



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

## ***Meeting of the Technical Advisory Committee***

Monday, January 9, 2023, 1:30 pm

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

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 members, and committee members in exceptional circumstances may participate remotely.

### Remote participation:

- To view presentations and participate your computer, tablet or smartphone:  
<https://attendee.gotowebinar.com/register/1189178328360689759>
- Register in advance to receive your personalized link, which can be saved to your calendar.
- Dial in LISTEN-ONLY MODE: 1-631-992-3221 Access Code 737-263-441
- Presentations, full agenda packet, and supplemental materials [posted here](#), or phone us at 813-756-0371 for a printed copy.
- Please mute yourself after joining the conference to minimize background noise.
- Technical support during the meeting: Priya Nagaraj (813) 310-9709.

### 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 & Introductions**
- II. Roll Call & Declaration of Quorum** (Gail Reese, TPO staff)
  - A. Vote of Consent for Remote Member Participation** – *if applicable*
- III. Public Comment** - 3 minutes per speaker, please
- IV. Approval of Minutes** – December 7, 2022
- V. Action Item**
  - A. FDOT & FTE Tentative Work Program and TPO Comments**  
(Suzanne Monk, FDOT and Siosis Fine, FTE)
  - B. Multimodal Level of Service Report**  
(Connor MacDonald, TPO Staff)

- C. Election of Officers, Attendance Review and Declaration of Vacancies  
(Wade Reynolds, TPO Staff)

**VI. Status Reports**

- A. 2022 State of the System Report  
(Vishaka Shiva Raman, TPO Staff)
- B. Functional Classification Workshop  
(Wade Reynolds, TPO Staff)

**VII. Old Business & New Business**

- A. Notification about 2050 Revenue Forecast Stakeholder  
Coordination

**VIII. Adjournment**

**IX. Addendum**

- A. TPO Meeting Summary and Committee Reports
- B. TD Tampa Bay Flyer
- C. Fact Sheet 450438-1 Gibsonton Kick Off Newsletter
- D. Notice of Funding Opportunities

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

The TPO does not discriminate in any of its programs or services. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. [Learn more about our commitment to non-discrimination.](#)

Persons needing interpreter services or accommodations for a disability in order to participate in this meeting, free of charge, are encouraged to contact Joshua Barber, (813) 576-2313 or [barberj@plancom.org](mailto:barberj@plancom.org), three business days in advance of the meeting. If you are only able to speak Spanish, please call the Spanish helpline at (813) 272-5940 or (813) 273-3774 and dial 1.

Se recomienda a las personas que necesiten servicios de interpretación o adaptaciones por una discapacidad para participar en esta reunión, o ayuda para leer o interpretar los temas de esta agenda, sin costo alguno, que se pongan en contacto con Joshua Barber, (813) 576-2313 o [barberj@plancom.org](mailto:barberj@plancom.org), tres días hábiles antes de la reunión. Si sólo habla español, por favor llame a la línea de ayuda en español al (813) 272-5940 o (813) 273-3774 ext. 1.

In accordance with Title 17 U.S.C. Section 107, materials attached are for research and educational purposes, and are distributed without profit to TPO Board members, TPO staff, or related committees or subcommittees the TPO supports. The TPO has no affiliation whatsoever with the originator of attached articles nor is the TPO endorsed or sponsored by the originator. Persons wishing to use copyrighted material for purposes of their own that go beyond 'fair use' must first obtain permission from the copyright owner. The TPO cannot ensure 508 accessibility for items produced by other agencies or organizations.

If a person decides to appeal any decision made by the board, he or she will need a record of the proceedings, and for such purpose may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

**HILLSBOROUGH COUNTY  
TRANSPORTATION PLANNING ORGANIZATION  
TECHNICAL ADVISORY COMMITTEE  
HYBRID MEETING OF NOVEMBER 7, 2022**

**I. CALL TO ORDER, ROLL CALL AND CONSENT VOTE FOR REMOTE PARTICIPATION**

Chair Sims called the meeting to order at 1:32 PM

Members Present In-Person: Jeff Sims, Mike Williams, Jonathan Scott, Chris DeAnnuntis, Jay Collins, Melissa Lienhard, Sarah Caper

Members Present Virtually: Michael English, Anna Quinones

Members Absent/ Excused: Brian McCarthy, Chris Jadick, Clay Hollis, Gina Evans, Leland Dicus, Julie Ham, Lara Bouck, Nicole Sutton

Others Present: Wade Reynolds, Greg Colangelo, Roger Mathie, Lisa Silva, Amber Simmons, Beth Alden, Elizabeth Watkins, Joshua Barber, Vishaka Shiva Raman, Benjamin Gordon, Gail Reese (TPO); Alvaro Gabaldon (Planning Commission Staff); Amber Russo (FDOT District 7); Jesus Peraza Garcia, Omar Alvarado (HART)

*An in-person quorum has not been met.*

**II. PUBLIC COMMENT** (*Timestamp 0:02:11*) – None at this time

**III. APPROVAL OF MINUTES** (*Timestamp 0:04:18*)– October 10, 2022

**Deferred**

**IV. ACTION ITEMS**

**A. TIP Amendment for Rail Crossings** (Roger Mathie, TPO Staff) (*Timestamp 0:42:04*)

- Information purposes only as there is not a quorum.
- Requested by FDOT to add funds for 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 and will replace existing, outdated equipment
  - Review of financials and Public Outreach

**Discussion:**

It was for more information on what the technology does. The older equipment triggers the arms to come down and the lights to flash. If there are no arms, the technology will replace flashing lights where there are no arms and where the lights may not be working.

