



Hillsborough TPO

Transportation Planning Organization

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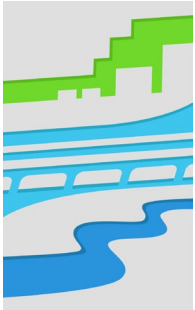
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Planning Commission

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Joshua Wostal
Hillsborough County

Jessica Vaughn
Hillsborough County
School Board

Johnny Wong, PhD
Executive Director



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18th Floor
Tampa, FL, 33602

Meeting of the Technical Advisory Committee

Monday, January 8, 2024, 1:30 pm

County Center, 18th Floor – Plan Hillsborough Committee Room

Please RSVP [here](#) for this meeting.

Remote participation:

Microsoft Teams meeting:

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Meeting ID: 284 714 288 988

Passcode: tvbm3E

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Phone Conference ID: 231 697 396#

- Presentations, full agenda packet, and supplemental materials [posted here](#), or phone us at 813-756-0371 for a printed copy.
- Please mute yourself after joining the conference to minimize background noise.
- Technical support during the meeting: Priya Nagaraj (813) 310-9709.

Rules of engagement:

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

Agenda

- I. Call to Order & Introductions**
- II. Roll Call & Declaration of Quorum (Gail Reese, TPO staff)**
- III. Public Comment - 3 minutes per speaker, please**
- IV. [Approval of Minutes – December 4, 2023](#)**
- V. Action Items**

- A. [TIP Amendment: I-75 from Tampa Bypass Canal to Fowler Avenue](#)
(Elizabeth Watkins, TPO Staff)**
- B. [2050 Plan Needs Assessment for Freight and Goods Movement and Hillsborough County Truck Route Plan](#) (Lauren Brooks, AECOM)**
- C. [Election of Officers, Attendance Review and Declaration of Vacancies](#)
(Wade Reynolds, TPO Staff)**

VI. Status Reports

- A. [Plan Hillsborough 2024-2029 Strategic Plan Update \(Katrina Corcoran, PC Staff\)](#)

VII. Old Business & New Business

VIII. Adjournment

IX. Addendum

- A. [TPO Summary and Committee Reports](#)
- B. [FDOT Press Release on the Governor's proposed transportation budget for the next fiscal year](#)
- C. [Project Factsheet – I-75/SR 93A from N of CSX RR/Broadway Ave to S of SR 582/Fowler Ave](#)
- D. [Project Factsheet – I-75 Widening from South of Tampa Bypass Canal to South of Fowler Ave](#)
- E. [Project Factsheet – I-4 Operational Improvements of Eastbound Exit Ramp to I-75 from East of Tampa](#)
- F. [Project Factsheet – SR 583/N 56th St and SR 50/Cortex Blvd Safety Improvements at Various Locations](#)

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

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**HILLSBOROUGH COUNTY
TRANSPORTATION PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE
HYBRID MEETING OF NOVEMBER 4, 2023**

I. Call to Order and Roll Call

Vice Chair Williams, called the meeting to order at 1:31 PM

Members Present: Mike Williams, Brian McCarthy, Jonathan Scott, Anna Quinones, Gina Dew, Jesus Peraza Garcia, Frank Coughenour, Jay Collins, Alex Henry, Jennifer Malone, Sarah Caper, Bob Campbell

Members Absent/ Excused: Jeff Sims, Michael English, Laura Lenhart, Marcela Jimenez Ramirez

Others Present: Wade Reynolds, Michael Rempfer, Lionel Fuentes, Priya Nagaraj, Greg Colangelo, Connor Tresjos-MacDonald, Elizabeth Watkins, Gena Torres, Lisa Silva, Amber Simmons, Beneeta Jose, Elizabeth Watkins, Johnny Wong, Vishaka Shiva Raman, Harmoni McGee, Gail Reese (TPO Staff); Commissioner Pat Kemp (BOCC, TPO Board); Planning Commissioner Joseph Nigel (Planning Commission, TPO Board); Suzanne Monk (FDOT); Dr. Pedro Serigos (Cambridge Systematics); Anna Ritenour (Clearview Land Design); Brandie Miklus (Pritchett Steinbeck); Dayna Lazarus (CAC, Florida Housing Coalition); Elisabeth M Staten (City of St. Petersburg); Sarah Goolsby (Benesch); Noliyanda James (State of Florida Health Dept.); Karen Kress (Tampa Downtown Partnership, Planning Commission); Kathrin Tellez, Billy Hattaway (Fehr & Peers); Ken Sides, Ray Chiaramente (Sam Schartz); K Maurer; Matt DeWitt; Andrew Morris (Gresham Smith); Pasan Perera (HR&A Advisors); Paula Flores (Greenman-Pedersen); Christine Acosta (Pedal Power Promoters, CAC); Mary Shea; Dave Coleman; Sheila Tirey (Heidt Design); Frank Yokiel; Charls Reed, Katie Habgood, Lucas Cruse (Patel, Greene & Assoc); Tatiana Morales (City of Oldsmar); Davida Franklin (Quest)

An in-person quorum has been met.

II. Public Comment (*Timestamp 0:01:50*) – None

III. Special Presentation

A. Ian Lockwood – Role and Designs of Arterial Streets in Hillsborough County (*Timestamp 0:02:10*)

- To understand the big picture, you need to have to change your perspective
- To make the biggest difference, you have to defy “gods” – innovation has taken place when people challenge the conventional paradigm
- When unconventional things are brought up, it can make people uncomfortable and/or take notice and talk about it. This happens in transportation planning
 - Removing highways, designing shared spaces
 - Shared a story about a project done in West Palm Beach – use real cities as the model
 - Shared examples of removing highways

- Using traditional design from cities that pre-date the car are making the cities healthier, safer, etc.
- Looked at fundamental planning and the Universal Equation for Land Use & Transportation Planning – compared with Modernism design which was designed around vehicles
- Went over what is expected in urban, suburban, and rural areas – rural methods have been applied to urban areas
- Looked at the timeline of streets – 10,000 years ago (walking) to today. 400 + generations of people doing testing, trial, & error in city-making and 3 generations of dealing with cars. It was asserted that the post-WWII experiment has not worked in city-making.
- Reviewed how the language being used in transportation shows bias towards cars
 - Shared stories about re-engineering city networks including Tampa
- Went over mobility development, terminology, and thinking – separate the ideas of roads and streets
- Looked at Functional Classifications
- Went through some recommendations

Discussion:

There was discussion about what could feasibly be changed to start making progress. Think about pain points, stop doing more harm, and start doing more ambitious projects. Measure the changes. It was suggested to pick a different model. It was asked what the most effective way has been found to work with the public. Awareness and empowerment. Give the public perspective to make informed decisions. Get ideas of the values of the people. It was asked if there is a copy of this presentation available online. There was discussion about how much of what was discussed has/is happening in Hillsborough County now. It was asked how Hillsborough County can take another city to show an example; a Florida city might be good. You can take pieces, ideas, and principles and transfer them. There was discussion about how surface streets are used to reroute highway traffic if necessary. It may be time to challenge the thinking that long-distance trips are more important than other street trips. Arterials are a good place to start.

