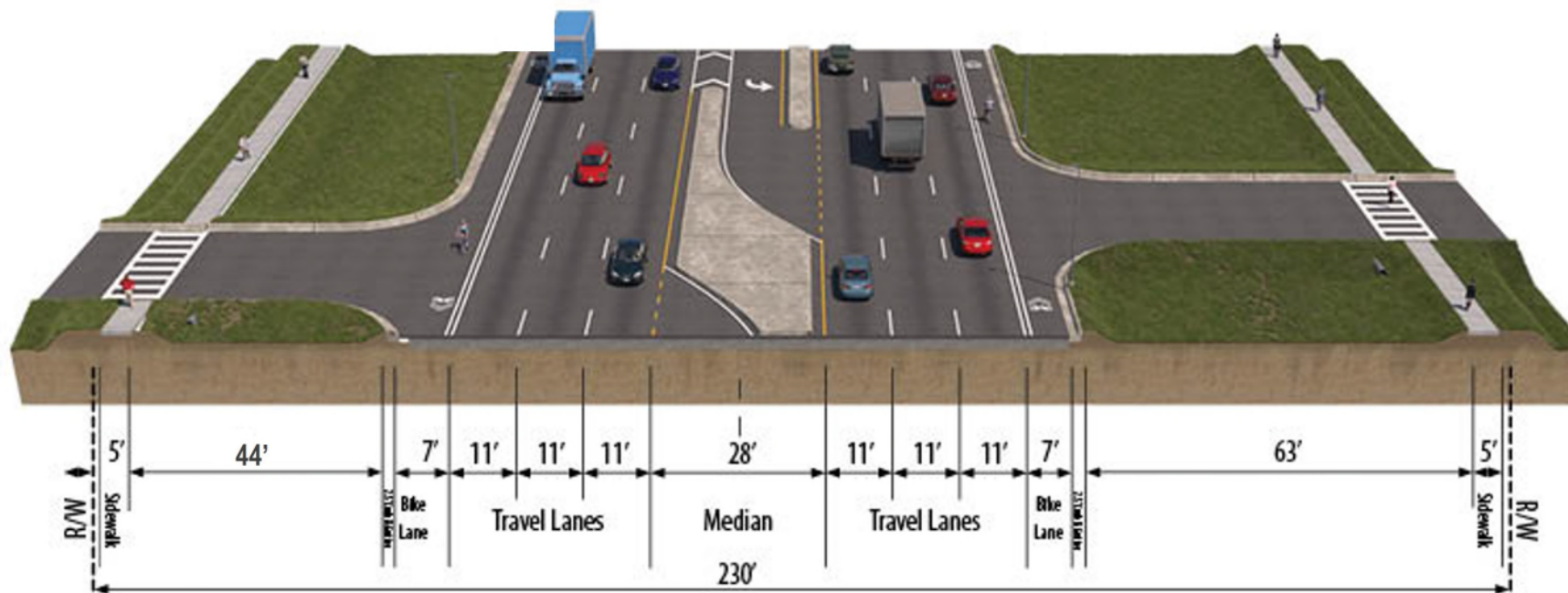
Existing Typical Section 1

Fowler Ave from Nebraska Ave to Bruce B. Downs Blvd



Existing Typical Section 2

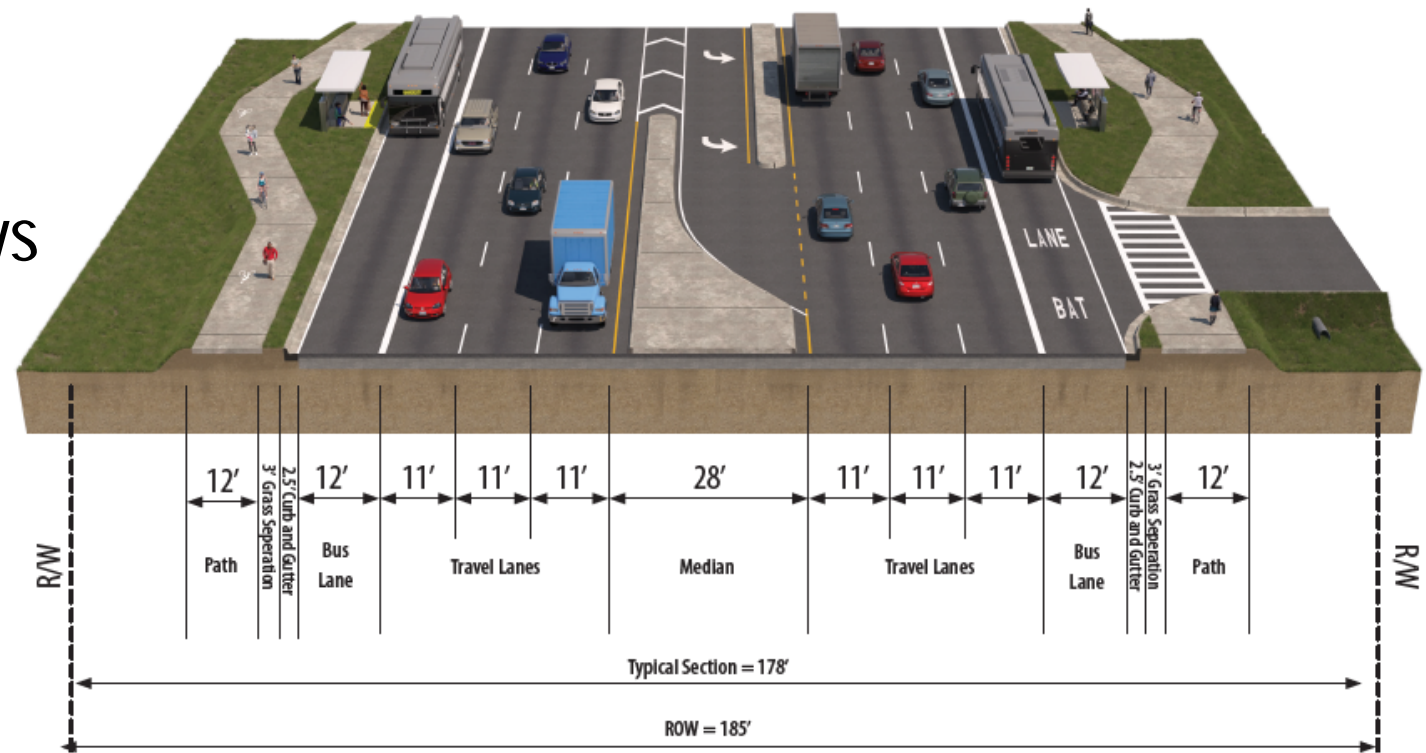
Fowler Ave from Bruce B. Downs Blvd to west of N. 56th Street



Fowler Ave from Nebraska Ave to Bruce B. Downs Blvd

Alternative #1 - Business Access & Transit (BAT) Lanes

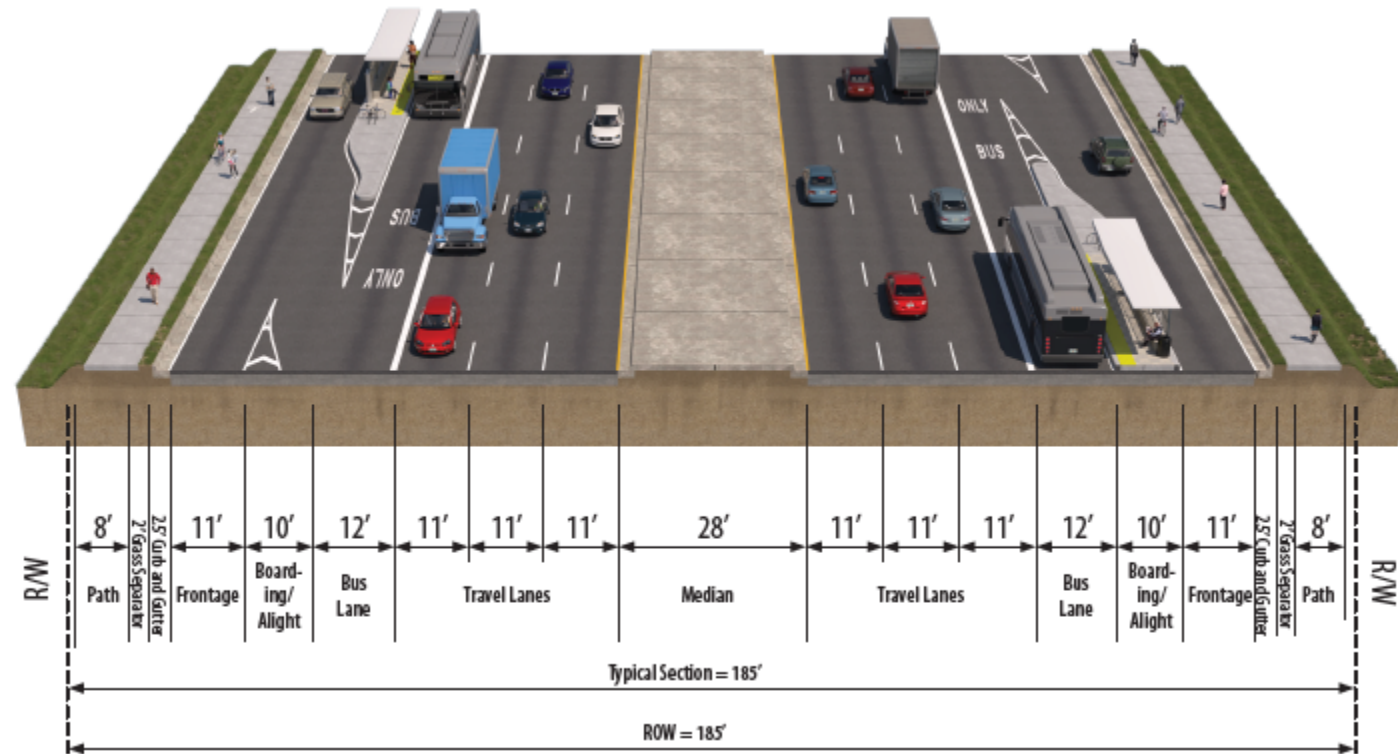
- Transit vehicles can make through movements
- General purpose vehicles can make right turns into driveways and at intersections
- General purpose vehicles not allowed to make through movements
- Located mostly within existing right-of-way



