



# Hillsborough TPO Transportation Planning Organization

Commissioner Gwen Myers  
Hillsborough County  
TPO Chair

Mayor Andrew Ross  
City of Temple Terrace  
TPO Vice Chair

Paul Anderson  
Port Tampa Bay

Councilman Alan Clendenin  
City of Tampa

Commissioner Harry Cohen  
Hillsborough County

Councilmember Lynn Hurtak  
City of Tampa

Commissioner Pat Kemp  
Hillsborough County

Mayor Nate Kilton  
City of Plant City

Scott Drainville  
HART

Joe Lopano  
Hillsborough County  
Aviation Authority

Councilman Guido Maniscalco  
City of Tampa

Commissioner  
Michael Owen  
Hillsborough County

Hemant Saria  
Planning Commission

Greg Slater  
Expressway Authority

Commissioner  
Joshua Wostal  
Hillsborough County

Jessica Vaughn  
Hillsborough County  
School Board

Beth Alden, AICP  
Executive Director



Plan Hillsborough

[planhillsborough.org](http://planhillsborough.org)  
[planner@plancom.org](mailto:planner@plancom.org)

813 - 272 - 5940  
601 E Kennedy Blvd  
18<sup>th</sup> Floor  
Tampa, FL, 33602

## ***Meeting of the Transportation Disadvantaged Coordinating Board***

Friday, August 25, 2023, 9:30 a.m. – 11:30 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/4846110026677723990>
- Register in advance to receive your personalized link, which can be saved to your calendar.
- Dial in LISTEN-ONLY MODE: 1-562-247-8321 Access Code: 331-988-300
- 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**
- II. Roll Call and Declaration of Quorum** (Gail Reese, TPO Staff)
- 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 [yeha@plancom.org](mailto:yeha@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 9, 2023**
- V. In person attendance for TDCB Board members starting in Oct 2023**

## **VI. Action Item**

- A. Memorandum of Understanding on Creating a Tampa Bay MPO (Elizabeth Watkins, TPO Staff)
- B. Election of Officer – Vice Chair (Allison Yeh, TPO Staff)

## **VII. Status Reports**

- A. Section 5310 Grant Program Update (Tracey Noyes, FDOT)
- B. 2050 Plan Needs Assessment for Equity (Connor Trejos-MacDonald, TPO Staff)
- C. 2050 Plan Needs Assessment for Real Choices When Not Driving (Elizabeth Watkins, TPO Staff)
- D. Ride Guide Update (Beneetta Jose, TPO Staff)
- E. Sunshine Line Update (Jerry Stickney, Sunshine Line Staff)
  - A. Service update
  - B. Tri-county transportation
  - C. Hurricane Season Briefing
- F. HART Update (Justin Willits, HART Staff)

## **VIII. Old Business and New Business**

- A. Next meeting October 13

## **IX. Adjournment**

## **X. 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
- G. US Access Board Final PROWAG

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

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

*Persons needing interpreter services or accommodations for a disability in order to participate in this meeting, free of charge, are encouraged to contact Connor MacDonald, (813) 582-7351 or [macdonaldc@plancom.org](mailto:macdonaldc@plancom.org), three business days in advance of the meeting. If you are only able to speak Spanish, please call the Spanish helpline at (813) 272-5940 or (813) 273-3774 and dial 1.*

*Se recomienda a las personas que necesiten servicios de interpretación o adaptaciones por una discapacidad para participar en esta reunión, o ayuda para leer o interpretar los temas de esta agenda, sin costo alguno, que se pongan en contacto con 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.*

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

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

**HILLSBOROUGH COUNTY MEETING OF THE  
TRANSPORTATION DISADVANTAGED COORDINATING BOARD  
HYBRID MEETING OF JUNE 9, 2023  
DRAFT MINUTES**

**I. Call Meeting to Order**

Chair Myers called the regular meeting to order at 9:30 AM.

**Members Present In-Person:** Commissioner Gwen Myers, Gloria Mills, Glenn Brown, Mike Lacey, Craig Forsell, Ian Martin, Beth Pasek, Alexcia Wiggins, Councilmember Gil Schisler, Indihra Chambers

**Members Present Virtually:** Kristen Thomas, John Vargas

**Members Excused/ Absent:** Artie Fryer, David Newell, Kristina Melling, March Harshbarger, Deborah Lekenta

**Others Present:** Jerry Stickney (Sunshine Line); Allison Yeh, Jason Krzyzanowski, Amber Simmons, Gail Reese (TPO Staff); Cheryl Rivera, Wanda West (Hillsborough County); Justin Willits, Jesus Peraza Garcia (HART); Amber Russo (FDOT) Alvaro Gabaldon, Jay Collins (Planning Commission Staff); Steve Gordillo (WSP); Leslie Williams (Public)

*An in-person quorum has been met.*

**Glenn Brown moved to allow remote participation, seconded by Councilmember Schisler. The voice vote passed unanimously.**

**II. Public Comment – 3 minutes per speaker (Timestamp 0:02:26)**

**III. Approval of Minutes (Timestamp 0:03:11) – April 28, 2023**

Updated April 28<sup>th</sup>, 2023 minutes, Action Item B Discussion, “\$100” changed to “100,000” on 6/6/2023 by the recorder.

**Ian Martin moved to accept the April 28, 2023 minutes as corrected, seconded by Councilmember Schisler. Voice vote, motion passes unanimously.**

**IV. Action Item**

**A. TDCB By-Laws Review (Allison Yeh, TPO Staff) (Timestamp 0:04:02)**

- Overview of the breakdown of the subcommittee.
- Went over the membership of the TDCB.
- Went over required products that the TDCB approves.

**Recommended Action: Review and (re) approve the LCB Bylaws**



**Discussion:**

**Councilmember Schisler moved to reapprove the LCB Bylaws, seconded by Ian Martin. The voice vote passed unanimously.**

**B. TDCB Grievance Procedures and Subcommittee** (Allison Yeh, TPO Staff) *(Timestamp 0:06:56)*

- Went over the TDCB Grievance Procedures
- Review the subcommittee's membership and who must make it up along with the current appointees.

**Recommended Action: Approve the Grievance Procedures and (re)-appoint or appoint new members to the Grievance Subcommittee.**

**Beth Pasek moved to approve the Grievance Procedures and reappoint the subcommittee members, seconded by Glenn Brown. The voice vote passes unanimously.**

**V. STATUS REPORTS**

**A. Updates on Fowler Avenue Studies: FDOT's PD&E, HART's Tampa Arterial BRT & Plan Hillsborough's Vision Plan** (Amber Russo, FDOT; Alvaro Gabaldon and Jay Collins, Planning Commission Staff; Jesus Peraza Garcia, HART) *(Timestamp 0:09:44)*

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

- Provided direction to the website and the analysis report which is setting the stage for the next phase
- Going back with a vision statement from the county and the City of Tampa to make sure that the vision is what has been heard from the communities
- Went over the redevelopment vision objectives
- Dividing the study area into character districts
- Looked at policy recommendations
- The three teams meet monthly to work through the process and coordinate

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

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

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

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

#### **Discussion:**

It was asked where the pedestrian crossing will be on Fowler; the crossings including signalized and mid-block crossings will be on the concept drawings at the public meeting. There was a question about the Bruce B Downs Blvd to W of N 56<sup>th</sup> St intersection and there being no Innovative Intersection design. There are other treatments that are recommended instead including an at-grade crossing at MOSI and a pedestrian bridge. It was noted that many vehicles are traveling at 60 mph. McKinley and Fowler will have alternatives present at the workshop. It was asked if shading is part of the plan. Yes, landscaping will be programmed in once the preferred alternative is selected. It was noted that Fowler is a large street to cross; it was asked if the signals will be long enough to give people time to cross. There will be a median refuge for pedestrians. It was asked if the ADA "bells and whistles" will be included in the design instead of having to request it after the fact; FDOT will take this back for the project. Clarification was asked if pedestrians will be able to fully cross the street on the signal; yes, that is ideal but there will be refuge.