IV. Approval of Minutes – November 6, 2023 - Deferred

On November 28, 2023, FDOT clarified that in the minutes from the November 8, 2023 meeting, under the discussion of the Florida Department of Transportation (FDOT) and Florida Turnpike Enterprises (FTE) Tentative Work Program FY 2025 – 2029; FDOT. On page three of those minutes, FDOT does not rank the projects, they are listed alphabetically.

V. Action Items

- A. **2050 Plan Needs Assessment for Real Choices When Not Driving** (Elizabeth Watkins, TPO Staff)
(Timestamp 1:45:05)
- Reviewed what this needs assessment is about
 - Went over the program overview
 - Bus service – worked with HART; reviewed the performance measures and how many people and jobs could be serviced along with the funding requirements

- Trails and Sidepaths – went over what is included, projects projected, how many people will be served, and funding requirements

Recommended Action: Approve the Draft 2050 Plan Needs Assessment for Real Choices When Not Driving and forward to the TPO Board for consideration.

Discussion:

It was noted that the BOCC has not adopted the Greenways Master Plan yet, but there is a vision plan and it is being worked on at this time. It was brought up that perhaps this should be held until the master plan is adopted. The timeline for the LRTP is short and cannot wait for the Greenways Master Plan to be adopted, this is a high level needs assessment.

Jay Collins moved to approve the Draft 2050 Plan Needs Assessment for Real Choices When Not Driving and forward to the TPO Board for consideration; seconded by Jonathan Scott. The voice vote passed with one Nay vote (Bob Campbell).

- B. **2024 Draft Meeting Calendar** (Wade Reynolds, TPO Staff) (*Timestamp 2:01:45*)
- Went over the 2024 meeting calendar for the TPO Board and Committees

Recommended Action: Review and approve the 2024 TPO Board and Committees Meeting Calendar.

Jay Collins moved to approve the Draft 2024 Draft Meeting Calendar; seconded by Sarah Caper. The motion passed unanimously.

VI. Status Update

- A. **2050 Plan Needs Assessment for Good Repair and Resilience** (Dr. Pedro Serigos, Cambridge Systematics) (*Timestamp 2:03:20*)
- Went over the outline of the Needs Assessment
 - Review of the Scope – Objectives – analysis of current and future needs
 - Looked at Data and Assumptions – pavement, bridge, and transit assets from each stakeholder
 - Went over the pavement, bridge, transit, and resilience needs
 - Looked at the Main Conclusions of the assessment
 - Pavement and bridge – current spending levels are insufficient
 - Transit – over \$105 million of backlogs in transit building maintenance; current spending sufficient to maintain current bus fleet; HART operations scaled-back service compared to 2019 with a reduction in bus fleet size. Additional analysis will need to be conducted if the fleet needs changes.
 - Resilience – current spending on stormwater accounts for 11% of funding needed to improve stormwater/drainage on critical roads that are moderate to high vulnerable; funding needed to harden/protect critical roads is about 82% of the entire current road maintenance budget.

Recommended Action: Approve the 2050 Long Range Transportation Plan Needs Assessment for State of Good Repair and Resilience and recommend approval to the TPO Board.

Discussion:

This will be going to the TPO Board in December 2023 for approval.

VII. Old Business & New Business *(Timestamp 2:15:08)*

A. **The next meeting is January 8, 2023.**

VIII. ADJOURNMENT

The meeting adjourned at 3:47 PM

A recording of this meeting may be viewed at:

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

Comments from Chat during the special guest presentation:

Dave Coleman (Guest)2:28 PM

He recently did an excellent presentation on transforming W Sligh and W Waters. Multiple phases but the first phase "A" plan requires lowered limits to 25 and restriping the road. Creating a center turning lane with single lanes east and west with a bike lane on either side.

Something that would save lives and create a more softer friendly space. It need county money.



1 Heart reaction.1 A problem is some of our local leaders beli... by Tatiana Morales (Guest)Tatiana Morales (Guest)2:30 PM

A problem is some of our local leaders believe that they should prioritize our roads for those drivers from far away at the cost of local residents



1 Like reaction.1 such as extending the expressways and not i... by Tatiana Morales (Guest)Tatiana Morales (Guest)2:30 PM

such as extending the expressways and not investing in transportation alternatives

Have we done an Urban3 Analysis for Hillsbo... by Tatiana Morales (Guest)Tatiana Morales (Guest)2:31 PM

Have we done an Urban3 Analysis for Hillsborough county or city of tampa?

Until municipalities can do their own trans... by Morris, Andrew (Guest)Morris, Andrew (Guest)2:32 PM

Until municipalities can do their own transportation/transit referendums, we will not see significant changes.

👍 1 Like reaction.1 Currently in Florida, only county governmen... by Morris, Andrew (Guest)Morris, Andrew (Guest)2:32 PM

Currently in Florida, only county governments can do transportation referendums.

We could remove east county out to plant ci... by Dave Coleman (Guest)Dave Coleman (Guest)2:33 PM

We could remove east county out to plant city.... they could create their own county. They could call it Ploke

👍 1 Like reaction.1 This is an incredibly presentation and I ho... by Tatiana Morales (Guest)Tatiana Morales (Guest)2:33 PM

This is an incredibly presentation and I hope everyone in the room is really taking in this information

👍 2 Like reactions.2 We have a problem where the majority of our... by Tatiana Morales (Guest)Tatiana Morales (Guest)2:36 PM

We have a problem where the majority of our county leaders are the advocates for sprawl and speed because they dont have to answer to the residents in the urban areas where the residents are dying in mass.

A challange with that road is that it is a ... by Morris, Andrew (Guest)Morris, Andrew (Guest)2:37 PM

A challange with that road is that it is a State Road. FDOT's default is to build roads like that. They do have complete street policies but you have to jump through a lot of hoops to do that.

👍 1 Like reaction.1 Yup we need to make safety the norm and not... by Tatiana Morales (Guest)Tatiana Morales (Guest)2:38 PM

Yup we need to make safety the norm and not the exception

We built a streetcar city and we can go bac... by Tatiana Morales (Guest)Tatiana Morales (Guest)2:40 PM

We built a streetcar city and we can go back to it

There really should be no surface roads wit... by Morris, Andrew (Guest)Morris, Andrew (Guest)2:40 PM

There really should be no surface roads with speeds above 30 mph if we cared about Vision Zero. Even highways should really be limited to 55 mph to reduce fatalities on them.

[2:42 PM] Tatiana Morales (Guest)

That road reminded me of so many downtown

[2:42 PM] Tatiana Morales (Guest)

Imagine if we did this with MLK

like 1

[2:47 PM] Dave Coleman

Include the urban core in our future land use planning. It's insane that all FLU meetings are about East County only.

[2:48 PM] Dave Coleman

AWESOME

[2:49 PM] Ken Sides

When will be the best time for Tampa to restore the downtown 1-way streets back to 2-way?

[2:51 PM] Dave Coleman

Question... what is happening with the low cost W Waters / W Sligh avenue plan you gave awhile back? Will the county fund it and use it as a model going forward?

[2:52 PM] Wade Reynolds

Thanks Ken and Dave. I will ask these

[3:01 PM] Dayna Lazarus

Agreed, Pat. The language issue is so frustrating here.