Fowler Ave from Nebraska Ave to Bruce B. Downs Blvd

Alternative #2 - Frontage Road

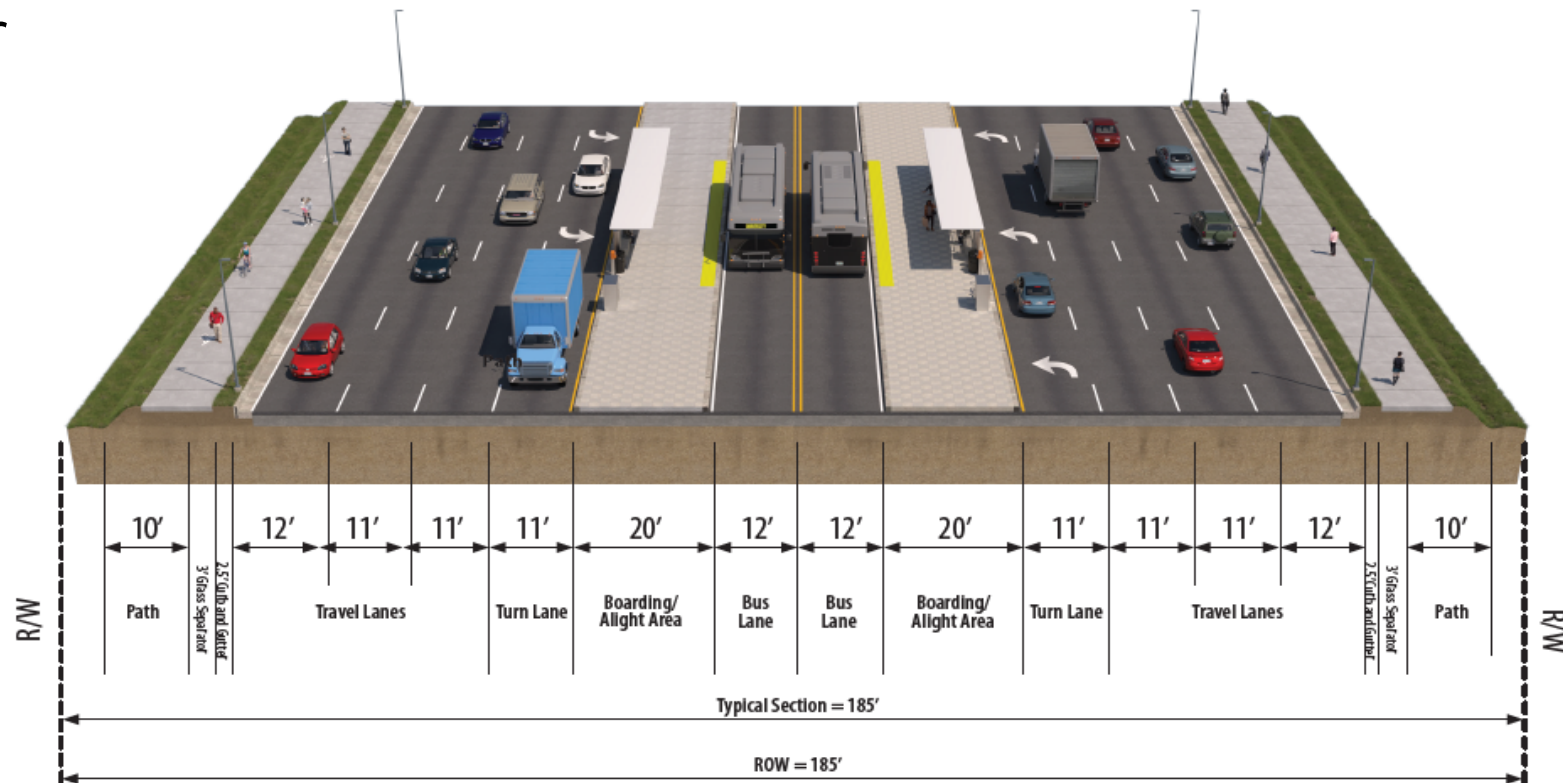
- Located parallel and separate from Fowler Ave mainline
- Bus in outside BAT lane with transit stops/stations located at or near intersections
- Ingress/egress to frontage road at appropriate locations
- Bicycle/Pedestrian facilities located along frontage roads
- Located mostly within existing right-of-way



Fowler Ave from Nebraska Ave to Bruce B. Downs Blvd

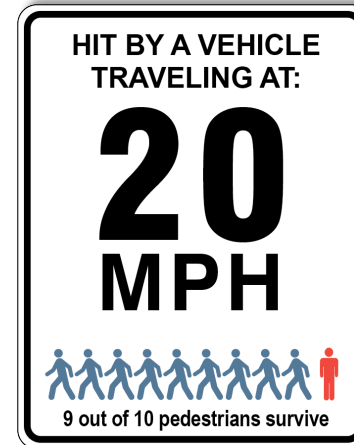
Alternative #3 - Median Guideway

- Located within median
- Stops/stations located at or near intersections
- Median U-Turns allowed at designated locations
- Located mostly within existing right-of-way



Safety Strategies

- Nebraska Ave to Bruce B Downs Blvd
 - Speed Management
 - Deflection
- Bruce B Downs Blvd to Bull Run Dr
 - Innovative Intersections
- Enhance pedestrian and bicyclist facilities

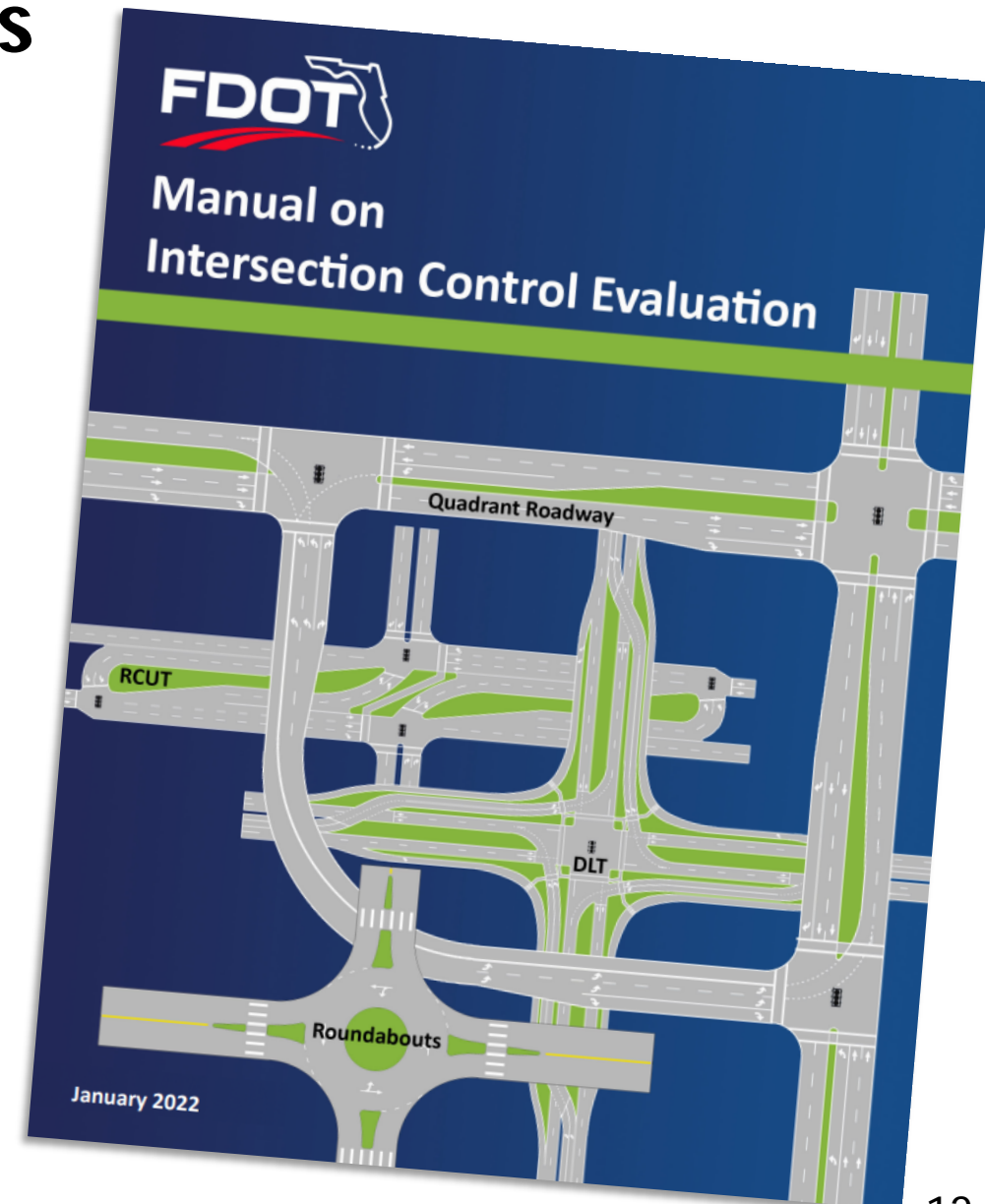


Innovative Intersection Alternatives

- Intended for major streets with high traffic volumes
- Improve vehicle, bicycle, and pedestrian movements
- Reduce delay, increase efficiency
- Safer for all road users

Examples:

- Restricted Crossing U-Turn (RCUT)
- Displaced Left Turn (DLT)
- Thru-cut
- Single Loop



Public Engagement Approach

- Kick-off Meetings
- Newsletters
 - Kick-off
 - Alternatives Public Workshop
- Study Website
 - <https://www.fdotd7studies.com/projects/fowler-florida-to-56th/>
- Community Small Group Meetings
 - Priority to reach all demographics/communities in and adjacent to the study area
- Alternatives Public Workshop
 - In person and virtual
- Public Hearing (*if necessary*)



Study Schedule

Activity	2022			2023				2024
	2 nd Quarter	3 rd Quarter	4 th Quarter	1 st Quarter	2 nd Quarter	3 rd Quarter	4 th Quarter	1 st Quarter
Public Involvement								
Data Collection & Existing Conditions Analysis								
Alternatives Development & Evaluation								
Alternatives Public Workshop					★			
Public Hearing							★	
Study Approval								★

If Necessary

For More Information

Study website –

<https://www.fdotd7studies.com/projects/fowler-florida-to-56th/>

Or Contact –

Amber Russo, P.E.