It was noted that the City of Tampa and Hillsborough County are represented on the project TAC and it was recommended that the Directors/Administrators be invited to the meetings to determine business aspects. Looked at the Innovation Employment Center; it is a legacy industrial area and there have been requests for other types of development in that area. Working on accommodating that while preserving employment in the area. The FDOT meeting on June 15<sup>th</sup> is on the Planning Commission project page and on the FDOT project page. It was asked if there are other outreaches being done to communicate the meeting. There were ads in three papers, mailouts to homes within 500' of the project area, and signs will be out the day of. It was requested that good signage is in the University Mall to get to the meeting. It was asked if there are other meetings or sessions being conducted for people who work during the time such as the weekend and evening. There were suggestions for organizations on how to get the message out more. It was asked if the numbers of attendees are significant enough to get good feedback and

representation. The Planning Commission went over its public engagement strategy promoting the vision study. There was a discussion on when and how the land-use code will be implemented.

**B. Sunshine Line Update** (Jerry Stickney, Sunshine Line) *(Timestamp 1:04:18)*

- From Scott Clark (Allison Yeh read a statement): “I would like to thank each of you for the many years of support. I enjoyed the collaboration and teamwork as we did our best to provide outstanding service to the citizens we served. Please express my appreciation to the TD Board for all their hard work and compassion for the Transportation Disadvantaged.”
- Feel free to reach out, if needed. I will always care about those in need.
- 12 vacancies exist; continuing with active recruitment and interviewing; will be training soon; new practice is active recruitment when there are 2 vacancies
- 15,939 trips for April and May 2023; 1689 clients in April and 1687 clients in May.
- 92.8% on-time performance for May with a standard target of 98%, customer service answer rate is 97.3% with a 16-second hold time
- Bus passes are remaining consistent
- Focusing on outreach in the community for the services; using a targeted social media approach and having a message of the day at the call center
- Cross-county Program trips from February 2023 – April 2023: in-county 297 trips; cross-county 126 trips; the cross-county trips will continue with the new grant from PST; working with attorneys to maintain in-county trips.

**Discussion:**

It was asked how capacity is working with the new staffing based on previous numbers. It is a balancing act depending on the day. Clarification was made regarding the percentage of calls answered. It was asked if the Innovation Grant is subject to potential gubernatorial scratch during the final budget process. It looks like it’s OK but other funding options are being looked at for the future.

**C. HART Update** (Justin Willits, HART Staff) *(Timestamp 1:16:19)*

- Moving to proceed with the BRT low-cost option; designing the pavement markings with the consultant
- Trying to build back service frequency: Route 5, Route 19 during peak hours, Route 32 during the weekday; replaced three routes to flex service; are working on saving service hours on the ends of the day
- West Tampa Transit Center has been re-implemented into service with several routes

**Discussion:**

It was requested that the next meeting update include information on delayed services.

**VI. OLD BUSINESS & NEW BUSINESS** *(Timestamp 1:19:50)*

**A. Next meeting: August 25, 2023 at 9:30 AM**

**B. There is a retirement celebration for Scott Clark (Sunshine Line) on June 27, 2023, Board members are invited.**

**C. TPO Merger** – called attention to the addendum in the agenda packet; did a general overview of the legislation passed.

VII. **ADJOURNMENT** – adjourned at 10:51 AM

DRAFT



# Hillsborough TPO Transportation Planning Organization

## Board & Committee Agenda Item

### Agenda Item:

Memorandum of Understanding on Creating a Tampa Bay MPO

### Presenter:

Elizabeth Watkins, TPO Staff

### Summary:

For about 30 years there has been a periodic discussion about forming a regional metropolitan planning organization (MPO) to serve the Tampa-St. Petersburg urbanized area that comprises most of Pinellas, Pasco and Hillsborough Counties. Whether stemming from the Governor of Florida, the business community, or local elected officials, the impetus for creating a single regional transportation planning body for the Tampa Bay area is to better harness the collective strength of the region to garner more funding from federal, state, and local sources and advance significant transportation projects to better support the region's growth and sustain its quality of life. That notion is often countered by the different needs for transportation based on geography, land use patterns and trends, and distinct socioeconomic considerations among the three counties.

With the dissolution of the Tampa Bay Area Regional Transit Authority and a sense that the Tampa Bay area is not competing effectively for funding with other regions in Florida and elsewhere, there continues to be a push to form a regional planning and decision-making body for transportation. The Florida Legislature passed a law requiring the three MPOs submit a study on the benefits, costs, and process to merging by December 31<sup>st</sup>.

The three MPOs are considering Creating a Tampa Bay Metropolitan Planning Organization Memorandum of Understanding (MOU) that sets forth a framework and necessary steps for the creation of a regional MPO. The draft MOU puts key provisions and considerations in writing to advance the conversation toward achieving this objective in a reasonable time frame. The Hillsborough TPO, Forward Pinellas, and Pasco MPO will consider executing the MOU in Fall 2023 and the target date for merging the MPOs is July 2027.

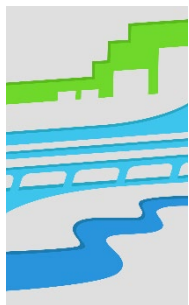
A survey will be available from July 5<sup>th</sup> through August 20<sup>th</sup> to solicit feedback from the public.

### Recommended Action:

Support or not support a Tampa Bay Metropolitan Planning Organization Memorandum of Understanding.

### Prepared By:

Elizabeth Watkins, AICP, TPO Staff



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

**Attachments:**

1. Creating a Tampa Bay MPO – MOU
2. [Presentation Slides](#)

# Creating a Tampa Bay Metropolitan Planning Organization

## Memorandum of Understanding

### Among

### The Hillsborough Transportation Planning Organization, The Pasco Transportation Planning Organization and Forward Pinellas

#### *Updated Working Draft*

March 27, 2023

**Whereas**, the Hillsborough Transportation Planning Organization (TPO), the Pasco County TPO and Forward Pinellas (the “Parties”) collectively desire to create a Tampa Bay Metropolitan Planning Organization (MPO) to improve regional transportation planning and define regional transportation priorities by entering into the Memorandum of Understanding (MOU);

**Whereas**, the Tampa Bay metropolitan area of Pasco, Pinellas and Hillsborough County has a combined population of 3.5 million and is projected to grow by more than one million people over the next 20 years;

**Whereas**, the Pasco, Pinellas and Hillsborough County MPOs or TPOs all function within the single Tampa-St. Petersburg Urban Area that covers much of the population within all three counties;