[3:03 PM] Dayna Lazarus

As a community we push and push and are rarely heard; never heard when it counts. Even when 500 people turn out to a public hearing and are on-point with a common message. I personally believe we need a more focused, dedicated community organization that can advocate 24/7. I still wonder what the common denominator or unique key factor is in other cities that manage to push things forward like WPB - is it the ability of Planning Directors to champion brave ideas? Something else?

[3:03 PM] Dave Coleman

Sorry but Atlanta and Fulton County have 1.5 million people and only a 2 billion budget...yet they have light rail. Something rotten in Hillsborough with 9 billion and you just voted to double my water bill!!!!!! The boccc doesn't stand for it's citizens

[3:03 PM] Morris, Andrew

West Palm Beach at least does not have I-95 passing right through the center of Downtown.

[3:04 PM] Morris, Andrew
Dave Coleman (Guest)

Sorry but Atlanta and Fulton County have 1.5 million people and only a 2 billion budget...yet they have light rail. Something rotten in Hillsborough with 9 billion and you just voted to double my water bill!!!!!!
The BOCC doesn't stand for its citizens

Atlanta has a half penny sales tax for transit that they voted on in 2016.

[3:05 PM] Dave Coleman

And we have 1.7 billion in an escrow account

[3:06 PM] Morris, Andrew

Dave Coleman (Guest)

And we have 1.7 billion in an escrow account

A big problem is you cannot flex certain funding for transit operating costs.

[3:07 PM] Dave Coleman

Oh yeah...toss in 2 billion from the city and we have 11 billion in our budget. Phoenix has 4 million people and a 10 billion budget. My point is the county is completely inept

[3:07 PM] Dave Coleman

Currently being run by its staff.

[3:08 PM] Morris, Andrew

Phoenix has a sales tax for transit also

[3:09 PM] Dave Coleman

Florida and Nebraska are death traps that the FDOT refuses to do anything about

[3:10 PM] Morris, Andrew

The light rail in Phoenix was funded via a half cent sales tax

like 1

[3:10 PM]

Anna Quinones left the chat.

[3:10 PM] Dave Coleman

The recent changes are a joke. Crosswalks and islands in the wrong places. Nothing at all for the blighted areas in Sulphur Springs.

[3:12 PM] Morris, Andrew

The only way I see Tampa getting Light Rail is if the city is able to pay for it via a municipal sales tax. But the state would need to change state law to allow that.

[3:12 PM]

Monk, Suzanne left the chat.

[3:12 PM] Dave Coleman

Sorry bring the conversation back to what the county can do... it has discretionary cash. Fix our county roads on the urban core. Lighting, lower limits, sidewalks

[3:15 PM] Dave Coleman

My neighbor's kid was killed by a cop doing 66 on an unlit residential portion of N Florida Ave. Still no street lights there. The cop got a five-day suspension. My neighbors squat amongst trash at bus stops with no seats or shelter. 220 dead last year and 7,450 hit and runs in Hillsborough alone

[3:15 PM] Dayna Lazarus

Thanks Mr. Lockwood!

[3:24 PM] Morris, Andrew

If we had a City of Tampa half penny sales tax for transit, we would be able to have better bus service like this funded.

[3:24 PM] Morris, Andrew

I do not see Hillsborough County ever funding better transit.

[3:34 PM] Tatiana Morales (Guest)

Who voted against

[3:34 PM] Tatiana Morales (Guest)

Morris, Andrew

I do not see Hillsborough County ever funding better transit.

Which is so sad because that will put us so far behind other communities



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

TIP Amendment: I-75 from Tampa Bypass Canal to Fowler Avenue

Presenter:

Elizabeth Watkins, TPO Staff

Summary:

Amend the TIP to add construction funding and advance construction phase to FY 2024 for I-75 from south of Tampa Bypass Canal to south of Fowler Avenue.

This project will add an auxiliary lane in both the southbound and northbound direction of I-75 between the Tampa Bypass Canal and Fowler Avenue in Hillsborough County. The bridges over the Tampa Bypass Canal and Harney Road will also be widened, and the bridge structures over US 301 will be replaced.

Construction is expected to begin in 2024. For more information, see the [project website](#).

Recommended Action:

Approve the TIP Amendment to add funding and advance the construction phase to FY 2024 for I-75 from south of Bypass Canal to south of Fowler Avenue.

Prepared By:

Elizabeth Watkins, TPO Staff

Attachments:

1. Comparative Report
2. Project Factsheet
3. [Presentation Slides](#)



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I-75 Widening From South of Tampa Bypass Canal To South of Fowler Ave 445317-1-52-01,
445317-2-52-01

Project Details	
Work Type	Add Lanes and Reconstruct
Phase	Design
Limits	from north of Broadway Ave. to south of SR 582/Fowler Ave.
Length	1.295 Miles
City	Seffner Tampa Thonotosassa
County	Hillsborough
Road	I-75



About

This project will add a lane in both the southbound and northbound direction of I-75 between the Tampa Bypass Canal and Fowler Avenue in Hillsborough County. The bridges over the Tampa Bypass Canal and Harney Road will also be widened, and the bridge structures over US 301 will be replaced.

Construction is anticipated to begin in 2024

Contact Information	
Design Manager	Mark Dunn 813-975-4248 Mark.Dunn@dot.state.fl.us
Media Contact	Kris Carson 813-975-6060 Kristen.Carson@dot.state.fl.us



Hillsborough TPO

Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

2050 Plan Needs Assessment for Freight and Goods Movement and Hillsborough County Truck Route Plan

Presenter:

Lauren Brooks, AECOM

Summary:

This project comprised two main tasks. First, the update of the Hillsborough Truck Route Plan included outreach to residents, agency partners and other stakeholders. This was then combined with origin and destination analysis, as well as evaluation criteria of each route to determine needed additions or removals of roadways from the plan.

The 2050 Long Range Transportation Plan (LRTP) Freight and Goods Movement Technical Memo outlines the need for facilities based on expected population and job growth throughout the region. This includes previously identified projects, as well as needs through 2050 and evaluation criteria to prioritize freight projects based on their performance.

Recommended Action:

Recommend that the TPO Board receive the 2050 Plan Needs Assessment for Freight and Goods Movement and Hillsborough County Truck Route Plan Update

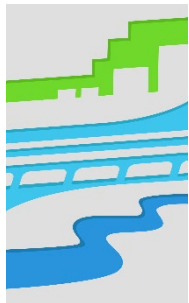
Prepared By:

Wade Reynolds, TPO Staff

Attachments:

[2050 LRTP Update Web Page](#)

[Existing Hillsborough County Truck Route Map](#)



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Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item

Election of Officers, Attendance Review and Declaration of Vacancies

Presenter

Wade Reynolds, TPO Staff

Summary

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

Officers of Standing Committees: The committee shall hold an organizational meeting each year for the purpose of electing a committee chair, a committee vice-chair, and, at the discretion of the committee chair, an officer-at-large. Officers shall be elected by a majority vote of a quorum of the members.

The 2023 officers for the committee were:

- Chair Jeff Sims
- Vice Chair Mike Williams
- Officer-at-large Jay Collins

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

Committee member attendance is essential for the committee to be able to conduct business. The TPO may review and consider rescinding the appointment of any member of any committee who fails to attend three (3) consecutive meetings. Members who have exceeded three absences are contacted to determine their intentions regarding committee membership. If no response is received, the seat may be declared vacant, and a new member sought.