There is no objection by the TAC to this TIP Amendment.

## V. STATUS REPORTS

- A. **Fowler Ave PD&E Study and Vision Plan** (Amber Russo (FDOT D7); Jesus Peraza Garcia (HART); Jay Collins and Alvaro Gabaldon, Planning Commission) (*Timestamp 0:03:58*)

### TPO

- Review of study – limits, purpose, improvements being evaluated – identified in the TIP.
- There is a lot of coordination – HART, FDOT, TBARTA, Planning Commission.
- Went over five-year crash data 2015 – 2019 including vehicular and bike/ped.
- Review of typical sections existing and alternatives.
- Looking at safety strategies for the corridor.
- Study is kicking off now – shared public engagement and schedule

### HART

- Review of the timeline in the BRT study
- Went over the Tampa Arterial BRT Overview and alignments – Florida/ Nebraska/ Fowler and connecting Downtown, Tampa Heights, Seminole Heights, Uptown
- High-need populations, important connections
- Showed alternatives – preferred (\$57 million) and lower-cost (\$14.9 million)
- Next steps – design, public engagement, funding, construction

### Planning Commission

- Review of background – develop of vision for the corridor, develop clear and consistent redevelopment strategies across the corridor
- Including residential areas north and south of Fowler
- Went over the demographics of the study area
- Showed public engagement tools being used – community workshops, mobile engagement, vision toolkit and project schedule
- The outcomes of the study will be a comprehensive vision plan for Fowler Ave.
- Are available to visit neighborhoods and organizations to share information

**Project page:** <https://planhillsborough.org/fowler-avenue-vision-study/>

### Discussion:

Alternative 3 pedestrian crossing was asked about. Those will be positioned near crosswalks or midblock crossings. There was a question about the number of crashes in a few of the areas. 15<sup>th</sup> was identified in the high-injury network, is also one of the highest used by vulnerable users, has Shaw Elementary School there and was identified in the Safe Routes to School study.

HART was asked if the funding is dependent on the referendum. Yes, it is. If the referendum is not passed, this project will not receive as high of a priority for HART.

It was asked if the outreach would target the project area. Yes, that would be the target however, if suggestions are made that would apply for other areas of the county, that would be taken under consideration. It was questioned if the projects are working together. Yes, they are, there are key



milestones being discussed with all the stakeholders and crossovers. The ideal is to merge the three timelines and show they are overlapping and give the public an opportunity to comment on multiple studies at the same time.

[Michael M English \(to Organizers and Panelists Only\)](#): 2:16 PM: Fowler studies interesting and very important, sure wish they could happen faster....)

**B. Tampa School Transportation Safety Study** (Lisa Silva, TPO Staff) (*Timestamp 0:46:38*)

- Review of study overview – built on 2018 study.
  - Measurements, surveys (6000 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)
- This is scheduled to come back in December for action.

**Discussion:**

This has been submitted for the Safe Streets For All grant as well. Since a lot of this study is retrofitted into existing schools; is it easy to turn it into a standard for new schools, private schools, etc., and if it can be turned into the “use table”? Have been working with CUTR and LTAP to work on siting schools in design. It does address existing Charter Schools as well as they are public schools. The environmental impact of the car line is also something to take into consideration and educational materials would be helpful.

**C. Hillsborough County Bicycle Network Evaluation** (Wade Reynolds, TPO Staff) (*Timestamp 1:15:42*)

- Went over the scoring system utilized – risk, exposure, and network.
  - Prioritization of value and category
  - Selected high-priority corridor opportunities – D, E, and F scores
- Went over the three selected with current conditions and possible solutions based on tiering criteria (1-3, intersection, midblock, corridor)– W Waters Avenue – Sheldon Road to Veterans Expressway; Causeway/ W Lumsden – S Falkenburg Rd to Brandon Pkwy; E Shell Point Rd – US41 to 24<sup>th</sup> Street NE; Balm Riverview Rd – Boyette Rd to McMullen Rd.
- Next steps – evaluate potential improvements.
- Coming back in December for action.

**Discussion:**

There are positive aspects on the environmental side to having the trees; adjacent properties with trees planted have a higher return value. It was asked if there is a map that shows how the three tiers connect to the system. That could show how the improvements would connect to existing

conditions. It was noted that the design and the trail analysis usage data may show some interesting results that could drive solutions for the trails.