**Whereas**, since 1990 the State of Florida has requested that the three MPOs in the urban area consolidate into a single MPO unless they can sufficiently justify why they need to remain separate due to their complexity, unique conditions, and diversity within the region while also fostering a strong cooperative regional transportation planning process that addresses shared data, identifying regional needs, coordinated project development, and establishment of regional transportation priorities;

**Whereas**, the West Central Florida Chairs Coordinating Committee is established in state statutes (now Sun Coast Transportation Planning Alliance or SCTPA) and has interlocal agreements among the six MPOs serving the broader West Central Florida region and a subcommittee known as the Tampa Bay Transportation Management Area Leadership Group (TMA LG) serving the Pasco, Pinellas and Hillsborough MPOs that establish such a regional coordination and prioritization process;

**Whereas**, the pending sunset of the Tampa Bay Area Regional Transit Authority (TBARTA) will leave a void in regional transportation planning and project development, without dedicated staff and a governing board assigned to advance regional transportation activities and priorities;

**Whereas**, the process for forming a new regional MPO involved a number of steps to create required establishing planning documents as well as changing the hosting arrangements and MPO boundaries. As there is little precedent in Florida to rely on for guidance regarding de-designating an MPO, it will be important from a federal transportation funding cashflow to have a new MPO fully up and running at such time as existing MPOs are de-designated;

**Whereas**, MPOs receive federal planning funds through quarterly reimbursement that come with federal and state restrictions on how those funds may be used, there will need to be a substantial and long-term local commitment to provide sustainable and flexible funding for a regional MPO to be effective;

**Whereas**, the Florida Department of Transportation has committed through its approved Planning Funds (PL) distribution formula in 2014 that any MPOs in Florida that merge will continue to receive the base amount of PL due to each MPO prior to the merger.

**NOW, THEREFORE, IN RECOGNITION OF THE FOREGOING, the involved MPOs hereby jointly understand, agree and commit as follows:**

**ARTICLE 1. PURPOSE**

The purpose of this MOU is to document the mutual understanding between the Parties and to set forth the terms for their cooperation.

**ARTICLE 2. AGREEMENTS AND OBLIGATIONS OF THE PARTIES**

- A. The Pasco, Pinellas and Hillsborough County MPOs agree to investigate the formation, organizational and governance structure of a new regional MPO to serve the urban area of Pasco, Pinellas and Hillsborough Counties as reflected by the 2020 Census, with the goal of certifying the MPO by July 1, 2027. Other key steps toward formation may occur sooner than that date.
- B. A regional MPO serving these counties will augment and enhance the current functions of the existing MPOs in the urban area as currently represented by the Pasco MPO, Forward Pinellas and the Hillsborough TPO. It is important that while a regional MPO may provide a stronger and more collaborative regional focus and planning process that at the same time the existing long range transportation planning responsibilities be maintained at the county level for sub-regional, jurisdiction focused projects to avoid creating a local void in planning and technical assistance activities.
- C. A regional MPO must reflect proportional representation on its governing board based on the population of local governments within the MPO planning boundary, consistent with Florida Statutes that place requirements on the total number of voting members and the percentage that must represent the respective Boards of County Commissioners.
- D. The governance structure of a regional MPO may include representatives of transportation agencies as voting members, but their inclusion will reduce the number of local government elected officials as voting members on the governing board.
- E. Outreach to all local governments in the Metropolitan Planning Area is an important step in the regional MPO formation process and individual MPOs will develop a coordinated presentation and engagement strategy to fully inform and seek input from all affected local governments.



- F. The formation and certification of a new regional MPO will require the creation and adoption of multiple planning, development and policy documents for the region that are consistent with federal and state laws and regulations, including:
  - a. Apportionment Plan that describes to voting representation of the MPO's regional planning boundary and member local governments
  - b. Unified Planning Work Program (a two-year budget of planning activities)
  - c. Long Range Transportation Plan (20-25 year financially feasible plan for transportation)
  - d. Public Participation Plan (how it will involve the public in decision-making)
  - e. Transportation Improvement Program (a five-year work plan for transportation projects with funding by phase)
  - f. Congestion Management Process (a strategic means of evaluating the causes and strategies for improving traffic congestion)
  - g. Title VI process and Continuity of Operations Plan (addressing ADA complaints and emergency operations)
  - h. Interlocal agreements and/or staff services agreements with one or more host agencies (if the MPO is not fully independent), and interlocal agreements to receive funding and provide planning services to any number of local governments in the region.
  
- G. Those planning products shall reflect the work of the individual MPOs currently in place but will need to be substantially revised and restructured to reflect the new planning boundaries of the MPO as a truly regional entity covering the tri-county urban area.
  
- H. The MPOs in their current formation have demonstrated competent leadership and effectiveness in planning for countywide and local transportation needs and priorities in their respective planning areas, building trust and collaborative partnerships with local community stakeholders and land use planning agencies that will need to be sustained with the formation of a regional MPO. Therefore, the regional MPO will consider staff services agreements with the planning agency in each county to support outreach and engagement as well as coordination on land use, transportation operations and safety.
  
- I. As each existing MPO is currently hosted by another agency, the impacts to those agencies and their staffs should be considered; the interlocal agreements with those organizations will need to be updated. Those existing host agencies may present an opportunity for continuing long range transportation planning at a county or jurisdictional level.
  
- J. There will be substantial start-up costs to form a regional MPO based on case study examples elsewhere in the United States requiring funding to hire staff, secure office space, purchase equipment and produce necessary planning products and administrative documents.
  
- K. A regional MPO will need a recurring local funding source from member agencies or the host local government to develop a budget pay for staff salaries, planning activities, facilities and other related administration costs to augment federal and state funds that are paid on a quarterly reimbursement.

- L. To retain and continue to attract quality staff for transportation planning through what may be a multi-year transition period, existing staff at the time of formation of a regional MPO will be offered positions with the new MPO and with their county governments/planning agencies.

**ARTICLE 3. TERM**

The term of this MOU shall commence on the date the last signature is obtained (“Effective Date”) and shall continue in effect until one or more parties terminates the MOU or a new MPO interlocal agreement is in place.

**ARTICLE 4. TERMINATION**

This MOU may be terminated upon written agreement by the Parties with a 30-day notice.

**ARTICLE 5. AMENDMENTS**

This MOU may be amended, in writing, at any time if the Parties agree.

**ARTICLE 6. NOTICES**

If to Hillsborough TPO:

Beth Alden  
601 E Kennedy Blvd, 18<sup>th</sup> Floor  
Tampa, FL 33602

If to Pasco TPO:

Carl Mikyska  
8731 Citizens Drive, Suite 360  
New Port Richey, FL 34654

If to Forward Pinellas:

Whit Blanton  
310 Court Street, 2<sup>nd</sup> Floor  
Clearwater, FL 33756

**ARTICLE 7. GOVERNING LAW, JURISDICTION AND VENUE**

This MOU shall be governed by the laws of the State of Florida. Any action filed regarding this MOU shall be filed in the county of one of the Parties, or if in Federal Court, the Middle District of Florida, Tampa Division.

