



# Hillsborough TPO Transportation Planning Organization

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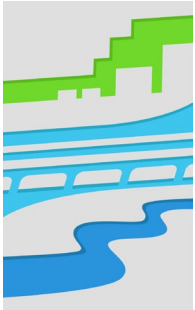
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## **Meeting of the Livable Roadways Committee**

Wednesday, August 16, 2023, 9:00 a.m. – 11:00 a.m.

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 on your computer, tablet or smartphone:
- <https://attendee.gotowebinar.com/register/6937441616067532891>
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- Dial In Listen Only: 1-415-655-0060 Access Code: 248-268-701
- 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: Jason Krzyzanowski at (813) 836-7327 or [JasonK@plancom.org](mailto:JasonK@plancom.org).

### 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 [silval@plancom.org](mailto:silval@plancom.org). Written comments will be read into the record, if brief, and provided in full to the committee members.*

#### **IV. Approval of Minutes: June 21, 2023**

#### **V. Status Report**

- A. 2050 Plan Needs Assessment for Equity (Riva Heinrich, Kittelson)
- B. Hillsborough County Transportation Design Manual Update (Larry Josephson, HC Staff)
- C. 2050 Plan Needs Assessment for Major Projects Brainstorming (Vishaka Shiva Raman, TPO Staff)

#### **VI. Old Business and New Business**

- A. Survey on Creating a Tampa Bay MPO
- B. County Garage Access for evening Public Meetings (Lisa Silva, TPO Staff)
  - a. The Pierce Street garage will remain open until 6:30pm on the days we host a meeting in the evening. Staff provided TPO annual calendar to facilities. \*

#### **VII. Adjournment**

#### **VIII. Addendum**

- A. TPO Meeting Summary and Committee Reports
- B. Factsheet – Interchange Improvement at SR 566 Thonotosassa Road
- C. Fact Sheet – US 301
- D. Fact Sheet – Hillsborough Ave from Bay Path Lane to E of Tudor Dr
- E. [Inaugural World Car Free Day – Tampa Flyer](#)
- F. 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](http://www.planhillsborough.org), or by calling (813) 272-5940.*

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*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 Connor MacDonald, (813) 582-7351*

o [macdonaldc@plancom.org](mailto:macdonaldc@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.

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**HILLSBOROUGH COUNTY  
TRANSPORTATION PLANNING ORGANIZATION  
LIVABLE ROADWAYS COMMITTEE (LRC)  
HYBRID MEETING OF JUNE 21, 2023**

**I. Call to Order and Roll Call**

Councilmember Hurtak called the meeting to order at 9:08 AM and led the Pledge of Allegiance.

Members Present In-Person: Councilmember Lynn Hurtak, Yeneka Mills, Kevin O’Hare, Sofia Garantiva, Christian Leon, Larry Josephson, Karen Kress, Rebecca Hessinger, Justin Willits, Carlos Ramirez, Catherine Coyle, Arizona Jenkins, Gus Ignas, Frank Coughenour, Samantha Flores

Members Present Virtually: Cal Hardie, Anna Quinones, Glorimar Belangia

Members Absent/Excused: Chris Thompson, Jason Jackman, Oona Johnsen, Melissa Collazo, Brynn Daughinai

Other Attendees: Lisa Silva, Jason Krzyzanowski, Gena Torres, Amber Simmons, Beneetta Jose, Ben Gordon, Gail Reese (TPO Staff); Kara Van Etten, Amber Russo (FDOT); Christine Acosta (Pedal Power Promoters); Chris Salicco (AIM Engineering); Jacob Bruynell (Tampa Realtors); Kelly Scharf (City of Tampa)

**An in-person quorum was met.**

**A. Vote for Remote Participation** (*Timestamp 0:02:31*)

**Catherine Coyle moved to allow remote participation, seconded by Carlos Ramirez; the voice vote passes unanimously.**

Had the Committee members attending introduce themselves to the new chair.

**II. Public Comment** (3 minutes per speaker) (*Timestamp 0:07:17*) – None

**III. Approval of Minutes** (*Timestamp 0:07:29*) – May 17, 2023.

**Kevin O’Hare moved to approve the minutes of May 17, 2023, seconded by Catherine Coyle; the motion passed by voice vote.**

**IV. Status Reports**

A. **FDOT Kennedy Blvd Projects Update** (Kara Van Etten, FDOT) (Timestamp 0:07:41)

- Went over the descriptions for each project.
  - Noted collaboration partners.
  - Highlighted changes through the evolution of the projects
- Review of public engagement with property owners, residents, and stakeholders.
- Construction is complete on Kennedy Blvd. from Westshore Blvd. to Woodlyne Ave.

**Presentation:** [SR60 / Kennedy Blvd Project Updates](#)

**Discussion:**

There was a question asked about a different project in the Work Program from Nebraska to Dale Mabry along MLK, the sidewalk slope pushes you into the street if you are in a wheelchair or on a bike. There was a discussion about pedestrian crosswalk management and signal timing. Clarification was asked about Woodland and Kennedy and Hoover and Kennedy intersections; they were shown on the project maps. There was a question regarding the intersection of MacDill and Kennedy and if there had been signal timing done there. It was asked if there was any coordination for transit on this corridor. There was some coordination done by adding bus pads, improving access to stops, but no new stops at this time. There was a discussion about the landscaping and shade trees. It was noted that bicycle traffic on Kennedy has some challenges getting around bus shelters. Bicycles are not encouraged on Kennedy, working on parallel bicycle boulevards one or two streets off of Kennedy, and the additional traffic signal helps crossing traffic.

B. **US 301 (Fowler Venue to SR 56) PD&E Study** (Amber Russo, FDOT) (Timestamp 0:32:46)

- Several design changes made since the first round of presentations and the first public hearing.
- Review of project location and study area along with the purpose and need.
- Went over traffic volumes and crash history.
- Looked at the preferred roadway typical sections and the changes made since the first hearing.
- Review of Access Management, this is a Class 3 Criteria; Stormwater Management and Floodplain Compensation; and the Environmental Effects Assessment.
- Went over the updated costs, the new costs will be available at the public hearing (right of way will be increasing even though the acreage is decreasing).
- Second public hearing is scheduled for August 1, 2023; the PD&E will be state-funded.

Presentation:

Project Page: [US 301 PD&E Study](#)

**Discussion:**

It was asked if there was any consideration given to shading on the shared use path. Much of the project goes through forest and park lands, there are a lot of trees now. Landscaping has not been proposed for the more urban sections at this time. It was noted that Hillsborough County has recently sent out a design manual. There was a discussion about landscaping along the corridor,

what is possible, and how it is maintained. It was asked if there is any public transit in that area; for Hillsborough County, there is conservation area and low density housing development; this area is currently considered rural. It was asked why there is a multi-use trail and bike lanes; those were put in to accommodate all types of bicyclists. It was noted that signal timing should be considered in this area. It was requested that if vehicle counts are going to be done that bike/ped counts also be done. There was clarification requested about stormwater management and where it is going. It was questioned why \$2 million is being spent on this section. It was also asked if the shared-use path will be connecting to any other paths. There are a few possible connection points to other projects and paths. It was asked how much the right of way is for the multi-use trail; the right of way is for the entire footprint of the project. It was asked if the bike lanes can be protected by separators such as pin-down separators. FDOT pointed out that would be a problem for the truck traffic that may depart the travel lane as the highway speeds. It was pointed out that buffers make the lanes more usable and asked FDOT to look at that. It was asked when this project would possibly be constructed. Constructing funding has not been identified yet. This is going to be state-funded and thus does not have to be prioritized in the LRTP and TIP.

C. **Parking Policy Ideas from “Shoupista” Perspective** (Karen Kress, Downtown Partnership; Christine Acosta, Pedal Power Promoters) *(Timestamp 1:15:21)*

- Acosta: Seaside, Florida – birthplace of Congress of New Urbanism; award given to Donald Shoup.
- The challenges of parking and how it impacts cities
  - Provided highlights of Dr. Donald Shoup and his book [The High Cost of Free Parking](#).
  - Parking is a pseudo-science including gender bias
  - Underpriced curb parking = shortages which leads to demand for off-street requirements
  - The parking challenges leads to a snowball effect with less walkability, more pollution, less economics, congestion, fewer small businesses.
  - Fixes: dynamic curb pricing based on what makes sense to result in 15% availability; spend the meter revenue to benefit the community where people are parking; depoliticize curb parking; remove off-street parking requirements; provided a few streets of examples where meter parking would make sense.
- Cars have replaced people in zoning.
- Parking lots can easily be redeveloped; new housing can't cause gentrification because nobody lives there.
- Kress: The City of Tampa has just launched a pilot project for a Master Parking Plan. Went over what has already been done.
  - Went over the special services district in the downtown area.
  - Parking increases the cost of housing development and how it affects rent prices.
  - Went over the parking inventory as of December 2018; during peak demand time, over 6000 spaces are available.
  - City of Tampa is behind the national curve.
  - Went over major proposed changes: use, current minimum, proposed minimum, adding bike/ scooter, motorcycle, and mini mobility.
  - Looked at future steps.

**Discussion:**

It was noted that developers could be charged to put in parking spaces to pay into the bigger fund for the general populous. It was asked if the study took into account principal parking so that better use of current parking can be used. Not to any extent. There was significant discussion around how to offer parking for those who are using it and human nature. It was asked if the on-street parking could have better access for ADA users. There was clarification asked if the technology is there to support dynamic pricing for parking.

**Justin Willits moved that the Livable Roadways Committee supports the City of Tampa allocating a percentage of existing parking revenue and any future increases; to support HART transit service and amenities, seconded by Karen Kress. The voice vote passes unanimously.**

**D. Vision Zero Streets Study (Hillsborough County Roads in City of Tampa) (Lisa Silva, TPO Staff)**  
(Timestamp 1:51:24)

- Review of the project scope and team
- Corridors selected: Waters Avenue (Armenia to Florida) and Sligh Avenue (Armenia to Nebraska)
- Went over the status.
- Review of community engagement and feedback process
- Improvements recommendations will be made using the HC Tiered structure 1 – 3.

**V. Old Business & New Business**\_(Timestamp: 1:54:20)

- A. Next meeting is on August 16, 2023
- B. New Plan Hillsborough Website – same address, different feel, new document library for older documents.
- C. Asked that HART bring back the BRT corridors to a future meeting.
- D. Asked to bring back a status update of the TBARTA van pool program’s move to PSTA at the end of the year.

