



Hillsborough TPO Transportation Planning Organization

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Meeting of the Bicycle Pedestrian Advisory Committee

Wednesday, June 28, 2023, 5:30pm. – 7:30pm

County Center, 18th 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 on your computer, tablet or smartphone:
- <https://attendee.gotowebinar.com/register/8781489740001027160>
- Register in advance to receive your personalized link, which can be saved to your calendar.
- Dial In Listen Only: 1-415-930-5321 Access Code: 809-548-550
- 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: Chris English at (813) 836-7380
- Rules of engagement:

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

Agenda

- I. **Call to Order & Introductions**
- II. **Roll Call, Declaration of Quorum, Welcome of Other TPO Board Members** (Gail Reese, TPO Staff)
 - A. Vote of Consent for Remote Member Participation – *if applicable*
- III. **Public Comment** – *3 minutes per speaker, for a maximum of 30 minutes.*

Public comments are welcome and may be given during this hybrid meeting by logging into the website above and clicking the "raise hand" button. Comments may also be provided before the start of the meeting by e-mail to gordonb@plancom.org. Written comments will be read into the record, if brief, and provided in full to the committee members.

IV. Approval of Minutes: May 24, 2023

V. Status Report

- A. US 301 (Fowler Avenue to SR56) PD&E Study (FDOT Rep)
- B. Vision Zero Streets Study (Hillsborough County Roads in City of Tampa)
(Lisa Silva, TPO Staff)
- C. Hillsborough County Transportation Design Manual Update
(Larry Josephson, HC)

VI. Old Business and New Business

- A. New Plan Hillsborough Website (Ben Gordon, TPO Staff)
- B. Lithia Pinecrest Road PD&E Study Public Comment Period (Ben Gordon, TPO Staff)

VII. Adjournment

VIII. Addendum

- A. TPO Meeting Summary and Committee Reports
- B. Polk County SunRail Virtual Public Workshop Announcement
- C. Polk County RunRail Virtual Public Workshop Summary
- D. Governor DeSantis Champions Transportation Infrastructure Through the Framework for Freedom Budget

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

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**HILLSBOROUGH COUNTY
TRANSPORTATION PLANNING ORGANIZATION
BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE
HYBRID MEETING OF MAY 24, 2023**

I. CALL TO ORDER

Chair Horst called the meeting to order at 5:35 PM

Members Present In-Person: Tim Horst, Jim Shirk, Christopher Fellerhoff, Abigail Flores, Noliyanda James, Alain Watson, Daniel Rodriguez, Jonathan Forbes, Peter Davitt, Sally Thompson, David Cillitti

Members Present Virtually: Danny Collins, Savana Vidal, Kelly Fearon, Jason Jackman, David Aylesworth, Faye Miller, Martin Santiago (Mike Disco)

Members Absent/ Excused: John Marsh, Karla Price, Jamie Morris, Robyn Baker, John Kubicki, Victoria Klug

Others Present: Ben Gordon, Wade Reynolds, Chris English, Johnny Wong, Gail Reese (TPO Staff); Alvaro Gabaldon (Planning Commission Staff); Craig Fox, Amber Russo, Jensen Hackett (FDOT); Jesus Peraza Garcia (HART); Chris Keller (Benesch); Lucas Cruse (Patel Greene); Scarlett Sharpe (WSP)

An in-person quorum was met. Alain Watson moved to approve remote participation, seconded by Noliyanda James. The voice vote passed with one "Nay" vote.

II. PUBLIC COMMENT (3 minutes per speaker) (*Timestamp 0:03:09*) – None

III. APPROVAL OF MINUTES (*Timestamp 0:03:24*) – April 26, 2023

Jonathan Forbes moves to approve the minutes as corrected, seconded by Sally Thompson. The voice vote passes unanimously.

IV. ACTION ITEMS

A. Hillsborough County Bicycle Network Evaluation (Wade Reynolds, TPO Staff) (*Timestamp 0:032:50*)

- Overview of the plan – collaboration between TPO and County
- Review of Goal
- Phase 1 – Data Analysis and Prioritization Methodology – Risk Factors, Exposure Factors, Network Factors; used a rating scale of 1 – 5; Scoring and Prioritization
- Phase 2 – Prioritization and Corridor Selection – very high and high were selected
 - Looked for geographic diversity
 - Selected: Waters Avenue, Causeway Boulevard/W Lumsden Rd; Shell Point Road; Balm Riverview Road

- Phase 3 – Concept Development: went over the tiers of improvements from the county
 - Review of the corridors selected in their current state
 - Looked at the proposed concepts
- Next Steps – engineering and design, develop cost estimates, public engagement, identify funding sources

Recommended Action: Approval of the Hillsborough County Bicycle Network Plan to the TPO Board.

Project Website: [Hillsborough County Bicycle Network Plan](#)

Discussion:

It was asked if these recommendations are in the TIP for this year. No, they may be added in the future for further out in the TIP. It was asked if there was a cost estimate for the shared-use path on Balm-Riverview. Yes, and they will be added in. It was asked if any of the Tier 1 improvements could be funded with discretionary funds. It is an option; some of the corridors are less forgiving and are in need of higher-level improvements. The legislation was passed to provide funding for wildlife corridor connections and the SUN Trail network; there was discussion about possible sections that could make use of that funding. It was asked if Lithia Pinecrest was part of this as it is coming up for PD&E study. Yes, it is in the moderate-high to high ranking.

Sally Thompson moved to approve the Hillsborough County Bicycle Network Plan; seconded by Jim Shirk. The motion passed unanimously.

B. FY24-28 Transportation Improvement Program Update (Johnny Wong, TPO Staff) (Timestamp 0:28:15)

- Went over what the TIP is and what is required for adoption
- Review of the tables
 - Table 1 – projects that are funded for or are already under construction
 - Table 2 – projects seeking funding
 - Table 3 – FDOT, local, planning studies, are included for coordination
- Went over the process for developing Table 2
- Review of the updated for the FY24-28 TIP including new projects, ongoing projects, and projects that have been removed.
- Next Steps – reviewing projects, develop recommended funding amounts for each project, FDOT to consider recommendations for the next FY, Regional Coordination will be done
- Milestone – draft has been made available to the public as of May 15, 2023; May-June, committee approval; public notifications; went over presentation schedule

Recommended Action: Approve the TIP Update for FY2023/24 – 27/28 and approve the TIP Priority List (Table 2) and forward to the TPO Board for consideration.

Attachments:

[June- 14 TIP Hearing Notice \(English\)](#)

[Folleto del TIP para Junio 14 Audiencia Pública \(versión en Español\)](#)

[DRAFT Transportation Improvement Program for FYs 2024-2028](#)

[DRAFT Table 1: Existing Priorities Funded for Construction](#)

[DRAFT Table 2: List of Candidates for Funding](#)

Discussion:

The TBARTA Van Pool funding is on the TIP, it was questioned if another organization was going to take the program. The program was funded through FY28, it is on the TIP to make sure the program is successful. The funds will remain for whichever agency picks up the vanpool.