**VI. OLD BUSINESS & NEW BUSINESS** (*Timestamp 1:31:29*)

- A. **Next Joint CAC & TAC Meeting is on December 7, 2022 at 12:00 PM on the 26<sup>th</sup> Floor of County Center.**

**VII. ADJOURNMENT**

Meeting adjourned at 3:05 PM

**A recording of this meeting may be viewed at:**

[https://www.youtube.com/channel/UCsojHyZb\\_mkYIU3o32Tbg4w/featured](https://www.youtube.com/channel/UCsojHyZb_mkYIU3o32Tbg4w/featured)

DRAFT



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



## Hillsborough TPO 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	
<b>Resurfacing</b>	\$2,064,000	\$23,079,000	\$66,756,000	\$0	\$0	<b>\$91,899,000</b>
<b>New Road Construction</b>	\$42,742,000	\$308,912,000	\$205,038,000	\$25,961,000	\$2,210,000	<b>\$584,863,000</b>
<b>Total</b>	<b>\$44,806,000</b>	<b>\$331,991,000</b>	<b>\$271,794,000</b>	<b>\$25,961,000</b>	<b>\$2,210,000</b>	<b>\$676,762,000</b>



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
<b>Total</b>	<b>\$44,806,000</b>	<b>\$331,991,000</b>	<b>\$271,794,000</b>	<b>\$25,961,000</b>	<b>\$2,210,000</b>	<b>\$676,762,000</b>

### 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
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$34,494,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$34,494,000</b>



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
<b>Total</b>	<b>\$2,064,000</b>	<b>\$23,079,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$25,143,000</b>



**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
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$15,233,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$15,233,000</b>

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
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$17,029,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$17,029,000</b>



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
<b>Total</b>	<b>\$2,120,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,120,000</b>



**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
<b>Total</b>	<b>\$23,352,000</b>	<b>\$282,880,000</b>	<b>\$2,501,000</b>	<b>\$1,710,000</b>	<b>\$0</b>	<b>\$310,443,000</b>



# 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
<b>Total</b>	<b>\$17,270,000</b>	<b>\$26,032,000</b>	<b>\$202,537,000</b>	<b>\$24,251,000</b>	<b>\$2,210,000</b>	<b>\$272,300,000</b>

### 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
<b>Minor Projects Total</b>	<b>\$5,326,000</b>	<b>\$4,168,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,494,000</b>

### 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
<b>Total</b>	<b>\$50,132,000</b>	<b>\$336,159,000</b>	<b>\$271,794,000</b>	<b>\$25,961,000</b>	<b>\$2,210,000</b>	<b>\$686,256,000</b>