**VI. ADJOURNMENT** Meeting adjourned at 11:09 AM

**A recording of this meeting can be viewed on YouTube: [Hillsborough County TPO YouTube Channel](#)**



# Hillsborough TPO Transportation Planning Organization

## Board & Committee Agenda Item

### **Agenda Item:**

2050 Plan Needs Assessment for Equity

### **Presenter:**

Connor Trejos-MacDonald, TPO Staff

### **Summary:**

The Hillsborough TPO is in the process of updating its Long Range Transportation Plan (LRTP) which will extend the horizon year out to 2050 and add a needs assessment for transportation equity.

The Needs Assessment for Equity will assess current transportation needs and provide project recommendations using an equity lens. The assessment and recommendations will continue the TPO's work on equity and health, and will proactively comply with the Justice40 initiative requiring USDOT to prioritize transportation investments with consideration of the impacts upon underserved communities.

Drawing from the TPO's adopted Nondiscrimination and Equity Plan, health-related studies, and Environmental Justice analyses, the assessment identifies transportation focus areas, and compares and contrasts their performance to the countywide average for several different transportation measures. Assessing the transportation disparities between focus areas and the countywide average will inform the level of investment needed to pursue equity.

The presenter will summarize the work completed thus far and discuss next steps.

### **Recommended Action:**

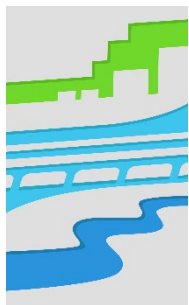
None. For information only.

### **Prepared By:**

Connor Trejos-MacDonald, TPO Staff

### **Attachments:**

1. [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.

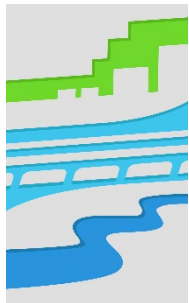
**The Technical Service Division is seeking input on the manual and is accepting comments through the end of June.** See link below, Additional comments will be solicited on the final draft of the HCTDM midsummer with publication of the HCTDM in Fall 2023.

### Recommended Action:

For discussion.

### Prepared By:

Gena Torres, TPO staff



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**Attachments:**

1. [Hillsborough County Transportation Design Manual](#)
2. [Presentation](#)



# Hillsborough TPO Transportation Planning Organization

## Board & Committee Agenda Item

### **Agenda Item:**

2050 Plan Needs Assessment for Major Projects: Brainstorming

### **Presenter:**

Vishaka Shiva Raman, TPO Staff

### **Summary:**

The Long Range Transportation Plan (LRTP) for Hillsborough County is a blueprint for the future, and it conveys Hillsborough County's transportation vision and priorities. A key part of building the LRTP is to model future traffic volumes and the expected level of congestion on major roads.

One of the most important next steps in the process is to brainstorm and test major projects to determine their performance results. Major projects include any capacity additions, including road widenings, extensions, or elevations, as well as fixed guideway transit projects like water ferries, bus rapid transit (BRT), and rail service.

Once a list of proposed projects has been produced, each project will be tested in the model and a performance report will be generated. The presenter will discuss criteria by which to assess each project and will solicit feedback from the committee about which measures are most valuable.

### **Recommended Action:**

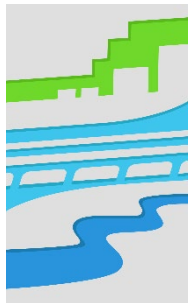
Brainstorm major projects to test in the model and performance criteria to analyze projects.

### **Prepared By:**

Johnny Wong, PhD, TPO Staff

### **Attachments:**

None.



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# Hillsborough TPO Transportation Planning Organization

## Board & Committee Old & New Business Item

### Agenda Item:

Survey on Creating a Tampa Bay MPO

### Summary:

Consideration is underway to merge the Metropolitan Planning Organizations (MPOs) of Hillsborough, Pasco, and Pinellas Counties into a single, regional Tampa Bay MPO. The merger would create a tri-county council of city and county elected officials to agree on plans and priorities for funding major roads, public transit, greenway trails, and other transportation improvements.

Citizens of the region are encouraged to complete the Tampa Bay MPO survey to share their thoughts on the creation of a consolidated regional MPO. Your voice is needed as the costs and benefits of merging into a regional MPO are being considered.

Creating a Tampa Bay MPO survey link: <https://metroquestsurvey.com/hmu02>

The survey closes at midnight on Sunday, August 20<sup>th</sup>.



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**HILLSBOROUGH TRANSPORTATION PLANNING ORGANIZATION BOARD  
HYBRID MEETING AND PUBLIC HEARING JUNE 14, 2023  
DRAFT MINUTES**

**I. Call to Order, Pledge of Allegiance** *(Timestamp 0:05:13)*

Chair Myers called the meeting to order at 6:00 PM and led the pledge of allegiance. The meeting was held in person and virtually via WebEx.

**II. Roll Call** *(Gail Reese, TPO Staff) (Timestamp 0:05:41)*

The following members were present in person: Commissioner Gwen Myers, Mayor Andrew Ross, Commissioner Michael Owen, Commissioner Joshua Wostal, Commissioner Henry Cohen, Commissioner Pat Kemp, Councilmember Alan Clendenin, Councilmember Lynn Hurtak, Councilmember Guido Maniscalco, Mayor Nate Kilton, Charles Klug, Justin Willits, Planning Commissioner Hemant Saria

The following members were present virtually: School Board Member Jessica Vaughn, Bob Frey

The following members were absent/excused: Joe Lopano

A quorum was met in person.

**A. Vote of Consent for Remote Member Participation.**

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

**III. Approval of Minutes** *(Timestamp 0:06:42) – May 10, 2023.*

**Chair Myers sought a motion to approve the May 10, 2023 minutes. Commissioner Owen so moved, seconded by Cohen; the voice vote passed unanimously.**

**IV. Public Comment On Items Other Than The TIP** *(Timestamp 0:06:57)* (up to 3 minutes per speaker)

Additional comments made via [Social Media](#) and [Email](#) can be found at the end of these minutes.

**V. Committee Reports & Advance Comments** (Rick Fernandez, CAC Chair and Lizzie Ehrreich, TPO Staff) *(Timestamp 0:08:26)*

**A. CAC – June 7, 2023** (Rick Fernandez, CAC Chair)

- Action Items
  - Noted that Councilmember Hurtak was present for part of the meeting
  - Two Action items on the agenda – Hillsborough County Bike Network Evaluation and the TIP
    - Did not approve the Bike Network Evaluation for recommendation and will likely revisit in August. The committee expressed several concerns with the plan including integrating it with another study. The committee believes it is a good study that will

expand the network and guide investments. Asked that the evaluation methodology be revisited and bring the item back in August.

- TIP, as amended, passed 11 – 0, Table 2, Line Item 73, related to the Westshore Interchange (Section 4 and Section 5 of the TB Next documentation). The amendment language applies to the narrative, “All lanes will be non-tolled.” The narrative makes reference to new express lanes on I-275 between Westshore and Downtown. There is no language on how the lanes will be managed. The language is to express that the CAC does not want these lanes to be tolled.
- Reviewed discussion by members on how the TIP is organized and how funding is prioritized. Priority number 22, a PD&E Study at the intersection of Symmes Rd and US 301 had particular concern and recommended that Hillsborough County submit a request for the study funding as soon as possible and that the TPO approve the study funding when the request is received. There was discussion around the TECO Streetcar. Additional discussion was had around the Westshore Interchange and what portfolio of projects is included.
- Status Reports were deferred

#### **Other Committee Reports**

- Transportation Improvement Program (TIP) update and priority list
  - Approved by the Citizens Advisory Committee, Technical Advisory Committee, Bicycle Pedestrian Advisory Committee, and Livable Roadways Committee
  - The Technical Advisory Committee
    - Members discussed the need for documenting federal grants and the documentation required for this new task. FDOT to provide guidance.
  - The Citizens Advisory Committee
    - Priority #22: Committee members noted how dangerous the intersection of Symmes Road and US301 is and advocated Hillsborough County staff and the TPO apply and recommend funding as soon as possible.
    - TECO Streetcar: Comments and questions on the TECO Streetcar were both for and against the use of local funds.
    - Westshore Interchange: A member expressed it is difficult to discern from the TIP and FDOT work program what the projects entail. CAC approved the TIP pending an update to the description of the Westshore Interchange, which will now state at the end “...all lanes will be non-tolled [sic].”
- Hillsborough County Bicycle Network Evaluation
  - Approved by the Technical Advisory Committee, Bicycle Pedestrian Advisory Committee, and Livable Roadways Committee
  - Not approved by the Citizens Advisory Committee
  - The Citizens Advisory Committee
    - The committee expressed reservations about the Network Evaluation and Plan.
    - Members commented on the geographic boundaries of the facilities considered in the plan and suggested integrating this evaluation of County-owned facilities within unincorporated Hillsborough and a forthcoming evaluation of County-owned facilities within city limits.
    - Other members asked why public engagement was not considered in the technical methodology. The committee generally agreed public input would help Hillsborough

County prioritize bicycle investments. The committee moved to have TPO staff reevaluate the evaluation methodology and return in August.

- The Transportation Disadvantaged Coordinating Board By-Laws
  - Approved by the Transportation Disadvantaged Coordinating Board
- The Transportation Disadvantaged Coordinating Board Grievance Procedures and Subcommittee Appointments
  - Approved by the Transportation Disadvantaged Coordinating Board

**B. Public Comments Received Through Email & Social Media** (Lizzie Ehrreich, TPO Staff).

- Dave Coleman
  - Stated we are just at the beginning of consequential decisions
  - Does not support merging the MPOs
- Bob O'Malley
  - Does not support merging the MPOs
- Jackson Heights Neighborhood Association & Community Safety Watch
  - Appreciated the TPO's involvement in the Potter Elementary School crosswalk mural
- Sharon Calvert
  - Asked about the agenda packets and record retention process

***Please note:*** Attachments referenced by the public commenters are included in the email Cheryl Wilkening sent to board members on the morning of June 14.