Recommended Action

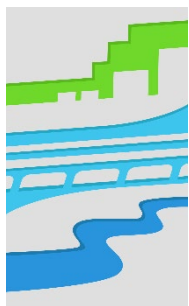
Review attendance for 2023 and hold election of Officers for 2024

Prepared By

Wade Reynolds, TPO Staff

Attachments

2023 Attendance and Committee Member List



2023 TECHNICAL ADVISORY COMMITTEE ATTENDANCE

TAC MEMBER/ALTERNATE	REPRESENTING	Appointed	Term Expires	1/9/23	2/6/23	3/6/23	4/3/23	5/1/23	6/5/23	Recess	8/7/23	9/11/23	10/2/23	11/6/23	12/6/23	ATTENDED		ABSENSES	
				IP	VIRTUAL	ABSENT	EXCUSED												
Jeffrey Sims (Chair)	Environmental Protection Commission	11/1/2011		Y	Y	Y	E	Y	Y		Y	Y	Y	Y	E	9	0	0	2
A - Michelle Jenkins		4/2/2013														0	0	0	0
Mike Williams-Vice Chair	Hillsborough County Public Works Dept			Y	Y		Y	Y	E		Y	Y	Y	Y	Y	9	0	0	1
A - Rick Perez		5/12/2021				YA										1	0	0	0
Leland Dicus	Hillsborough County Development Services	2/4/2019		N	N	E	N	N								0	0	4	1
A - Marcello Travernari		4/13/2022														0	0	0	0
Sarah Capor	Hillsborough County Community & Infrastructure	4/13/2022		Y	Y	Y	Y	Y	Y		Y	W	W	Y	Y	0	2	0	0
A - Richard Ranck		3/9/2022														0	0	0	0
Bob Campbell	Hillsborough County					Y	Y	Y	Y		Y	Y	Y	Y	Y	9	0	0	0
A - Abigail Flores						WA			WA							0	2	0	0
Jonathan Scott	City of Tampa Transportation Planning Sec.	1/3/2012		Y	Y	Y	Y	Y	Y			Y	Y	Y	Y	9	0	0	0
A - Melanie Calloway											YA		YA	YA		3	0	0	0
A - Alex Henry																0	0	0	0
Lara Bouck	City of Tampa Transportation Division			Y	Y	W	W	W	Y		V	V	V	V		3	3	0	0
Alex Henry															Y	1	0	0	0
A - Danni Jorgenson																0	0	0	0
Jennifer Malone	The Planning Commission	1/11/2022		Y	Y						E	Y	N		Y	4	0	1	1
A - Melissa Leinhard		1/11/2022				YA	N	YA	YA					YA		0	0	1	0
Jay Collins (OAL)	The Planning Commission	1/11/2022		Y	W	Y	W	Y	Y		Y	Y	Y	Y	Y	9	2	0	0
A - Sofia Garantiva		1/11/2022														0	0	0	0
Robert Frey	Tampa-Hillsborough Expressway Authority	10/2/2012		N	W		E	N	W		W	W	W	W		0	6	2	1
A - Anna Quinones		9/1/2016			WA	WA		WA	WA					WA		0	4	0	0
Jesus Peraza Garcia	HART	12/14/2022		Y	Y	Y	E	Y	Y		E	Y	Y	Y	Y	9	0	0	2
A -																0	0	0	0
Laura Lenhart	Port Tampa Bay	1/11/2023		V	Y	N	Y	Y	N		N	Y	Y	N	E	5	0	4	1
A -																0	0	0	0
Brian McCarthy	City of Temple Terrace	1/11/2022		Y	Y	Y	Y	Y	Y		Y	Y	Y	Y	Y	11	0	0	0
A - Troy Tinch		1/11/2022														0	0	0	0
VACANT	Tampa Bay Regional Planning Council			V	V	V	V	V	V		V	V	V	V	V	0	0	0	0
A -																0	0	0	0
VACANT	Florida Department of Environmental Protection			V	V	V	V	V	V		V	V	V	V	V	0	0	0	0
A -																0	0	0	0
Rob Wassum	City of Plant City	11/1/2011									N	N				0	0	2	0
A - Frank Coughenour		9/1/2016		WA	WA	WA	WA	WA	WA				WA	WA	WA	0	9	0	0
Gina Dew	Hillsborough County Aviation Authority	11/30/2015		N	Y	W	Y	Y	Y		Y	Y	Y	N	Y	8	1	2	0
A -		1/11/2022														0	0	0	0
VACANT	Tampa Bay Area Regional Trans Auth	1/11/2022		V	V	V	V	V	V		V	V	V	V	V	0	0	0	0
A -		1/11/2022														0	0	0	0
Michael English	Tampa Historic Streetcar, Inc	4/1/2014		W	E	W	E	W	W		W	N	E	W	N	0	6	2	3
A - Cal Hardie		5/12/2021														0	0	0	0
Nicole Sutton	Florida Department of Health			E	Y	Y	Y	Y	W		Y	Y	Y	E		7	1	0	2
Ana Garzon								Y								1	0	0	0
Marcela Maltass															E	0	0	0	1
A - Noliyanda James		1/11/2022														0	0	0	0
VACANT	Florida Trucking Association			V	V	V	V	V	V		V	V	V	V	V	0	0	0	0
A -																0	0	0	0

Membership	IN PERSON	9	11	10	8	12	11	9	11	11	9	10
	VIRTUAL	2	4	6	3	3	6	2	2	3	3	2
	Vacancies	5										
	MEMBERSHIP LESS VACANCIES	16	14	12	12	12	12	11	11	11	11	12
	NEEDED FOR QUORUM	9	9	9	9	9	9	9	9	9	9	9
QUORUM ACHIEVED	YES	YES	YES	NO	YES	YES	YES	YES	YES	YES	YES	YES

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



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

Plan Hillsborough 2024-2029 Strategic Plan Update

Presenter:

Katrina Corcoran, AICP, Planning Commission staff

Summary:

Plan Hillsborough's Strategic Plan is an internally focused document providing direction and guidance for the agency's near-term priorities. This Strategic Plan is non-regulatory and has no financial impacts or formal commitments for the agency or its Boards.

Based on feedback from the joint Board retreat, Board survey, and staff review, staff have drafted the 2024-2029 Strategic Plan. This presentation is informational, and staff are seeking feedback on the draft plan prior to its finalization and adoption by the Planning Commission.

Recommended Action:

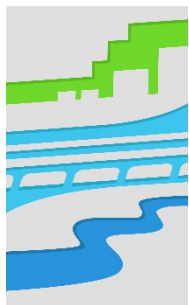
Information only. No action required at this time.