FDOT Project Manager

(813) 975-6260

(800) 226-7220

Amber.Russo@dot.state.fl.us





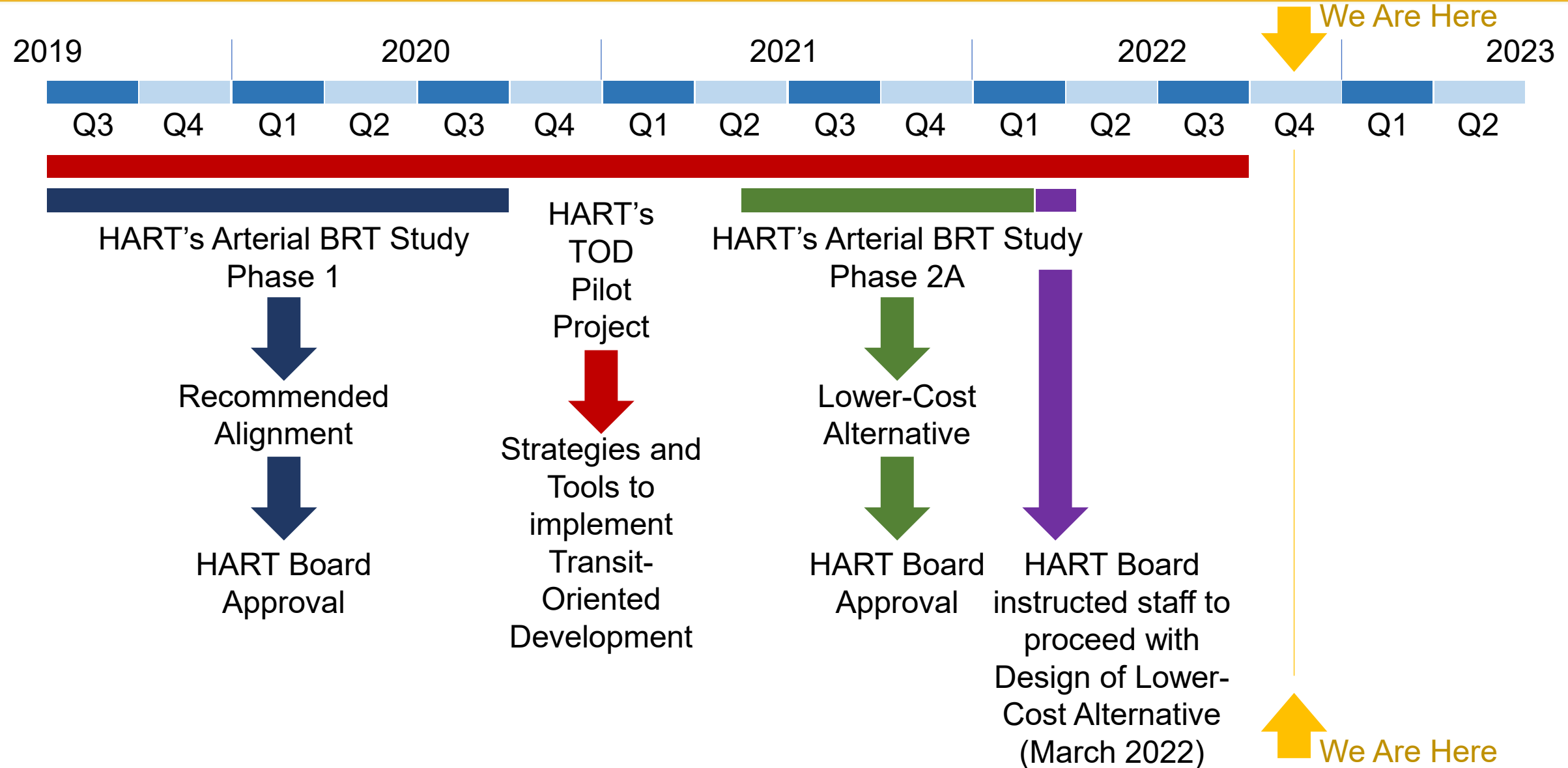
Tampa Arterial BRT Study

Where are we at?

Jesus Peraza Garcia, Senior Planner
Omar Alvarado, Chief Delivery Officer

Hillsborough TPO
November/December 2022

Tampa Arterial BRT: Timeline



Tampa Arterial BRT: Overview

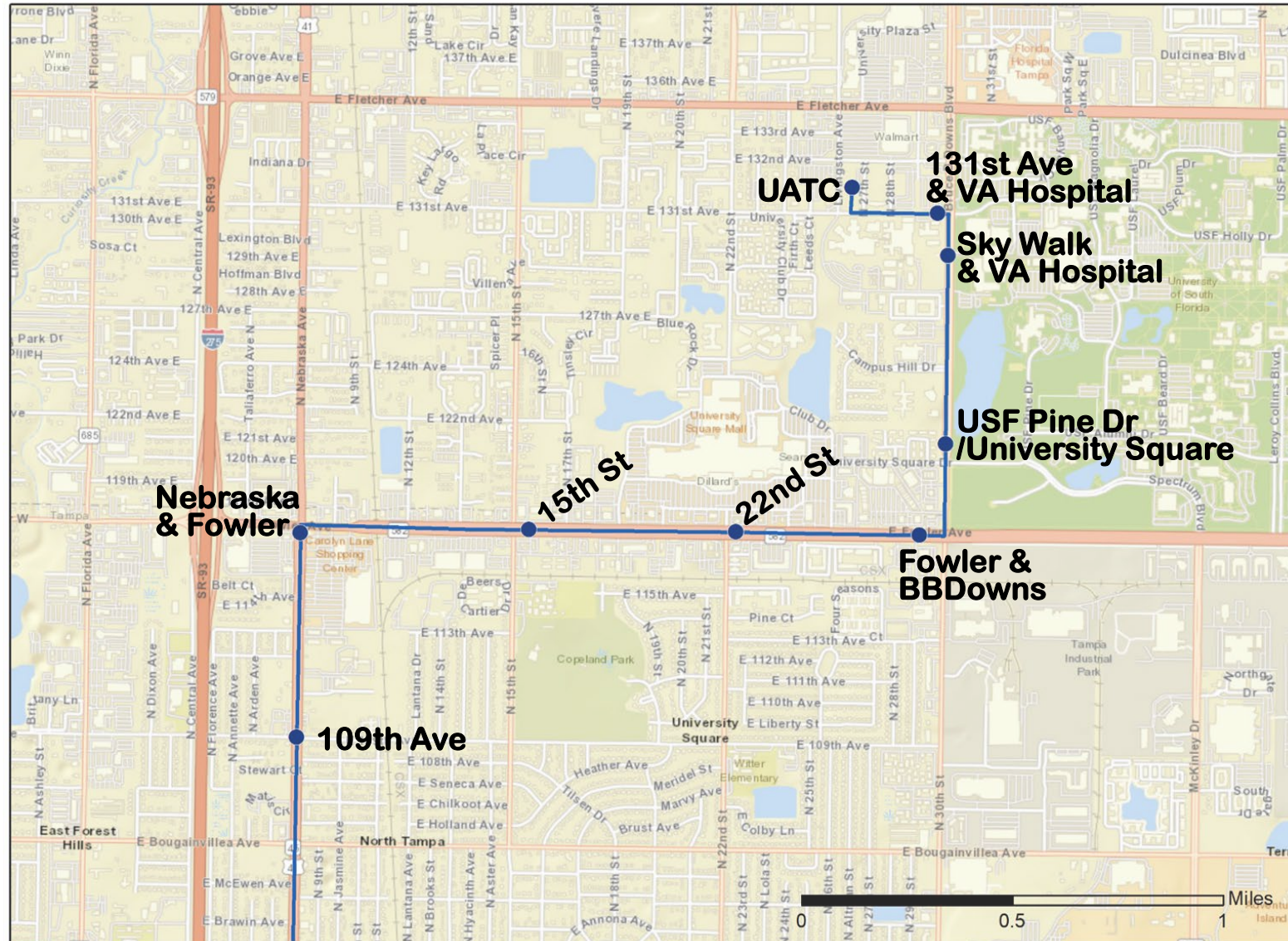
- Main travel market:
 - University Area to Downtown Tampa
- Corridor:
 - Florida/Nebraska/Fowler Avenues
- Neighborhoods served:
 - Downtown Tampa
 - Tampa Heights
 - Seminole Heights
 - University Area
- Recommended alignment:
 - Linebaugh Avenue crossover
 - Less redundancy with existing MetroRapid
 - Avoids car-oriented development on Florida Avenue, north of Linebaugh

** station area exact locations are subject to further analysis*



Tampa Arterial BRT: Fowler Ave

- Latent transit demand along Fowler Avenue
- Transit-oriented redevelopment going on in Uptown (e.g., University Mall)
- High-need populations (low vehicle ownership, lower incomes, etc.)
- Important connections to/from Seminole Heights, Tampa Heights, and Downtown Tampa



* station area exact locations are subject to further analysis

Tampa Arterial BRT: Streetscape

Preferred Alternative for Fowler Avenue: Bus-Only Lanes, Median-Running



Estimated Cost: \$57.0 million (capital)
\$3.1 to \$4.9 million per year (operating)

Lower-Cost Alternative for Fowler Avenue: Business Access & Transit (BAT) Lanes, Curbside

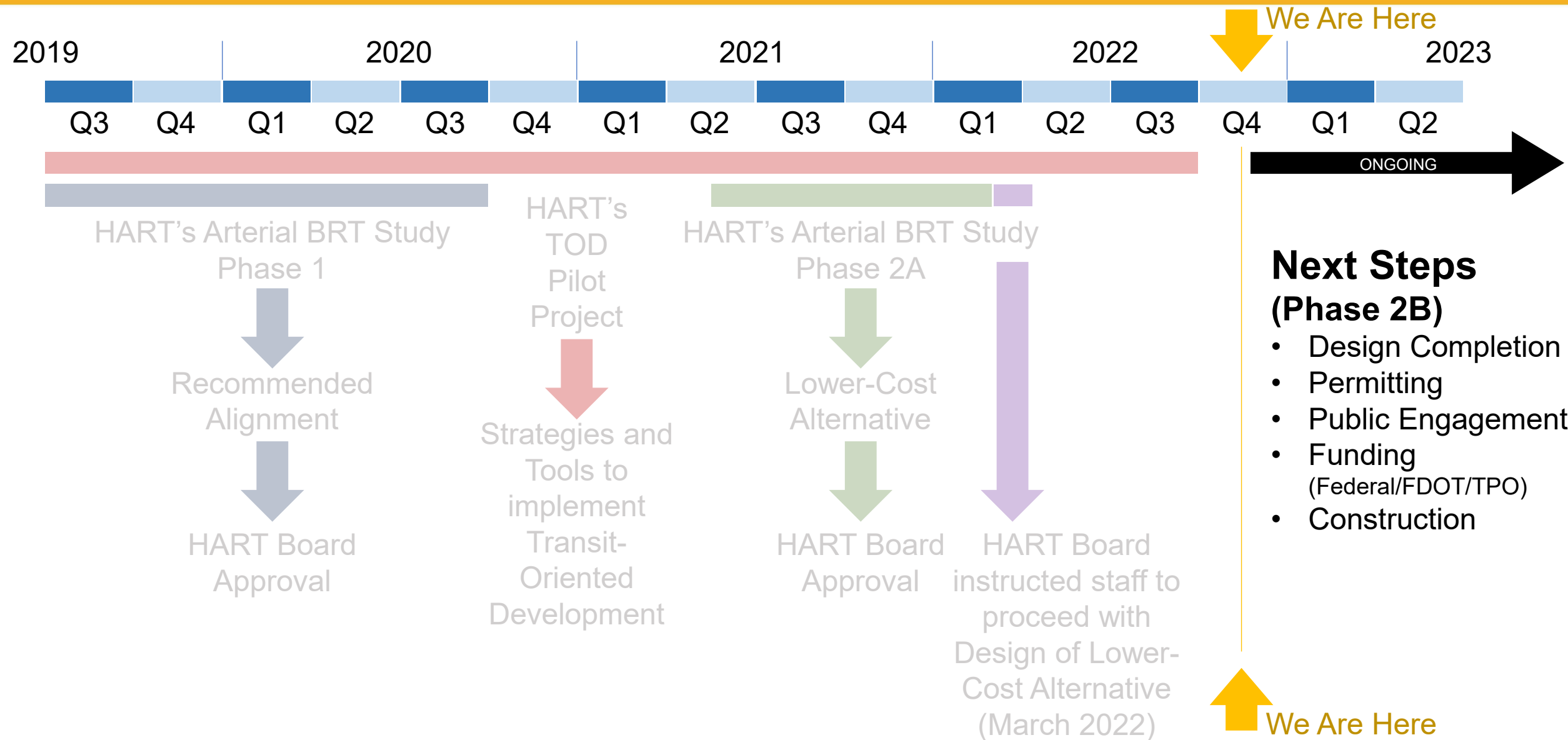


Estimated Cost: \$14.9 million (capital)
\$3.2 to \$5.1 million per year (operating)