**VI. Consent Agenda** (Timestamp 0:17:10)

**A. Committee Appointments**

- TAC – Terrance McKloski, as alternate by the Hillsborough County Community & Infrastructure Planning Department
- BPAC – Terrance McKloski, as alternate by the Hillsborough County Community & Infrastructure Planning Department
- CAC – Ilia Lachinov, under 30 years old, to fill a new at-large seat; Dayna Lazarus, by Councilmember Hurtak, to fill a vacant seat; William Hodges, by the Planning Commission; Joseph Citro, by Commissioner Cohen
- TDCB – Jennifer Waskovich, by Florida Department of Health, and Allison Nguyen as alternate

**Motion to approve the Consent Agenda made by Commissioner Cohen, seconded by Mayor Ross; the voice vote passed unanimously.**

**VII. Action Items**

**A. Executive Director Semifinalist Selection** (Meghan Betourney, TPO Staff) (Timestamp 0:17:29)

- Review of the application selection process, qualifications met, and recommendations from the TPO Board after referring all resumes to the TPO Board.
- Recommend four candidates to move forward: Johnny Wong, Stephen Benson, Sandanasamy, and Wells.

**Recommended Action:** Approve the list of semi-finalist candidates.

**Discussion:**

Commissioner Wostal noted that there was an anomaly in the process regarding a candidate that was added but not on the recommendation list. It was asked if the TPO Board received that resume' that was circulated in a separate email. Feedback was provided by Board members that they did receive the information for consideration. There was one response on the additional candidate and the candidate did receive votes to move forward.

**Mayor Ross moved to approve the list of semi-finalist candidates; seconded by Councilmember Maniscalco. The motion passes unanimously by voice vote.**

**VIII. Public Hearing**

**A. TIP for October 1, 2024 – September 30, 2028 (Timestamp 0:23:33)**

- **Staff Presentation** (Johnny Wong, TPO Staff)
  - 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
  - Went over when the funding and the projects will begin, 2029
  - Review of regional coordination for TRIP funding
  - Milestones: draft posted and made available May 15<sup>th</sup> , May – June presented to committees for approval, posted signs and social media. Noted the CAC amendment to add “...all lanes will be non-tolled.” This amendment was made when the item was on Table 2 and it has been moved to Table 1.

**Recommended Action: Approve the TIP Update for FY2023/24 – 27/28 and approve the TIP Priority List (Table 2)**

- Public Comment on the TIP – *Time allotted to each speaker may be adjusted by the chairman to accommodate as many speakers as possible*

**Michael Maurino** – Executive Director of the Westshore Alliance. On behalf of our 400+ members, we want to indicate our support for the TIP as presented. We’ve provided a letter provided in your packets as well. Specifically mentioning Westshore Boulevard and Gray Street which are on the TIP as funding candidates. Both of these projects would have a significant impact for businesses and residences. Westshore Boulevard finally becoming that gateway from Tampa International Airport. And, in the case of Gray, we, the Westshore Alliance, envision that as a connection from the Riverwalk to the trail that will be on the Howard Frankland Bridge and the existing trail that is on the Courtney Campbell. So, obviously, mentioned tonight, Howard Frankland and Westshore Interchange. Howard Frankland is



nearing completion; the Westshore Interchange will kick off after that. These programs will start a pedestrian-friendly grid in the district by virtue of the way the interchange will be built and also having that premium transit corridor that does not exist right now in Westshore. So we encourage you to keep investing in complete streets and transit options as compliments to those major projects. We need, as a county, to support multiple modes of transportation to have a diversified and growing economy. The TIP advances that goal. We look forward to your support and look forward to a transportation system that supports families and businesses in this community.

**Rick Fernandez** – Listened intently to the committee reports presented by Miss Ehrreich and also comments made, just now, by Dr. Wong. I want to be clear, the CAC did not approve the TIP as presented; the CAC approved the TIP as amended related to line item 73. And, frankly, whatever little shell game may have taken place between last Wednesday and today to remove line item 73 from Table 2 of the TIP and move it to Table 1, that project is still there. And the request that we made as the CAC which was to include language to express that those lanes not be tolled, it still applies. So, I would suggest to you that you can go chase that line item in Table 1 or Table 2 around the block if you want, it's still there. And I'm asking that you take action on it. That was extemporaneous, I wasn't expecting that particular thing to pop up tonight. But it did, so I needed to address it. Now, back to what I consider my prepared comments. Back in February 2020, the Tampa City Council sitting as the CRA Board passed the resolution that, among other things, expressed that the CRA, again, that being the City Council, opposes tolls on interstates within the City of Tampa. That motion carried, it was made by Councilman Viera and seconded by Councilman Maniscalco if I am understanding the record. The issue of express lanes and whether they be tolled or not, and if so, how remains open until this day. Table 2, line item 73 as it was presented as it was presented to us, and wherever it now lives in Table 1, addresses the area of Westshore to Downtown, sections 4 and 5 respectively under the TB Next plan, there is repeated reference to express lanes but no guidance as to the manner to their management. It is important the community opposition to toll lanes in the City of Tampa remain on the record and tonight's TPO Board meeting is an opportunity to do exactly that. I am asking you as a board to advocate for a resolution similar to that, that was passed by the CRA. Or, not that the TPO CAC did, in fact, pass that amendment. You could embrace that amendment yourself and include it in the TIP, wherever that item now lives.

**Humaira Afzal** – Lives in West Tampa. I support all HART funding. That includes items 2,3,4 and 35; streetcars and electric buses. All the funding, please. That includes expanding the streetcar; it works and lets fund it and implement it. All of those items that support and expand biking infrastructure, and by biking infrastructure, I do not mean sharrows painted in the roadway. Those don't work. I mean real biking infrastructure: the Green Spine, Green Artery, also multiuse trails, and connected trails. And, as Rick Fernandez was just discussing, remove the tolls as recommended by the CAC. I do not support road widening anywhere. It hurts the neighboring communities; the ones that still exist. Many of our communities were destroyed by road widening in the past. Road widening also increases the risk of traffic injuries and death and it leads to more cars and later, down the road, people are asking for the road to be widened more. I would also remind you that transportation and cars are not

interchangeable terms. There are many kinds of transportation and cars are only one of them. They are, arguably, the worst experience; they are dangerous, they're bad for the environment in countless ways, and they are often one of the slowest ways to get somewhere, especially for short trips. Please prioritize attention to the alternatives, mass transit, especially the kind that comes more than once an hour, streetcars, I already mentioned that, and protected bike lanes. People use them. People use them. If I hear one more time "you build them and no one uses them", I'll start taking video. People use them. And also with now electric bikes, and stand-up scooters, people have the ability to go much further in those protected bike lanes than they could in the past. For the record, I go here on an electric scooter. Bicycles and skateboards, people use them for that too. I would especially encourage you to focus on the projects that connect neighborhoods to job centers. Let people use alternative means of transportation as a way to get to work. The alternatives are cheaper to build and operate over time. I think you all know how much it costs to build a mile of road. They're safer if people have the proper infrastructure. They're cheaper for the users; compare the cost of an electric bicycle or an electric scooter to the cost of an automobile.

**Patrick Pozzi** – Opposes tolling in Tampa on the interstate.

**Doreen Josseph** – I also want to address, specifically in the TIP, the widening of the freeway and really any major roads. Widening these roads is damaging to the communities in multiple ways. The extra lanes do nothing to alleviate traffic which we have demonstrated again and again. They infiltrate onto property that could be used for much-needed businesses and residential housing. Moving traffic closer to the population centers compromises air quality, causes illness, and deteriorates the way of life for the tax-paying citizens who are so essential to a thriving city and county. I urge you to consider the long-term health of Tampa and Hillsborough County and remove all express and auxiliary lanes from Item 73 and other parts of the TIP. Rather than funding wider roads, please support funding for more transit options such as the streetcar and HART.

**Douglas Josseph** – I'm here to speak against the freeway widening and the entire, what used to be TBX and is now TB Next chopped into small pieces and sent through the TIP. It's been a long battle. I think you know that the community generally despises the whole idea of express lanes and toll lanes and freeway widening, but that's where we are. The first point I want to make is there is absolutely no economic benefit to urban freeways. This has been demonstrated time, and time, and time again. I-275 and urban throughways in general, are just the Berlin Wall with cars on top of them. Widening them achieves nothing. And, again, the economic literature on this has been unanimous, there is absolutely nothing to be gained by this. It's also interesting that if you look at the history of the entire freeway system nationally, but also particularly in Florida, the idea of putting urban interstates in, driving interstates through the urban core, was championed by segregationists with the idea that you could use the interstate as a way of really sticking it to the non-white population. And this is a matter of demonstrable and historical fact. There is no issue here, everybody understands why the interstates are placed where they are. So it was segregationists who designed them and now we have a proposal for segregation on the interstates themselves namely toll lanes. They

segregate those people who have the money to drive through the wasteland that is the interstate versus those people who don't. So I urge the rejection of all of that. My final point here is that I think if you look around you will realize if you look nationally, beyond Florida, that enlightened cities have actually begun to tear down their interstates. Even Houston has given up. The ??? freeway, 24 lanes, was realized that building these gigantic freeways with more and more lanes achieves nothing. Even, believe it or not, Montgomery, Alabama is ahead of Tampa in terms of understanding how you should have urban development, how you should have urban transportation by getting rid of the freeways. It's time now that at least Tampa wake up a little bit and understands that continued expansion and continued development of these freeway systems is of no use and adding tolls is simply rubbing salt in an old wound.