**IN WITNESS WHEREOF AND AS APPROVED BY EACH MPO on the date shown below:**

**HILLSBOROUGH TRANSPORTATION PLANNING ORGANIZATION**

**BY:** \_\_\_\_\_

**Commissioner Gwen Myers, Chair**

**Date:** \_\_\_\_\_

**PASCO TRANSPORTATION PLANNING ORGANIZATION**

**BY:** \_\_\_\_\_

**Councilmember Matthew Murphy, Chair**

**Date:** \_\_\_\_\_

**FORWARD PINELLAS**

**BY:** \_\_\_\_\_

**Commissioner Janet Long, Chair**

**Date:** \_\_\_\_\_



# Hillsborough TPO Transportation Planning Organization

## Board & Committee Agenda Item

### **Agenda Item:**

Election of Officer – Vice Chair

### **Presenter:**

Allison Yeh, TPO Staff

### **Summary:**

Due to the passing of Ms. Gloria Mills, there is a vacancy in the vice-chair position. The Board is seeking nominations to fill this position.

### **Recommended Action:**

Appoint new Vice Chair

### **Prepared By:**

Wally Gallart, TPO Staff

### **Attachments:**

None



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



# Hillsborough TPO Transportation Planning Organization

## Board & Committee Agenda Item

### **Agenda Item:**

Section 5310 Grant Program Update

### **Presenter:**

Tracey Noyes, FDOT

### **Summary:**

The Florida Department of Transportation (FDOT) will provide an update of the Section 5310 grant program. This program makes funding available for capital and operating expenses to support the provision of transportation services to meet the specific needs of seniors (aged 65 and over) and individuals with disabilities when public transportation is insufficient, unavailable, or inappropriate.

### **Recommended Action:**

None; For Information Only

### **Prepared By:**

Wally Gallart, TPO Staff

### **Attachments:**

None



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



# Hillsborough TPO Transportation Planning Organization

## Board & Committee Agenda Item

### **Agenda Item:**

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:**

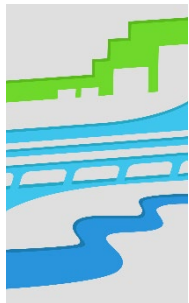
None. For information only.

### **Prepared By:**

Connor Trejos-MacDonald, TPO Staff

### **Attachments:**

1. [Presentation](#)



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



# Hillsborough TPO Transportation Planning Organization

## Board & Committee Agenda Item

### **Agenda Item:**

2050 Plan Needs Assessment for Real Choices When Not Driving

### **Presenter:**

Elizabeth Watkins, TPO Staff

### **Summary:**

As part of the 2050 Long Range Transportation Plan (LRTP) update, the TPO will conduct an analysis of local bus service, transportation disadvantaged service, and the trail network under the Real Choices When Not Driving TPO Investment Program. This will help inform current and future needs of the transportation system. The project aims to provide valuable insights and recommendations, which will be documented in a technical memorandum as an addendum to the 2050 LRTP.

### **Recommended Action:**

None; for information only

### **Prepared By:**

Elizabeth Watkins, TPO Staff

### **Attachment:**

None



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



# Hillsborough TPO Transportation Planning Organization

## Board & Committee Agenda Item

### **Agenda Item:**

Ride Guide Update

### **Presenter:**

Beneetta Jose, TPO Staff

### **Summary:**

The Hillsborough TPO is updating the 2023-2024 Ride Guide brochure which contains transportation information and services offered in Hillsborough, Pasco, and Pinellas Counties. The local coordinating board (LCB) operating in the three counties guide and coordinate transportation services with the goal of improving quality of life for those who are in transportation disadvantaged including the following:

- Children of high risk
- The elderly
- Those who have physical and mental disabilities and
- The economically disadvantaged

This brochure contains information about some of the services offered under the ADA and through each county's transportation disadvantaged program, as well as other options available to people who are transportation disadvantaged throughout the region.

### **Recommended Action:**

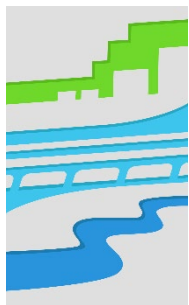
None; For Information Only

### **Prepared By:**

Wally Gallart, TPO Staff

### **Attachments:**

2023-2024 Ride Guide\_Draft



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



# Ride Guide

DRAFT



## Your Guide to Getting a Ride in the Tampa Bay Region 2024 Edition

Published by:  
Hillsborough, Pasco  
& Pinellas Counties



Hillsborough TPO  
Transportation  
Planning Organization



FORWARD  
PINELLAS

# Local Coordinating Boards



**Hillsborough TPO**  
Transportation  
Planning Organization

## **Hillsborough TPO**

**813-272-5940**

601 E Kennedy Blvd, 18th Fl

Tampa, FL 33602

*[tpo@plancom.org](mailto:tpo@plancom.org)*

*[PlanHillsborough.org](http://PlanHillsborough.org)*



## **Pasco County MPO**

**727-847-8140**

8731 Citizens Dr, Suite 320

New Port Richey, FL 34654

*[mpocomments@pascocountyfl.net](mailto:mpocomments@pascocountyfl.net)*

*[Pascocountyfl.net](http://Pascocountyfl.net)*



**FORWARD  
PINELLAS**

## **Pinellas County MPO**

**727-464-8250**

310 Court St.

Clearwater, FL 33756

*[info@forwardpinellas.org](mailto:info@forwardpinellas.org)*

*[ForwardPinellas.org](http://ForwardPinellas.org)*

# Table of Contents

**Introduction**.....4

**National & Statewide Services**.....6

Inter-City & Longer Trips  
Accessible Vehicle Rentals

**Regional Services**.....8

Rides on Demand  
Other Helpful Services

**Hillsborough County Services**.....10

Rides on Demand  
Bus Service  
Accessible Vehicles for Hire  
Other Helpful Services

**Pasco County Services**.....13

Bus Service  
Accessible Vehicles for Hire

**Pinellas County Services**.....15

Bus Service  
Taxi / Sedans for Hire  
Accessible Vehicles for Hire



## Transportation for All of Us

The local coordinating boards (LCB) operating in Hillsborough, Pasco, and Pinellas Counties guide and coordinate transportation services with the goal of improving quality of life for those who are transportation disadvantaged, including the following:

- children of high risk
- the elderly
- those who have a physical or mental disabilities
- the economically disadvantaged

In addition, the Americans with Disabilities Act (ADA), passed in 1990, has greatly increased transportation options for people with disabilities. The law called for transportation service improvements, including the availability of paratransit service. ADA does not require a transit agency to meet all of the transportation needs of individuals; however, the law does require that people with disabilities receive the same mass transportation service opportunities everyone else receives.



This brochure contains information about some of the services offered under the ADA and through each county's transportation disadvantaged program, as well as other options available to people who are transportation disadvantaged throughout the region.



# National & Statewide Services

## Inter - City & Longer Trips

### **Amtrak**

*amtrak.com*



Accessibility info:  
1-800-872-7245  
(Nationwide  
passenger rail  
service)



### **Angel Flight Southeast**

352-326-0761

*angelflightse.org*



Angel Flight Southeast is a non-profit volunteer pilot organization involved in “public benefit flying.” It provides a variety of services to the community, but mostly is involved in arranging free air transportation by private aircraft to distant medical facilities when commercial service is not available, impractical, or simply not affordable.

### **Greyhound**

TTY/TDD: 800-345-3109

Spanish: 800-531-5332

*greyhound.com*



Nationwide passenger service. Fares are dependent on trip distance. A 5% reduced fare is available for seniors.