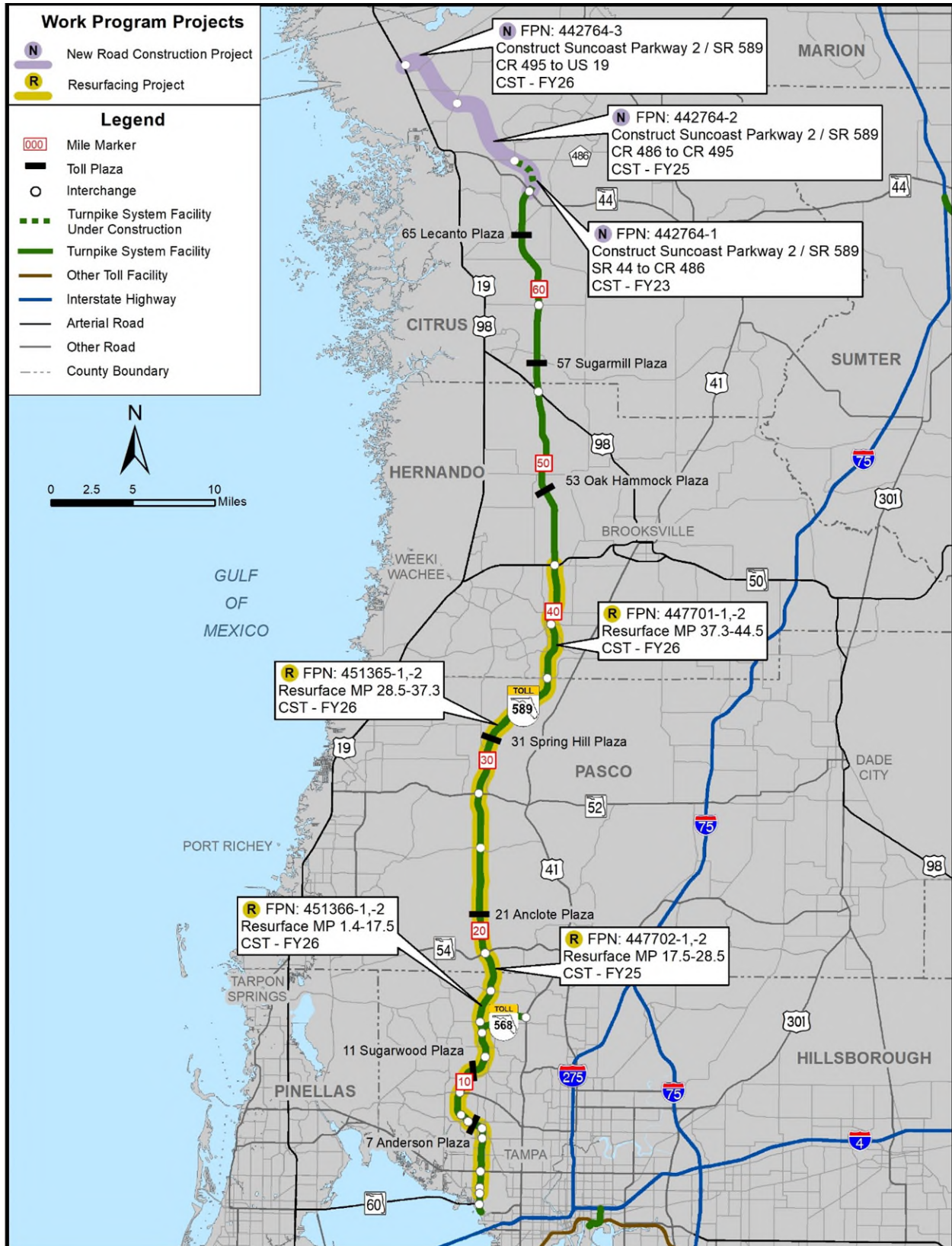


# Florida's Turnpike Enterprise

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

January 11, 2023

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

Dear David,

### 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:**

Multimodal Level of Service Report

### **Presenter:**

Connor MacDonald, 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 roadways to accommodate traveling vehicles, bicyclists, pedestrians, and transit across Hillsborough County.

This task has culminated in the creation of a technical report that can be used internally or by other agencies or interested parties. The presenter will provide a brief explanation of the project theories, history, and results.

### **Recommended Action:**

Approve the 2022 Multimodal Level of Service Report

### **Prepared By:**

Connor MacDonald, TPO Staff

### **Attachments:**

[Plan Hillsborough Transportation Level of Service Report Webpage](#)



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



# Hillsborough TPO Transportation Planning Organization

## Board & Committee Agenda Item

### Agenda Item

Election of Officers, Attendance Review, and Declaration of Vacancies

### Presenter

Wade Reynolds, TPO Staff

### Summary

The TPO Bylaws require that officers be elected each year. There are no term limits for standing committee officers, therefore they can be re-elected and serve indefinitely. The Bylaws state:

*Officers of Standing Committees: The committee shall hold an organizational meeting each year for the purpose of electing a committee chair, 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.*

The 2022 TAC officers were:

- Chair Jeff Sims
- Vice Chair Bob Campbell
- Officer-at-large Jennifer Malone

Members can nominate themselves or any other member. No second is needed. After all nominations have been received, nominations are closed and each nomination is voted on individually until one member receives a majority of votes for an officer's position.