Jim Shirk moved to approve the TIP update and priority list as presented; seconded by Peter Davitt. The voice vote passed unanimously.

V. STATUS REPORTS

A. Updates on Fowler Avenue Studies: FDOT's PD&E, HART's Tampa Arterial BRT & Plan Hillsborough's Vision Plan (Amber Russo, FDOT; Jay Collins/ Alvaro Gabaldon, Planning Commission Staff; Jesus Peraza Garcia, HART) *(Timestamp 0:54:23)*

- FDOT PD&E
 - Went over related studies and the need for the study
 - Review of the limits of the study
 - Looked at the crash history of the corridor
 - Review of the alternative re-design concepts
 - Went over intersection improvements
 - Review of evaluation matrix and costs
 - Looked at the public engagement – public meeting on June 15, 2023
 - The plan is consistent with the 2045 LRTP
 - Went over the funding and schedule along with the Next Steps
- HART – right now, they are looking at the lower cost options until additional funding becomes available
- Planning Commission
 - Noted that speed is a thing that everyone is looking at through this process
 - Context class has been brought up with the vision team
 - Looked at the vision study and the land use along the corridor – Temple Terrace is being kept in the loop but is not in this part of the study
 - This is an opportunity to set up the land use where FDOT can react to the physical reality
 - Reviewed what the Planning Commission has been doing with public outreach – survey, walking tours, meetings, website, focus groups
 - Looked at the insights garnered so far
 - The feedback is overlapping what is being said by the community
 - Provided direction to the website and the analysis report which is setting the stage for the next phase
 - Going back with a vision statement from the county and the City of Tampa to make sure that the vision is what has been heard from the communities
 - Went over the redevelopment vision objectives
 - Dividing the study area into character districts

- Looked at policy recommendations
- The three teams meet monthly to work through the process and coordinate

FDOT's Fowler PD&E: <https://www.fdotd7studies.com/projects/fowler-floridato-56th/>

HART's Tampa Arterial BRT: <http://gohart.org/Pages/brt-arterial.aspx>

Plan Hillsborough's Fowler Avenue Vision Study: <https://planhillsborough.org/fowler-avenue-vision-study/>

Presentation: [Fowler Avenue Update Presentation Slides](#)

Discussion:

It was asked if all three FDOT alternatives are cost feasible. They are all department funds feasible with joint funding from HART. Clarification was asked about the dominant crash type and which alternative best addresses those. Rear-end crashes are dominant; the main focus is on mitigating the severe and fatal crashes which are bike/ped. It was asked what the target design speed is going to be. That is still being worked on and will be dependent on the alternative. There was a discussion about the land-use classification along the corridor. Right now, there isn't a consistent classification; that is part of the study. There was a discussion on the ridership along this corridor. Florida is one of the biggest ridership routes. Route 1 (Florida) would become the BRT. There was discussion about the alternatives and how they are going to address the crashes and bike/ped safety. It was noted that the frontage road concept does not seem to address the bicycle safety challenge. It was pointed out that bike crashes are likely people crossing or someone pulling into a driveway. It was requested that speed management be brought into the design. The environment on Fowler discourages making safe choices. Designs are going to encourage more mid-block crossings; work with better signalization; and continue to work on the design. There was discussion about the classification of the area and that it is not suburban. Noted that there are discussions about the number of crossings on several streets.

VI. New and Old Business (Timestamp 2:02:43)

- A. Top Ten Walk/Bike Barrier Project** – members who have not sent in their top three locations are to do so. 20 suggestions have been sent in so far. Will send that list out. Will overlap on the high-injury network.
- B. BPAC July Workshop Planning** – this would be a good time for the walk/bike barrier project. There was discussion on where to hold the meeting. Decided to have it at County Center.
- C. New Plan Hillsborough Website** – deferred

VII. ADJOURNMENT

The meeting adjourned at 7:44 PM

A recording of this meeting may be viewed at:

https://www.youtube.com/channel/UCsojHyZb_mkYIU3o32Tbg4w/videos



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

US 301 (Fowler Avenue to SR 56) PD&E Study

Presenter:

FDOT Staff

Summary:

The Florida Department of Transportation (FDOT) is undertaking a Project Development and Environment (PD&E) study to consider roadway improvements along US 301 in Hillsborough and Pasco Counties. The project begins at Fowler Avenue and extends north to the State Road (SR) 56 intersection with US 301, a distance of 13.1 miles. The PD&E study involves developing roadway alternatives that widen US 301 from two to four lanes. The project team will evaluate the engineering, social and environmental effects of widening the road and compare the effects for each alternative.

US 301 is a major north-south roadway used for travel through Hillsborough and Pasco counties and provides access to many of the area's major roadways including I-4, SR 39, SR 54 and SR 52. It is an important roadway in the overall Tampa Bay area as it is listed as an emergency evacuation route.

Recommended Action:

None. For information only.

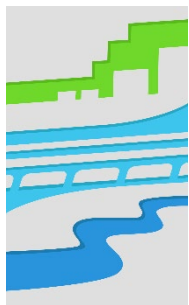
Prepared By:

Wade Reynolds, TPO Staff

Attachments:

[Project Webpage](#)
[Presentation](#)

Letter of Comments from TPO to FDOT



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Transportation Planning Organization

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Hillsborough County
MPO Chair

Commissioner Pat Kemp
Hillsborough County
MPO Vice Chair

Paul Anderson
Port Tampa Bay

Councilman Joseph Citro
City of Tampa

Councilman John Dingfelder
City of Tampa

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City of Plant City

Councilman Guido Maniscalco
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Commissioner Gwen Myers
Hillsborough County

Commissioner
Kimberly Overman
Hillsborough County

Mayor Andrew Ross
City of Temple Terrace

Commissioner
Mariella Smith
Hillsborough County

Jessica Vaughn
Hillsborough County
School Board

Joseph Waggoner
Expressway Authority

Melanie Williams
HART

Beth Alden, AICP
Executive Director

April 13, 2022

Amber Russo, P.E.
FDOT District 7
11201 N. McKinley Drive
Tampa, FL 33612-6403

RE: Project Development and Environmental Study for US 301 from Fowler Avenue to SR 56 – Project # 255796-1

Dear Ms. Russo,

The TPO Board and Committees received a presentation on the referenced study. The following concerns have been raised:

- This road widening is mostly outside of the Urban Service Boundary set forth in the adopted Hillsborough County Comprehensive Plan. The surrounding rural community has no plans for increased density, and widening will put undue development pressure on the area. Currently the Urban Service Boundary is close to Fowler Ave at Tom Folsom Road.
- The project is not cost-feasible in the Long Range Transportation Plan, nor has it been part of the Plan's needs assessment since the adoption of the 2040 Plan in 2014, when it was listed as a potential need outside of/beyond the 2040 horizon year. The project was removed from the needs assessment for 2040 because the Tampa Bay Regional Planning Model forecast showed that 2040's traffic congestion, while not nonexistent, will not rise to the level of severity of many other arterials in Hillsborough County.
- This PD&E study points to traffic congestion on US 301 being focused at the bookends of the corridor, Fowler Ave in Hillsborough County and SR 56 in Pasco County. We suggest focusing traffic operational improvements at the bookends, rather than widening the entire length of this road, which is both expensive and impactful on significant environmental areas.
- There are higher priorities in the long range plan, such as widening US 92 in the Sabal Park area where it is within the urban service boundary and alleviates I-4; and safety improvements on the high injury network (HIN). Seventy-eight percent of the Top 50 HIN corridor miles in Hillsborough County are state roadways.
- Though this segment of US 301 is part of the HIN, the proposed project will not necessarily alleviate the safety problems. The PD&E study shows design speeds



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of 60-65mph with no lighting improvements, both of which may lead to more severe injury and fatal crashes. The proposed wide median could reduce centerline cross-over crashes, but those could also be mitigated with a more modest center barrier in problem locations. Clusters of severe and fatal crashes currently exist in the vicinity of Harney Rd, Stacy Rd, and McIntosh Rd. We suggest safety-focused treatments in these areas, including consideration of intersection controls such as traffic signals or roundabouts. Further, to reduce deaths and injuries, speed management strategies should be considered throughout.

- There are important wetlands and preserves on either side, including primary sources of drinking water for the metro area; channelization of surface water flow between these preserves may have an impact on water quality. Further, this corridor intersects with a designated wildlife corridor. [See attached FDOT guidelines for wildlife corridors.](#)
- There are potential conflicts with access to existing and planned trails, like the extensions of Old Fort King Trail and crossing conflicts at John B Sargeant Sr. Park.

We appreciate the Department allowing us to review this PD&E study. We trust our comments will be addressed in the final report and will inform a decision to not pursue widening of US 301 at this time. In closing, we suggest operational improvements to address traffic congestion at the bookends of the corridor, and safety improvements along the length in between, with special attention to safety at the Harney, Stacy, and McIntosh intersections.

Sincerely,

Beth Alden, AICP
Executive Director

cc: Suzanne Monk, FDOT District 7 Liaison



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

Vision Zero Streets Study (Hillsborough County Roads in City of Tampa)

Presenter:

Lisa Silva, TPO Staff

Summary:

The Vision Zero Streets Study aims to create strategies for Vision Zero and Speed Management that will improve the safety of two county-controlled and operated streets within the City of Tampa boundaries.

The recommendations developed as part of this study will improve safety for all modes of transportation by 1) identifying historical crash patterns along the corridor, 2) distinguishing the risk factors that contribute to these types of collisions, 3) developing solutions that mitigate the identified crash patterns, and 4) applying best practices to reduce risks associated with severe crashes in urban areas. Consistent with the principles of Vision Zero, the focus will be on addressing crashes where a person was Killed or Severely Injured (KSI) and crashes involving pedestrians and people on bikes.

The study will develop recommendations for using Hillsborough County's 3 Tier system. The Tier 1 (aka "quick build") solutions are intended to increase safety in the short term, until more mid-term and long-term safety (Tier 2 and 3) solutions can be funded. The permanent safety (Tier 3) recommendations will inform the recommendations proposed in the short term.

Recommended Action:

None. For information only.

Prepared By:

Lisa K. Silva, AICP, PLA, TPO Staff

Attachments:

[Presentation](#)



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Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

Hillsborough County Transportation Design Manual Update

Presenter:

Lawrence Josephson, Hillsborough County Public Works, Technical Services Division

Summary:

The Hillsborough County Transportation Design Manual (HCTDM) identifies Hillsborough County's adopted design criteria and provides guidance and design procedures for arterial roads, collector roads, local roads, and other transportation projects within the County's public right-of-way. The adopted Hillsborough County design criteria includes all the Florida Department of Transportation's (FDOT) design criteria and the latest versions of the Hillsborough County manuals listed below:

- Public Works Standard Specifications for Construction
- Stormwater Management Technical Manual
- Utility Accommodation Guide and Rights-of-Way Use Procedures Manual
- Utility Coordination Procedures for Hillsborough County Construction Projects

Hillsborough County's criteria takes precedence over the FDOT design criteria. The HCTDM will specifically designate County standards that supersede the adopted FDOT design criteria in addition to specifying plans development processes, plans production and submittal requirements, and design guidelines and standards for road, traffic, and structure designs.

The intended audience for the HCTDM are professional engineers and other professionals participating in the planning and design of Hillsborough County infrastructure. The HCTDM should be used by professionals as a design resource.

The Technical Service Division is seeking input on the manual and is accepting comments through the end of June. See link below, Additional comments will be solicited on the final draft of the HCTDM midsummer with publication of the HCTDM in Fall 2023.

Recommended Action:

For discussion.

Prepared By:

Gena Torres, TPO staff

Attachments:

[Hillsborough County Transportation Design Manual](#)



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**HILLSBOROUGH TRANSPORTATION PLANNING ORGANIZATION BOARD
HYBRID MEETING MAY 10, 2023
DRAFT MINUTES**

I. Call to Order, Pledge of Allegiance_*(Timestamp 0:05:38)*

Chair Myers called the meeting to order at 9:00 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 0:00:00)*

The following members were present in person: Commissioner Gwen Myers, Councilmember Gil Schisler, Commissioner Michael Owen, Commissioner Joshua Wostal, Commissioner Harry Cohen, Councilmember Alan Clendenin, Councilmember Guido Maniscalco, Mayor Nate Kilton, Charles Klug, Bob Frey, Scott Drainville, Steven Bernstein

The following members were present virtually: School Board Member Jessica Vaughn, Joe Lopano

The following members were absent/excused: Commissioner Pat Kemp

A quorum was met in person.

A. Vote of Consent for Remote Member Participation.

Councilmember Maniscalco moved to allow remote participation, seconded by Councilmember Schisler; the voice vote passed unanimously.

III. Recognition of Councilmember Citro for TPO Board Service (Beth Alden, Executive Director) *(Timestamp 0:08:15)*

- Mr. Citro said a few words and expressed thoughts for the TPO Board going forward.

IV. Approval of Minutes_ *(Timestamp 0:11:14)* – April 12, 2023.

Chair Myers sought a motion to approve the April 12, 2023 minutes. Councilmember Maniscalco so moved, seconded by Commissioner Cohen; the voice vote passed unanimously.

V. Public Comment on Agenda Items *(Timestamp 0:11:28)* (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.

- **Rick Fernandez** – Comments related to the Merger MOU and TPO Executive Director Search. Noted that there has been a lack of transparency on these topics. The CAC has been left out of both of these items. The suggestion that a CAC member be appointed to the interview committee has not been acted on. The TPO/MPO Merger MOU has not come before the CAC. Referenced email comments submitted. Stands in opposition to the merger, Article 2,

Paragraph A is alarming. The language intends to investigate to reach a goal. The public needs to be involved in this process.