### **Hillsborough Service:**

610 E. Polk St. Tampa, Fl. 33602

Tampa: 813-229-2174

Monday-Sunday: 5:00am- 11:59pm

### **Pinellas Service:**

3801 70th Ave N, Pinellas Park

**Monday- Sunday: 8:15am - 10:00am**

**2:30pm - 6:30pm**

# National & Statewide Services

## Inter - City & Longer Trips (cont'd)

### Brightline

[gobrightline.com/train-stations/fl](http://gobrightline.com/train-stations/fl)



Brightline's new South Terminal at the Orlando International Airport (MCO) is a part of the company's Phase 2 expansion into Central Florida including a Tampa extension. Cost and services are based on the trip.

---



### RedCoach

877-733-0724

[redcoachusa.com](http://redcoachusa.com)

1211 N Marion St.,

*Marion Transit Center Downtown Tampa.*

Offers trips to Tallahassee, Gainesville, Ocala, Naples and Miami route, stops at Tampa International Airport and the University of South Florida.

## Accessible Car & Van Rentals

### Mobility Works

813-616-3510



[www.mobilityworks.com](http://www.mobilityworks.com)

Accessible van rentals. Price quotes available online or by calling.

---

### Wheelchair Getaways

National: 866-224-1750

[www.accessiblevans.com](http://www.accessiblevans.com)

Accessible van rentals.

Cost: Daily- \$105-\$180 per day

Monthly- \$75 per day

---

### Wheeler's Accessible Van Rentals

National: 1-800-456-1371

Price quotes: 1-800-795-5939

[wheelersvanrentals.com](http://wheelersvanrentals.com)

Accessible van rentals.

Operation Hours: Mon- Sat 8am- 6pm



# Regional Services

## Rides on Demand

### **American Cancer Society Lifeline Transportation Service**

1-800-227-2345



Door-to-door transportation service for cancer patients to and from cancer treatment appointments. 8:00 a.m. to 6:00 p.m. Monday through Friday. Offers financial assistance to cancer patients to help pay for door-to-door transportation, cab rides, or to cover the cost of gas.

---

### **Pinellas Suncoast Transit Authority**

727-540-1900 (Voice/Relay)

*psta.net*



Bus passes or door-to-door transportation service for all.

Business hours: 6:00am-8:00pm Monday-Friday, 7:00am-8:00pm on Saturday and 8:00am- 4:30PM on Sunday.

Fares: Regular \$2.25, Reduced cash-\$1.10, Regular Flamingo fares- \$2.25 single ride, Reduced Flamingo Fare-1.10, 1 day group pass- \$10 and children 8 and younger free.

\*TBARTA Commuter Assistance Program will be managed by PSTA, effective December 2023.

---



# Regional Services

## Other Helpful Services

### **The Family Center for Deafness & Hearing Connection**

727-501-2323 (voice/text)

Hours: 9:00am-5:00pm

*fcdpinellas.org*

---

### **Crisis Center of Tampa Bay**



CRISIS CENTER  
OF TAMPA BAY

*Help. Hope. Healing.*

Dial 211 or visit

*www.crisiscenter.com*

Information on a variety of social services is available, including two programs for veterans: Mission United, and Florida Veteran's Support.

---



### **Wheels of Success**

813-498-0105

*wheelsofsuccess.org*

Wheels of Success helps families get to work by providing reliable transportation through a program of car repairs, vehicle replacement, and car-care classes in Hillsborough and Pinellas counties. Available Monday through Friday from 8:00 a.m. to 5:00 p.m.

---

### **Area Agency on Aging & West Central Florida Area Agency**

Elder Helpline (Pasco & Pinellas)

800-963-5337

Elder Helpline (Hillsborough)

800-963-5337

*agingcarefl.org*

The Area Agency on Aging and West Central Florida Area Agency is here to help you or your loved ones find needed services. Please call the Elder Helpline for information on available Aging Services programs.

# Hillsborough County

## Rides on Demand

### Hillsborough County Sunshine Line

813-272-7272

TDD: 813-276-8401



[www.hillsboroughcounty.org/en/government/departments/sunshine-line](http://www.hillsboroughcounty.org/en/government/departments/sunshine-line)

Door-to-door paratransit and HART bus passes for elderly, low income and persons who are disabled or Hillsborough Healthcare clients. Available Monday through Friday from 8.00 a.m. to 5.00 p.m.

Cost: Are subject to change based on the trip. One source for trips to non-Medicaid medical appointments and Hillsborough County Aging Services programs. Other trips are provided on a space-available basis. Reservations are required at least 2 business days in advance. Call for an application to qualify for service.

---

### HARTPlus

813-254-4278

[gohart.org](http://gohart.org)



ADA services including HART link trips and door-to-door paratransit. Reservations are required at least one day in advance. Persons with physical, cognitive, emotional, visual, or other disabilities not qualified for HART's standard services may call to apply for an application and interview.

### PARATRANSIT FARES - HARTPLUS

One way Cash Fare - \$4.00

10 Ride Farecard - \$40.00

# Hillsborough County

## Bus Service

### Hillsborough Area Regional Transit



813-254-4278

TDD: 813-626-9158

*gohart.org*

Hillsborough County bus service, Bikes on Buses, In-Town Trolleys, Flex routes, and the Historic Streetcar. HART fares vary depending on type of service and pass type purchased. Visit the website or call for details. Discounts are available for youth, seniors, or persons who are disabled or covered by Medicare. HART vehicles comply with ADA's accessibility standards for wheelchairs and motorized scooters. Buses have public address systems to announce stops and lighted stop request signs.

HART offers a free **Travel Training Program** that gives step-by-step instructions on how to read a bus schedule and use the bus system independently. For more info, call **813-254-4278**.

#### **FARES: One day Unlimited Pass**

Local and Limited Express - \$4.00

Discount Local and Limited Express - \$2.00

Express - \$6.00

Discount Express - \$3.00



# Hillsborough County

## Accessible Vehicles for Hire

### TransCare Medical Transportation Services

813-964-1594 press 1



Provides countywide psychiatric transports to and from all area hospitals, transportation to state psychiatric facilities, non-emergency stretcher services, stand-by service for special events, primary 9-1-1 basic life support services in the City of Tampa and services in Hillsborough County. Available 24 hours a day.

---

### American Medical Response Services

813-885-7722



Door-to-door van service for medical or other appointments in Hillsborough and Pasco Counties for persons who use a wheelchair or who are confined to a bed. Available Monday through Friday from 9:00 a.m. to 5:00 p.m.

Cost: Wheelchair trip (One-way) - \$65  
Stretcher roundtrip - \$125 + \$4.25 / mile





# Pasco County

## Bus Service

### GoPasco



Transit / Paratransit

727-834-3322

[pascocountyfl.net/1077/Ride-the-Bus-Go-Pasco](http://pascocountyfl.net/1077/Ride-the-Bus-Go-Pasco)

Transit: Bus schedules and routes vary.

Cost: Regular \$1.50

75¢ for reduced fare

---

## GoPasco Paratransit

727-834-3322



Monday-Friday: 5:30am-8:00pm

Cost: Depending on the program the cost can vary from \$0 to \$3. Call a day in advance and must be a registered client.



## Affinity Health Service

727-815-9991

[affinityhealthservices.net](http://affinityhealthservices.net)

Monday through Friday 8:00am-6:00pm can accommodate other hours with a advanced notice. Cost: Escorted, \$14 per hour (3 hour min). Non-Escorted, \$20 round trip plus 37¢ per mile if trip is over 10 miles.