### Recommended Action

Hold Election of TAC Officers for 2023

### Prepared By

Wade Reynolds, TPO Staff

### Attachments

2022 Attendance



**2022 TECHNICAL ADVISORY COMMITTEE ATTENDANCE**

TAC MEMBER/ALTERNATE	REPRESENTING	Appointed	Term Expires	2022 TECHNICAL ADVISORY COMMITTEE ATTENDANCE												ATTENDED		ABSENSES	
				1/3/22	2/7/22	3/7/22	4/4/22	5/2/22	6/6/22	Recess	8/1/22	9/12/22	10/3/22	11/7/22	12/14/22	VIRTUAL	IP	ABSENT	EXCUSED
Jeffrey Sims (Chair)	Environmental Protection Commission	11/1/2011		Y	W	Y	Y	Y	E		Y	Y	Y	Y	E	8	1	0	2
A - Michelle Jenkins		12/1/2020			WA										YA	1	1	0	0
Mike Williams-Vice Chair	Hillsborough County Development Services	12/14/2022		Y	Y	Y	Y	E	Y		Y	Y	Y	Y	Y	10	0	0	1
A - Rick Perez		12/14/2022														0	0	0	0
Vacant	City of Temple Terrace			V												0	0	0	0
Brian McCarthy		12/6/2011			Y	Y	Y	Y	Y		Y	Y	Y	E	Y	9	0	0	1
A - Troy Tinch		1/11/2022														0	0	0	0
Julie Ham	City of Plant City	11/1/2011				E						E	E	E	N	0	0	1	4
A - Mark Hudson		9/1/2016		YA	YA		YA	YA	Y		YA					5	0	0	0
Jonathan Scott	City of Tampa Transportation Planning Sec.	1/3/2012		Y	YA	E	Y	E			Y	Y	Y	Y	Y	7	0	0	2
A - Melanie Calloway									YA							1	0	0	0
Danni Jorgenson	City of Tampa	11/1/2011			W	W	Y	W	E		W	W	W	E		1	6	0	2
Lara Bouck															Y	1	0	0	0
A - Danni Jorgenson																0	0	0	0
A - Margaret Kubilins		6/9/2021		YA												1	0	0	0
Brian Pessaro	Tampa Bay Area Regional Trans Auth	1/11/2022		Y	Y	Y	Y	Y	Y		YA	YA	YA	N	N	6	0	0	0
A - Chris Jadick		1/11/2022														3	0	2	0
Michael English	Tampa Historic Streetcar, Inc	4/1/2014		W	E	W	N	W	E		N		N	W	W	0	5	3	2
A - Cal Hardie		5/12/2021										WA				0	1	0	0
Robert Frey	Tampa-Hillsborough Expressway Authority	10/2/2012		W	W	W	W	E	W		W	W	E		N	0	7	1	2
A - Anna Quinones		9/1/2016		WA	YA			Y	WA		YA	WA	E	WA		2	4	0	1
Nicole Sutton	Florida Department of Health	11/4/2020		E		Y	Y	Y	Y		Y	WA		N	Y	6	0	1	1
A - Chedelline Apollon		1/11/2022			WA			WA	WA			WA	WA			0	5	0	0
Gina Evans	Hillsborough County Aviation Authority	11/10/2015		Y	Y	Y	E	Y	Y		E	Y	N	N	W	6	1	2	2
A - Christina Boulnois		1/11/2022														0	0	0	0
A - Danny Valentine		12/3/2013														0	0	0	0
Leland Dicus	Hillsborough County Engineering Services	2/4/2019		W	W	W	W	Y	E		E	Y	W	N		2	5	1	2
Bob Campbell		12/14/2022													Y	1	0	0	0
A - Marcelo Travernari		4/13/2022														0	0	0	0
A - Abigail Flores		12/14/2022														0	0	0	0
Sarah Caper	Hillsborough County	4/13/2022		YN	YN	YN	YN	E	Y		W	Y	Y	Y	Y	0	1	0	1
A - Richard Ranck		3/9/2022							WA							0	1	0	0
Jennifer Malone	The Planning Commission	1/11/2022		Y		Y	Y				Y	Y	Y		Y	7	0	0	0
A - Melissa Leinhard		1/11/2022			WA			YA	YA				Y	YA		1	0	0	0
Jay Collins	The Planning Commission	1/11/2022		Y	Y	Y	Y	Y	Y		Y	Y		Y	W	8	1	0	0
A - Sofia Garantiva		1/11/2022						YA	Y				YA			2	0	0	0
Vacant	HART			V	V	V	V	V	V						V	0	0	0	0
Chris DeAnnuntis		4/13/2022						Y	Y		Y	Y	Y	Y		6	0	0	0
A -																0	0	0	0
Clay Hollis	Port Tampa Bay	2/9/2022		V	W	Y	Y	W	E		Y	Y	Y	E	Y	6	2	0	2
A -																0	0	0	0
Vacant	Hillsborough County School District														V	0	0	0	0
A -																0	0	0	0
VACANT	Florida Trucking Association			V	V	V	V	V	V		V	V	V	V	V	0	0	0	0
A -																0	0	0	0
Vacant	Florida DEP			V	V	V	V	V	V		V	V	V	V	V	0	0	0	0
A -																0	0	0	0
VACANT	Tampa Bay Regional Planning Council			V	V	V	V	V	V		V	V	V	V	V	0	0	0	0
A -																0	0	0	0

Membership	15	IN PERSON	9	8	9	11	10	11		12	12	11	7	10
		VIRTUAL	4	8	4	2	4	4		3	5	3	2	3
		MEMBERSHIP LESS VACANCIES	13	14	11	11	11	11		12	12	12	12	10
		NEEDED FOR QUORUM	8	8	9	9	9	9		9	9	9	9	9
		QUORUM ACHIEVED	YES	YES	YES	YES	YES	YES		YES	YES	YES	NO	YES

LEGEND:	
Y	In Attendance
N	Not in Attendance
W	Attended Virtually
YA	Alternate in Attendance IP
WA	Alternate in Attendance Virtually
E	Excused Absense
N/A	Not Member
V	Vacant Position
9	Needed for a Quorum
8	Amended Quorum
-	Absences





# Hillsborough TPO Transportation Planning Organization

## Board & Committee Agenda Item

### **Agenda Item:**

2022 State of the System Report

### **Presenter:**

Vishaka Shiva Raman, TPO Staff

### **Summary:**

The State of the System report is a document produced by the TPO to analyze the performance of the transportation system in Hillsborough County. The report uses a data-driven approach to track performance trends of the transportation system over time and summarize the areas of strength and weakness, including:

- Safety Performance
- Travel Time Reliability & Congestion
- Transit and other Multimodal Travel
- Pavement and Bridge Condition
- Accessibility, and
- Air Quality

This 2022 update provides a big picture view of transportation performance and can help inform both investment decisions as well as the performance target-setting process.

### **Recommended Action:**

None. For informational purposes only.

### **Prepared By:**

Vishaka Shiva Raman, TPO Staff

### **Attachments:**

2022 State of the System Report



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


# STATE OF THE SYSTEM


2022 Edition




**Hillsborough TPO**  
**Transportation**  
**Planning Organization**

## HIGHLIGHTS

 208 people lost their lives due to a vehicular crash in 2022, which is 25% less than in 2021

 Average commute time to work is almost 30 minutes; Annual delay per commuter is 18 hours

 Streetcar reported an all time high ridership of over 1 million trips in 2022

## WHAT WE NEED

With a population of 2 million by 2045, moving people around the county is a big task for transportation planners.