- **Chris Vela** – Opposes the merger. There is already a regional board with the Regional Planning Council. The Planning Commission has an interlocal board for planning along the river. The county doesn't need a regional board to make decisions, it is not required by law. The SCTPA is already a regional board recognized by the state. If the merged MPO is created, it is a big government and Hillsborough County taxpayers will be funding regional projects. Noted the expansion in Orlando and the contractors that go to offshore banks to fund projects against taxpayer money. Toll lane projects do not break even until much later in time. TBART and TBARTA have both voted to dissolve themselves. A regional board is not necessary to get into interlocal agreements for regional projects.
- **Mike Drapak** – Recent transplant to Hillsborough County. Chose Hillsborough County because of the meticulous planning that distinguishes it from neighboring counties. Came from Chicago and Tampa was the best fit. Encouraged the TPO Board to stand against the merger. The state legislature's move to control the prioritization of major roads over local projects could have a major impact. Local decision-making power will go to a board made up of elected officials from other counties. There is a sparse precedent of de-designating an MPO. This should be a red flag. The speaker brought up several questions about the report directed to be written and submitted. It was noted that this is a fiscal burden after a local referendum has already been defeated.

VI. Committee Reports & Advance Comments (Rick Fernandez, CAC Chair and Gena Torres, TPO Staff) *(Timestamp 0:22:33)*

A. CAC – May 3, 2023 (Rick Fernandez, CAC Chair)

- Action Items
 - TIP Amendments on the TPO Board agenda today. Inquired whether the improvements will accommodate dedicated transit. Staff was able to provide the Mobility Plan to clarify the details of this project. Straw Poll passed 11 – 0
 - UPWP Straw Poll passed 11 – 0
 - Annual Certification of Metropolitan Transportation Planning Process. TPO Staff received praise for contributions to the planning profession and notable achievements; concern was expressed over the absence of any mention regarding the nation's leading traffic death tolls.
 - Draft CAC Resolution Regarding Partner Agency in the Committee Process - deferred
- Status Reports
 - Hillsborough County Truck Route Plan Update and 2050 Freight and Goods Movement Technical Memo
 - Draft FY24-28Transportation Improvement Program Update
- The June meeting of the CAC will be extended to 3 hours to allow for sufficient time to review the TIP. The July meeting will be converted from an optional social meeting to a business meeting to discuss the Coast and Revenue details Needs Assessment.

Other Committee Reports

Regarding today's Board action items, in addition to the CAC comments, the Technical Advisory Committee approved:

- **TIP Amendment for Tampa & Florida Corridor Improvements**
 - Members inquired about lane widths, users allowed in the Bus only lane, and the timing between the interim and final condition.
- **Unified Planning Work Program Update and Amendment**
- **Annual Certification of Metropolitan Transportation Planning Process**

Many other great presentations were heard

- US41/CSX Grade Separation PD&E is also on your agenda today
- Updates were given on preparations for the 2050 Long Range Plan:
- The BPAC heard about the proposed US Bicycle Route 15
- The Transportation Disadvantaged Coordinating Board approved the Community Transportation Coordinator Service Rates and the 2023 Transportation Disadvantaged Service Plan

B. Public Comments Received Through Email & Social Media (Gena Torres, TPO Staff).

- Facebook
 - Presumably in regard to the TIP item on Florida/Tampa project, there was a comment from **Mike LaMarca** requesting a bike lane or sharrows to not force bicycles to use a sidepath. Without proper access control, a sidepath puts bicyclists in danger.
 - **Michelle Cookson** posted that she remains opposed to the merger and the MOU to establish a multi-county Regional MPO. We need local representation that is responsive to Hillsborough County's unique geography, growth and mobility needs. She is concerned for the jobs and careers of our planning professionals on the Hillsborough TPO, and the work they have in progress. She added we don't need surrounding counties ganging up on us and treating us as merely a place to drive through or over. We are the economic powerhouse of this region, and we have immediate needs we have to tend to - first. Stand up for us, stand with us - regardless of pressure coming from the state
- Email
 - **Michael Maurino**, Executive Director of the Westshore Alliance emailed his appreciation to the TPO Board for approving the traffic signal and pedestrian crossings at Boy Scout and Manhattan. He also noted the assistance received from TPO staff, Johnny Wong
 - **Brian Ruscher**, Deputy Director of Multimodal at the Palm Beach TPA sent an email thanking Lisa Silva, of the TPO staff, for a presentation at their VZ workshop that was "spot on and flawless." He went on to say their Board chair and 55 other attendees were very engaged throughout the presentation.
 - **Patrick Pozzi**, emailed his opposition to the proposed MPO merger stating it would take away local decision making power which is what is needed most to have an effective transportation network. He added a consolidation of power would allow roads to be widened that may adversely affect a community. He also noted that TBARTA failed because it did not include local needs.
 - **Rick Fernandez** also submitted an email directed to the TMA on his opposition to the merger. In the email he cites the historic justification of why the MPOs should remain separate but with a cooperative regional planning process; that the failings of TBARTA

should be stated; the co-mingling of funds will not allow a guarantee for projects in Hillsborough County; the MOU language directing the 3 counties investigate a merger gives a predetermined outcome; the term sub-regional indicates that local concerns take a backseat; it is misleading to use the term local representation when it would be a regional board with members not accountable to a large number of voters

- **Voicemail**

- **Dave Coleman** left a voicemail to share his observations after attending a public meeting in Trinity in Pasco County. Besides noting there was not one person of color in attendance, the topic centered around the gentrification and removal of about 10 farmers over the last 20-30 years. In turn, he states, many thousands of people in Hillsborough County have been removed or hurt in some way from gentrification with many more dependent on decisions made by governing boards for transportation, housing, land use that are all Hillsborough specific. He requests that you absolutely vote no to a merger for this obvious reason showing the differences in concerns and issues between the counties.

- **Twitter**

- Responding to a TPO post about Tampa Train Day May 13, **Chris Nunya** wrote, "Since Tampa Union Station is owned by the [@CityofTampa](#) then [@GoBrightline](#) should be allowed to share the building. TUS was designed with multiple platforms in order to host trains from 3 different railway companies."

VII. Consent Agenda *(Timestamp 0:31:54)*

A. Committee Appointments

- TAC – Ana Garzon, as alternate by Department of Health

Motion to approve the Consent Agenda made by Commissioner Cohen, seconded by Councilmember Maniscalco; the voice vote passed unanimously.

VIII. Action Items

A. TIP Amendment: N Tampa St & N Florida Ave Urban Corridor Improvements (Roger Mathie, TPO Staff) *(Timestamp 0:32:10)*

- Review project summary – add design phase funding in FY24 for improvements
- Went over the Heights Mobility Project Interim condition to Final condition
- Went over US41B potential pedestrian features
- Review of financials
- Went over public outreach for the project

Recommended Action: Approve the FY22/23 TIP Amendment: N Tampa St & N Florida Ave Urban Corridor Improvements.