**Michelle Cookson** – Donated time to Chris Vela

**Chris Vela** – I want to put out there that what Johnny said is missing a few pieces in the puzzle. We're not talking about just the Westshore Interchange; we're talking about south of the Westshore Interchange. We're talking about segment 4 and segment 5 which is basically the space between, roughly between Westshore and Downtown. So I'm going to make my speech based on that section and also item number 73. So, to the folks out there who are new, the TIP hearing is meant to be simple. Of course, it isn't when we get last-minute news and, of course, when the TIP is not concurrent to what Johnny, Dr. Wong, has just said. This Board conditionally approves or approves transportation projects. Historically thought, simple pleas like no tolls, or interstate expansion have always been treated as a plan to restore and reuse the space shuttle. Despite overwhelming evidence that every time we have widened I-275 or I-4 or have built toll lanes, we still sit in traffic under FDOT's science. Florida is #1 with the most tolled roads in the nation. In Hillsborough County, we have a group of five paved interstates and highway systems within one mile of each other, three of these are tolled. Yet this Board still contemplated adding more tolled interstate lanes. Since the late 50s we have spent billions of dollars of tax money into these road and no one asks why we are still in gridlock. While I would like to blame the lack of coherency on a personal level, part of this fault here are misleading interpretations from FDOT and, of course, last-minute news from the TPO when it comes to voting on the TIP. We have gotten a lot of weight and seen motion adding another toll lane will magically make the traffic go away. And, God forbid, if you oppose FDOT, they may threaten to take the money away. Of course, no Commissioner before you all has stood up to them and afford them that that's actually tax-payer money. While I was planning on asking this Board for a few TIP changes, which I might still, I will make it really simple; we need to remove all funding for express and toll lanes in item 73. FDOT loves your constituents money. That is why after a previous approval, over a billion dollars of interstate work, they're asking for even more money. To the conservatives on the Board, FDOT wants to double-dip on taxpayers. The only credit card more interstate work here in Florida, but also toll users while penalizing others in delay who can't afford tolls. FDOT wants to toll your constituents in the worst period of inflation. Right now, our heaviest population of the county requires a salary of over \$85,000 just to rent modestly. Assuming you all were to rerun for office, FDOT wants you to explain to your voters why you permanently supported toll lanes

through Hillsborough County through a looming recession. Why wasn't there a public vote to toll? Then they want you to explain why poor people are suckers for paying for toll lanes themselves. Any high-ranking Tampa banking operator will tell you a recession is coming. If you need further assistance, you can ask your TBBJ wanting to get a quote from you. In our county, nearly all toll lane projects took decades to break even. It took the Crosstown thirty years to break even. The Vets and Sun Coast Parkway struggled for decades as well. The one mile, I-4 connector is paying off nearly \$300 million more over budget and transactions for that road have remained flat. Tolls always pay for the operation and maintenance first. Any additional revenue simply gets reappointed elsewhere, beyond your political control. Toll revenue is a performative benchmark as a gross forecast to leverage more financing for future interstates and expressways. Any toll revenue surplus can simply go to projects outside your county. None of these work directly to benefit your taxpayers. To the remaining liberal folks on this commission, over the past six years, both political sides approved deadly expressways that led to tens of thousands of crashes, severe injuries, and environmental injustice issues to the point where, historically, 10,000 blacks in Tampa were targeted to be relocated. Despite overwhelming evidence that encourages this TPO, under your rule, to develop a proclamation to recognize racist transportation planning found in interstate work, none of you all followed through to stop TBX. Previously, some of you have been critical of toll lanes and lack of transit; yet you allowed FDOT to spend \$30 million as a reset to only render the same type of toll roads that were brought to you before in 2015, just like today. There is a reason why we have new neighbors on your Board, if you don't listen to the people who have supported you, commitment never works out. Imagine if we worked with our airport folks on a plan to greet tourism with world-class transit service into Downtown or to local businesses and tourism hot spots where local taxes are generated. Would that make more sense than to drain tourism money into tolls and toll revenue that you can't appropriate? Realize item 73 is literally the gateway into Downtown Tampa from the airport. This is allowing FDOT to further script their plan over more profitable ideas for Hillsborough County to choose from for tourism. Tourists will face interstate construction until nearly 2030. Tourism is the reason why we keep our taxes low in Hillsborough County. To both political sides, removing express lanes from item 73 will not interrupt FDOT's current work. Interstate construction will still occur. FDOT is addicted to toll lanes and they are now asking for more money on a project that already has been awarded construction funds. The news as of yesterday is that FDOT now lacks over \$350 million to complete the I-275 express lanes in Pinellas and over \$630 million to widen I-4 in Polk County. They both want us and the Governor to bail them out on budget shortfalls. Should we let them scam Hillsborough County too? Please remove toll lanes in item 73; vote no tolls.

**Bobby Creighton** – I'm here today to speak on item 73 in opposition to tolled interstate lanes. My position is that tolled interstate lanes reinforce urban highway funding which perpetuates a pattern of development that makes places less livable the county less economically competitive. The interstate in Tampa is nearing 60 years old. While forward-thinking governments around the world are seeking to elevate different modes of transportation, our state appears to be doubling down on the car. It would be improper to tax us to service the highway and then toll us to use it. This is no different than taxing you for water service then

tolling you to turn the tap. I don't think it's cynical to believe that once tolls are in place and revenue starts flowing, Tallahassee will want more. Maybe two lanes will be tolled at first, but who's to say that, ultimately all lanes won't be tolled? Once they are installed, how hard will it be to make them go away? Residents of Tampa use I-275 primarily for local trips between Downtown and USF. Who's to say tolls won't be placed where drivers within Tampa don't disproportionately pay in? I fully endorse that we need to maintain and improve economically strategic infrastructure. We can achieve this while also increasing efficiency and productivity for businesses by prioritizing alternative modes of transportation to reduce local vehicle traffic. Thousands of people are moving to Hillsborough County every year. The county and its municipalities must diversify their alternative transportation assets to support greater development density to house all these people. It would be unsound to expend funding on highway infrastructure that would cost more every year that would leave less on the table for alternatives in the future while encouraging more inefficient and costly suburban sprawl. I humbly ask that all TPO Board members, and especially representatives of Tampa, oppose tolled interstate lanes. We cannot open the door to this proposition and allow Tallahassee a precedent that encourages continued funding for urban highway infrastructure over local transportation needs. The housing and transportation crisis in the county are locked in a death spiral; and for too many residents, the ground is rapidly approaching. The City of Tampa is already hemorrhaging long-time residents at an alarming rate. It's time to seriously rethink our transportation strategy. Please send a signal that the TPO objects interstate tolls and supports transportation options that encourage smart growth with common sense solutions.

**Andreas Dunker** – Lives in Riverbend. Here to speak on behalf of the Greenways trails and walk/bike connections; specifically on Rome Avenue from MLK to Sligh Avenue. Some speakers before me have mentioned it. The alternative transportation is vital for Tampa. There is a lot of good projects already completed: the Pinellas Trail, Van (???) Trail, the (???) Trail, and Tampa is missing the connection. The Riverwalk is a good start but the areas and the path along the river further north are in a desolate state. They're chopped up. Rome Avenue north between Hillsborough and Sligh is in a desolate state. It does not need to be widened, it needs to be made more accessible for locals and for people traveling through on bicycles and walking and other means of transportation that were mentioned before. If you look at Europe, there are highways, bicycle highways, happening there that are connecting countries over dozens of miles and the car won't be around forever. We can't continue polluting the environment like we are. There are transport bikes that are being funded in Europe, as an example. Tampa is lagging behind on the train, we are not missing the train but we are missing the time.

**Dayna Lazarus** – Zip code 33605. First, I would like to comment on a dozen or so road widening projects that made it into Table 2. Road widening has proven to harm adjacent communities, increases risk of traffic injuries and death, and doesn't alleviate traffic long term due to induced demand. In addition, most of the road widening projects are in our precious, rural communities. We want to protect those communities and preserve the rural way of life. Especially on rural roads that are nowhere near capacity. We need to stop subsidizing massive profits of home builders way out in outer county. Next, as a HART bus and bicycle rider, I'm

grateful for the funding for HART and Complete Streets. One thing I wanted to bring up is that I am concerned about heat for myself and other non-SOVs and other non-single-occupant vehicle users. Next week is supposed to reach 110 degrees. Buses have ice-cold ACs. And in other cities, states, and countries, they invest in robust bus stops with covering, shade trees over bike lanes and sidewalks, and land-use policies that bring residents and commerce closer together to shorten trips. That said, by coincidence, the NOFO, which stands for Notice of Funding Opportunities, was released for the Reconnecting Communities Federal Grant. It includes \$1.15 billion for capital projects. So, as the gentlemen earlier was talking about communities around the country are looking at other ways, alternative to highways, to move people around, not cars, people, to move people around cities, this is a funding opportunity to just study that option for the City of Tampa and Hillsborough County. \$635 million are provided for planning and strategic partnerships in that grant opportunity. Funding is not plentiful, but it does exist. To reiterate what others have said, please remove tolls from the TIP, particularly Table 2, line item 73 as recommended by the CAC. We should not be double-charged for roads that we don't even use. Especially in these hard economic times. Nothing says we going to demolish your homes and destroy your communities and rob you of significant opportunity costs of your land like putting in tolled flyover lanes that cater to outer county and other counties and not us here, in the city. On a personal note, thank you for the project on 26<sup>th</sup> Street as I live near there. I'm hoping and wondering about the addition of a signal at 26<sup>th</sup> and Adamo with protected crossing for bikes and pedestrians to get to IKEA. I've almost been hit there on my bike and in my car multiple times by traffic on Adamo.

**Ilia Lachinov** – I support the streetcar expansion; I feel it is a great way to move the needle to get people out of cars. Specifically, I wanted to talk about one of the new items added, the Platt Street resizing where they would be adding protected bike lanes. I live right next to the intersection of Platt and Armenia, which is where the project ends, I feel like this project is a great idea and should be a candidate for maybe moving it forward a little bit faster than 2029 year. A couple of the benefits of this project would be better connectivity to the Publix that is right there on Armenia. In addition, all around the Publix on Armenia and on South Howard, there are new bicycle racks being installed, with all the eScooters and eBikes, all those racks would benefit greatly from a protected route that could be used. In addition, living right next to the bars on South Howard, every Thursday, Friday, Saturday, and Sunday, I see people drive in, park in the surrounding neighborhoods, get drunk, and then drive home, probably not the best idea. I'm not saying biking drunk is amazing either but, it's less dangerous and doesn't kill as many people. So giving people alternatives for reaching these bars would be a good idea. I feel like the people in the surrounding apartment complexes and the dense neighborhood that is around this Publix, looking at the immediate streets around the Publix, It feels like walking and biking is an afterthought. The current bike lanes that are installed there are not protected, so they are just used as parking for the vendors that park their trucks there and unload. There are almost no marked crosswalks or bulb-outs or any kind of pedestrian protection around this grocery store that is in a pretty dense area of the city. I feel like right-sizing this road and then adding pedestrian safety features would benefit members of the community greatly.