-\$42.1m (74% less than Preferred Alt.)
+7 mins. one-way (17% more time)

* "Preferred" and "Lower-Cost" Alternatives were the outcomes of the Tampa Arterial BRT Study;
FDOT's ongoing PD&E study along Fowler Avenue will take these and other alternatives a step further
* costs are for the entire corridor, not just Fowler Avenue; estimated by the Tampa Arterial BRT Study, updated Jan 2022
* graphics adapted from Technical Memorandum #2 from the Tampa Arterial BRT Study (Oct 2020)

Tampa Arterial BRT: Next Steps



Tampa Arterial BRT Study



Hillsborough TPO
November/December 2022

Thank you!

Questions or comments?

Jesus Peraza Garcia

Senior Planner

(813) 384-6358

PerazaGarciaJ@gohart.org

Omar Alvarado

Chief Delivery Officer

(813) 384-6470

AlvaradoO@gohart.org

Fowler Avenue Vision Study

Hillsborough TPO

November/ December 2022

Jay Collins, AICP

Alvaro Gabaldon



Hillsborough
County Florida



Plan
Hillsborough

Background

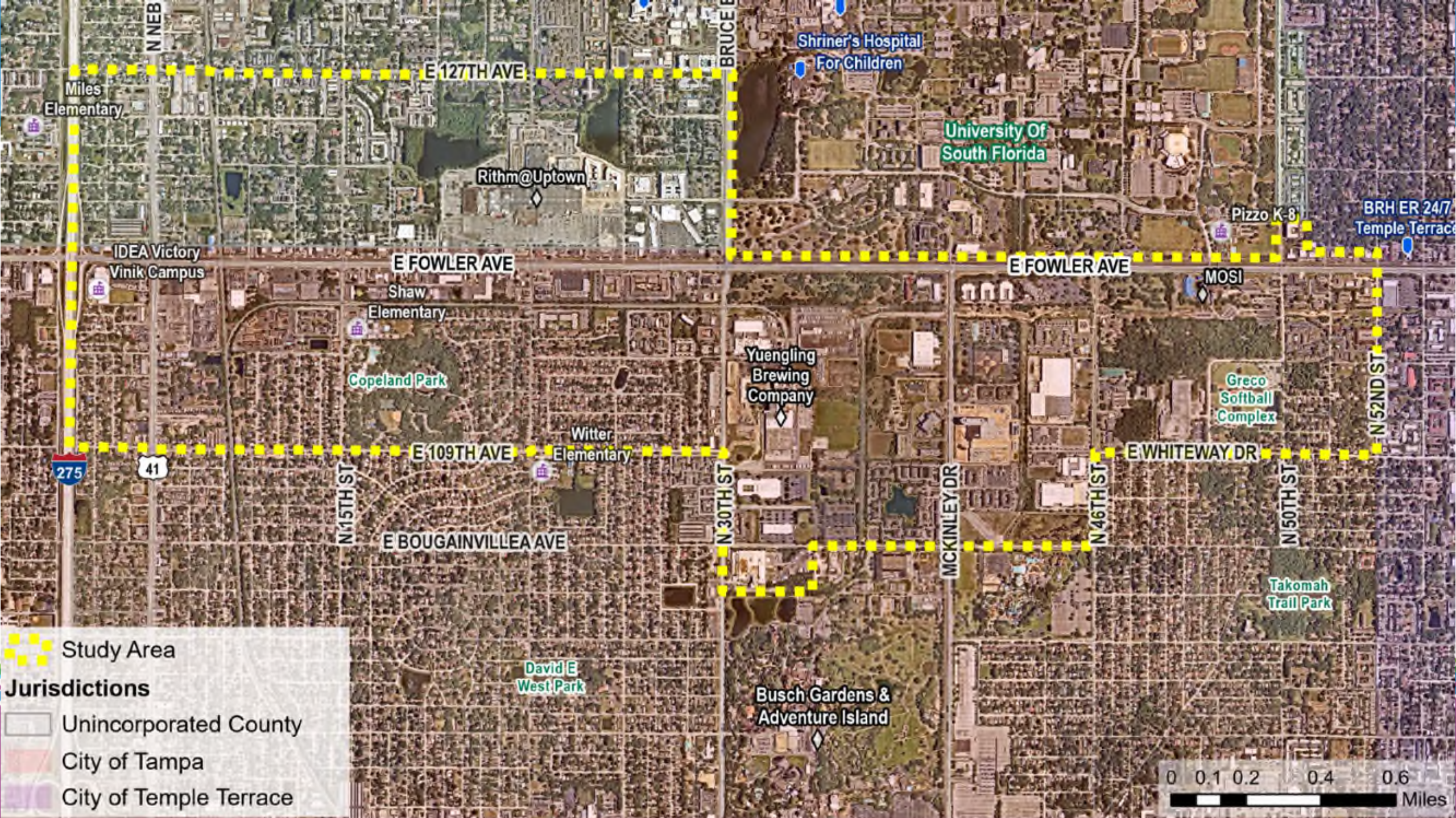
- Fowler Ave is at the intersection of Hillsborough County and City of Tampa boundaries
- Provides unique land use challenges
- Synergy with other studies and partners:
 - FDOT PD&E
 - HART Arterial BRT
 - USF
 - Innovation District/ University Mall




Purpose of the Study


- Develop a vision plan for the Fowler Avenue Corridor that enables equitable redevelopment
- Achieve an integrated land use and transportation vision for Fowler Avenue
- Develop clear and consistent redevelopment strategies across jurisdictional boundaries along Fowler Avenue