Comparative Report: [Combined Comparative Report 18.pdf](#)

Presentation: [TIP Amendment N Tampa St & N Florida Ave Urban Corridor Improvements](#)

Discussion:

Stormwater improvements are necessary due to flooding. There is a bus stop with no crosswalks. This is a very heavily traveled road, and it is very dangerous. The improvements are much needed and wanted by the residents. Clarification was asked about the wider sidewalks and whether there will be a bike lane. The City of Tampa is putting in a bike lane a couple of blocks west of Tampa; it was asked if cyclists were going to be encouraged to use that. Yes, along with a street to the east. There are going to be additional protected crossings as well.

Councilmember Maniscalco moved to approve the TIP Amendments; seconded by Commissioner Cohen. Roll call vote passed 14 – 0.

B. Unified Planning Work Program Update and Amendment (Amber Simmons, TPO Staff)
(Timestamp 0:41:48)

- Reviewed results from FY23 current ongoing & completed projects
- Went over critical path projects for FY23 & FY24 (required for FY24)
- Looked at other recommended projects
- Proposed projects that the TPO could seek grant funding for: Making I-275 a better neighbor and the Streetcar Feasibility Study
- Went over the FY24 Budget – roll-over funds, grants, and other funding sources
- Went over the Amendment to the UPWP to accommodate project schedule changes and the addition of the EPA Grant

Recommended Action: Approve the UPWP Amendment

[UPWP Task Pages and Proposed Budget Tables](#)

Presentation: [UPWP FY 23 Review & FY 24 Proposed Projects](#)

Councilmember Maniscalco moved to approve the UPWP; seconded by Councilmember Schisler. The voice vote passed unanimously.

C. Community Air Monitoring Project: USF College of Public Health MOU (Amber Simmons, TPO Staff) (Timestamp 0:46:57)

- **Related to the UPWP amendment and the EPC Grant.**
- **Enables the College of Public Health to continue providing scientific and technical expertise on community air monitoring and public engagement among disadvantaged communities and vulnerable populations near the interstates**
- **EPA Grant will fund the work and expansion**

Recommended Action: Approve Memorandum of Understanding

Councilmember Maniscalco moved to approve the USF College of Public Health MOU; seconded by Commissioner Cohen. The voice vote passed unanimously.

D. Annual Certification of Metropolitan Transportation Planning Process (Johnny Wong, TPO Staff)
(Timestamp 0:48:50)

- Review – Federal government evaluates compliance every four years; the last one was in January 2021. Between major reviews, the TPO's planning process must be certified annually

- Went over certification results provided in the May 2023 agenda packet

Recommended Action: Support recertification of the TPO and authorize the TPO Chair to sign the Joint Certification Statement

Commissioner Cohen moved to support the recertification of the TPO and authorize the TPO Chair to sign the Joint Certification Statement; seconded by Councilmember Maniscalco. The voice vote passed unanimously.

E. **Memorandum of Understanding on Creating a Tampa Bay MPO** (Elizabeth Watkins, TPO Staff)
(Timestamp 0:51:59)

- The MOU is to seed feedback on a possible merger
- Went over the Tampa – St. Petersburg, FL Transportation Management Area
- Review of the legislation directive
- Looked at the Pros and Cons
- Went over case studies – Rio Grand Valley, TX Re-Designation (2019), ARC Livable Communities
- Review of MOU Summary – apportionment, governance structure, balancing local and regional needs, funding, outreach, federally required plans and programs, agreements, existing staff
- Recommendation of MOU Modification
- Went over the proposed timeline: 2023 – 2026
- Review of Regional MPO Apportionment Plan and Business Model
- Looked at Outreach plans and methodologies
- Next Steps

Recommendation: Support the working draft MOU for circulation for comment from local governments and the public; strike the “Whereas” clause about Planning Funds (PL) distribution

Discussion:

One of the Cons shown in the presentation is the risk of smaller communities losing influence. With a regional MPO, the voices would be lost. There is the Tampa Bay Regional Council. It was brought up that the Tampa Regional Airport is a great example of how regional planning works and supports all regional areas. It was asked how the TPO is funded. For the most part, by federal grants. In this conversation, it was noted that one of the grants is divided up between all of the MPOs in the state. If there is a merger, the TPO will lose that allocation of funding. The staff costs are fronted by the host agency, The Planning Commission and those funds are from the jurisdictions. It was noted that losing some funds while gaining others may be a wash; it was expressed that the broader costs need to be looked at. A lot of the pressure points are on regional corridors. It was noted that Hillsborough is different from the other counties as there are three incorporated cities along with unincorporated county. A regional merger may be appropriate in future years. The airport is a single point of travel and cannot really compare. It was noted that there is a benefit to being the largest MPO in the state. There are many boards that have unelected officials in Hillsborough County. It was brought up that the focus has been on Tampa for a long time. Pinellas and Pasco have already voted to move forward with the study. It was noted

that the \$350,000 would not be allocated to the regional MPO but there would be 3 allocations for each of the counties in the region. This funding would be determined by the study. One of the biggest pros may be in determining where discretionary funding is distributed. Some of that is the clout of the area requesting the funds. If this area was speaking as a region, there may be additional funding allocated. The study will reveal a lot of information. It was noted that it has to be put into context that Hillsborough County needs to be a part of the study and the discussion. The apportionment plan and representation will be critical to be proportionate with the population. Jurisdictional lines are invisible to the people who live here. The Westshore Interchange took everyone in the region to come together to make it happen. There are examples of regional cooperation that work well. Apportionment is a major part of this challenge; part needs to be where people live and also needs to be where people work. Moving people and not just cars is going to take a larger discussion. The discussion of the big ideas will come from the community and the leaders; should not kill the ideas before they start.

Commissioner Owen moved to approve the MOU, seconded by Councilmember Schisler. The voice vote passed with two NO votes from Councilmember Maniscalco and Board Member Vaughn

IX. STATUS REPORTS

A. US 41/CSX Grade Separation Project Development & Environment Study (Amber Russo, FDOT) (Timestamp 1:24:02)

- US 41 and Causeway Blvd.
- Went over the purpose and project need – supporting truck and vehicle traffic, there are no bike lanes
- Initially approved in May 1994 – being reevaluated now
- Review of the project location – approximately 0.6 miles on Causeway and 1.3 miles on US 41
- These are important corridors, industrial and commercial, freight networks, evacuation routes
- Went over typical sections and the proposed typical sections – Causeway will remain four-lane with additional turn lanes; US 41 will remain six-lane with widening additional turn lanes
- Review of stormwater management
- Went over estimated project costs
- Consistent with 2045 LRTP
- Review of project schedule – public hearing will be June 1, 2023

Project Website: [US 41/SR 45/ South 50th Street at CSX Grade Separation Design Change Re-evaluation](#)

Presentation: [440749-1 US 41 at CSX TPO Presentation \(planhillsborough.org\)](#)

Discussion:

It was noted that there once was rail going through downtown Tampa to Staten (Harbour) Island. Port Tampa Bay worked with CSX to have it moved. There have been other manufacturing moved from the downtown area. The project location is where there is a phosphate terminal. This area has become more urbanized. The Port is being pushed more to the south and the east. The Port supports this project to improve congestion and prevent delays along with better freight movement.