**Tatiana Morales** – The first thing I wanted to speak about actually shifted as I was listening to the presentation and it's the expansion of Van Dyke. My first job when I was at the University of South Florida was working at a spa on Van Dyke. I would drive from USF to Van Dyke every day to my little part-time job. That job ended because I got into a horrible wreck on Van Dyke. The wreck happened, I lost my opportunity of how I got around, I lost my job, I lost the way I could get to the thing that I needed to fund my university experience. And so, when we look what happens at Van Dyke and you hear about widening this road, the problem with Van Dyke isn't the widening, the problem is the lack of transportation alternatives. It's a problem in the rest of the county. We don't have alternatives to just cars that go fast and streets that don't actually slow down the cars so that they don't obliterate anyone that steps on that road. Every time I go by Van Dyke, I'm still incredibly traumatized by my experience and I feel that on so many roads in Hillsborough County where I have almost lost my life constantly. And a big part of that fear that I have is what fueled my activism for other alternatives. I bike everywhere, I walk a lot of places. I actually moved into the Urban Core so I could reduce my vehicle emissions and the amount of times I was using my car. But the problem is, when you are getting around the county, and the majority of the things we are funding are highways and toll lanes... And, just a note on toll lanes, I grew up in Miami. I watch Miami expand every highway you could possibly imagine, add toll lanes, you know who goes down those toll lanes? Rich tourists who don't give a "care" <sup>(replaced explicative)</sup> about anyone that lives in the community. Because what they do is they go in the toll lanes, they pay whatever amount, and they crash into a person because they are probably drunk driving. So when we look at these toll lanes, when we look at this extra fund that isn't going to really come back to the communities, it's not actually serving the communities, it's not doing the thing that transportation is meant to do, which is to move people safely and efficiently. And we move people safely and efficiently, it cannot be by cars. The Tampa metro area is one of the most dangerous in the country because we don't invest in safe streets, because we don't invest in transportation alternatives. And the decisions that come out of today, the importance of expanding the streetcar, the importance of investing in HART, those decisions will be life or death for so many Hillsborough County residents. It will be those residents that call you and say "My child lives on..."; I'm going to give you the old street I lived on that has a sign where someone died, McKinley and Bougainvillea, "my child lives right there, he's dead because he stepped out, because there isn't a safe place to live." And this is one of many, many streets in our community that are deadly. And when we keep widening them and spending all this money, especially like Lithia Pinecrest, and all these outer county roads, you're not actually investing in the safe streets. Because, to invest in the safe streets, you have to invest in reducing the amount of people in cars. We have to invest in transportation alternatives. We cannot invest in street widening and toll roads because it is literally a waste of the taxpayer money. Almost every single constituent that has come here today has spoken in support of transportation alternatives and safe routes. I implore you and all your representatives to invest in those alternatives.

**Deborah Lekent** – I am referring to Table 2 and the bike lanes on Rome Avenue, MLK to Sligh. And I live in this area on North River Shore, where they are looking to put the bike trail. It goes along the river and that road from north of Hillsborough to Powhatan on North River Shore can barely fit two cars. The sidewalk on that area, near the river is cracked and broken in so

many spots where people walk, we are unable to get that fixed because there's not funding for that. And there's a lot of people that walk on that area. You're looking to put a bike path through a residential area where cars cut down from Rome Avenue, they cut down Powhatan, down River Shore, speeding, constantly. And there's not enough room for, let alone two cars and a bike lane. I feel so very concerned for anybody that's going to be on a bike, or in a car, or walking on that sidewalk. The roads are not wide enough for any bike lanes. The right of way is used for people to park their cars that live near that area. The extension of the bike lane goes down River Shore, then it will go north on Powhatan, and, again, that road is not wide enough for basically two cars to come down. Again, I feel concerned because the cars come off Rome Avenue speeding down Powhatan. Then, if you're going down Rome Avenue, the cars are backed up from Hillsborough Avenue past Havana, where the bike lane would be. And, again, there is no room on Rome Avenue for a bike lane. And then it moves into another residential area that has no sidewalks. I feel that we should really consider where we are going to put this bike lane for the safety of everybody that walks on that sidewalk, walks their dog, and there's a lot of people that do that because it is right on the river. I feel very concerned that if a bike were put in there, on the road, near the road, there's not enough room for everybody to be in a safe place. I'm very concerned about that and I wanted to address that. I do hope... It's a little confusing, it's an off-street path, so I was trying to find on the ledger what exactly that meant. So I'm not really sure what that means, hopefully, that can be clarified at the end of this presentation or I can find it someplace else. Those are my concerns and, again, I am a resident on River Shore where the bike path would go through. I just wanted to say, as far as HART and HART+, I hope all of that goes through. I think it's very important, as everyone is saying, that there are alternatives.

- Summary of Comments Submitted in Advance (Lizzie Ehrreich, TPO Staff)

#### **Van Dyke Rd**

- Brad Rush questioned whether the roundabouts were removed from the project and the start date of 2027

#### **30<sup>th</sup> St.**

- Loree Heller would like 30<sup>th</sup> St between Fowler Ave and Yukon St repaved

#### **Projects pertaining to HART**

- Gary Cloyd suggests suspending current and future funding until the report and findings are presented by January 1, 2024

#### **Lithia Pinecrest Rd**

- John Masiello is requesting a traffic light at the intersection of Regal River Rd and Lithia Pinecrest Rd

#### **Westshore Alliance**

- Encourages the TPO to support the proposed TIP



- Appreciates continued support of the Westshore Interchange
- Supports Gray Street as a pedestrian corridor, intersection improvements at Spruce St and Dale Mabry Hwy, and the Westshore Interchange

**Please note:** Attachments referenced by the public commenters are included in the email Cheryl Wilkening sent to board members on the morning of June 14.

**Presentation:** [FY24-28 Transportation Improvement Program Update](#)

**Discussion (Timestamp 1:24:37):**

It was asked where Line Item 73 on Table 2 from a previous version of the TIP moved to Table 1. When the CAC saw Table 2, these Westshore Interchange sections were funded and programmed to Table 1. Dr. Wong pointed out where those project numbers are in Table 1. It was noted that there are other ways to investigate what management strategies can be done; the project completion is 7 to 9 years away. It was asked why this was not sent out to the TPO Board ahead of time. It was asked what Phase 3 of the Westshore project is and noted that it is not scheduled for funding until FY28. The procurement method being used is Phase Design Build, this is the first project it is being used on. This is multi-phased funding; it is spreading money out in earlier years instead of it sitting there. It was asked if it could be changed from “funded” to “obligated” to make it clearer. It was noted that Table 1 is “programmed” and those funds are in the Work Program. The Westshore Interchange has been programmed for over a year; this is a scribing error that has been corrected. There was concern expressed over doing a resolution for non-tolled lanes. That is not binding. It is the only thing that the public is asking for. Toll lanes encourage bypass. Through the city, you want people to get off the highway and spend money. If the objective is to have vehicles bypass, send them around. The question was brought up, how do goods and services get moved around without going through the Urban Core? Councilmember Hurtak requested a truck freight study to be done by having trucks go around the Urban Core. FDOT said that they can do this study.

Councilmember Hurtak moved to request a freight network study with the idea of reducing truck volume north of downtown, seconded by Commissioner Kemp.

**Discussion:**

There was a discussion regarding the limitation of the study and where the freight might go. Clarification was asked if the motion was for FDOT to do a freight study. Yes. FDOT can commit to that study without a motion. They will do the model analysis and bring it back to the TPO.

Cameron Clark recommended that the motion be withdrawn. Councilmember Hurtak withdrew the motion.

**Further Discussion:**

It was noted that the express lane management be addressed in the LRTP for a more long-lasting impact on the managed lanes. FDOT noted that they changed their strategy from being congestion-pricing toll lanes to managed strategies. Provided a few examples of different strategies implemented around the state. There are additional years until FDOT will do a public hearing and get public input on the express lane management.

For the Major Investments in Economic Growth, clarification was asked if that is the numerical priority. It is a low funding priority for the use of discretionary grants, but it is not a low funding priority to go after federal discretionary grants. It was asked if roads can be widened in sections with funding as it becomes available. That depends on what types of grants are available and what projects would be eligible under those grants. Piecemeal would likely be an option of last resort due to the consideration of a two-lane road in question (Lithia Pinecrest). Noted that the development outside of the City of Tampa road widening and infrastructure is an overwhelming need.

I-275 going North, it was asked if the wall from Hillsborough to Bearss and the sidewalks along Talliaferro Street; can these projects be added back. There is no retrofit program for noise walls. They would be included in a widening. The sidewalks could be done separately or with the interstate project. I-275 North is not on the priority list. It was noted that many states do retrofits with noise walls, why does Florida not have that program? There are many areas around the state that need noise walls. When those are done with widening projects, the noise walls can be funded with federal dollars.

It was asked about US 301 and the high-injury corridors identified and whether or not US 301 North to Pasco is included in the TIP. It is not included in the TIP however signalization and intersection improvements have been added. Widening is not included in the priority list.

Regarding the sidewalk on Talliaferro, it was asked that a multimodal space be considered in that area.

**Commissioner Cohen moved to approve the TIP; Mayor Ross and Commissioner Kemp seconded. Roll call vote, the motion passes 14 – 1.**

**IX. EXECUTIVE DIRECTOR'S REPORT** (*Timestamp 1:53:47*)

- A. Board assistance needed: TMA Leadership Group Member and Livable Roadways Committee Chair vacancies. **Commissioner Cohen moved to have Mayor Ross represent the TPO Board on the TMA Leadership and Councilmember Hurtak as the Chair of the Livable Roadways Committee, seconded by Councilmember Maniscalco. The voice vote passed unanimously.**
  - TMA Leadership – Mayor Ross
  - Livable Roadways Committee Chair – Councilmember Hurtak
- B. Plan Hillsborough Strategic Plan Joint Board Workshop: June 16, 2023, 8:30 AM – Noon, Tampa Firefighters Museum.
- C. Suncoast Transportation Planning Alliance & TMA Leadership Group meetings: June 23, 10:30 AM and 9 AM respectively, FDOT District 7 Auditorium and GoToWebinar.

**X. OLD & NEW BUSINESS** (*Timestamp 1:58:13*)

- A. The next meeting is August 9, 2023 at 10 AM on the 26<sup>th</sup> Floor of County Center.
- B. Mayor Ross asked if TPO Board Members are allowed to participate and vote as a virtual attendees. Cameron Clark noted that as long as there is a physical quorum, remote participation can be granted for exceptional circumstances.
- C. Justin Willits – gave congratulations to Beth Alden as this is her last TIP Hearing.

