



# Hillsborough TPO Transportation Planning Organization

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Johnny Wong, PhD  
Executive Director



Plan Hillsborough

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Tampa, FL, 33602

## Meeting of the TPO Board

**Wednesday, March 20, 2024 @ 10:00am**  
**Hillsborough County Center, 601 E. Kennedy Blvd., 26<sup>th</sup> Floor**

All voting members are asked to attend in person, in compliance with Florida's Government in the Sunshine Law. Please [RSVP](#) here for this meeting. Presenters, audience, and members in exceptional circumstances may participate remotely.

This meeting may be viewed on Hillsborough Television (HTV) by visiting Spectrum: 637, Frontier: 22 or live stream from [Hillsborough County's Live YouTube Channel](#) or the County website's [Live Meetings](#) link, also found in the County [Newsroom](#). The agenda packet, presentations, and any supplemental materials are posted on the [TPO's online calendar](#).

### Public comment opportunities:

To speak during the meeting - No later than 30 minutes before the meeting, please sign up [here](#) or phone 813-756-0371 for assistance. Provide the phone number you will call in from, so that we can recognize your call in the queue. You will receive an auto-reply confirming we received your request, along with instructions.

Comments may also be given up to 3pm the day before the meeting:

- by leaving a voice message at (813) 756-0371
- by e-mail to [tpo@plancom.org](mailto:tpo@plancom.org)
- by visiting the event posted on the [Facebook page](#).

Advance comments will be provided in full to the board members and verbally summarized during the meeting by TPO staff.

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 & Pledge of Allegiance**
- II. Roll Call & Declaration of Quorum** (Gail Reese, TPO Staff)
- III. Approval of Minutes – February 14, 2024**
- IV. Public Comment on Agenda Items – 30 minutes total, with up to 3 minutes per speaker.** Staff will unmute you when the Chair recognizes you. As needed, the Chair may allow for additional time later in the agenda.

**V. Committee Reports and Advance Comments** (Rick Fernandez, CAC Chair and Harmoni McGee, TPO Staff)

**VI. Consent Agenda**

- A. Committee Appointments
- B. Letter of Support for Statewide Designation of National Highway Freight Network
  - US41 from SR60 to SR574
  - SR60 from US41 to E of US301
- C. Multimodal Counts Report

**VII. Action Items**

- A. TIP Amendment: I-4 Truck Parking Facility– *Roll-call vote required* (Connor Trejos-MacDonald, TPO Staff)
- B. Regional Operator Representation on Tampa Bay MPO (Johnny Wong, TPO Director)
  - 1. Staff representation of the Airport & Port Tampa Bay
  - 2. Information Request of County Funding Contributions

**VIII. Status Reports**

- A. Amtrak Passenger Rail Service (Todd Stennis, Amtrak)
- B. Gibsonton Drive from Fern Hill Drive to US301 PD&E (Ashley Henzel, FDOT)
- C. Development of the FY25 & 26 Unified Planning Work Program (Amber Simmons, TPO Staff)

**IX. Executive Director's Report**

- A. Legislative Update
- B. Regular TPO Board Meeting will be held April 10, 2024
- C. TPO Special Meeting will be held April 30, 2024
- D. Federal Rail Administration Proposed Route from Chicago to Miami
- E. Support for Gulf Coast Trail Prioritization for Statewide SunTrail Funding

**X. Old Business & New Business**

**XI. Adjournment**

**XII. Addendum**

- A. Announcements
  - FDOT Downtown Tampa Interchange Construction Open House March 5-7
  - FDOT Widening Sun Coast Parkway from South of Van Dyke Rd to SR52
- B. Project Summaries, Fact Sheets & Other Status Reports

- [Plan Hillsborough Newsletter](#)
- C. Correspondence
  - [Letter To USDOT Secretary Buttigieg re: Rebuilding American Infrastructure with Sustainability and Equity](#)
  - [Letter of Support re: HART Arterial BRT Project Station Construction Application](#)
  - [Friends of Union Station Letter to Federal Rail Administration](#)
  - [Letter from US Rep Kathy Castor re: Amtrak Service to Tampa](#)
  - [Letter of Comment to Federal Rail Administration Regarding Amtrak Daily Long-Distance Service Study](#)
  - [Inaugural Slow Roll Bike Ride](#)

Articles Related to TPO Work:

- [Valrico/Fishhawk Chamber gets involved with Community Plan | Osprey Observer | 01.16.24](#)
- [\\$50M widening project on I-75 will happen sooner than expected | Tampa Bay Business Journal | 01.22.24](#)
- [Setting priorities for better ways to get around in Pasco | The Laker Lutz News | 01.23.24](#)
- [Steps continue toward creating regional MPO | The Laker Lutz News | 01.23.24](#)
- [Hillsborough TPO preparing to vote on big changes | ABC Action News | 01.29.24](#)
- [Tampa International Airport CEO Joe Lopano is stepping down in 2025 | WUSF | 02.01.24](#)
- [Public meetings to be held for proposed changes in rural areas of Hillsborough | Bay News 9 | 02.13.24](#)
- [New proposal would allow for water line extensions in rural Hillsborough County | WFLA Tampa | 02.14.24](#)
- [Gandy Bridge road could soon be called something new | Tampa Bay Times | 02.14.24](#)