Prepared By:

Katrina Corcoran, AICP, Planning Commission staff

Attachments:

Draft Plan Hillsborough 2024-2029 Strategic Plan



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

Draft Plan Hillsborough 2024-2029 Strategic Plan

Pillar 1: Integrated and Connected Communities

- **Goal 1.1:** Connect mobility and land use
 - **Strategy 1.1.1:** Focus planning efforts on a variety of measures to address population growth and infrastructure needs, from infill and redevelopment approaches to careful study of strategic expansion of services aligned with transportation investments.
 - **Strategy 1.1.2:** Identify proactive planning opportunities, pilot projects, and emerging technologies that address growth trends and changing conditions.
 - **Strategy 1.1.3:** Develop and refine policies and tools that encourage transportation safety and a variety of mobility choices.
 - **Strategy 1.1.4:** In coordination with agency partners, continue to study funding options and innovative approaches and technologies for multimodal transportation improvements.
- **Goal 1.2:** Encourage housing opportunities and choice
 - **Strategy 1.2.1:** Coordinate with local jurisdictions to protect and promote affordable, equitable, and diverse housing through best practices research and proactive policy updates. Consider collaboration opportunities regionally and locally with the understanding that housing issues extend beyond jurisdictional boundaries.
 - **Strategy 1.2.2:** Continually refine bonus structures and incentives within the Comprehensive Plans to ensure they continue to respond to the market and are providing value to the larger community.
 - **Strategy 1.2.3:** Work in tandem with the community and developers to understand housing-related wants and needs focused in a market-based reality. Utilize the agency's unique role to bridge the gap between community desires, fiscal realities, and grounded planning.

Pillar 2: Partnerships and Community Engagement

- **Goal 2.1:** Ensure seamless regional to local connections and partnerships
 - **Strategy 2.1.1:** Pursue projects, studies, and joint planning efforts that cross jurisdictional boundaries within Hillsborough County.
 - **Strategy 2.1.2:** Maintain and strengthen connections to regional transportation planning and environmental initiatives with clear messaging and solutions to the region's current and emerging opportunities, challenges, and growth.

Draft Plan Hillsborough 2024-2029 Strategic Plan

- **Strategy 2.1.3:** Explore opportunities for short-term and long-range regional projects, as well as state and federal grant opportunities for those projects.
- **Goal 2.2:** Improve public education and engagement
 - **Strategy 2.2.1:** Seek opportunities to engage communities in the planning process throughout all stages with a focus on early involvement.
 - **Strategy 2.2.2:** Educate the public about the planning process through innovative and cost-effective methods.
- **Goal 2.3:** Strengthen existing and create new public/private partnerships
 - **Strategy 2.3.1:** Continue to enhance existing interagency relationships while developing collaborative partnerships with additional organizations, especially those with different perspectives or who have not previously participated.
 - **Strategy 2.3.2:** Create a continuous loop of discussion and touch points with partners through consistent communication on agency requirements, studies, emerging issues, and opportunities for collaboration.

Pillar 3: Resilient Natural and Built Environment

- **Goal 3.1:** Strengthen resiliency policies and planning projects
 - **Strategy 3.1.1:** Develop and refine resiliency policies and tools to create a common planning approach across jurisdictions while staying sensitive to community context.
 - **Strategy 3.1.2:** Enhance strategies for future development within the Coastal High Hazard Area (CHHA). Explore policy changes to increase resiliency of existing development and communities already within the CHHA.
 - **Strategy 3.1.3:** Pursue projects and studies that ensure communities are sustainable, livable, and healthy.
- **Goal 3.2:** Enhance connections between natural and built infrastructure and diverse community needs
 - **Strategy 3.2.1:** Incorporate fiscal, economic, and infrastructure policies into the Comprehensive Plan to address ongoing growth impacts.
 - **Strategy 3.2.2:** Consider opportunities for enhanced connections between the natural environment, the built environment, and various infrastructure needs.
 - **Strategy 3.2.3:** Ensure projects, studies, and Comprehensive Plan amendments include the consideration of socio-demographic and environmental factors as well as historic and emerging neighborhood conditions and trends.

Draft Plan Hillsborough 2024-2029 Strategic Plan

Pillar 4: Technology and Operational Enhancements

- **Goal 4.1:** Manage and enhance administrative and financial processes, agency systems, data, and technologies to meet community needs.
 - **Strategy 4.1.1:** Proactively align resources and empower a robust staff to support local planning needs.
 - **Strategy 4.1.2:** Streamline processes by refining staff best practices and records management while integrating comprehensive succession planning.
 - **Strategy 4.1.3:** Leverage emerging technologies for internal process enhancements and public-facing and internal applications, data, and documents to strengthen connections to the broader community.

**HILLSBOROUGH TRANSPORTATION PLANNING ORGANIZATION BOARD
HYBRID MEETING DECEMBER 13, 2023
DRAFT MINUTES**

I. Call to Order, Pledge of Allegiance *(Timestamp 0:02:20)*

Chair Myers called the meeting to order at 10:00 AM and led the pledge of allegiance. The meeting was held in person and virtually via WebEx.

II. Roll Call *(Gail Reese, TPO Staff) (Timestamp 0:02:55)*

The following members were present: Commissioner Gwen Myers, Mayor Andrew Ross, Commissioner Michael Owen, Commissioner Joshua Wostal, Commissioner Harry Cohen, Commissioner Pat Kemp, Councilmember Alan Clendenin, Councilmember Lynn Hurtak, Mayor Nate Kilton, Charles Klug, Gina Dew, Bob Frey, Scott Drainville, Planning Commissioner Nigel Joseph

The following members were absent/excused: Councilmember Guido Maniscalco, School Board Member Jessica Vaughn

A quorum was met in person.

III. Approval of Minutes *(Timestamp 0:03:30)* – November 8, 2023 and November 17, 2023

Chair Myers sought a vote to approve the November 8, 2023 and November 17, 2023 minutes. Commissioner Owen moved to approve the minutes, seconded by Commissioner Wostal. The voice vote passed unanimously.

IV. Public Comment On Agenda Items *(Timestamp 0:03:44)* (up to 3 minutes per speaker) Additional comments made via [Social Media](#) and [Email](#) may be requested. – None

V. Committee Reports and Advance Comments (Rick Fernandez, CAC Chair and Harmoni McGee, TPO Staff) *(Timestamp 0:04:06)*

A. CAC Meeting December 6, 2023 (Rick Fernandez, CAC Chair) – the written report is available upon request

- Approved the following:
 - 2050 Plan Needs Assessment for Real Choices When Not Driving. This passed by a vote of 11-0.
 - 2050 Plan Needs Assessment for Good Repair and Resilience. This passed by a vote of 8 – 3.
 - 2024 Draft Meeting Calendar – the January 3rd meeting was changed to January 8th. This passed by a vote of 11 – 0.
- The CAC requested presentations from THEA re: the CSX track removal along Meridian; Christine Acosta requested a presentation about the values of trails and active transportation; Jim Davison asked for a comparison of past, present, and future with past LRTPs and the current one being put together.