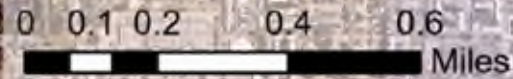
 Study Area

Jurisdictions

 Unincorporated County

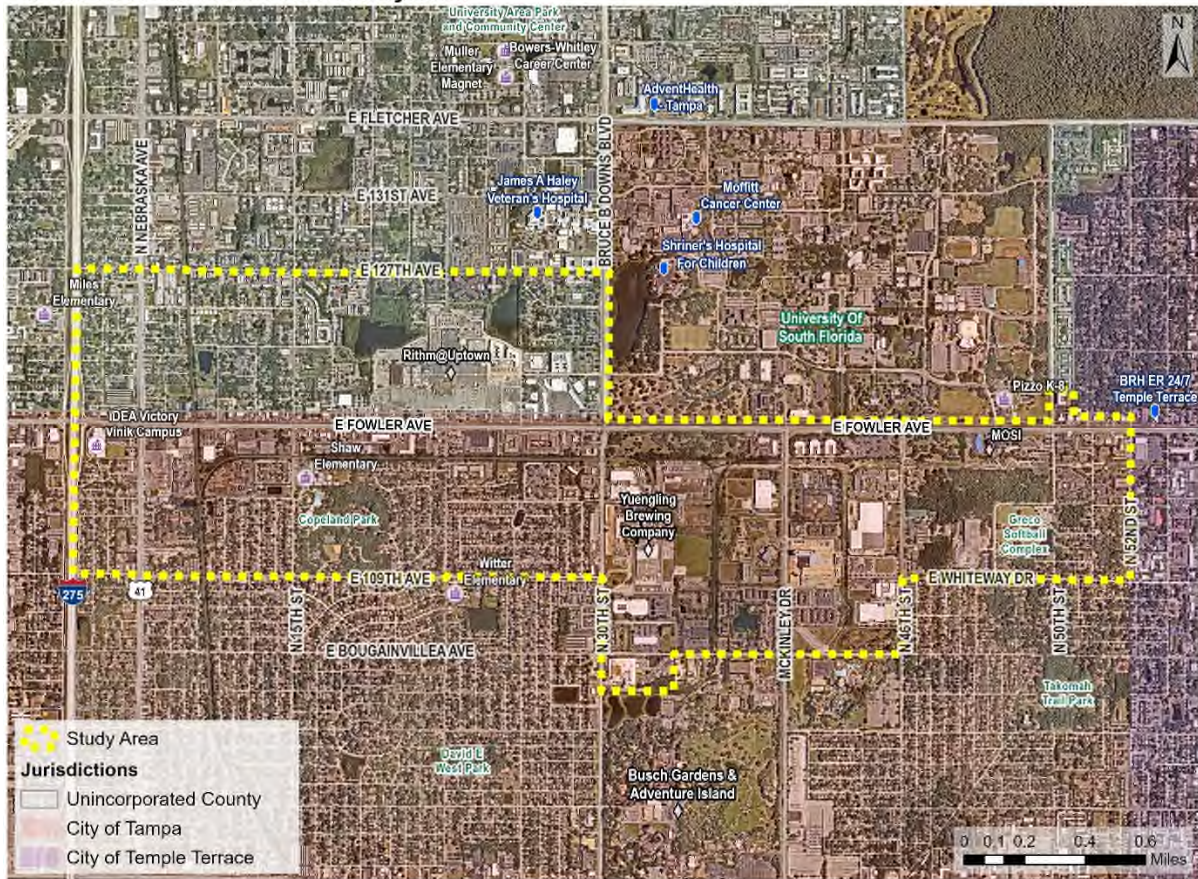
 City of Tampa

 City of Temple Terrace



Demographics

Fowler Avenue Vision Plan Study Area



Population: 15,120

- Approx. 1% of County population



Number of Households: 6,080

- Average Household Size: 2.44



25% of households do not have a vehicle

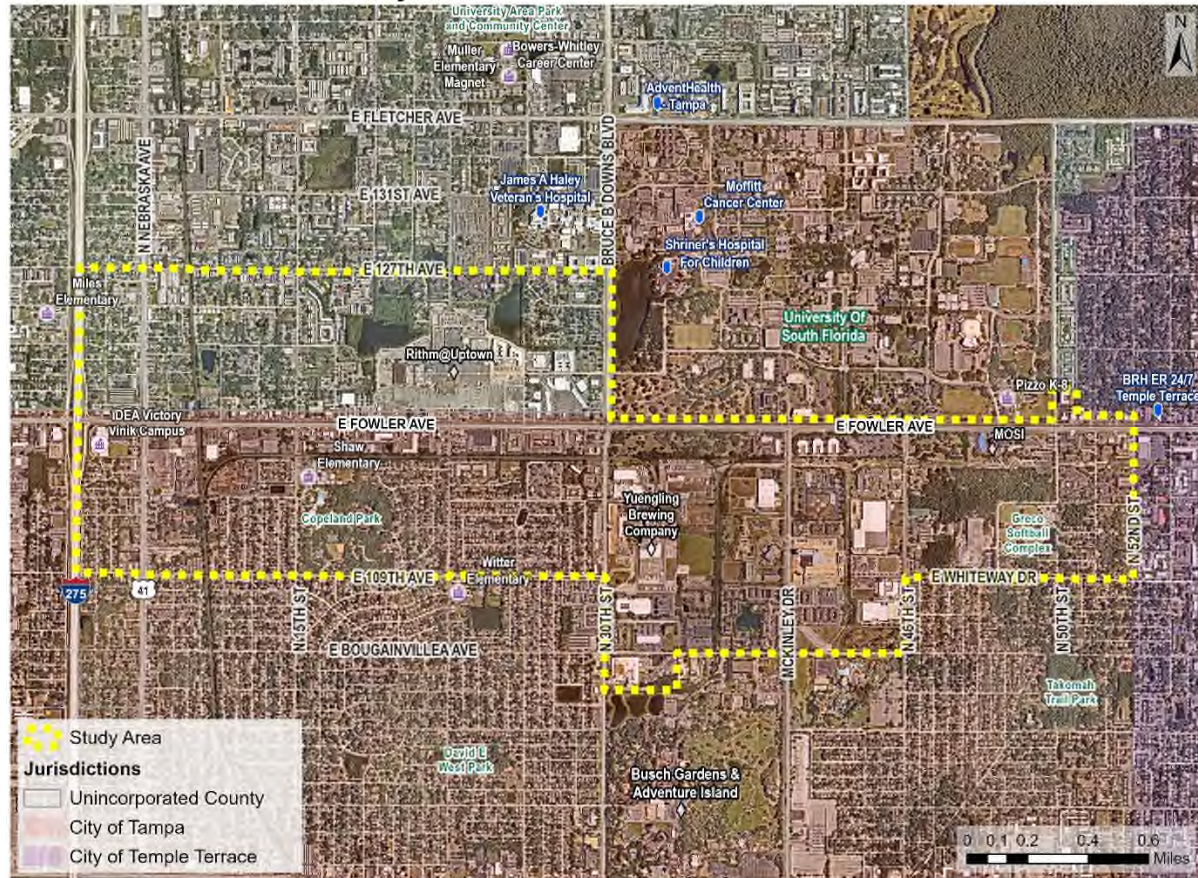


Total Employees: 9,950

- About 1.5% of total County employees

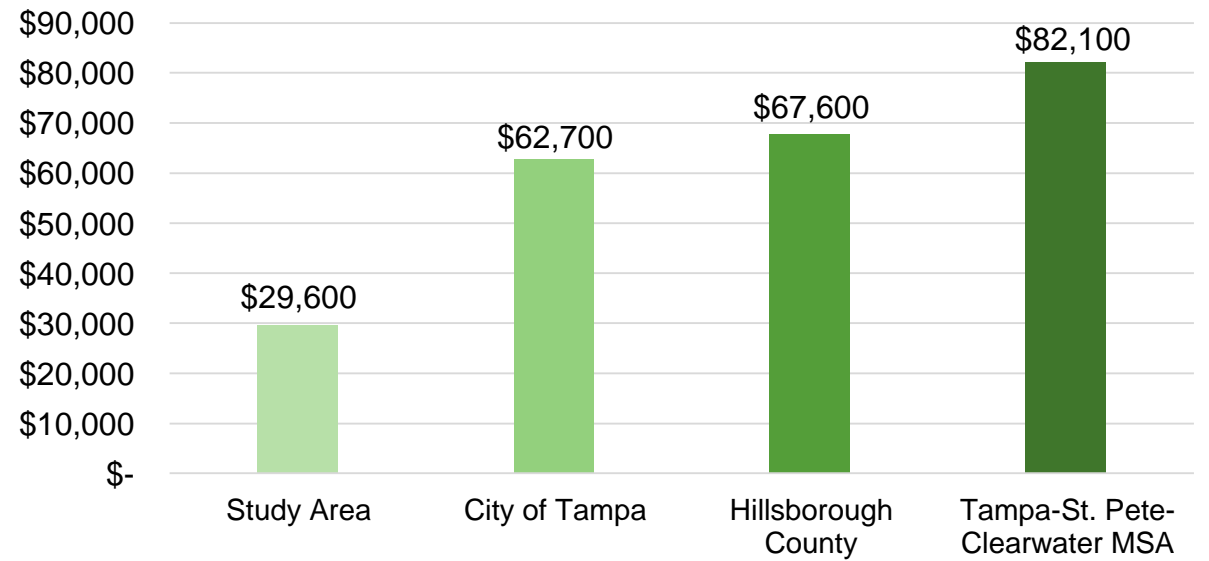
Household Income

Fowler Avenue Vision Plan Study Area



The Study Area median household income is 64% lower than the Tampa-St. Pete-Clearwater MSA median household income

Median Household Income



Public Engagement

Community Workshops

Seeking input from the community on development trends and urban form

Mobile Engagement Lab

Community Ambassadors and Florida Center for Community Design and Research at USF led discussions and events

Vision Toolkit

Materials available for citizens to bring to their community organization, neighborhood, and others



Public Engagement

GET INVOLVED

Flowler Ave Comprehensive Vision Plan

Visit: bit.ly/planfowler

For More Information contact:
Alvaro Gabaldon (813) 582-7349

Hearing/Voice Impaired
Call ext 711



INVOLÚCRESE

Plan de Vision Integral de Fowler Ave

VISITE: bit.ly/planfowler

O comuníquese con
Alvaro Gabaldon
(813) 582-7349
Problemas de audición/voz
Llame al 711



Hillsborough
County Florida



Overall Schedule

Fowler Avenue Vision Study - Project Schedule

Task	2022/2023			2023/2024			
	Summer	Fall	Winter	Spring	Summer	Fall	Winter
Project Phase	Community Values						
			Corridor Vision				
					Redevelopment Plan		
Public Engagement and Outreach Activities							
Community Workshop #1							
Community Workshop #2							
Online Survey							
Project Website							
Mobile Events							
Stakeholder Focus Group Meetings							
Presentations to Agencies and Boards							



Outcomes of the Study



A Comprehensive Vision Plan for Fowler Avenue



Coordination with HART and FDOT studies



Community education, engagement, and feedback



Comprehensive plan policy and strategies for implementation



Fowler Ave Vision Study Project Page

- Sign up for email updates
- Review presentations and other background information
- Bookmark upcoming meeting dates
- <https://planhillsborough.org/fowler-avenue-vision-study/>

The screenshot shows the Plan Hillsborough website for the Fowler Avenue Vision Study. The header includes the Plan Hillsborough logo, navigation links for Planning Commission, Transportation Planning Organization, and Hillsborough River Board, a search bar, and social media icons. A purple navigation bar contains links for Plans, Meetings & Agendas, Interests, Data, Tools & Links, Be Involved, News, About, Contact, and FAQ. The main content area is titled "Fowler Avenue Vision Study" and includes a notice in Spanish, a decorative green line, and a "Project Overview" section. The overview features an aerial photograph of Fowler Avenue and text explaining the study's purpose. A "Stay Connected" sidebar offers an email sign-up button, and a "Related Studies" section lists other projects like the East Fowler Avenue Land Use Study, HART TOD Study, and HART BRT Study.



Next Steps



Contact Us



Jay Collins, AICP

Special Area Studies Manager

(813) 582-7335

CollinsJ@plancom.org



Alvaro Gabaldon

Planner II

(813) 582-7349

GabaldonA@plancom.org



Hillsborough
County Florida



Plan
Hillsborough

Fowler Avenue Vision Study

Hillsborough TPO

November/ December 2022

Jay Collins, AICP

Alvaro Gabaldon



Hillsborough
County Florida



Plan
Hillsborough



Thank you!

1. *Fowler Ave PD&E Study* – FDOT
2. *Arterial BRT Study* – HART
3. *Fowler Ave Vision Plan* – Planning Commission

Remember to be **Alert Today, Alive Tomorrow.**
Safety doesn't happen by accident.





Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

2022 Multimodal Level of Service Report and State of the System Report

Presenter:

Connor MacDonald and Vishaka Shiva Raman, TPO Staff

Summary:

The 2022 Multimodal Level of Service (MMLOS) Report is a comprehensive inventory of major roadways across Hillsborough County and identifies the operating conditions of each facility. The LOS methodologies allow for performance evaluations of service provided to motor vehicle users, bicyclists, pedestrians, and transit users, on each major roadways segment in Hillsborough County. This task has culminated in the creation of a technical report that can be used internally or by other agencies and interested parties. Internally, the MMLOS report is used to produce several other analyses and reports, like the State of the System.

The State of the System report is produced by the TPO to track trends over time regarding several federally-mandated performance metrics for metropolitan transportation systems. Regular updates of the State of the System report also satisfy the federal requirement for a metropolitan congestion management process. The report summarizes areas of strength and weakness regarding:

- Pavement and Bridge Condition
- Transit Asset Condition
- Safety
- Travel Time Reliability (Congestion)
- Access to transit and other multimodal travel
- Air Quality

This 2022 update provides a big picture view of transportation system performance to inform future investment decisions and the performance target-setting process.

Recommended Action:

None.

Prepared By:

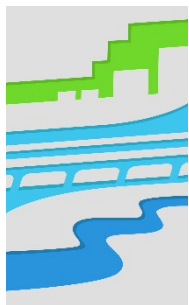
Connor MacDonald and Vishaka Shiva Raman, TPO Staff

Attachments:

[2022 Multimodal Level of Service Report](#)

[2022 State of the System Report](#)

Presentation slides will be posted on [this page](#)



Plan Hillsborough
planhillsborough.org
planner@plancom.org
813 - 272 - 5940
601 E Kennedy Blvd
18th floor
Tampa, FL, 33602

NOTICE OF FUNDING OPPORTUNITY

County Incentive Grant Program (CIGP) Application

Application Cycle Opens: December 12, 2022

Application Cycle Closes: March 17, 2023

The Florida Department of Transportation (FDOT) is pleased to announce that the application cycle for the County Incentive Grant Program (CIGP) is now open and will remain open until March 17, 2023.