---

## MedFleet Medical Transportation

727-849-6849

[www.medfleet.com](http://www.medfleet.com)



Available 7 days a week / 24 hours a day. Cost: Varies based on mode of transport and distance traveled. Please call for a quote and available discounts.

# Pasco County

## Accessible Vehicles for Hire

### Wheelchair Stretcher Limo, Inc.

727-845-4454

[wheelchairstretcherlimo.com/wheelchair-transportation/](http://wheelchairstretcherlimo.com/wheelchair-transportation/)

Available Monday through Friday from 6:00am-6:00pm

Offers wheelchair and ambulatory service. Provides trips for medical, grocery, and pharmaceutical purposes. Cost ranges from \$29.75 to \$42.75 per trip.

---

### Mobility Express

800-918-7433

[mobilityexpress.com/parts-services](http://mobilityexpress.com/parts-services)



Available Monday through Friday from 9:00am-6:00pm and Saturday 10:00am-2:00pm. First certified wheelchair accessible vehicle dealers in all of Florida. Offers wheelchair service.



# Pinellas County

## Bus Service

### Pinellas Suncoast Transit Authority (PSTA)

727-540-1900

Hearing Impaired TDD:

727-540-0603

(Voice/Relay)

*psta.net*



40 Bus routes including Express and Connector services to Tampa. Trolley services (Suncoast Beach, Central Avenue, Clearwater and North Coastal). On-Demand (Direct Connect), DART ADA Paratransit and more to Tampa and the popular Suncoast Beach.

Regular Fare: \$2.25.

Go Card, \$70.00 31-day Go Card.

Reduced Fare for seniors, disabled and youth: \$1.10,

All PSTA Buses have front loading bike racks and are wheelchair accessible.



### Clearwater Jolley Trolley

727-445-1200

*clearwaterjolleytrolley.com*

Trolley service in the Clearwater Beach area. Hours: Monday to Saturday 9:30am-6:00pm, Sunday 10:00am- 4:00 pm

Fares: Regular- \$2.25 reduced rate- \$1.10 unlimited daily pass- \$5.00 reduced rate- \$2.50, interchangeable with PSTA & Suncoast Beach Trolley Children 8 and under free



### Suncoast Beach Trolley

727-540-1900

*psta.net*

Trolley service connecting Clearwater to St. Pete Beach. Same fares and pass prices as PSTA.

# Pinellas County

## Bus Service (cont'd)

### St. Petersburg Looper Trolley

727-821-5166

*loopertrolley.com*



Trolley service in the downtown St. Petersburg area via the Downtown Looper and the Central Avenue Shuttle. Hours: Looper route: Monday to Friday 7:00am-10:00pm and Saturday and Sunday- 8:00am to 10:00pm. Runs every 15-20 minutes and area available 7 days a week.

---

### Neighborly Care Network

727- 573-9444

*neighborly.org*



#### **EZ-Ride:**

Membership transportation service for people who are 65 and older and to people 55 and older who are disabled. Provides door-to-door transportation services Monday through Friday from 8:00am-5:00pm. Free of charge.

#### **Other Transportation:**

Neighborly Care Network also offers door-to-door transportation service to those who qualify to doctors' appointments, shopping, group activities, senior dining facilities, and adult daycare facilities. Call for qualification information and rates.



# Pinellas County

## Agency for Healthcare Administration

727-552-2500

<https://floridahealthfinder.gov/>

For Medicaid patients. Bus passes or door-to-door transportation service for medical appointments covered by Medicaid.



AGENCY FOR HEALTH CARE ADMINISTRATION

---

## Pinellas County Transportation Disadvantaged Program

727-540-1900 (Voice/Relay)

[psta.net/tdprogram.php](http://psta.net/tdprogram.php)



Bus passes or door-to-door transportation service for low-income persons to medical appointments, grocery stores, various other destinations for life sustaining services, and employment. Individuals able to access and ride a bus can qualify for either a 10 (non-consecutive) Day bus fare for \$5.00 per month, or a 31-Day unlimited ride bus fare for \$11.00 per month.

---

## PSTA Access

727-540-1800

[psta.net/programs/psta-access-paratransit/](http://psta.net/programs/psta-access-paratransit/)



Pinellas Suncoast Transit Authority offers this specialized transportation for qualified disabled passengers who are unable to use regular bus service.

Call the information number to request an application.

Cost: PSTA Access Paratransit: \$4.50/trip;  
PSTA Access Mobility-on-Demand (MOD):  
\$3.50/trip

# Pinellas County

## Taxis / Sedans for Hire

### Clearwater Yellow Cab

727-799-2222

Available 7 days a week / 24 hours a day. Wheelchair accessible vans are available for individuals making any type of trip.

Cost: \$2.25 for drop off, \$2.00 per mile plus \$1.00 gas surcharge.

---

### Independent Taxi Services

727-327-3444



Available 7 days a week / 24 hours a day. Call for rates and reservations.

---

### United Taxi

727-777-7777



Available 7 days a week / 24 hours a day. Cost: \$1.75 for drop, \$2.00 per mile plus \$1.00 gas surcharge; \$.30 per minute or \$17 per hour for waiting time.

PSTA, United Taxi to provide free rides for the transportation disadvantaged. Contact PSTA (see page 13) to determine if you qualify.

---

### BATS Taxi

727-367-3702



Available 7 days a week / 24 hours a day. Call for rates and reservations.

# Pinellas County

Accessible Vehicles for Hire

## Wheelchair Transport Service

727-586-2811



Available 7 days a week / 24 hours a day. On demand wheelchair and ambulatory service for individuals making medical, grocery, and other types of trips.

Cost: \$21.00 for base fare and \$1.90 per mile each way.

---

## MedFleet Medical Transportation

727-849-6849

[www.medfleet.com](http://www.medfleet.com)



Available 7 days a week / 24 hours a day. Provides emergency and non-emergency ambulance, stretcher, and wheelchair transport. Call for prices.

---



## Helping People Connect

### **Transportation Disadvantaged Helpline: 1-800-983-2435**

Hearing & Speech Impaired: Call 711  
(Florida Only) Florida Relay System  
[www.dot.state.fl.us/ctd](http://www.dot.state.fl.us/ctd)

The Florida Legislature established the Florida Commission for the Transportation Disadvantaged (CTD) in 1989 to help to ensure the availability of the efficient, cost effective and quality transportation services for persons who due to a physical or mental disability, age or income, are transportation disadvantaged.



**Transportation  
Disadvantaged**

The MPOs representing Hillsborough, Pasco, and Pinellas Counties do not discriminate in any of their programs or services. Public participation is solicited without regard to race, color, national origin, sex, age, disability, family, or religious status.

Funding for this guide was obtained in part through grants from the Federal Transit Administration



**Federal Transit  
Administration**

Services & prices listed, verified at publication, are subject to change.  
Please contact service provider.

The information in this brochure is available in accessible formats on request.