**XI. ADJOURNMENT** – The meeting adjourned at 7:55 PM

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

DRAFT



## **Committee Reports**

### **Livable Roadways Committee (LRC) Meeting on May 17**

The LRC approved action items:

- ✓ Hillsborough County Bicycle Network Evaluation
- ✓ FY24-28 Transportation Improvement Program Update

The LRC heard status reports on:

- Wildlife Permeability Along I-4
- City of Tampa Safe Streets and Roads for All Grant Implementation

### **Bicycle Pedestrian Advisory Committee (BPAC) Meeting on May 24**

The BPAC approved action item:

- ✓ Hillsborough County Bicycle Network Evaluation
- ✓ FY24-28 Transportation Improvement Program Update

The BPAC heard status reports on:

- Updates on Fowler Avenue Studies: FDOT PD&E, HART's Tampa Arterial BRT & Plan Hillsborough's Vision Plan
  - BPAC members raised concerns that the frontage road concept discussed will not address safety issues for bicyclists. They requested that speed management be brought into the design.
  - There was discussion about the context classification of the area. BPAC members were informed that it is not suburban; in practice it is an urban environment.
  - It was noted that there are ongoing discussions about the number of crossings on several streets.

The BPAC discussed New and Old Business:

- 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. Staff will send that list out and compare with the high-injury network.
- BPAC July Workshop Planning - Decided that this would be a good time for the walk/bike barrier project. Decided to have it at County Center.

### **Technical Advisory Committee (TAC) Meeting of June 5**

The TAC approved action items:

- ✓ Hillsborough County Bicycle Network Evaluation
- ✓ FY24-28 Transportation Improvement Program Update
  - Members discussed the need for documenting federal grants and the documentation required for this new task. FDOT to provide guidance.

The TAC heard status reports on:

- Updates on Fowler Avenue Studies: FDOT PD&E, HART's Tampa Arterial BRT & Plan Hillsborough's Vision Plan - Members discussed the safety strategies and the benefits of different typical sections for roadway user safety.
- Vision Zero Streets Study
- US 301 (Fowler Avenue to SR56) PD&E Study

### **Citizens Advisory Committee (CAC) Meeting of June 7**

The CAC had an exceptionally well-attended meeting on the evening of June 7<sup>th</sup> in which two CAC nominees and Councilwoman Hurtak also attended to observe the committee's business.

The CAC did not approve the action item:

- ✓ Hillsborough County Bicycle Network Evaluation

Following a concise presentation, the Chair offered kudos to Wade Reynolds, TPO staff, for articulately explaining a very complex topic. The committee, however, expressed reservations about several elements of the Network Evaluation and Plan. Regarding the geographic boundaries of the plan, at least two members commented that it would be better to integrate this evaluation (which included County-owned facilities within unincorporated Hillsborough) with a forthcoming evaluation (which will include County-owned facilities located within city limits). The members speculated that it might be better to consider all facilities in an integrated study rather than piecemeal. Other members asked why public engagement was not considered in developing the technical methodology and suggested that TPO and County staff seek ways to collect public input. The committee generally agreed that this would be helpful for Hillsborough County, as this input would allow it to prioritize bicycle investments along corridors that already have public support. Following this presentation, during Old/New Business, the committee moved to have TPO staff reevaluate the evaluation methodology based upon concerns expressed and return in August.

The CAC did approve the action item:

- ✓ FY24-28 Transportation Improvement Program Update

A lengthy discussion ensued following the presentation and many of the questions were from newer committee members seeking to clarify details about the format of the TIP, project prioritization, and how projects falling lower on the priority list can be funded. Several committee

members remarked on the status of Priority #22, which is a PD&E project at the intersection of Symmes Road and US301. Members familiar with this intersection noted how dangerous it is and strongly advocated that Hillsborough County staff submit a funding application to kick-off the study as soon as possible, while also implying that the TPO should recommend funding as soon as the application is submitted. A couple of comments and questions were targeted at projects impacting the TECO Streetcar, with one member excited about the prospect of local funds matching federal to extend and modernize the system. Contrasting that excitement, another member remarked that they do not want Unincorporated Hillsborough County paying for that service, as they believe it will primarily benefit those living in the urban core. The final substantive topic discussed was regarding the status of the Westshore Interchange project, with one member commenting that it is difficult to discern from either the TIP or FDOT work program what work is included in that portfolio of projects. As in previous years, a number of committee members expressed concern about managed lanes on the interstate being tolled. Following a discussion about the merits of managed lanes versus general purpose, the CAC moved to approve the TIP pending an update to the description of the Westshore Interchange, which should now include at the very end of the description "...all lanes will be non-tolled [*sic*]."

The CAC deferred status reports on:

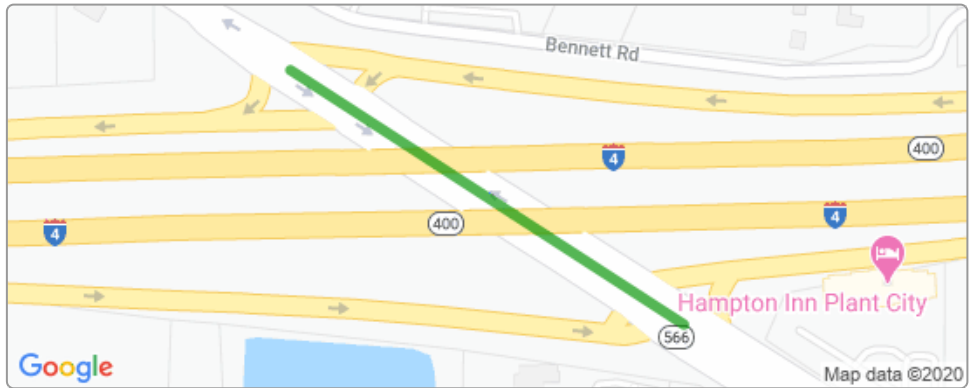
- Updates on Fowler Avenue Studies: FDOT PD&E, HART's Tampa Arterial BRT & Plan Hillsborough's Vision Plan - Members discussed the safety strategies and the benefits of different typical sections for roadway user safety.
- US41/CSX PD&E Study
- US 301 (Fowler Avenue to SR56) PD&E Study

### **Transportation Disadvantaged Coordinating Board Meeting of June 9**

A verbal report will be provided at the Board meeting.

I-4 Interchange Improvement at SR 566/Thonotosassa Road ( Exit 19) 443317-1-52-01

Project Details	
<b>Work Type</b>	Interchange Improvement
<b>Phase</b>	Design
<b>Limits</b>	At Thonotosassa Road (SR-566) I-4 Exit 19
<b>Length</b>	.596 miles
<b>City</b>	Plant City
<b>County</b>	Hillsborough
<b>Road</b>	I-4 SR 566 Thonotosassa Rd
<b>Design Cost</b>	\$619,657



**About**

This project will widen SR-566 (Thonotosassa Road) under I-4 from two to four lanes between the ramps. A new northbound to eastbound right turn lane onto I-4 will be added. A traffic signal will also be added at the base of the off ramp from westbound I-4.

The project is currently in the design phase. Construction is anticipated to begin in 2024.

Contact Information	
<b>Design Manager</b>	Charlie Xie 813-975-6287 charlie.xie@dot.state.fl.us
<b>Media Contact</b>	Kris Carson 813-975-6060 kristen.carson@dot.state.fl.us



### 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. There are multiple ways to get involved - call, write, or email us. For details on how to provide your input and attend the public hearing, please see the insert page provided.

### 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 (ADA) or persons who require translation services (free of charge) should contact Roger Roscoe, Title VI Coordinator, at [roger.roscoe@dot.state.fl.us](mailto:roger.roscoe@dot.state.fl.us), by telephone at (813) 975-6411 or toll-free at 1(800) 226-7220, or by written correspondence at least seven (7) days prior to the hearing to the Florida Department of Transportation, District Seven, 11201 N. McKinley Drive, MS 7-500, Tampa, FL 33612.

### Comuniquese Con Nosotros

Si usted tiene preguntas o comentarios, o si simplemente desea más información sobre este proyecto, favor de ponerse en contacto con nuestro representante 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 Way Acquisition Procedure

We understand that when a transportation project proposes the acquisition of private property, you may have questions and concerns. To better educate and inform you about the Right of Way acquisition process and your rights, the FDOT has created real estate acquisition and relocation brochures.

These brochures and other education material will be available at the public hearing along with representatives from the FDOT's Right of Way acquisition and relocations departments. Copies of the brochures may also be found on our website at [www.dot.state.fl.us/rightofway/documents.shtm](http://www.dot.state.fl.us/rightofway/documents.shtm).

We are interested in hearing your concerns and answering your questions. Please feel free to speak with the FDOT's Project Manager or a Right of Way representative at your convenience either at the workshop or by phone at (813) 975-6495.



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

<https://active.fdotd7studies.com/us301/fowler-to-sr56/>

## US 301 (SR 41)

### Project Development & Environment Study (PD&E) Study

from Fowler Avenue to SR 56

Hillsborough and Pasco Counties | WPI Segment No. 255796-1 | ETDM# 14194

### NOTICE FOR 2ND PUBLIC HEARING | PROJECT NEWSLETTER: JULY 2023

#### HEARING DATE

Tuesday

**August 1, 2023**

5:30 p.m. - 7:30 p.m.

Formal Presentation 6:30 p.m.

#### In-Person Session

##### Location

FDOT District Seven  
 Headquarters  
 11201 N. McKinley Dr.  
 Tampa, FL 33612

#### Registration to Virtual Session

<https://active.fdotd7studies.com/us301/fowler-to-sr56/>

#### JOIN THE CONVERSATION

about the

#### US 301 PD&E Study

We want your comments and suggestions throughout the study.

#### HAVE QUESTIONS?

We're here to help.