General Information:

The purpose of this competitive program is to providing grants to counties, to improve a transportation facility including transit which is located on the State Highway System (SHS) or which relieves traffic congestion on the SHS.

Program Requirements:

Requirements can be found in [339.2817 F.S.](#)

- To be eligible for consideration, projects must be consistent, to the maximum extent feasible, with local metropolitan planning organization plans and local government comprehensive plans.
- FDOT will provide 50% of eligible project costs, and the county shall provide the balance.
- The department must consider, but is not limited to, the following criteria for evaluation of projects for County Incentive Grant Program assistance:
 - The extent to which the project will encourage, enhance, or create economic benefits.
 - The likelihood that assistance would enable the project to proceed at an earlier date than the project could otherwise proceed.
 - The extent to which assistance would foster innovative public-private partnerships and attract private debt or equity investment.
 - The extent to which the project uses new technologies, including intelligent transportation systems, which enhance the efficiency of the project.
 - The extent to which the project helps to maintain or protect the environment.
 - The extent to which the project includes transportation benefits for improving intermodalism and safety.

Refer to the CIGP application for additional information, and references.

How to Apply:

NOTICE OF FUNDING OPPORTUNITY

Surface Transportation Block Grant Program Application

(SU Funds)

Application Cycle Opens: December 12, 2022

Application Cycle Closes: March 17, 2023

The Florida Department of Transportation (FDOT) is pleased to announce that the application cycle for the Surface Transportation Block Grant Program (SU Funds) is now open and will remain open until March 17, 2023.

General Information:

The Surface Transportation Block Grant program provides flexible funding that may be used by FDOT and Local Agencies for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.

Program Requirements:

Requirements can be found in [23 USC 133](#) and [FAST ACT § 1109](#)

- Projects must be prioritized on MPO Major Projects Priority Lists
- Can be used on state and local facilities

Refer to the Surface Transportation Block Grant Program (SU Funds) application for additional information, and references.

How to Apply:

Applications are available in the FDOT Grant Application Portal (FLGAP) located at

<https://www.flgap.com/> Each application package must include the following:

- Completed, signed, Surface Transportation Block Grant Program (SU funds)
- Detailed Engineer's Estimate
- Project Location Map

Completed applications should be forwarded to your MPO for prioritization, no later than March 10, 2023, please contact your MPO for coordination and assistance.

If you need assistance creating a log-in or accessing the FLGAP, contact Suzanne Monk at (813) 975-6721.

The key to a successful application is to provide enough information to allow the Department to evaluate the project based on clearly demonstrated need for the requested improvement(s). We look forward to receiving your application (s). Questions regarding this Notice of Funding Opportunity should be directed Suzanne Monk at (813) 975-6721.

Thanks,

Suzanne Monk, FCCM

Government Liaison
Florida Department of Transportation, District 7
11201 N. McKinley Drive, Tampa, Florida 33612
813-975-6721

NOTICE OF FUNDING OPPORTUNITY

Transportation Alternative Set-Aside Program (TA) Application

Application Cycle Opens: December 12, 2022

Application Cycle Closes: March 17, 2023

The Florida Department of Transportation (FDOT) is pleased to announce that the application cycle for the Transportation Alternative Set-Aside program (TA Set-Aside) is now open and will remain open until March 17, 2023.

General Information:

The TA Set-Aside program provides funding for programs and projects consistent with details described under 23 U.S.C. 133(h)(3), including 1) Transportation Alternatives, 2) Recreational Trails Program, 3) Safe Routes to School Program, and 4) planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

Program Requirements:

Requirements can be found in [Transportation Alternatives Set-Aside Program Guidance and Procedures](#)

- The department requires that locally administered infrastructure projects must be implemented by a Local Agency Program (LAP) certified agency; this includes phases of work leading to construction, or activities specifically identified in the definition of “construction” in Title 23 of the United States Code, Section 101(a)(4).
- To be eligible for funding under the TA Set-Aside Program, projects must fall under at least one of the ten categories outlined in the Table B: Eligible Project Categories in the FDOT Transportation Alternatives Set-Aside Program Guidance and Procedures.

Refer to the TA Set-Aside application for additional information, and references.

How to Apply:

TA Set-Aside applications are available in the FDOT Grant Application Portal (FLGAP) located at <https://www.flgap.com/> Each application package must include the following:

- Completed, signed, TA Set-Aside Application
- Detailed Engineer's Estimate
- Detailed Scope of Services
- Project Location Map
- Certification of Implementing Agency

Completed applications should be forwarded to your MPO for prioritization, no later than March 10, 2023, please contact your MPO for coordination and assistance.

If you need assistance creating a log-in or accessing the FLGAP, contact Suzanne Monk at (813) 975-6721.

The key to a successful application is to provide enough information to allow the Department to evaluate the project based on clearly demonstrated need for the requested improvement(s). We look forward to receiving your application (s). Questions regarding this Notice of Funding Opportunity should be directed Suzanne Monk at (813) 975-6721.

Thanks,

Suzanne Monk, FCCM

Government Liaison
Florida Department of Transportation, District 7
11201 N. McKinley Drive, Tampa, Florida 33612
813-975-6721

NOTICE OF FUNDING OPPORTUNITY

Transportation Regional Incentive Program (TRIP) Application

Application Cycle Opens: December 12, 2022

Application Cycle Closes: March 17, 2023

The Florida Department of Transportation (FDOT) is pleased to announce that the application cycle for the Transportation Regional Incentive Program (TRIP) is now open and will remain open until March 17, 2023.

General Information:

The purpose of this competitive program is to improve regionally significant transportation facilities in “regional transportation areas.” State funds are available throughout Florida to provide incentives for local governments and the private sector to help pay for critically needed projects that benefit regional travel and commerce.

Program Requirements:

Requirements can be found in [339.2819 F.S.](#)

- Projects must be prioritized and listed on the Sun Coast Transportation Planning Alliance’s (SCTPA) TRIP Priority Project List.
- FDOT will provide 50% of eligible project costs, and the county shall provide the balance.
- Projects to be funded with Transportation Regional Incentive Program funds, shall at a minimum:
 - Serve national, statewide, or regional functions and function as part of an integrated regional transportation system.
 - Be identified in the capital improvements element of a comprehensive plan that has been determined to be in compliance with part II of chapter 163, after July 1, 2005. Further, the project shall be in compliance with local government comprehensive plan policies relative to corridor management.
 - Be consistent with the Strategic Intermodal System Plan developed under s. [339.64](#).
 - Have a commitment for local, regional, or private financial matching funds as a percentage of the overall project cost.
 - Support economic development and the movement of goods in rural areas of opportunity designated under s. [288.0656\(7\)](#).
 - Improve connectivity between military installations and the Strategic Highway Network or the Strategic Rail Corridor Network.

Refer to the TRIP application for additional information, and references.

How to Apply:

TRIP applications are available in the FDOT Grant Application Portal (FLGAP) located at <https://www.flgap.com/> Each application package must include the following:

- Completed, signed, TRIP Application
- Location Map
- Detailed Cost Estimate
- Detailed Scope of Services
- CIP Page
- Proposed Project Schedule

Completed applications should be forwarded to your MPO for prioritization, no later than March 10, 2023, please contact your MPO for coordination and assistance.

If you need assistance creating a log-in or accessing the FLGAP, contact Suzanne Monk at (813) 975-6721.

The key to a successful application is to provide enough information to allow the Department to evaluate the project based on clearly demonstrated need for the requested improvement(s). We look forward to receiving your application (s). Questions regarding this Notice of Funding Opportunity should be directed Suzanne Monk at (813) 975-6721.

Thanks,

Suzanne Monk, FCCM

Government Liaison
Florida Department of Transportation, District 7
11201 N. McKinley Drive, Tampa, Florida 33612
813-975-6721

CIGP applications are available in the FDOT Grant Application Portal (FLGAP) located at <https://www.flgap.com/> Each application package must include the following:

- Completed, signed, CIGP Application
- Detailed Cost Estimate
- Detailed Scope of Services
- Project Location Map

Completed application should be uploaded no later than March 17, 2023, into the FLGAP. If you need assistance creating a log-in or accessing the FLGAP, contact Suzanne Monk at (813) 975-6721.

The key to a successful application is to provide enough information to allow the Department to evaluate the project based on clearly demonstrated need for the requested improvement(s). We look forward to receiving your application (s). Questions regarding this Notice of Funding Opportunity should be directed Suzanne Monk at (813) 975-6721.

Thanks,

Suzanne Monk, FCCM

Government Liaison
Florida Department of Transportation, District 7
11201 N. McKinley Drive, Tampa, Florida 33612
813-975-6721





Gibsonton Drive from Fern Hill Drive to US 301



Hillsborough County Florida

Project Development & Environment (PD&E) Study

WPI Segment No. 450438-1

DECEMBER 2022



KICK-OFF NEWSLETTER

The Florida Department of Transportation (FDOT) District Seven, in collaboration with Hillsborough County, is conducting a Project Development & Environment (PD&E) study along Gibsonton Drive from Fern Hill Drive to US 301.

Within the project limits, Gibsonton Drive is a four-lane divided urban facility with sidewalks on the north side and most of the south side. There are no dedicated bicycle lanes within the project limits. The project will evaluate widening Gibsonton Drive from four lanes to six lanes, including providing bicycle and pedestrian facilities. The project traverses the Riverview community and is approximately 0.88 miles long.

Issues related to traffic operations, safety, and access management will be addressed in the study. The study will also evaluate stormwater management facilities (SMF) and floodplain compensation (FPC) sites. The acquisition of additional right of way (ROW) is anticipated on this project.