# Hillsborough TPO



Hillsborough TPO  
Transportation  
Planning Organization

# Pasco MPO



# Pinellas MPO



FORWARD  
PINELLAS

Scan to know more about the  
Transportation Disadvantaged Program  
visit

[planhillsborough.org/transportation-disadvantaged-plans/](http://planhillsborough.org/transportation-disadvantaged-plans/)



# HILLSBOROUGH TRANSPORTATION PLANNING ORGANIZATION BOARD HYBRID MEETING AND PUBLIC HEARING JUNE 14, 2023 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:

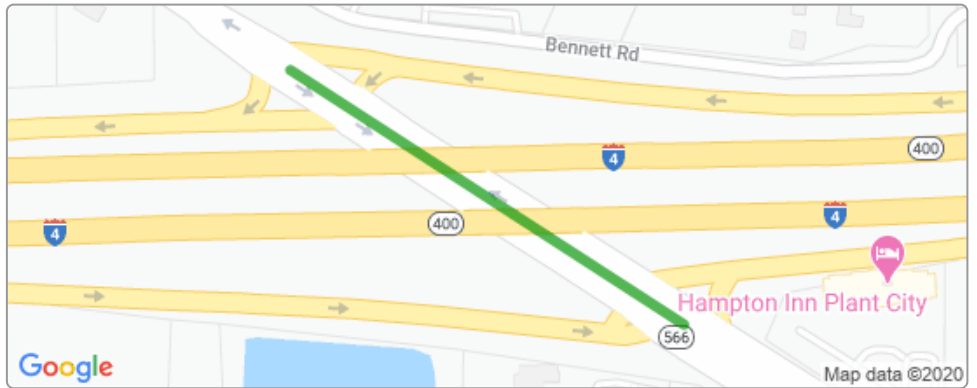
- Updates on Fowler Avenue Studies: FDOT PD&E, HART's Tampa Arterial BRT & Plan Hillsborough's Vision Plan - Members discussed the safety strategies and the benefits of different typical sections for roadway user safety.
- US41/CSX PD&E Study
- US 301 (Fowler Avenue to SR56) PD&E Study

### **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

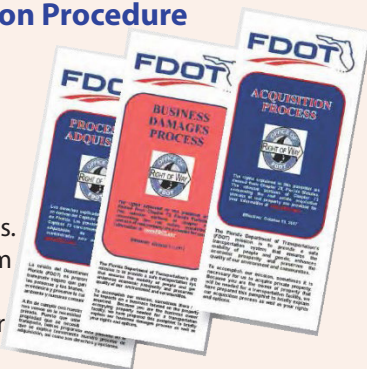
Si usted tiene preguntas o comentarios, o si simplemente desea más información sobre este proyecto, favor de ponerse en contacto con nuestro representante el señor Manuel Flores al teléfono 813-975-4248 o al correo electrónico: [manuel.flores@dot.state.fl.us](mailto:manuel.flores@dot.state.fl.us).

### 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)

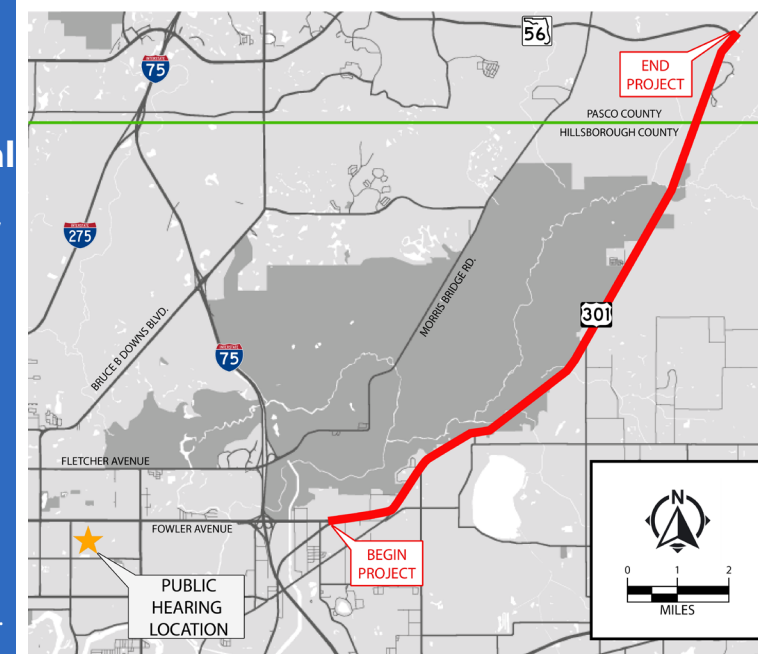
813-975-6202

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.

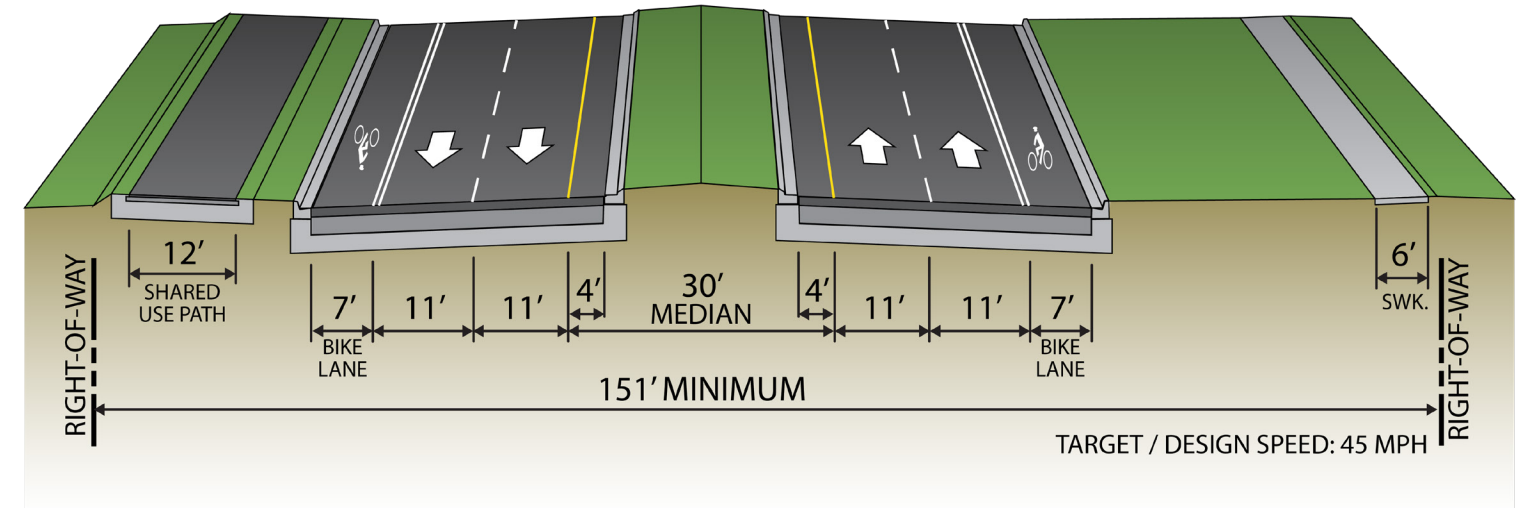
### Evaluation Matrix

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).