Give us a call, send us an email, or let us come speak to your group:

**Amber Russo, P.E.**

#### FDOT Project Manager

[amber.russo@dot.state.fl.us](mailto:amber.russo@dot.state.fl.us)

813-975-6260

FDOT—District Seven

11201 N. McKinley Dr.

Tampa, FL 33612

— Or —

For Media Inquiries:

**Kris Carson**

#### Public Information Officer

FDOT—District Seven

11201 N. McKinley Dr.

Tampa, FL 33612

[kristen.carson@dot.state.fl.us](mailto:kristen.carson@dot.state.fl.us)

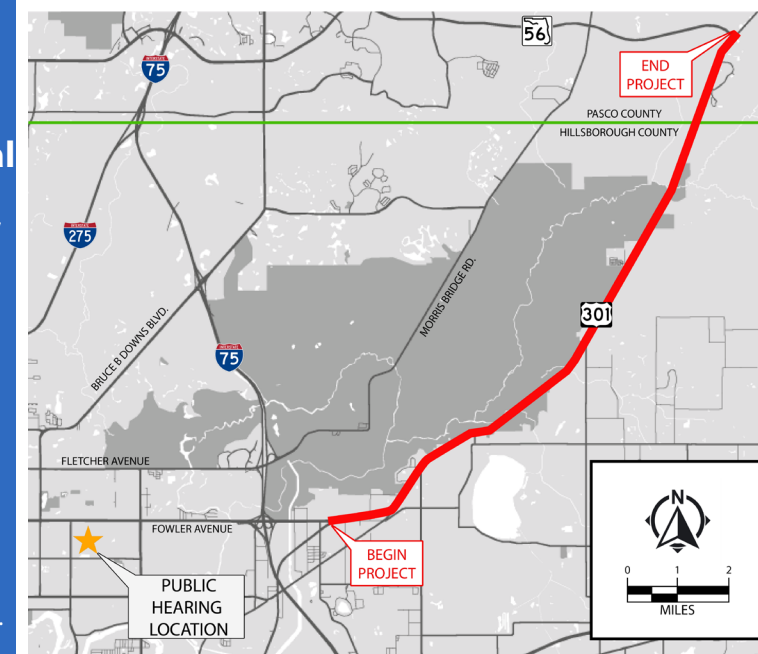
813-975-6202

800-226-7220

The Florida Department of Transportation (FDOT) District Seven will hold a public hearing on Tuesday, August 1, 2023, regarding the Project Development & Environment (PD&E) study, Work Program Item (WPI) Segment No. 255796-1, for the proposed improvements to US 301 from Fowler Avenue to SR 56 in Hillsborough and Pasco Counties, a distance of approximately 13.1 miles. **This is the second public hearing for this project to address public comments and provide updated concepts.**

This public hearing is being conducted in-person with an option to attend virtually to present information to the public and receive public input from interested persons regarding the proposed improvements to US 301.

Citizens who choose to attend the virtual hearing session must do so through a computer, tablet or smartphone via GoToWebinar. Virtual attendees must register online at the project website: <https://active.fdotd7studies.com/us301/fowler-to-sr56/>



**PROJECT LOCATION & STUDY AREA MAP**

This public hearing will be conducted in accordance with all federal, state, and local requirements. This newsletter also serves as notice to property owners (pursuant to Florida Statutes 339.155) that all or a portion of their property is within a minimum of 300 feet of the centerline of the alignment; however, this does not mean that all properties would be directly affected. The concept plans, display boards, and video presentation from the in-person session will be available for viewing starting on July 24, 2023, at

<https://active.fdotd7studies.com/us301/fowler-to-sr56/>

Draft project engineering and environmental reports will be available for public viewing from July 11, 2023, to August 11, 2023, on the project website and at the following locations:

- Zephyrhills Public Library: 5347 8th Street, Zephyrhills, FL 33542, Tues. through Thurs.: 9:00 a.m. to 6:00 p.m.; Fri.: 9:00 a.m. to 5:00 p.m., and Saturday 9:00 a.m. to 12:00 p.m.
- Thonotosassa Branch Library: 10715 Main Street, Thonotosassa, FL 33592, Mon. Through Sat.: 10:00 a.m. to 6:00 p.m.
- Florida Department of Transportation, District Seven: 11201 N. McKinley Drive, Tampa, FL 33612, Mon.-Fri.: 8:00 a.m. to 5:00 p.m.

FDOT Staff will not be present at the public viewing locations to answer project questions.

Federal funds are not planned to be used for the project, so this study is being conducted in accordance with the PD&E Manual, Part 1, Chapter 10, which addresses non-federal projects. A State Environmental Impact Report (SEIR) is being prepared as the environmental document for this study.

FDOT welcomes and appreciates everyone's participation. If you have questions about the project or the scheduled hearing, please contact Amber Russo, P.E., FDOT PD&E Project Manager at (813) 975-6260 or visit our project website at <https://active.fdotd7studies.com/us301/fowler-to-sr56/>

Sincerely,

*Kirk Bogen*

**Kirk Bogen, P.E.**  
 Environmental Management Engineer



### What is a PD&E Study?

A Project Development and Environment (PD&E) study is a comprehensive study that evaluates social, economic, and environmental effects associated with the proposed transportation improvements so that the FDOT can reach a decision on the type, location and conceptual design to meet the project's proposed purpose and need. Engaging the public by sharing and receiving information is a key component of this process and is required by the National Environmental Policy Act.

### Study Purpose

The purpose of this project is to provide additional roadway capacity and improve safety on this portion of US 301 in unincorporated Hillsborough and Pasco Counties.

### Project Description

The proposed action involves widening US 301 from the existing two-lane undivided roadway to a four-lane divided roadway and includes pedestrian and bicycle accommodations. The proposed improvements will include construction of stormwater management facilities and floodplain compensation sites, various intersection improvements, and multimodal facilities. Wildlife crossings and/or features are also being evaluated and coordinated with the resource agencies in accordance with the FDOT Wildlife Crossing Guidelines. The proposed improvements will require additional right-of-way detailed on the concept plans in the Appendix of the Preliminary Engineering Report (PER) and the roll plots that will be on display at the public hearing.

### Existing Conditions

The existing US 301 has a two-lane undivided rural typical section from Fowler Avenue to SR 56. The roadway is functionally classified as an Urban Other Principal Arterial from Fowler Avenue to just north of CR 579 (Mango Road) and from the County line to SR 56. The remaining portion of the project is classified as a Rural Other Principal Arterial. The posted speed limits within the study corridor are 55 miles per hour (mph) from Fowler Avenue to Flint Creek and 60 mph from Flint Creek to SR 56. The existing right-of-way (ROW) width ranges from 100 feet to 200 feet.

### Traffic & Crash Data

Crash data from the FDOT Crash Analysis Reporting System (CARS) database was provided by District Seven for the five-year period from January 1, 2015 through December 31, 2019. This historic crash data was analyzed to identify the characteristics of the crashes that occurred within the study corridor. A total of 464 crashes occurred during this five-year time period, and these crashes resulted in 16 fatalities and 338 injuries. Approximately 51.5% of the total crashes involved injuries or fatalities, and 5.2% of the total crashes were head-on collisions.

The 2015 Average Annual Daily Traffic (AADT) volumes on US 301 range from 11,600 vehicles per day (vpd) to 18,400 vpd. The existing daily truck percentages range between 10.6% and 11.4%. The 2045 AADT volumes within the study corridor are projected to range from 29,200 vpd to 51,200 vpd.

### Preferred Alternative

The Preferred Alternative includes an urban typical section with a target/design speed of 45 mph is proposed from Fowler Avenue to Stacy Road. This typical section has two 11-foot travel lanes in each direction, a 30-foot raised median, including 4-foot paved inside shoulders, and 7-foot buffered bike lanes in each direction. There is a 6-foot sidewalk on the east side of the roadway and a 12-foot shared use path on the west side of the roadway, as illustrated in **Typical Section 1**. The proposed typical ROW width varies from 151 feet to 200 feet.

A suburban typical section with a target/design speed of 55 mph is proposed from Stacy Road to SR 56. This typical section has two 12-foot travel lanes in each direction, a 30-foot raised median, including 4-foot paved inside shoulders, and 10-foot outside shoulders (5-foot paved). There is a 6-foot sidewalk on the east side of the roadway and a 12-foot shared use path on the west side of the roadway, as illustrated in **Typical Section 2**. The proposed typical ROW width varies from 192 feet to 230 feet. Where possible, pavement savings will be achieved by converting the existing two-lane roadway to southbound operation.

The Preferred Alternative will reduce the possibility of head-on collisions with the introduction of medians along the corridor. It will also provide the additional roadway capacity needed to accommodate the future year (2045) traffic volumes projected to occur within the study corridor and provides pedestrian and bicycle facilities throughout the entire corridor, thus increasing the safety for these users.

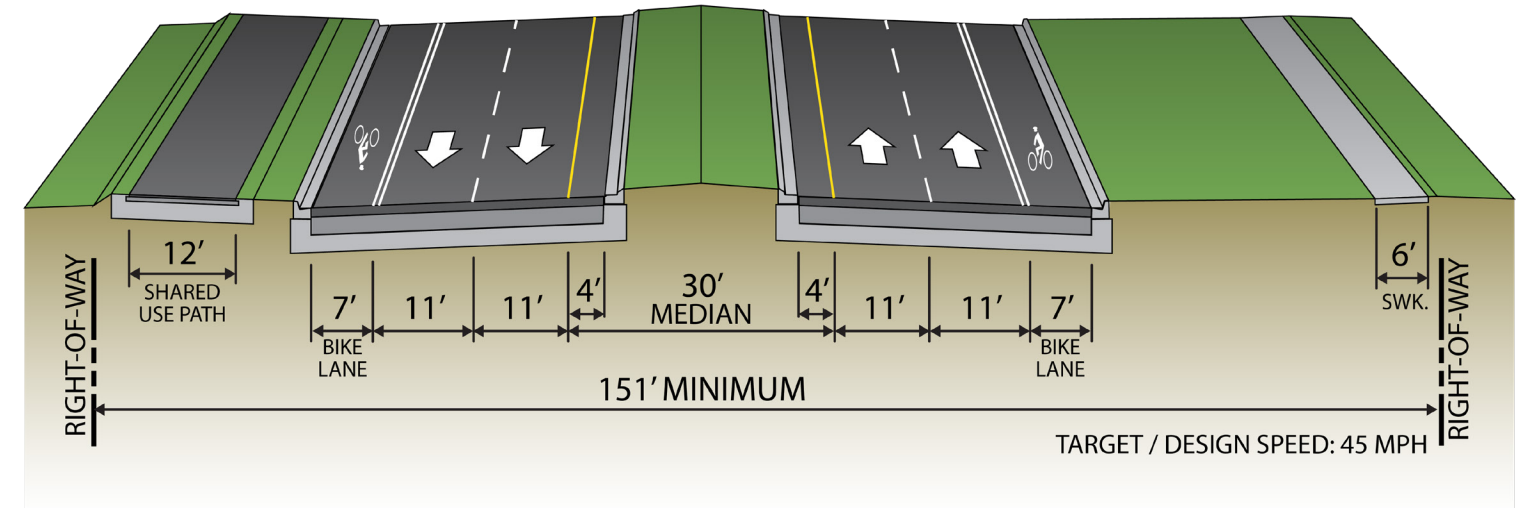
### Evaluation Matrix

An evaluation matrix comparing the No Build and Preferred Alternative is shown below. This matrix compares natural, physical and social environmental factors, as well as preliminary cost estimates (ROW acquisition, wetland mitigation, engineering and construction).