Join the conversation about the **Gibsonton Drive PD&E Study**

Project Website

For more information on this study, visit our project website:

www.fdotd7studies.com/projects/gibsonton-dr-fern-hill-to-us301/

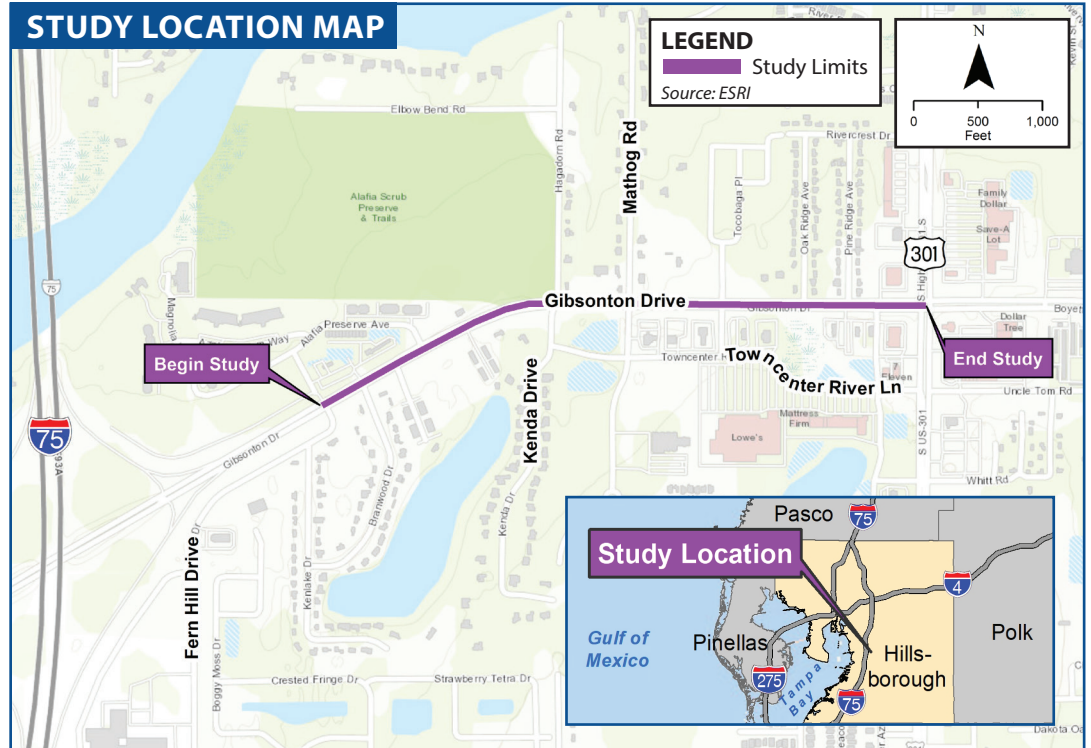
Questions?

Ashley Henzel, P.E., FDOT Project Manager
FDOT District Seven
11201 N. McKinley Drive, MS 7-500
Tampa, FL 33612-6456
(813) 975-6433 or (800) 226-7220
ashley.henzel@dot.state.fl.us

Media Inquiries?

Kris Carson, Public Information Officer
FDOT District Seven
11201 N. McKinley Drive, MS 7-110
Tampa, FL 33612-6456
(813) 975-6060 or (800) 226-7220
kristen.carson@dot.state.fl.us

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated May 26, 2022, and executed by the Federal Highway Administration and FDOT.



PD&E STUDY BASICS

A PD&E study is conducted to meet the requirements of the National Environmental Policy Act (NEPA) and other federal and state requirements. The study is to ensure that the implementation of transportation projects reflect and incorporate the unique engineering and community characteristics of the area. During the study, the FDOT and Hillsborough County will determine the location and conceptual design of feasible "build" alternatives for transportation improvements and analyze each of their social and economic, cultural, natural and physical environmental effects. The "no-build" alternative, which leaves Gibsonton Drive in its present state and provides for only routine maintenance, will remain an option throughout the study.

The PD&E study will be finalized after the public hearing when the environmental document is completed and approved by the FDOT Office of Environmental Management (OEM). If a "build" alternative is selected and funding programmed, the project may then proceed to the next phases in development, which are the design and right of way acquisition phases.



Florida Department of Transportation
District Seven
 11201 N. McKinley Drive, MS 7-500
 Tampa, FL 33612

GET INVOLVED TODAY!

We invite you to get involved! The public plays an important role in the project development and decision-making process of this study. Opportunities for you to provide your input will be available throughout the study by means of submitting comments or attending the public hearing. Project newsletters like this one will be mailed out to all property owners adjacent to the study area and to federal, state, and local officials at key points during the study. There are multiple ways to get involved — call, write, or email us. You can also join us at our public hearing or invite us to speak at one of your own small group meetings.

NON-DISCRIMINATION

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact **Roger Roscoe**, Public Involvement Coordinator, at **(813) 975-6411** or by email to: roger.roscoe@dot.state.fl.us

COMUNIQUESE CON NOSOTROS

Si usted tiene preguntas o comentarios, o si simplemente desea más información sobre este proyecto, favor ponerse en contacto con el señor **Manuel Flores** al teléfono **(813) 975-4248** o al correo electrónico: manuel.flores@dot.state.fl.us

PROJECT SCHEDULE

The Gibsonton Drive PD&E study began in the third quarter of 2022. The project activities include collecting information, developing roadway improvement alternatives and evaluating the potential environmental and social effects of the “no-build” and “build” alternatives. A public hearing is tentatively scheduled for the fourth quarter of 2023 and the study is expected to be completed in the first quarter of 2024.

TASKS	2022		2023				2024
	3rd Qtr	4th Qtr	1st Qtr	2nd Qtr	3rd Qtr	4th Qtr	1st Qtr
Data Collection	■	■	■				
Engineering & Environmental Analysis		■	■	■	■		
Public Hearing						★	
Final Study Documents						■	■
Study Approval							★

RIGHT OF ENTRY

The FDOT and/or authorized agents may need to make entry onto your property sometime between December 2022 and April 2023 for the purpose of conducting land surveys and gathering environmental and geotechnical data. Data collected will be analyzed as we develop concept plans and engineering and environmental reports. Property entry is authorized by Florida Statute 337.274 and is solely for the purpose of gathering data and will not interfere with continued use or occupancy of your property. Florida Statute 337.274 authorizes FDOT staff or its agents to enter any lands, waters, and premises to conduct surveys, soundings, drillings, environmental assessments and other examinations necessary to perform our duties.



TD *Tampa Bay*

Cross-County Trips are **BACK!**

Your Intercounty Connection

FOR JUST

\$6/RIDE

Get cross-county trips between your home and work, medical services, school, and other life-sustaining needs.

This same-day service is available from **7 am – 7 pm • Monday - Saturday**

TO LEARN MORE:

Contact the Transportation Disadvantaged (TD) eligibility office in the county where you live:

• PASCO COUNTY RESIDENTS:

Pasco County Public Transit:
727-834-3322 or **SCAN QR**



• PINELLAS COUNTY RESIDENTS:

PSTA Mobility Line:
727-540-1888, option **4** or **SCAN QR**



• HILLSBOROUGH COUNTY RESIDENTS:

Sunshine Line:
813-272-7272 or **SCAN QR**



Once your county refers you to TD Tampa Bay, look for an e-mail from PSTA within one week so you can start taking cross-county trips.



If you have additional questions, please call PSTA's Mobility Department at:



727-540-1888 (option 4)



TD@psta.net



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

For Immediate Release
December 27, 2022

Contact: FDOT Communications Office
FDOTCommunicationsOffice@DOT.state.fl.us

Florida Department of Transportation's Commitment to Communities Stronger Than Ever in 2022

TALLAHASSEE, Fla – Today the Florida Department of Transportation (FDOT) highlights accomplishments from 2022, all of which have **advanced transportation** throughout the state by **working closely with communities and partners** and **incorporating innovative technology and design**.

“Having been at FDOT for my entire career, I am honored and humbled to have the opportunity to serve my fellow Floridians by leading this agency,” **said Florida Department of Transportation Secretary Jared W. Perdue, P.E.** “Florida has a diverse transportation system, so it’s important that we continue to balance the needs of our communities with safety and environmental considerations, while also providing an advanced and resilient transportation infrastructure. From safe mobility options for Floridians and visitors, to facilitating an effective supply chain, a reliable and robust transportation system truly impacts all of us on a daily basis.”

The signing of Governor DeSantis’ **Freedom First Budget** in June made record investments in Florida’s transportation infrastructure. The historic **\$12.6 billion in funding for statewide transportation projects** for FDOT’s current five-year work plan reaffirmed Florida as an **innovative leader in transportation**. **Strategic investments** were emphasized, including \$4.4 billion for highway construction to include 180 new lane miles, \$1.2 billion in resurfacing to include 2,690 lane miles, \$236.6 million for bridge maintenance repairs and replacements, \$135.9 million in seaport infrastructure enhancements, \$314.5 million for aviation improvements, \$867 million for rail and transit program advancements, and \$160.1 million for safety initiatives.

Hurricane Response

FDOT solidified its commitment to Florida communities with its **immediate response and recovery efforts** to the devastation caused by Hurricane Ian, which struck Florida in September. Prior to the storm’s landfall, this included facilitating efficient evacuation routes by **suspending tolls and pre-staging equipment and teams**. After landfall, FDOT teams

worked hand in hand with **industry and agency partners** to immediately address the damage. This included Cut and Toss operations to **provide first responders with safe access** to impacted areas, utility restoration efforts, supply deliveries, as well as **emergency repairs** to roadways and bridges needed to quickly restore access to communities.

Pine Island and Sanibel Island sustained substantial damage to their bridges and roads, preventing drivable access to and from these barrier islands, and FDOT stepped in to assist with the **recovery and access efforts**. With hundreds of loads of sand and rock as well as heavy equipment, FDOT crews worked alongside partners day and night to literally pave the way to reconnect the Pine Island to the mainland. These efforts quickly **restored access to the stranded communities**, with **temporary bridge repairs being completed in less than three days**.

FDOT also provided **vital supplies to families on Pine Island** as they recovered. Two large FDOT trucks packed with supplies were among the first vehicles across the restored bridge, and Department teams provided and distributed over 250 coolers, 16,000 pounds of ice, and almost 22,000 bottles of water to this hard-hit community.

Emergency repairs to the Sanibel Causeway were also prioritized in response to Hurricane Ian, as the locally owned roadway and the very land that the road was built on were washed away by the storm. FDOT, alongside industry and local partners, were able to **expedite repairs** to allow a **convoy of utility restoration teams and equipment** to provide assistance to residents on the island. Temporary repairs of the causeway were completed in **just 15 days, and it was reopened to the public more than a week ahead of schedule**.

FDOT crews were once again poised for recovery efforts, and worked closely with local agency partners, law enforcement, and the community **to respond and help rebuild** from the second major storm of the season, Hurricane Nicole. The storm significantly damaged the scenic highway State Road A1A, washing out sand dunes, and undermining the roadway throughout three counties. FDOT crews were proactively staged and immediately able to begin work to **restore, fill, and stabilize** this vital roadway and completed repairs in a phenomenal three-day timeframe.