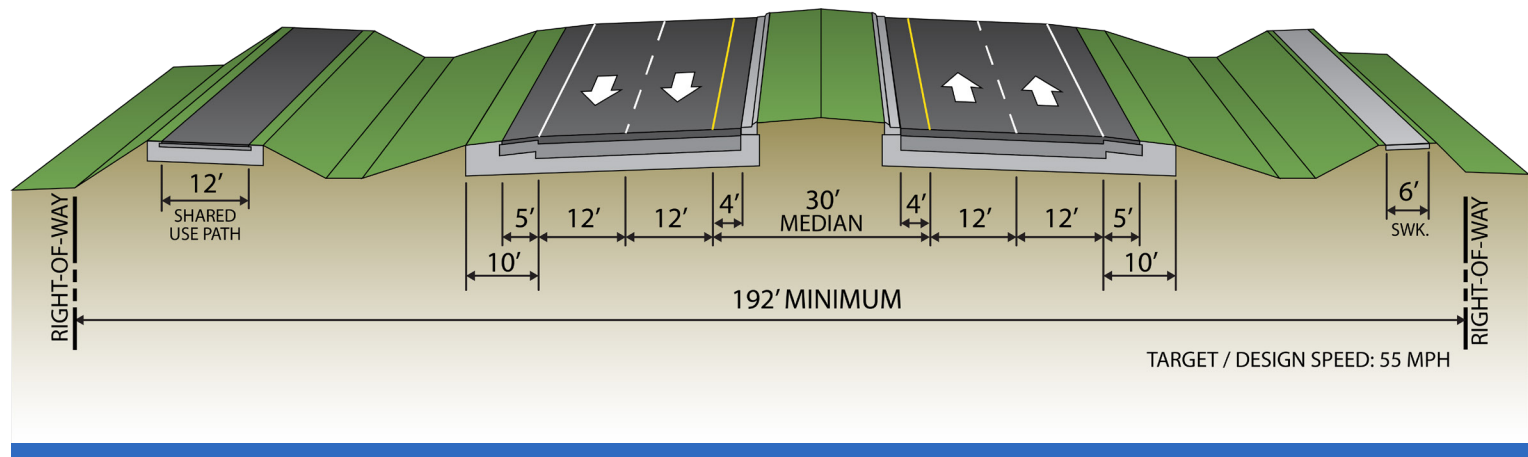
Evaluation Matrix		
Evaluation Criteria	No-Build Alternative	Preferred Alternative
<b>Potential Relocations</b>		
Number of business/residential	0	9/11
<b>Right-of-Way-Needs</b>		
Roadway improvements (acres)	0	85.1
Stormwater facilities (acres)	0	97.1
<b>Potential Environmental Effects</b>		
Archaeological 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.



-----  
Fold Here

Postage  
Here

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

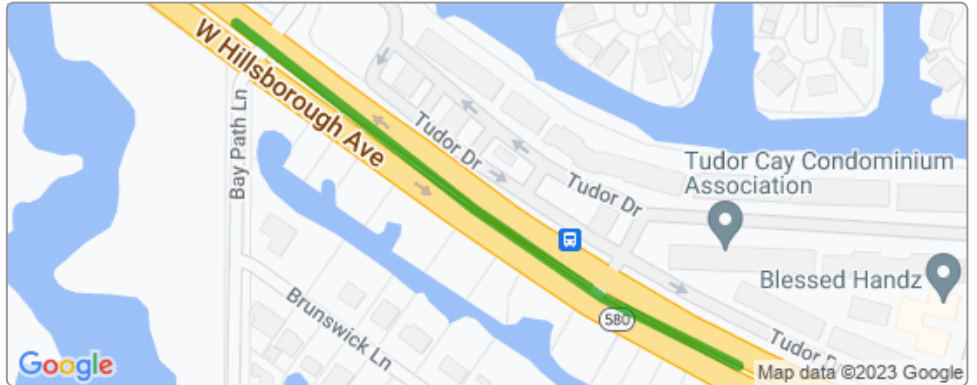
-----  
Fold Here



# 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.

WalkBikeTampa

presents

# World Car-Free Day

SATURDAY

09 / 23 / 23



#WCFDTAMPA



## 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.

---

**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).

###

## Allison Yeh

---

**Subject:** FW: ADA & ROW - FW: INFORMATION AND ACTION: Final Public Right-of-Way Accessibility Guidelines (Final PROWAG)

---

**From:** Reichert, Mark <[Mark.Reichert@dot.state.fl.us](mailto:Mark.Reichert@dot.state.fl.us)>

**Sent:** Tuesday, August 15, 2023 11:35 AM

**Subject:** FW: INFORMATION AND ACTION: Final Public Right-of-Way Accessibility Guidelines (Final PROWAG)

Please see the information from FHWA regarding the PROWAG below.

---

**From:** Shepherd, Carey (FHWA) <[Carey.Shepherd@dot.gov](mailto:Carey.Shepherd@dot.gov)>

**Sent:** Tuesday, August 15, 2023 11:30 AM

**To:** Bradley, Brad <[Brad.Bradley@dot.state.fl.us](mailto:Brad.Bradley@dot.state.fl.us)>; Samford, Samantha <[Samantha.Samford@dot.state.fl.us](mailto:Samantha.Samford@dot.state.fl.us)>; Dill, Romero <[Romero.Dill@dot.state.fl.us](mailto:Romero.Dill@dot.state.fl.us)>

**Cc:** Reichert, Mark <[Mark.Reichert@dot.state.fl.us](mailto:Mark.Reichert@dot.state.fl.us)>

**Subject:** INFORMATION AND ACTION: Final Public Right-of-Way Accessibility Guidelines (Final PROWAG)

**EXTERNAL SENDER:** Use caution with links and attachments.

Good morning, y'all:

For general distribution to Districts, LAP and MPOs. Thanks!

**INFORMATION:** On August 8, 2023, the US Access Board published the [Final Public Right-of-Way Accessibility Guidelines \(Final PROWAG\)](#) in the Federal Register. The Final PROWAG will not become enforceable until DOJ and DOT adopt accessibility standards that are “consistent with” the PROWAG through separate rulemaking procedures.

**BACKGROUND:** The Americans with Disabilities Act of 1990 sets forth a two-step process for the adoption of accessibility standards. First, the ADA directs the U.S. Access Board to adopt minimum guidelines for the accessibility of buildings and facilities. At this stage, they are not enforceable under the ADA. The DOT and DOJ are directed to adopt accessibility standards into their respective ADA regulations that are “consistent with” the Board’s minimum accessibility guidelines. It is only after the DOT and DOJ complete their respective rulemakings that the Board’s minimum guidelines become enforceable standards.

**ACTION:** DOT has announced in its [regulatory agenda](#) that it intends to issue a Notice of Proposed Rulemaking (NPRM) to adopt the PROWAG into its regulations in 2024. It is difficult to provide a timeline for completing this process. In the meantime, people and agencies should be aware that DOT and DOJ regulations adopting standards for the accessibility of pedestrian facilities in the public rights-of-way must be “consistent with” the Access Board’s final PROWAG rule and that the Board’s final PROWAG rule, while not yet enforceable under the ADA, establishes “minimum” guidelines. Please make your state and local public entities aware of this development.



Until DOT and DOJ adopt accessibility standards for pedestrian facilities in the public right-of-way, public entities have some degree of flexibility in determining how they will comply with the general obligation under Title II of the ADA to ensure that their facilities are “accessible to and usable by” individuals with disabilities. Public entities are not required to adopt the Final PROWAG at this time but may turn to different resources for guidance when determining how to ensure accessibility, including the Final PROWAG, DOJ’s 2010 ADA Standards for buildings and sites for guidance on similar issues that arise in the public right-of-way, or other accessibility resources.