Commissioner Cohen moved to receive the report, seconded by Council Member Schisler. The motion passed unanimously.

X. EXECUTIVE DIRECTOR'S REPORT (*Timestamp 1:35:02*)

- A. Reminder: an upcoming survey of Board members regarding Executive Director applicants: please respond between May 22 – June 9. Closing the application process on May 12, 2023. Will report back in June of the shortlist. Interviews will be virtual in July.
- B. TMA Leadership meeting in June, that is when apportionment and budget plans will begin. Will schedule time with each of the local governments to get feedback. Will be back in the fall with further information.
- C. There is a special meeting in June with the TPO, The Planning Commission and the River Board on June 16, 2023 to look at planning. This is a strategic meeting and an opportunity to discuss items about a possible merger.
- D. The next meeting is the public hearing, it will be on the 2nd floor at 6 PM.

XI. OLD & NEW BUSINESS (*Timestamp 1:39:52*)

XII. ADJOURNMENT – The meeting adjourned at 10:34 PM

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



Hillsborough TPO
Transportation
Planning Organization

Committee Reports

Livable Roadways Committee (LRC) Meeting on April 19

The LRC heard status reports on:

- US41/CSX Grade Separation Project Development & Environmental Study
- Hillsborough TPO Electric Vehicle Infrastructure Plan
- 2050 Long Range Transportation Plan Initial Steps
- 2050 Plan Needs Assessment for Congestion Management and Crash Mitigation

Bicycle Pedestrian Advisory Committee (BPAC) Meeting on April 26

The BPAC considered and approved a proposal by Tim Horst to draft a “Top Ten Dangerous Locations” list for advocacy and referral to various agencies in Hillsborough County.

Members asked Ben Gordon to solicit three location suggestions from each BPAC member by May 15th for discussion at the next BPAC meeting in May.

The BPAC approved action item:

- ✓ Proposed US Bicycle Route 15
 - Members asked how much local users would use this route and how much it would be promoted.
 - They were informed that the route is for experienced riders and will not be promoted to local users. This may change in the future if facilities are improved.

The BPAC heard status reports on:

- US41/CSX Grade Separation Project Development & Environmental Study
- 2050 Plan Needs Assessment for Congestion Management and Crash Mitigation
- City of Tampa Safe Streets and Roads for All Grant Implementation

Transportation Disadvantaged Coordinating Board (TDCB) Meeting on April 28

The TDCB approved action item:

- ✓ Election of Member At-Large
- ✓ Community Transportation Coordinator Service Rates
- ✓ 2023 Transportation Disadvantaged Service Plan Update

The TDCB heard status reports on:

- Sunshine Line Update
- HART Update

Technical Advisory Committee (TAC) Meeting of May 1

The TAC approved action items:

- ✓ TIP Amendment: N Tampa Street & N Florida Ave Corridor Improvements
 - Members inquired regarding lane widths, users allowed in the Bus only lane, and the timing between the interim condition and final condition.
- ✓ Annual Certification of Metropolitan Transportation Planning Process
- ✓ Unified Planning Work Program Update and Amendment

The TAC heard status reports on:

- US41/CSX Grade Separation Project Development & Environmental Study
 - Members asked about funding (construction currently unfunded), and access to the frontage road for nonmotorized users (crossing opportunities at underpasses and intersections).
- Hillsborough County Truck Route Plan Update and 2050 Freight and Goods

Citizens Advisory Committee (CAC) Meeting of May 3

The CAC was not able to achieve a quorum for its May meeting, as a number of members were traveling. The committee did, however, listen to the following presentations and offered comment on each:

- TIP Amendment: N Tampa Street & N Florida Ave Urban Corridor Improvements

Without a quorum, the committee was unable to take formal action on this item but did conduct a straw poll to identify any objections. Seeing none, the committee inquired whether the funded improvements will be able to accommodate dedicated transit service on the corridor, as well as the status of HART's lane repurposing application. The committee has shown much interest in this project, dating back to the production of the Tampa Height Mobility Plan, and asked for details about lane widths accommodating freight, scope of drainage improvements, ability to preserve bike lanes, and locations of traffic signals. Staff was able to provide the Mobility Plan to help clarify some details of this project.

- Unified Planning Work Program Update and Amendment

A straw poll regarding support for this item also identified no objections. Questions about the UPWP update mostly expressed curiosity about plans for our local government partners more than the UPWP itself. One committee member recognized Amber Simmons, TPO staff, for her success in balancing the agency budget.

- Annual Certification of Metropolitan Transportation Planning Process

There were no objections to this item and TPO staff received praise for its contribution to the planning profession and for notable achievements being recognized by FDOT.

- Draft CAC Resolution Regarding Partner Agency Participation in the Committee Process

Without a quorum and hence, an inability to take action, discussion of this item was limited. Some committee members continued to express frustration that it has been a persistent challenge to recruit staff representatives to attend committee meetings, which contributes to a lack of transparency within the planning process. Committee members indicated they will propose only minor adjustments to the letter during a subsequent meeting.

The committee also received the following two presentations, which are status updates to ongoing plans.

- Hillsborough County Truck Route Plan Update and 2050 Freight and Goods Movement Technical Memo, and
- Draft FY24-28 Transportation Improvement Program Update

The June meeting of the CAC will be extended to 3 hours to allow for sufficient time to review the Transportation Improvement Program. Also, the July meeting will be converted from an optional social meeting to a business meeting with an agenda to discuss details of the Cost and Revenue Needs Assessment.