B. Other Committees

- Livable Roadways Committee (LRC) Meeting November 15
 - Approved Action Items:
 - 2050 Plan Needs Assessment for Real Choices When Not Driving.
 - 2024 Draft Meeting Calendar
 - The LRC meeting heard status reports on:
 - 2050 Plan Revenue and Initial Discussion on Cost Feasibility Scenarios
- Special TPO Board Meeting on November 17
 - Approved Action Items:
 - Report to the Florida Legislature Regarding Tampa Bay MPO
 - SCTPA Regional Priorities for Major Projects
 - Status Reports
 - Coordinated Trails Planning in Hillsborough County
 - Decision-making Steps to Create a Regional MPO
 - Heard status reports on
 - 2050 Plan Revenue and Initial Discussion on Cost Feasibility Scenarios
- Bicycle Pedestrian Advisory Committee (BPAC) Meeting November 29
 - Approved Action Items:
 - 2050 Plan Needs Assessment for Real Choices When Not Driving
 - 2024 Draft Meeting Calendar
 - New Business
 - BPAC Top Ten Project Next Steps – The Committee completed and approved a document based on its Top Ten Dangerous Locations list with information and specific requests for each location
- Technical Advisory Committee Meeting of December 4
 - Approved Action Items
 - 2050 Plan Needs Assessment for Real Choices When Not Driving
 - 2050 Plan Needs Assessment for Good Repair and Resilience
 - 2024 Draft Meeting Calendar

Emails and Social Media: No emails were received, social media comments and letters are available upon request. These were provided to the TPO Board on October 10, 2023.

VI. Consent Agenda *(Timestamp 0:11:05)*

A. Committee Appointments

- BPAC – Gene Peters, as Citizen At-Large

B. 2024 Meeting Calendar – The CAC elected to change their January meeting from January 3rd to January 8th at 6:00 PM. Due to MPO/TPO merger and LRTP topics in 2024, have added four special meetings for the full TPO Board on February 6th, April 30, September 3rd, December 3rd.

Motion to approve the Consent Agenda made by Mayor Kilton, seconded by Commissioner Owen; the voice vote passed unanimously.

VII. Action Items

A. **2024 TPO Board Officers & Committee Assignments** (Cameron Clark, TPO Attorney) (*Timestamp 0:12:29*)

- TPO Chair: Commissioner Myers: 9 / Mayor Ross: 5
- TPO Vice Chair: Mayor Ross
- Policy Committee Members: Break for 2024 as noted in the 2024 Calendar
- Tampa Bay Transportation Management Area Leadership Group Members: Commissioner Kemp, Councilmember Hurtak, Mayor Ross; Alternates: Joe Lopano and Greg Slater
- Transportation Disadvantaged Coordinating Board Chair: Commissioner Myers
- Livable Roadways Committee Chair: Councilmember Hurtak
- Florida MPO Advisory Council Alternate Representative: Paul Anderson / Charles Klug

Commissioner Myers called for a voice vote to confirm appointments. The voice vote passed unanimously.

B. **2050 Plan Needs Assessment for Real Choices When Not Driving** (Elizabeth Watkins, TPO Staff; Sarah Goolsby, Benesh) (*Timestamp 0:16:40*)

- Reviewed what this needs assessment is about
- Went over the program overview
 - Bus service – worked with HART; reviewed the performance measures and how many people and jobs could be serviced along with the funding requirements
 - Trails and Sidepaths – went over what is included, projects projected, how many people will be served, and funding requirements

Recommended Action: Approve the Draft 2050 Plan Needs Assessment for Real Choices When Not Driving.

Discussion:

Clarification was asked about the maintenance numbers. It was expressed that it seems the equation seems empty and possibly made up. It was asked who these numbers are being delivered to. The modes for these projects have an updated, more realistic cost for the trail miles. It was noted that when this type of model is introduced, it can be used to convince people to tax themselves more. These numbers are to set an upper limit on what the TPO Board wants to invest in these projects. It was asked if the number reflects paved trails and does not include XXX. The Greenways Master Plan doubled the number of trails. Inflation numbers were added along with other variables to get the cost of building all the trails. Clarification was asked about what the ramifications are for accepting this study. It will be put into the public engagement survey. It was noted that the numbers are complicated when presenting the two extremes. Perhaps giving options for stop-gaps along the way and what that would cost. Providing something in the middle to connect the highest-used trails might be more beneficial and viable. All the trails in the report are in Hillsborough County. There were regional trails and transit presented as well. It was asked if modeling was done to share the costs for regional services. There was a discussion about the operation costs for transit. Providing more specific breakdowns might help people understand the costs. It was asked if the ferry was put in or considered. It may be part of the Major Projects Needs

Assessment that will also consist of the fixed guideway and BRT. It was asked if mobility was taken into consideration versus recreation trails. Building the regional trails and trails in the communities of concern (mobility) were broken down.

Commissioner Wostal moved to approve the 2050 Plan Needs Assessment for Real Choices When Not Driving, seconded by Commissioner Kemp. The voice vote passed unanimously.

C. **2050 Plan Needs Assessment for Good Repair and Resilience** (Dr. Pedro Serigos, Cambridge Systematics) *(Timestamp 0:46:53)*

- Went over the outline of the Needs Assessment
- Review of the Scope – Objectives – analysis of current and future needs
- Looked at Data and Assumptions – pavement, bridge, and transit assets from each stakeholder
 - Went over the pavement, bridge, transit, and resilience needs
- Looked at the Main Conclusions of the assessment
 - Pavement and bridge – current spending levels are insufficient
 - Transit – over \$105 million of backlogs in transit building maintenance; current spending sufficient to maintain current bus fleet; HART operations scaled-back service compared to 2019 with a reduction in bus fleet size. Additional analysis will need to be conducted if the fleet needs changes.
 - Resilience – current spending on stormwater accounts for 11% of funding needed to improve stormwater/drainage on critical roads that are moderate to highly vulnerable; funding needed to harden/protect critical roads is about 82% of the entire current road maintenance budget.

Recommended Action: Approve the 2050 Long Range Transportation Plan Needs Assessment for State of Good Repair and Resilience.

Discussion:

It was noted that these studies when combined, add up to large sums. There is a concern that the vote to approve these, when the LRTP is voted on, comes back that the TPO voted to approve the assumptions. It was brought up that the vote is to accept the studies and not approve them. The reports are very broad information. There was a discussion about how Plant City has reduced its road maintenance timeline and some of the costs. It was noted that maintaining what the county has now, far exceeds the assets. It was brought up that 70% of transit is operations. The plan is called Plan Needs but the report sounds like Plan Wants. Clarification was asked why the term used is “approval” versus “acceptance”. Staff is happy to present approval or acceptance based on what the board decides. Clarification of these terms was asked of Mr. Clark. There is no harm in changing the words as these reports will go into the making of the LRTP. It was noted that there would be a benefit of adding language that the figures are subject to change based on future circumstances.

Commissioner Owen moved to accept the 2050 Long Range Transportation Plan Needs Assessment for the State of Good Repair and Resilience; seconded by Commissioner Wostal. The voice vote passed with one Nay vote from Planning Commissioner Nigel Joseph.

VIII. Executive Director's Report (*Timestamp 1:12:48*)

A. Recap of Tampa Bay TMA Leadership Group & Sun Coast Transportation Planning Alliance meetings on December 1, 2023

- The alliance approved the transmittal of the report with no changes.
- Communicated the need for funding to the legislative delegation.
- The HART Heavy Maintenance Facility was added to the regional priority list
- There will be an apportionment discussion for a merged TPO/MPO at the February meeting.

Commissioner Cohen requested that possible scenarios be provided to the TPO Board before the meeting so the board has an opportunity to choose preferences. There was discussion about possible apportionment at a regional level.