Hillsborough County faces significant challenges for maintaining our transportation network. Limited funding means transportation investments need to be targeted and impactful.

The people of Hillsborough County want better maintained infrastructure, safer roads, reliable travel times, better walk, bike & bus service and access to jobs.

The State of the System report shows how our transportation system has been performing and where improvements are needed.

[www.planhillsborough.org](http://www.planhillsborough.org)



## TRANSIT MAINTENANCE

With the recent delivery of 16 new Compressed Natural Gas (CNG) buses, more than half of HART's fleet has transitioned away from diesel

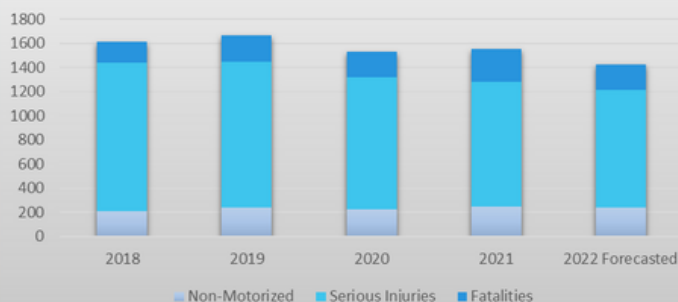
Four streetcars were restored as part of the Streetcar Rehabilitation Project

HART Heavy Maintenance Facility renovation project will be moving forward in FY23

HART secured a new grant for Cross Bay Ferry

## COUNTYWIDE CRASHES

Hillsborough County Crashes Over the Last Five Years



Data reported from Florida Highway Safety and Motor Vehicles; Crashes forecasted through end of 2022



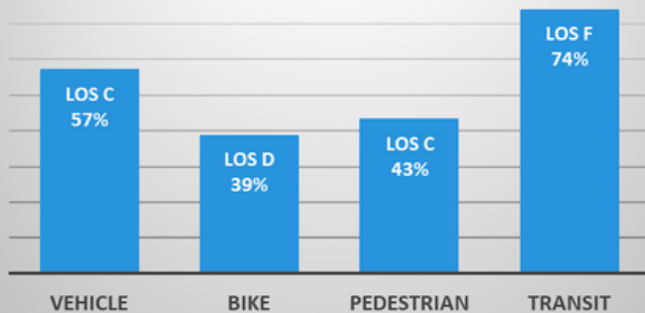
Crosswalks to Classrooms as part of Vision Zero initiative

## VEHICULAR TRAVEL

22 million vehicle miles traveled daily on roads the State Highway System in the county for 2021

38 million vehicle miles traveled daily on all Public Roads in the county for 2021

Greatest Share of LOS in TPO Network by Mode



Data reported from the 2022 Roadway Level of Service Report for roadways with a traffic count in Hillsborough TPO network

## TRANSIT PERFORMANCE

HART Ridership	Total Trips	On time performance
Bus	44,000	99.87%
Paratransit	13,401	99.95%
Streetcar	4,026	98.79%

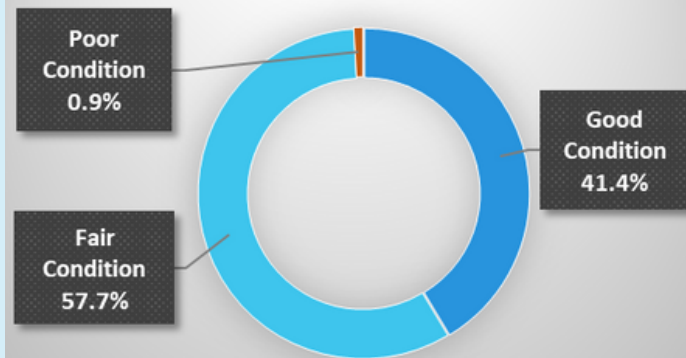


## PAVEMENT & BRIDGES

Interstate NHS Pavement Conditions 2021

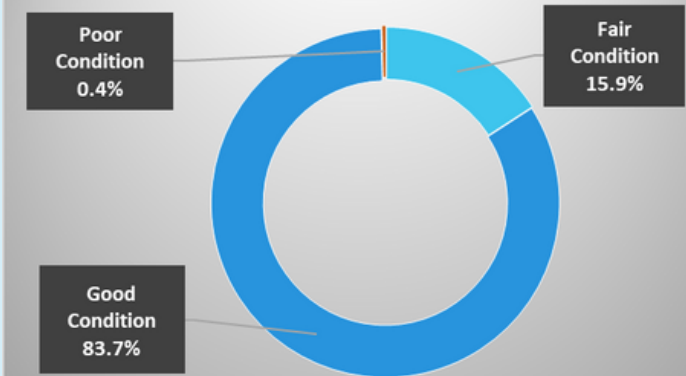


Non-Interstate NHS Pavement Conditions 2021



2021 Pavement Conditions meet the Statewide Target

National Highway System (NHS) Bridges in the County



2022 Bridge Conditions meet the Statewide Target



# Hillsborough TPO Transportation Planning Organization

## Board & Committee Agenda Item

### Agenda Item:

Functional Classification Workshop

### Presenters:

- Wade Reynolds and Elizabeth Watkins (TPO Staff)
- Sarah Caper (Hillsborough County Community and Infrastructure Planning)
- Jennifer Musselman, Kittelson and Assoc. (City of Tampa Transportation)

### Summary:

The functional classification system groups roadways into a logical series of categories based upon the character of travel service they provide, generally along a spectrum emphasizing longer-distance travel vs. access to adjacent land uses.