Looking to the future, with some regions of the state currently growing by more than 20-30 percent annually, FDOT continually seeks opportunities with community and industry partners to **enhance the transportation network, incorporate innovative technologies and design, recruit and retain a dynamic workforce, and facilitate a resilient infrastructure**. As Florida's **unique geography and climate** continue to create conditions that demand a more **resilient infrastructure**, FDOT continues to incorporate the needs for **resiliency in all research, design, and project planning efforts**. Additionally, the Department continues to focus on **communities and partners** to understand their **unique needs and priorities, define a dynamic future for transportation, and maintain safety as a priority**. As the third most

populous state in the nation with more than 22 million current residents, Florida's population continues to rapidly increase and welcomes 100 million visitors annually. Providing a **safe transportation system** that ensures the **mobility of people and goods**, enhances **economic growth**, and preserves the **quality of our environment and communities** is essential.

Major Project Updates

To assist Floridians with continued increases in the cost of living, the **SunPass Savings Program** was launched in September under the leadership of Governor DeSantis. The toll discount program served customers who use Florida's Turnpike System and toll facilities owned by FDOT. This incentive program provided **financial relief** to SunPass commuters by providing credits to customers who met the threshold of qualifying transponder transactions per month. As Governor DeSantis promised to continue seeking out ways to provide cost of living relief for Florida's families, he signed the **Toll Relief Program** bill in December to further benefit Floridians who frequently commute on these roadways. The program will be active throughout 2023 and is slated to benefit approximately 1.2 million Floridians with **average savings of nearly \$400 per commuter** in the calendar year.

Throughout the year, numerous projects to **improve safety and enhance mobility** were completed statewide across all Florida regions, reaffirming FDOT's **focus on customers and communities**. Innovative designs were introduced, such as **diverging diamond interchanges**, a unique design wherein the two directions of traffic briefly drive on the opposite sides of the road which results in **increased safety, enhanced efficacy of moving higher volume of traffic, and reduced congestion**. Other projects included introduction of **ramp signals on key interchanges**, establishing new **managed lanes**, implementation of new **connector ramps**, and completion of many **resurfacing projects**. FDOT teams continued to **test new materials, high-tech resources, and design elements** throughout the year, and introduced many of these in current projects.

The **I-4 Ultimate Project**, Florida's largest transportation project to date, reached substantial completion in 2022 by introducing 53 new bridges, replacing 74 bridges, and widening 13 bridges on a 21-mile stretch of Interstate-4, with 15 major interchanges undergoing complete reconstruction and four express lanes opened to provide a new choice to drivers. Also in Central Florida, Florida's Turnpike Enterprise opened the **Suncoast Parkway Extension** connecting Citrus County with the Tampa Bay area, completed with 15 bridges, five wildlife corridors, a new pedestrian bridge, and expansion of the popular Suncoast Trail. A more-than 2.5-mile section of a four-lane divided arterial road on State Road 60 originally constructed in 1960 resulted in FDOT's twelfth *Perpetual Pavement Award: By Performance* from the Asphalt Pavement Alliance.

With FDOT's sights set beyond roads, the Department joined forces with Space Florida and NASA to support growth for space travel. Work began on the new **NASA Causeway Bridge** in Brevard County to offer continuous maritime traffic under the bridge while also benefiting commuters, businesses, and visitors. Additionally, the project allows for higher payloads to be transported to the area for the benefit of space industry growth. The project is particularly special, as the FDOT Spaceport Office attracts and supports the long-term commercial aerospace industry through the Spaceport Improvement Program and collaborates with Space Florida to make Florida the "Place for Space." With several key launches in 2022, including the Artemis 1 taking flight in November, this project will allow more Floridians and visitors to view launches.

While seaports in other states had cargo ships idling in the water, contributing to a severe supply chain crisis, Florida's ports **welcomed ships** to ensure **a thriving economy** and helped **keep supplies in the hands of consumers**. In response to severe national supply chain concerns in March of 2022, Governor DeSantis announced the first U.S. East Coast container service, with Florida's JAXPORT connecting to four locations in Asia. Under Governor DeSantis' leadership, Florida has **invested nearly \$1 billion in seaports** to ensure **maximum capacity and continued growth in cargo**. Over the year, **Port Miami recorded the busiest cargo year in its history**; **Port Tampa container tonnage increased**, with huge growth in building material specifically; and **Port Manatee saw increases in short tons and expanded their cargo yards**. FDOT's Seaport Office works with Florida's deep-water seaports to assist in planning and funding strategic seaport projects, assists with seaport-related issues, is responsible for statewide seaport system planning, collaborates on statewide freight planning and project management, and coordinates seaport infrastructure projects with Florida's **14 operating deep-water seaports**.

From agriculture to appliances to a favorite afternoon snack, **moving freight** and the **resilience of the supply chain** have an immeasurable impact on our lives and Florida's economy. Florida accounts for more than **33% of total U.S. trade with Latin America and the Caribbean** and boasts **\$55.5 billion in state-origin exports**. FDOT's Freight and Rail Office enhances Florida's economy and communities by assisting with the development of Florida's passenger and freight rail system and supporting Florida's multimodal freight programs. With a valuable network of partners,

With record-breaking travel periods to and from the Sunshine State throughout 2022, Florida is fortunate to have one of the most **extensive and advanced airport systems** in the country. The FDOT Aviation Office regulates **675 public and private airports** throughout the state and has continued to invest in airport projects as well as advanced air mobility options. With FDOT's **investment** of more than \$157 million, December's official opening of **Terminal C at Orlando International Airport** - the busiest airport in the state and seventh busiest in the world - showcases the **integrated rail-air-ground transportation hub** and

highlights improvements being made in Florida's communities and transportation infrastructure.

In partnership with public transportation providers statewide, the FDOT Public Transit Office strives to **provide reliable, safe, and cost-effective access** to those who live, work, learn, and play in Florida. A significant transit project was completed in 2022 with the opening of the **Pinellas Suncoast Transit Authority's SunRunner**, providing the area's first **Bus Rapid Transit**. The SunRunner **connects downtown St. Petersburg with the beaches** and offers a viable and reliable option for residents and visitors. Also related to outdoor recreational opportunities, new **multi-use trails** continue to be planned and developed to provide residents and visitors with a different way to explore the beauty of Florida.

FDOT worked to **promote safety on Florida's roadways** by introducing strategic campaigns focused on **zero fatalities from vehicle accidents**. No number of fatalities on Florida's roadways is acceptable, and FDOT continues initiatives to **call attention to and correct contributing behaviors**. With 97% of roadway crashes having human error listed as a contributing factor, FDOT's efforts are focused on awareness and acknowledgement that **efforts at both the state and community levels are required** to move the needle to zero. With **pedestrians and cyclists** also being an important **component and consideration of a safe and reliable transportation system**. FDOT continues to prioritize safe and viable options as part of the state's transportation infrastructure and projects for our most vulnerable road users.

As a **national leader in transportation innovation and technology**, FDOT is committed to working together with communities and partners to **plan for new and emerging technologies**. From automation to electric vehicles, the Department is poised for the future of transportation. Reaffirming this sentiment and a **focus on safety**, FDOT unveiled a groundbreaking **statewide lane closure notification system** in August to enhance **safety for drivers and roadway workers**. The pilot Lane Closure Notification System (LCNS) will improve worker safety by alerting drivers about active work zones or lane closures, as well as aid motorists in navigating work zones safely, timely, and efficiently. With safety paramount to the mission of FDOT, the LCNS in Florida is the **first of its kind in North America**.

FDOT continues to provide the **Florida 511 Travel Information System** to enhance the safety and mobility of people and goods, economic competitiveness, and the quality of our environment and communities by serving commuters, visitors, commercial vehicle operators, and evacuees. FL511 is bilingual, offering information in both English and Spanish by phone, text, and e-mail, as well as on the [FL511.com](https://www.fl511.com) website for up-to-date travel information.

The Year Ahead

Several key projects are nearing completion in 2023 that further strengthen Florida's transportation network, including the **Interstate-4 and State Road 557 project** in Southwest Florida, which will significantly improve safety and the environment by **reconnecting the wildlife corridors in the Hilochee Wildlife Management Areas** for the first time in 50 years, and completion of the **widening of State Road 388** in Northwest Florida for improved, safer **access to the Northwest Florida Beaches International Airport**. In South Florida, progress also continues to be made on the phased **Interstate-95 Express project** to introduce **managed express lanes**, and the **Interstate-395/State Road 836/Interstate-95 project**, which includes a **double-deck viaduct, signature bridge downtown, and a unique underdeck with 33 acres of community spaces**. Progression of the **First Coast Expressway** project in Northeast Florida also continues, with construction of the **new St. Johns River Bridge** being the next major segment of the project.

As FDOT looks ahead to 2023 with clear recognition that **communities throughout the state are unique and therefore have varied and distinct needs and priorities**, the Department remains committed to **helping achieve local visions for transportation** while also **providing a statewide system that fits the transportation needs of Florida's 22.2 million residents and more than 100 million annual visitors**. FDOT also remains attuned to cutting edge ideas for **enhancing mobility** throughout the state to **accommodate its consistent and rapid growth**. FDOT is proud to **recruit and retain some of the best and brightest professionals** who consistently **inspire innovation, improve safety** for all transportation modes, **support a dynamic transportation infrastructure**, as well as **respond during the height of emergencies**. With **sincere gratitude** for the thousands of FDOT staff members and industry and agency partners who make this commitment to Florida possible, the Department continues to **invest in workforce development and training to ensure Florida remains a national leader in transportation**.

FDOT's mission is to provide a safe and efficient transportation system that ensures the mobility of people and goods, enhances economic prosperity, and preserves the quality of the state's environment and communities. Together **with our communities and partners**, FDOT strives to ensure Floridians are proud that **the Sunshine State is the best place to live, learn, work, and play**, and that residents and visitors alike are offered the **best transportation system and a variety of travel options**. For more information, visit www.FDOT.gov.

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Beth Alden

Subject: 2020 Census Urban Areas

From: U.S. Census Bureau <census@subscriptions.census.gov>

Sent: Thursday, December 29, 2022 11:11 AM

Subject: Nation's Urban and Rural Populations Shift Following 2020 Census

EXTERNAL SENDER: Use caution with links and attachments.



Nation's Urban and Rural Populations Shift Following 2020 Census

DEC. 29, 2022 — The nation's urban population increased by 6.4% between 2010 and 2020 based on 2020 Census data and a change in the way urban areas are defined, according to the new [list of urban areas](#) released today by the U.S. Census Bureau.

Despite the increase in the urban population, urban areas, defined as densely developed residential, commercial, and other nonresidential areas, now account for 80.0% of the U.S. population, down from 80.7% in 2010. This small decline was largely the result of changes to the criteria for defining urban areas implemented by the Census Bureau, including raising the minimum population threshold for qualification from 2,500 to 5,000. The rural population — the population in any areas outside of those classified as urban — increased as a percentage of the national population from 19.3% in 2010 to 20.0% in 2020.

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For media interviews, please contact the Public Information Office Toll Free at 877-861-2010, 301-763-3030, or pio@census.gov.

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