B. Discretionary Grant Opportunities

- The railway/highway crossings plan is being targeted based on recent occurrences
- Working to submit an Atain Grant for treatments on Lithia Pincrest, targeting the fall for the application

IX. Old Business & New Business (*Timestamp 1:23:39*)

- A.** Next TPO Board meeting is January 10, 2024.

X. ADJOURNMENT – The meeting adjourned at 11:21 AM

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



Hillsborough TPO
Transportation
Planning Organization

Committee Reports

Livable Roadways Committee (LRC) Meeting on November 15

The LRC approved action items:

- 2050 Plan Needs Assessment for Real Choices When Not Driving
- 2024 Draft Meeting Calendar

Special TPO Board Meeting on November 17

The TPO Board approved action items:

- Report to the Florida Legislature Regarding Tampa Bay MPO
- SCTPA Regional Priorities for Major Projects

The TPO Board heard status reports on:

- Coordinated Trails Planning in Hillsborough County
- Decision-making Steps to Create a Regional MPO

Bicycle Pedestrian Advisory Committee (BPAC) Meeting November 29

The BPAC approved action items:

- 2050 Plan Needs Assessment for Real Choices When Not Driving
- 2024 Draft Meeting Calendar

The BPAC discussed new business:

- BPAC Top Ten Project Next Steps The Committee completed and approved a document based on its Top Ten Dangerous Locations list with information and specific requests for each location.

Technical Advisory Committee Meeting of December 4

The TAC approved action items:

- 2050 Plan Needs Assessment for Real Choices When Not Driving
- 2050 Plan Needs Assessment for Good Repair and Resilience
- 2024 Draft Meeting Calendar

Citizens Advisory Committee Meeting December 6

A verbal report will be given at the meeting.

Cheryl Wilkening

Subject: FW: Governor DeSantis' Focus on Florida's Future Budget Invests an Unprecedented \$15.6 billion in Florida's Transportation System

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

Sent: Wednesday, December 6, 2023 7:38:43 AM

Subject: FW: Governor DeSantis' Focus on Florida's Future Budget Invests an Unprecedented \$15.6 billion in Florida's Transportation System

Good morning, MPOAC Governing Board Members and Staff Directors. Please see the FDOT press release on the Governor's proposed transportation budget for next fiscal year.

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

Sent: Tuesday, December 5, 2023 4:46 PM

Subject: Governor DeSantis' Focus on Florida's Future Budget Invests an Unprecedented \$15.6 billion in Florida's Transportation System



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

For Immediate Release
December 5, 2023

Contact: FDOT Communications Office
(850) 414-4590 | FDOTCommunicationsOffice@dot.state.fl.us

Governor DeSantis' Focus on Florida's Future Budget Invests an Unprecedented \$15.6 billion in Florida's Transportation System

TALLAHASSEE, Fla. – Today, Governor Ron DeSantis revealed his Focus on Florida's Future Budget for Fiscal Year 2024-2025. The Governor's proposed \$15.6 billion budget for the Florida Department of Transportation (FDOT) reflects a significant investment in transportation infrastructure across Florida. The Governor's budget proposal directly targets critical congestion relief and safety projects and aims to support the resiliency of Florida's existing and future transportation infrastructure.

By focusing on these key areas, FDOT will continue to be a global leader in transportation technology and infrastructure, while continuing to promote a strong and effective supply chain.

“Governor DeSantis' proposed investments in our transportation infrastructure demonstrate his unwavering commitment to improving the quality of life for Floridians and local communities. As Florida's population continues to grow, it is crucial that we have a robust transportation network to support our state,” **said Florida Department of Transportation Secretary Jared W. Perdue, P.E.** “This budget proposal reaffirms the Department’s commitment to addressing congestion relief, resiliency, improving safety on our roadways, and strengthening Florida’s supply chain. I commend Governor DeSantis for his continued investments in Florida’s transportation facilities and infrastructure now and in the future.”

Governor DeSantis’ Focus on Florida’s Future Budget provides \$14.5 billion for projects in the Fiscal Year 2024-25 FDOT Work Program, a collaborative plan of strategic transportation projects that includes:

- \$5.4 billion for highway maintenance and construction to remain a national leader in maintaining existing roadways while expanding the system by 135 new lane miles
- \$1.9 billion in resurfacing to include 3,115 lane miles
- \$381.7 million for scheduled repairs of 62 bridges and the replacement of 15 bridges
- \$109.6 million in seaport investments
- \$334.4 million in aviation investments
- \$997.7 million in rail and transit investments
- \$210.1 million for safety initiatives
- \$215.3 million for community trail projects and \$70.3 million for the SUN Trail Network
- \$181.3 million for small county programs

In addition to the aforementioned investments, the Governor is also recommending an additional \$630 million to further the Moving Florida Forward Infrastructure Initiative and \$25 million to provide commercial truck parking relief along the State Highway System. The \$15.6 billion budget also includes \$75 million in partnership with FloridaCommerce to provide grants to enhance Florida’s supply chain and innovative delivery models, including vertiports, airports, inland ports, seaports, freight railroads, intermodal logistic centers, and fuel pipelines.

While many states rely heavily on the federal government to fund their transportation infrastructure needs, federal funding accounts for just 24% of Florida’s record transportation budget. Rather than support the continued politicization of transportation funding being pushed by the Biden Administration, the Governor’s \$15.6 billion recommended budget focuses on prioritizing road projects that reduce congestion and expedite the movement of goods through the state’s supply chain. As such, the budget includes conforming legislation to prevent the continued politicization of transportation infrastructure by:

- Withholding funding from public transportation entities that violate Florida’s protections against COVID-19 mandates;

- Withholding state funding from public transit providers who use state funds to promote social, political, or ideological interests on taxpayer-funded buses, trains, and transit infrastructure; and
- Ensuring state transportation planning practices focus on pecuniary factors, rather than social, political, or ideological interests.

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://www.fdot.gov).

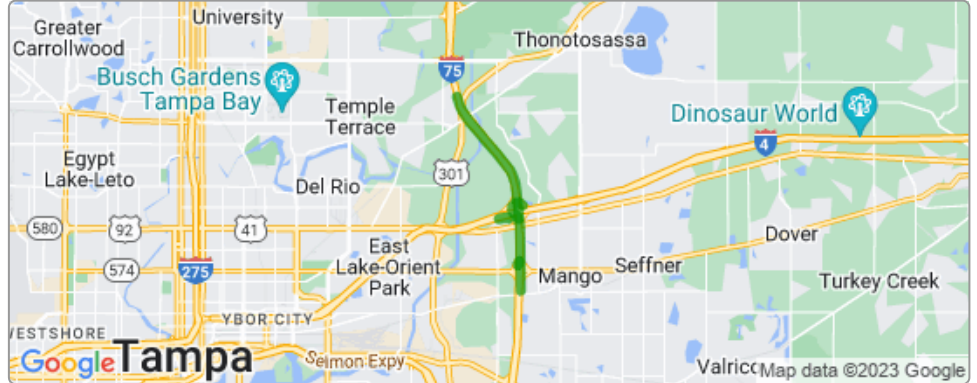
###

www.fdot.gov | Twitter: [@MyFDOT](https://twitter.com/MyFDOT) | Facebook: [@MyFDOT](https://www.facebook.com/MyFDOT)

The Florida Department of Transportation's mission is to provide a safe transportation system that ensures the mobility of people and goods, enhances economic prosperity, and preserves the quality of the state's environment and communities. The department is committed to building a transportation system that not only fits the current needs of Florida's residents and visitors, but also enhances mobility throughout the state to accommodate its consistent and rapid growth. The unique nature of the Sunshine State and its year-round warm climate provides numerous opportunities to achieve the department's mission through multiple transportation modes including highways/streets, air, rail, sea, spaceports, transit, and the ever-expanding deployment of bicycle & pedestrian facilities.