At one end of the spectrum are Interstate Highways, a kind of Principal Arterial designed and constructed with a top priority on mobility and long-distance travel. These have limited access to adjacent properties, from whom the rights of access have typically been purchased.

Other Principal Arterials serve major centers of metropolitan areas, provide a high degree of mobility, and sometimes provide mobility through rural areas. Unlike the Interstates, the rights of access to/from adjacent properties typically have not been purchased, although longer-distance travel is still prioritized. Local and/or state regulations may allow for property access locations and conditions to be specified by the government during review of land development proposals, to maximize safety.

Minor Arterials provide service for trips of moderate length, serve geographic areas that are smaller than their Principal Arterial counterparts, and offer connectivity to the Principal Arterial system.

Collectors serve a critical role in the roadway network by gathering traffic from Local Roads and funneling them to the Arterial network. Within the context of functional classification, Collectors are broken down into two categories: Major Collectors and Minor Collectors.

At the other end of the spectrum are roads classified as Local, which account for the largest percentage of all roadways in terms of mileage. They are not designed for long distance travel, placing the highest priority on access to adjacent land. Bus routes generally do not run on Local roads, and they are typically not designated as truck routes. They are often designed to discourage through traffic.



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

After every Census, FDOT in coordination with FHWA and local partners is required to update Urban Boundaries and Functional Classification for the State of Florida. The FDOT Districts and local partners use this information for coordination purposes and to adjust the 2020 Urban Area boundaries around current land use conditions.

The Technical Advisory Committee will soon be asked to review and update existing roadways with proposed functional classifications in relation to the urban area boundaries and submit the update to FHWA for review and approval.

The Functional Classification of roadways is critical for Federal-Aid funding eligibility for roadways, bridges, and transit projects. It affects design standards when roadway improvements are being designed. It is also often used by local governments in reviewing land development proposals.

This workshop is intended to:

- acquaint committee members with the current functional classification systems of the County, City of Tampa, and State;
- discuss how those classifications are determined;
- discuss how they are applied in land use and road design decisions;
- discuss opportunities for better coordination countywide.

**Recommended Action:**

None. For discussion only.

**Prepared By:**

Wade Reynolds (TPO Staff)

**Attachments:**

- Functional classification systems of [FDOT](#), Hillsborough County ([Current](#) and [Proposed](#)), and [City of Tampa](#)
- [FHWA Functional Classification Systems Process, Criteria, and Procedures](#)



**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 13<sup>th</sup>.
- 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 11<sup>th</sup> 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.

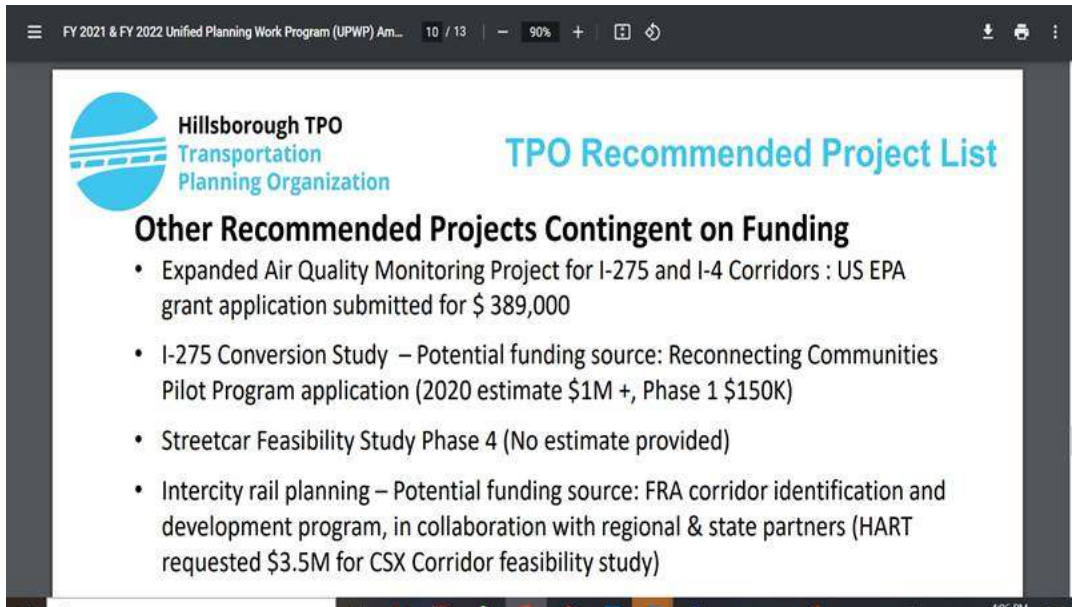
If you're concerned that that small piece of text is buried in a 100+ page document, I completely agree. That's why we prepare presentation slides highlighting the changes in the document, and we include the slides in your agenda package a week in advance of the meeting. I also use the slides in briefing 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