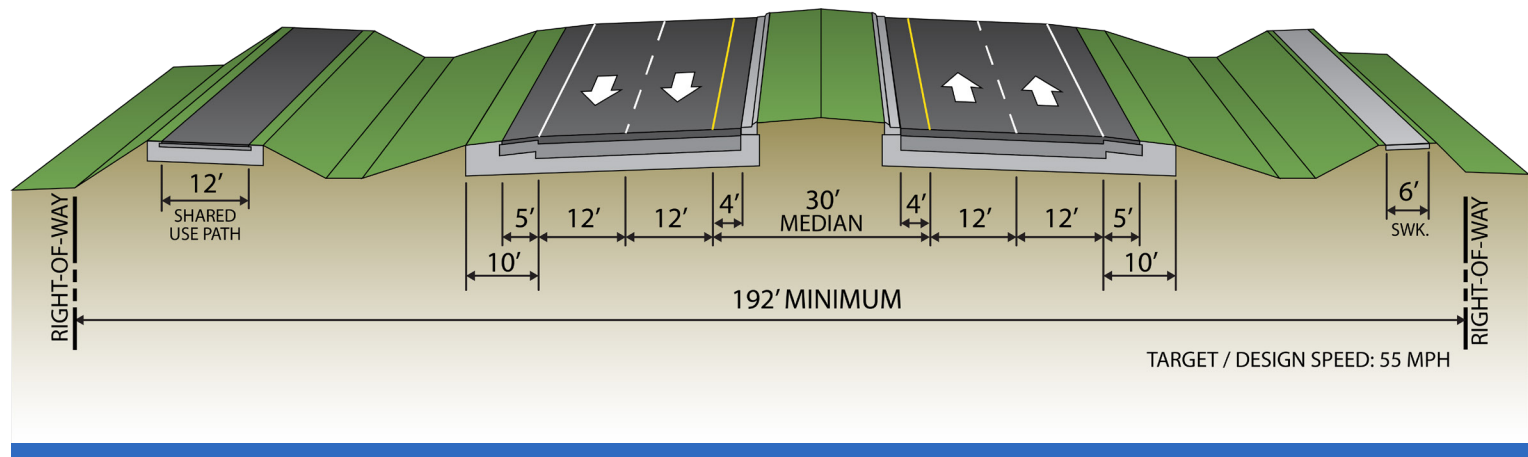
Evaluation Matrix		
Evaluation Criteria	No-Build Alternative	Preferred Alternative
<b>Potential Relocations</b>		
Number of business/residential	0	9/11
<b>Right-of-Way-Needs</b>		
Roadway improvements (acres)	0	85.1
Stormwater facilities (acres)	0	97.1
<b>Potential Environmental Effects</b>		
Archaeological sites/Historic resources	0	22/55
Public lands (acres)	0	18.9
Noise sensitive sites	32	67
Wetlands (acres)	0	16.6
Surface waters (acres)	0	33.7
Floodplains (acre-feet)	0	123.3
Threatened and endangered species (potential)	None	Low
Contamination sites (low/medium/high)	0	31/ 4/ 0
<b>Estimated Total Project Costs</b>		
Design (10% of the construction cost)	\$0	\$22.6 M
Wetland mitigation cost	\$0	\$2.9 M
Right-of-way cost	\$0	\$41.8 M
Construction cost	\$0	\$226.5 M
CEI (10% of the construction cost)	\$0	\$22.6 M
<b>Estimated Total Project Costs</b>	<b>\$0</b>	<b>\$316.4 M</b>

Right-of-way cost estimates were prepared in June 2023. Construction costs were prepared in July 2023 using the FDOT LRE system.

### Typical Section 1 PROPOSED TYPICAL FROM FOWLER AVENUE TO STACY ROAD



### Typical Section 2 PROPOSED TYPICAL FROM STACY ROAD TO SR 56



### Project Shedule

Study Began	May 2015
Project on hold	2017 - 2019
Data Collection	Completed August 2021
Preparation of Documents	Ongoing
First Public Hearing	March, 24 2022
★ Second Public Hearing	August, 1 2023
PD&E Study Approval	Fall 2023

### Project Funding

FDOT Adopted Five Year Work Program Fiscal Year 2023/24 to Fiscal Year 2027/28

Phase	Fiscal Year(s)
Design	Underway
Right of Way Acquisition	Not Currently Funded
Construction	Not Currently Funded



## US 301 (SR 41)

# Project Development & Environment Study (PD&E) Study

from Fowler Avenue to SR 56

Hillsborough and Pasco Counties | WPI Segment No. 255796-1 | ETDM# 14194

## Instructions for attending the public hearing

The public hearing will be offered in person with the option to attend virtually. The same materials will be presented for the in-person and virtual formats.

Pre-registration is required for the virtual format only. Registration is available online at the project website <https://active.fdotd7studies.com/us301/fowler-to-sr56/> or from your mobile device, scan the QR Code to the right.

If you have any questions or issues registering, please contact **Amber Russo, P.E.**, the FDOT PD&E Project Manager at **(813) 975-6260**.



### To attend the Public Hearing in-person

#### In-Person Public Hearing Session will be held at:

FDOT District Seven Headquarters

11201 N. McKinley Drive

Tampa, FL 33612

5:30 p.m. Open house

6:30 p.m. Formal Presentation/Comment Period

1. Upon arrival, please sign-in. If you wish to make a formal public comment, please fill out a speaker card and give it to a project team member. You will be called during the formal portion in the order in which the cards are received.
2. During the Open House period starting at 5:30 p.m., a repeating informational presentation will be shown and project displays will be available for review. Team members will be on-site to assist with questions and/or concerns.
3. At 6:30 p.m. the formal public hearing portion will begin.
4. Those who filled out a speaker card will be called upon to make a formal comment.
5. At the conclusion of the formal portion of the hearing and the public comment period, the open house will resume until 7:30 p.m.

### To attend virtually

#### The Virtual Public Hearing Session will be held through:

GoToWebinar

5:30 p.m. Open house

6:30 p.m. Formal Presentation/Comment Period

Persons registered for the Virtual Public Hearing can attend online using GoToWebinar.

1. Virtual online attendees should use the sign-in link emailed to them after registering. **A call in number is not available.**
2. During the Open House period, starting at 5:30 p.m., attendees will be able to view materials online and ask questions to FDOT staff through the GoTo question box. Team members will be available virtually to assist with questions and/or concerns.
3. At 6:30 p.m. the formal public hearing portion will begin and will be broadcast from the in-person event to those attending virtually.
4. After in-person formal comments have been made, virtual attendees may use the Raise Hand function of the webinar to be called upon if they choose to make a formal public comment.
5. At the conclusion of the formal portion of the hearing and the public comment period, the open house will resume until 7:30 p.m.

## There are many ways to provide comments:

- Submit your comments through the project website on the "Send Us Your Comments" page.
- Make a verbal statement during the public comments period after the formal portion (see above for in-person and virtual options on how to submit a speaker request).
- Make a verbal statement directly to the court reporter in a one-on-one setting for those attending the in-person session.
- Complete a comment form and drop it in the comment box in-person or mail comment to the address listed on the back. Please post mark by August 11, 2023.

Persons wishing to submit written statements or other exhibits, in place of, or in addition to oral statements, may do so at the hearing or by mailing them to Kirk Bogen, P.E., Environmental Management Engineer, FDOT District Seven, 11201 N. McKinley Drive MS 7-500, Tampa, FL 33612, or provide them on the "[Send Us Your Comments](https://active.fdotd7studies.com/us301/fowler-to-sr56/)" page on the project website at <https://active.fdotd7studies.com/us301/fowler-to-sr56/>

All comments postmarked on or before August 11, 2023, will become part of the official public hearing record.



# US 301 (SR 41)

## Project Development & Environment (PD&E) Study

From Fowler Avenue to SR 56

Hillsborough and Pasco Counties WPI Segment No.: 255796-1, ETDM No.: 14194

### 2<sup>nd</sup> PUBLIC HEARING COMMENT FORM

Comments may be provided in one of three ways: complete the form and place in the “comments” box, mail comments to the address on the back of this form, or visit our website at <https://active.fdotd7studies.com/us301/fowler-to-sr56/>.

To become part of the official public hearing record, comments must be **postmarked by August 11, 2023.**

Large empty box with horizontal lines for writing comments.

**Contact Information** (please print):

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State \_\_\_\_\_ Zip: \_\_\_\_\_

Email: \_\_\_\_\_

If you did not receive notice of this Public Hearing but would like to be included on the mailing list for this project, please check.



**NOTE:** All comments are part of the project record and are available for viewing by the public and the media.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who need special accommodation under the Americans with Disabilities Act or persons who require translation services (free of charge) please contact Roger Roscoe, District Seven Title VI Coordinator, at (813) 975-6411 or [Roger.Roscoe@dot.state.fl.us](mailto:Roger.Roscoe@dot.state.fl.us).

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

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Florida Department of Transportation - District Seven  
Attn: Kirk Bogen, PE, Environmental Management Engineer  
11201 N. McKinley Drive, MS 7-500  
Tampa, FL 33612

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# SR 580/SR 600/US 92/HILLSBOROUGH AVE FROM BAY PATH LANE TO E OF TUDOR DR

255339-2-52-01

Project Details	
<b>Work Type</b>	Wetland Mitigation/Restoration
<b>Phase</b>	Design
<b>Limits</b>	SR 580/SR 600/US 92/Hillsborough Ave and the Tidal Canal
<b>Length</b>	.212 Miles
<b>City</b>	Town 'N' Country
<b>County</b>	Hillsborough
<b>Road</b>	Hillsborough Ave
<b>Design Cost</b>	\$700,000



Contact Information	
<b>Design Manager</b>	Miki Zimmerman 813-975-6049 Miki.Zimmerman@dot.state.fl.us
<b>Media Contact</b>	Kris Carson 813-975-6060 Kristen.Carson@dot.state.fl.us

**About**

New wetland mitigation site that will include clearing and grubbing, grading and stabilization, installation of sediment barriers and floating turbidity barriers, removal of existing pavement, replacement of existing drainage structures, installation of high-performance turf mats, and plantings.

Construction is currently anticipated to begin in summer 2024.



## 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](mailto: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.

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**From:** FDOT Communications Office <[FDOTCommunicationsOffice@dot.state.fl.us](mailto: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](mailto: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](http://FDOT.gov).

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