I-75 Pavement Rehabilitation from N. of CSX R/R at Broadway Ave. to S. of SR 582/Fowler Ave. 443630-2-52-01

Project Details	
Work Type	Rigid Pavement Rehabilitation
Phase	Design
Limits	From N. of CSX R/R at Broadway Ave. to S. of SR 582/Fowler Ave.
Length	6.037 Miles
City	Brandon
County	Hillsborough
Road	I-75
Design Cost	\$1.13M



About

This project includes rigid pavement rehabilitation for concrete pavement slabs of the existing roadway, shoulders and select I-75 exit and entry ramps.

Lighting, signage, and pavement marking safety enhancements will also be included in this project.

Construction is currently anticipated to begin in 2024.

Contact Information	
Design Manager	Mark Dunn 813-975-4248 Mark.Dunn@dot.state.fl.us
Media Contact	Kris Carson 813-975-6202 Kristen.Carson@dot.state.fl.us

I-75 Widening From South of Tampa Bypass Canal To South of Fowler Ave 445317-1-52-01,
445317-2-52-01

Project Details	
Work Type	Add Lanes and Reconstruct
Phase	Design
Limits	from north of Broadway Ave. to south of SR 582/Fowler Ave.
Length	1.295 Miles
City	Seffner Tampa Thonotosassa
County	Hillsborough
Road	I-75



About

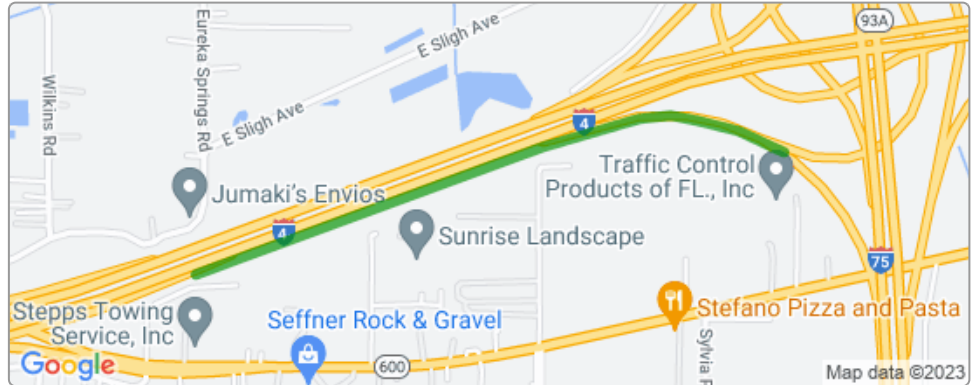
This project will add a lane in both the southbound and northbound direction of I-75 between the Tampa Bypass Canal and Fowler Avenue in Hillsborough County. The bridges over the Tampa Bypass Canal and Harney Road will also be widened, and the bridge structures over US 301 will be replaced.

Construction is anticipated to begin in 2024

Contact Information	
Design Manager	Mark Dunn 813-975-4248 Mark.Dunn@dot.state.fl.us
Media Contact	Kris Carson 813-975-6060 Kristen.Carson@dot.state.fl.us

I-4 Operational Improvements of Eastbound Exit Ramp to I-75 from East of the Tampa Bypass Canal to West of I-75 446132-1-52-01

Project Details	
Work Type	OpAdd Auxiliary Lane(s)
Phase	Design
Limits	From east of Tampa Bypass Canal to west of I-75
Length	1.05 Miles
City	Tampa
County	Hillsborough
Road	I-75
Design Cost	\$1.02M



About

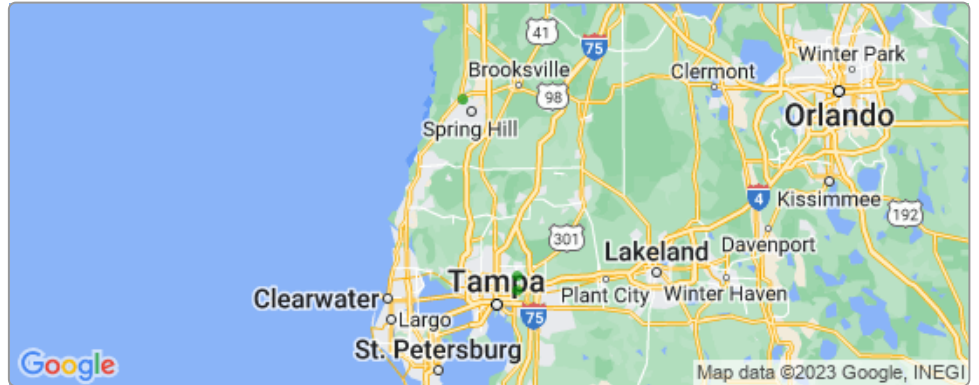
The intent of this project is to create an interstate operational improvement that would provide an additional auxiliary lane along the outside lanes of eastbound I-4 between the on-ramp from eastbound Hillsborough Avenue and the off-ramp to northbound and southbound I-75.

Design activities are currently underway. Construction is anticipated to begin in 2026.

Contact Information	
Design Manager	Mark Dunn 813-975-4248 Mark.Dunn@dot.state.fl.us
Media Contact	Kris Carson 813-975-6202 Kristen.Carson@dot.state.fl.us

SR 583/N 56th Street and SR 50/Cortez Boulevard Safety Improvements at Various Locations 452412-1-52-01

Project Details	
Work Type	Resurfacing, Sidewalk, Traffic Signals, Signing/Pavement Markings, and Lighting. Also included are associated drainage, ADA, and safety improvements.
Phase	Design
Limits	At North 56th Street at East Lake Mall Entrance; North 56th Street at Temple Heights Road; and Cortez Boulevard at Deltona Road
Length	4.554 Miles
City	Spring Hill Tampa
County	Hernando Hillsborough
Road	56th St Cortez Blvd
Design Cost	\$309,000



About

This project consists of safety improvements at three separate intersections.

The safety improvements entail providing missing crosswalks at the intersections of 56th St./East Lake Mall (Net Park), and 56th St./Temple Heights Road in Tampa, as well as the intersection of SR 50/Cortez Blvd. at Deltona Blvd in Spring Hill.

Improvements include the installation of crosswalk striping, median reconfiguration, ADA compliant ramps, pedestrian signals, lighting, and milling and resurfacing as needed to replace pavement markings.

**Please see project map images below for specific safety improvement locations.

Contact Information	
Design Manager	Omar Chehab, P.E. (813) 975-6468 Omar.Chehab@dot.state.fl.us
Media Contact	Kris Carson (813) 975-6060 Kristen.Carson@dot.state.fl.us