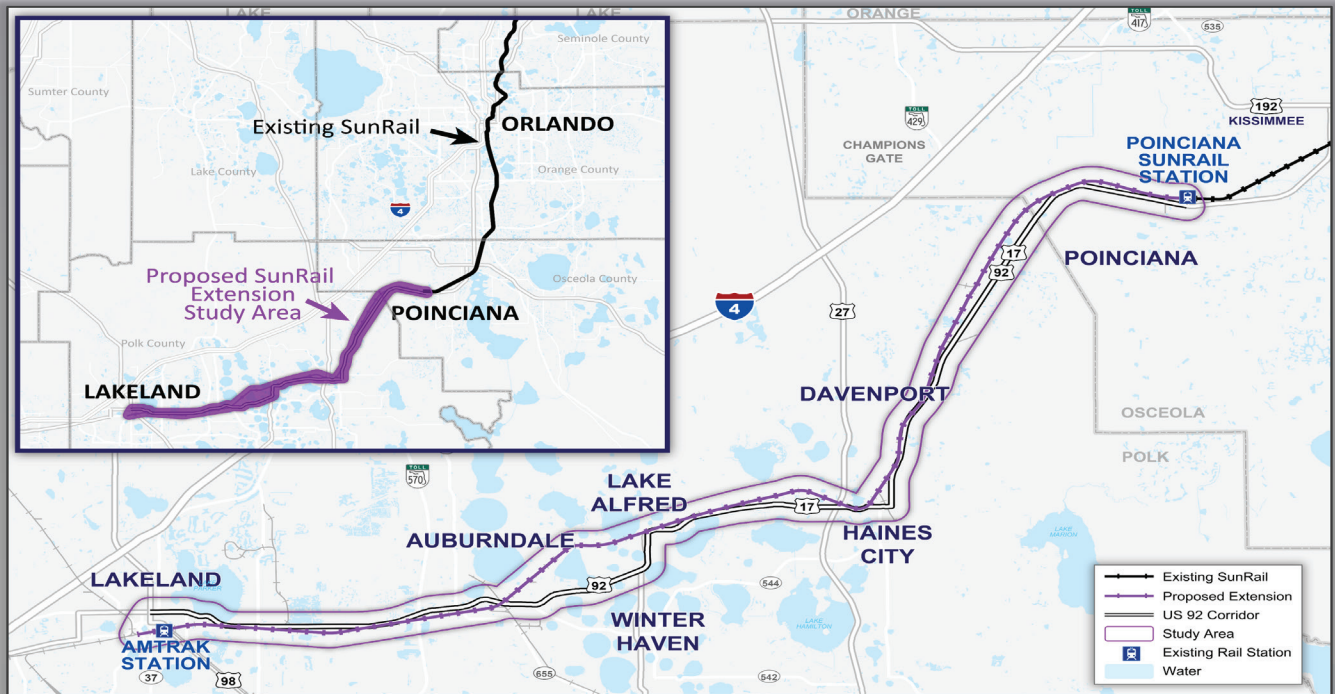
SunRail Extension Study to Polk County Workshop Announcement

Summer 2023

Visit our Online Public Workshop!

The Florida Department of Transportation (FDOT) invites you to participate in an online Virtual Interactive Workshop for the SunRail Extension Study to Polk County. The workshop will be available 24 hours per day, 7 days per week beginning June 16, 2023, through July 31, 2023. During this time, visit <https://SunRailExt.meetsyou.online> or scan the QR code to the right. Please complete the survey at the end of the virtual public workshop.

SCAN HERE!



What is the study?

FDOT is studying the feasibility and benefits of extending SunRail into Polk County. The Study examines potential project alternatives, and the benefits, challenges, and costs associated with a potential extension. The study is also looking at how an extension could promote economic development and mobility, as well as potential environmental effects. The process follows federal guidelines, while coordinating closely with the Polk Transportation Planning Organization (TPO), local agencies, municipal partners, and stakeholders.

For more information, please contact:

Charlene Ross

Modal Project Manager

Florida Department of Transportation

D1.SunRail4Polk@dot.state.fl.us

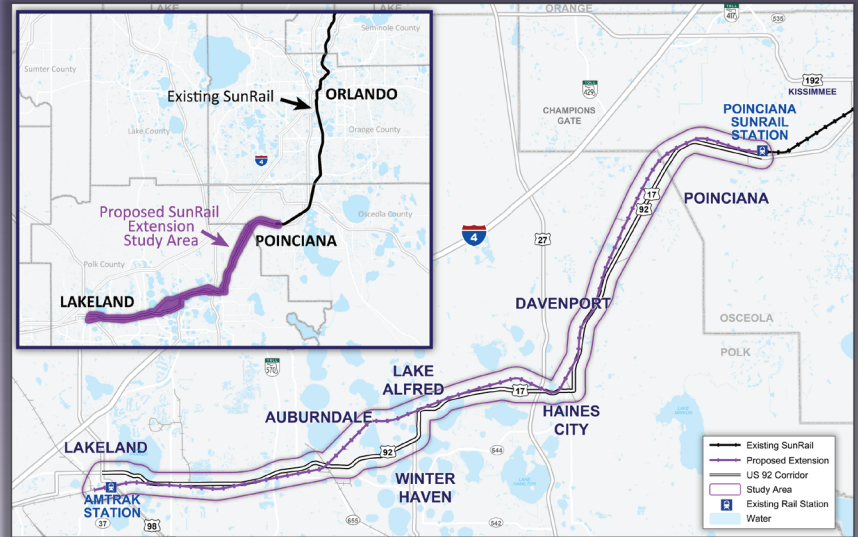
(863) 519-2390



Check out the Virtual Interactive Workshop to learn more and tell us what you think: <https://SunRailExt.meetsyou.online>

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Where would SunRail be extended?

SunRail currently serves Central Florida from DeBary in the north to Poinciana in the south, connecting communities such as Winter Park, Orlando, and Kissimmee. This project would extend service to the west from the Poinciana SunRail station to Lakeland, a distance of approximately 39 miles.

What is the process?

The Study process is a data driven screening of alternatives and uses a variety of data points and analyses to determine how well each alternative serves the goals of the study. Examples of the evaluation include calculating the number of residents and jobs near proposed stations and estimating how many people may ride the train. The process started with seven preliminary alternatives, including one bus alternative, narrowed to four shortlisted alternatives, and will ultimately identify a recommended alternative that could move forward to the next step.

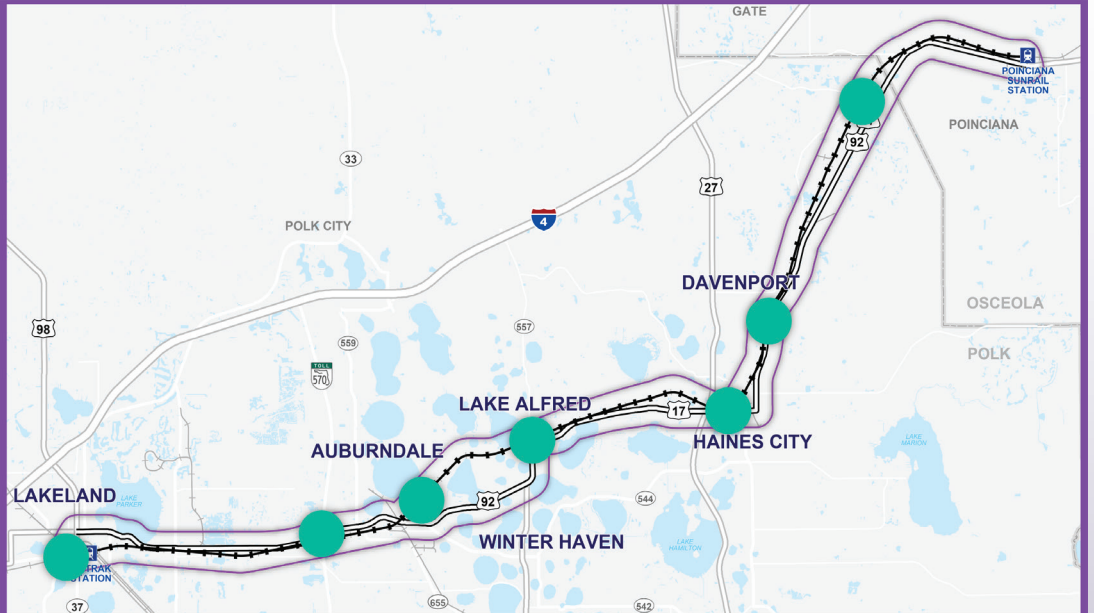


What is the Recommended Alternative?