## Summary of Committee Reports and Public Comments – December 2022

---

### Items pertaining to action items:

- **Transportation Improvement Program (TIP) Amendments: Polk St. Rail Crossings and Westshore Interchange Major Reconstruction**
  - Approved by the Technical Advisory Committee (Citizens Advisory Committee - no quorum)
- **Regarding the Polk St. Rail Crossings\***
  - The Citizens Advisory Committee requested information on how the Federal Railroad Administration regulates noise and vibration impacts in a downtown urban environment
  - A Citizens Advisory Committee member also asked what would happen if real estate prices and inflation decrease; TPO staff said a TIP Amendment might reflect cost-savings.
- **Regarding the Westshore Interchange Major Reconstruction\***
  - A Citizens Advisory Committee member requested TPO staff clarify that the additional funds will only be used for ROW and is not funding any other phase of project development
- **Freight Resilience and Supply Chain Study\***
  - A Citizens Advisory Committee member asked if the study considers disruptions due to pandemics. Presenters said many of the recommendations apply to those scenarios.
- **School Transportation Safety Study**
  - Approved by the Livable Roadways Committee, Bicycle Pedestrian Advisory Committee, and Technical Advisory Committee

*\*These items were reviewed by CAC Chair Bill Roberts*

### Items pertaining to the consent agenda:

- **2023 Meeting Calendar**
  - Approved by the Technical Advisory Committee and the Livable Roadways Committee
  - Bicycle Pedestrian Advisory Committee approved after removing the December meeting

## Summary of Public Comments – December 2022\*

---

### Comments received through email and social media:

- **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 noodle 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 on 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.



**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**





# 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/](http://www.fdotd7studies.com/projects/gibsonton-dr-fern-hill-to-us301/)

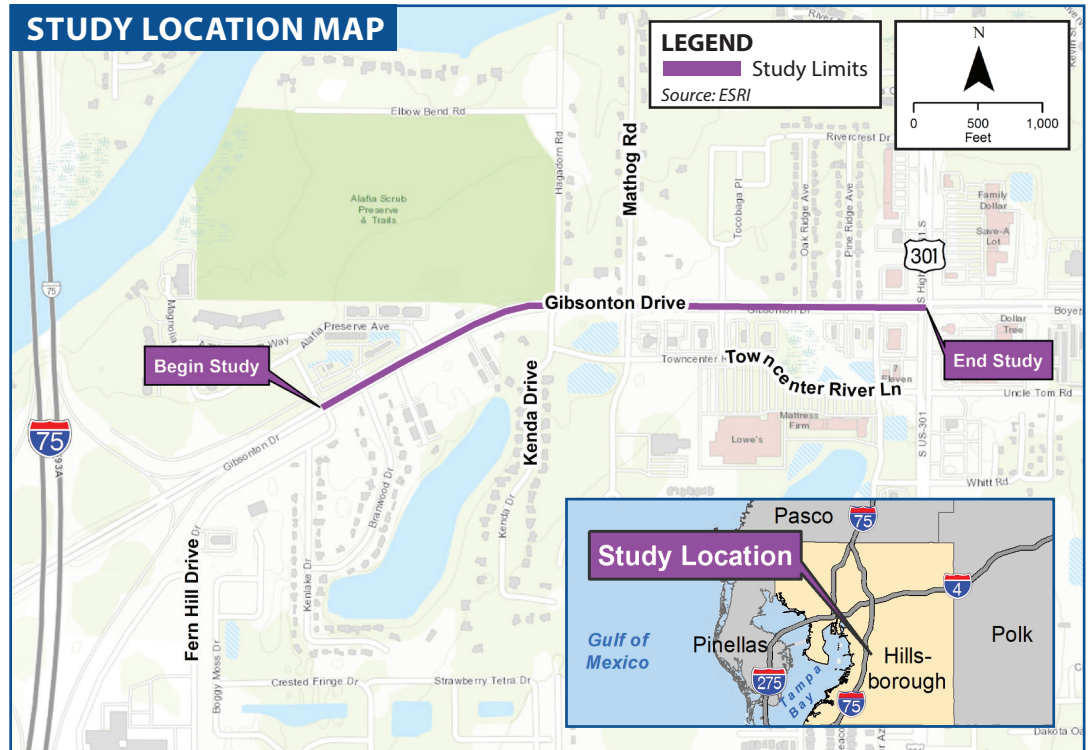
#### Questions?

**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](mailto: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](mailto: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](mailto: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](mailto: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 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.

## 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							★

# 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