Each alternative tested different combinations of the station locations. The recommended alternative includes seven potential station locations and scored the best in regard to the study goals. The map shows the preliminary recommendation for extending SunRail service into Polk County, potentially starting service in the year 2035. This represents what the long-term vision for SunRail in Polk County could look like.

7 Stations

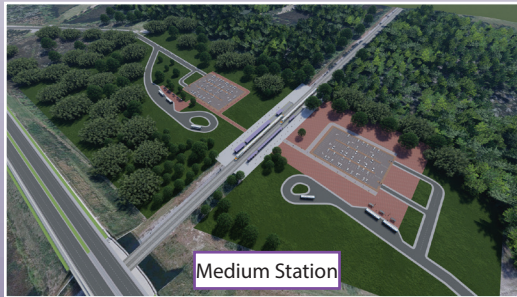
- Lakeland
- Polk Parkway
- Auburndale
- Lake Alfred
- Haines City
- Davenport
- Loughman



The images below show an artist's rendering of what a station area could look like. Stations will include parking, bicycle and pedestrian access, bus transfer, and a "kiss-and-ride" drop off area.



Small Station



Medium Station



Large Station

How do I get involved?

We invite you to participate in the Virtual Interactive Workshop to learn more about the study and to provide your comments and feedback. Please complete the survey at the end of the virtual public workshop.



For more information, please contact:

Charlene Ross

Modal Project Manager

Florida Department of Transportation

D1.SunRail4Polk@dot.state.fl.us

(863) 519-2390

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons wishing to express their concerns about Title VI may do so by contacting Cynthia Sykes, District One Title VI Coordinator, at (863) 519-2287, or via email at Cynthia.Sykes@dot.state.fl.us.

Cheryl Wilkening

Subject: FW: Governor DeSantis Champions Transportation Infrastructure Through the Framework for Freedom Budget with Momentous \$14.8B Investment

From: Reichert, Mark <Mark.Reichert@dot.state.fl.us>

Sent: Friday, June 16, 2023 10:57 AM

Subject: FW: Governor DeSantis Champions Transportation Infrastructure Through the Framework for Freedom Budget with Momentous \$14.8B Investment

Good morning, again, everyone. Below is the official press release from FDOT on the Governor's Framework for Freedom Budget and the record funding for the Department.

From: FDOT Communications Office <FDOTCommunicationsOffice@dot.state.fl.us>

Sent: Friday, June 16, 2023 10:22 AM

Subject: Governor DeSantis Champions Transportation Infrastructure Through the Framework for Freedom Budget with Momentous \$14.8B Investment



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

For Immediate Release
June 16, 2023

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

Governor DeSantis Champions Transportation Infrastructure Through the Framework for Freedom Budget with Momentous \$14.8B Investment

~ Additional \$4B Dedicated for Moving Florida Forward ~

TALLAHASSEE, Fla. – Governor Ron DeSantis signed his Florida Framework for Freedom Budget for Fiscal Year 2023-2024 which prioritizes Florida's transportation infrastructure with a **historic investment of \$14.8 billion** for the Florida Department of Transportation (FDOT) to fund essential projects to bolster the state's transportation network, address congestion, enhance safety, ensure resiliency, and facilitate trade.

This Session, Governor DeSantis and the Florida Legislature also championed the ***Moving Florida Forward Infrastructure Initiative*** by dedicating an additional \$4 billion of General Revenue surplus to accelerate funding for major capacity projects, all aimed at reducing congestion throughout the state.

“Florida continues to attract more residents and visitors every day, and this rapid population and tourism growth increases the demand on our transportation infrastructure,” **said FDOT Secretary Jared W. Perdue, P.E.** “Governor DeSantis’ Framework for Freedom Budget focuses on important investments needed to address congestion, enhance safety, and bolster the supply chain to ensure we can keep people and goods moving safely. As Florida continues to grow at unprecedented rates, the *Moving Florida Forward Infrastructure Initiative* provides additional opportunity to focus on priority transportation needs to be better poised for the future, so Floridians have a better quality of life and spend less time in traffic. I am grateful to Governor DeSantis and the Florida Legislature for the opportunity to stay on pace with the unprecedented growth throughout the state.”

The Framework for Freedom Budget includes **\$13.9 billion for projects in FDOT’s Five-Year Work Program**, a collaborative statewide plan of strategic transportation projects. The Department will continue to leverage innovative planning, design, and technology to provide a diverse and robust transportation system and maintain Florida’s position as a leader in transportation. As a result of the state’s sound fiscal health, the Department will simultaneously deliver its current Five-Year Work Program commitments in addition to Moving Florida Forward initiatives.

Governor DeSantis’ Framework for Freedom Budget includes significant transportation infrastructure investments, including highlights such as:

- **\$5.5 billion for highway construction to include 118 new lane miles**
- **\$1.6 billion in resurfacing to include 2,632 lane miles**
- **\$726.6 million for repairs of 65 bridges and replacement of 19 bridges**
- **\$149.3 million in seaport investments**
- **\$404.3 million in aviation investments**
- **\$791.3 million in rail and transit investments**
- **\$250.9 million for safety initiatives**
- **\$156.3 million for community trail projects**

Several priority investments that further strengthen Florida’s transportation infrastructure are included in this historic budget, with nearly 1,800 projects statewide actively in construction, or which will break ground in the next fiscal year. This includes continued investments in seaports and airports to facilitate a healthy supply chain, funding for rail corridors and transit projects in the most densely populated communities, and investments in technology and safety initiatives to enhance the well-being of all those who use Florida’s transportation network. Significant investments in roads, bridges, and facilities throughout the state are included in the Work Program to address congestion, ensure resiliency, and better connect communities. FDOT also remains dedicated to workforce development to enhance recruitment and retention efforts.

FDOT’s mission is to provide a safe and efficient transportation system that ensures the mobility of people and goods, enhances economic prosperity, and preserves the quality of the state’s environment and communities. Together with communities and partners, FDOT strives to ensure Floridians are proud that the Sunshine State is the best place to live, learn, work, and play, and that residents and visitors alike are

offered the best transportation system and a variety of travel options. For more information, visit FDOT.gov.

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