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

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*Se recomienda a las personas que necesiten servicios de interpretación o adaptaciones por una discapacidad para participar en esta reunión, o ayuda para leer o interpretar los temas de esta*

agenda, sin costo alguno, que se pongan en contacto con Connor Trejos-MacDonald, (813) 946-5334 o [macdonaldc@plancom.org](mailto:macdonaldc@plancom.org), tres días hábiles antes de la reunión. Si sólo habla español, por favor llame a la línea de ayuda en español al (813) 272-5940 o (813) 273-3774 ext. 1.

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**HILLSBOROUGH TRANSPORTATION  
PLANNING ORGANIZATION BOARD  
HYBRID MEETING FEBRUARY 14, 2024  
DRAFT MINUTES**

**I. Call to Order, Pledge of Allegiance** *(Timestamp 0:05:46)*

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 0:06:16)*

The following members were present: Commissioner Gwen Myers, Mayor Andrew Ross, Commissioner Michael Owen, Commissioner Joshua Wostal, Commissioner Harry Cohen, Councilmember Alan Clendenin, Councilmember Lynn Hurtak, Councilmember Guido Maniscalco, Mayor Nate Kilton, School Board Member Patricia Rendon, Charles Klug, Gina Dew, Greg Slater, Justin Willits, Planning Commissioner Nigel Joseph, Commissioner Pat Kemp

The following members were absent/excused:

A quorum was met in person.

**III. Approval of Minutes** *(Timestamp 0:06:58)* – January 10, 2024

**Councilmember Maniscalco moved to approve the minutes of the January 10, 2024 meeting, seconded by Commissioner Cohen. The voice vote passed unanimously.**

**IV. Public Comment On Agenda Items** *(Timestamp 0:07:11)* (up to 3 minutes per speaker) Additional comments made via [Social Media](#) and [Email](#) may be requested.

**Rick Fernandez** – Speaking in an individual capacity regarding the Robles Park barrier. Is requesting a meeting with FDOT regarding the form the barrier will take. The community would like input as to what that barrier will be. Noted that FDOT has requested direction from the TPO before speaking with Mr. Fernandez. Emphasized that options for the barrier and landscaping need to be discussed with the community.

**Chris Vela** – Lives in Ybor City. Conveyed his knowledge of the interstate system's impact on neighborhoods. Discussed the “redlining” done in his neighborhood several years ago that rated the neighborhoods poorly resulting in interstates going through them. Noted that there is a correlation between the low-rated neighborhoods experiencing higher noise impacts. Stated that the highways are structural racism. Said that FDOT does not know how to address the problem. Stressed that the communities need to be able to put feedback into the solutions to offset the negative impacts.

**Paula Meckley** – President of the Tampa Garden Club. The club’s mission is green space. Expressed that if there is an opportunity to make the situation better for the neighborhood and the environment should be taken. Noted how the trees act as natural filters and the park

environment will benefit from filtering water and providing natural habitat. The Tampa Garden Club supports putting trees and plants in and is willing to help.

**Lena Young Green** – Asked that the TPO Board support the neighborhood, particularly those who live by the park. The neighborhood has been in front of the Board about the interstate and the impact it has on Tampa Heights. Spoke about the park and the issue of heat islands. There will be impacts in the neighborhood with the concentration of particulate matter in the neighborhood. Her husband passed from a disease that impacts people of color and her son is an asthmatic. Asked that the Board approve a decision that will improve the health of the neighborhood.

**Kitty Wallace** – Is the Tampa Heights Community Garden coordinator. Spends much of her time in the park and has since 1970. The section of the park by the interstate is a perfect place where trees could mitigate much of the impact from the interstate. She is advocating for this type of solution in Robles Park and Tampa Heights. Some people believe in trees and are willing to help.

**Alex Whitacre** – is a USF student. Has conducted studies of the Tampa Tree Canopy Study and the Tampa Stormwater Study. Understands the effects of the heat islands and concrete on the environment. Many studies show that trees will mitigate noise; a combination of plants and trees can reduce sound, reduce heat, increase air quality, and increase soil health. Studies show that trees benefit from being planted near highways by absorbing higher decibel noise. The park is a green space that everyone deserves. The lessening of green space in marginalized communities has had a significant impact.

**Dominique Cobb** – Spoke about the importance of trees. African American communities have been continuously marginalized in public policy and decision-making. Ms. Cobb's family has resided in the Robles Park neighborhood for multiple generations. The park by where the wall is going was once a place for kids to play and now it is not an entertainable space today. She is an East Tampa advocate and business owner. She has requested to have leisure space in her neighborhood. Noted that the community of the Tampa Housing Authority is nearby, and it is being gentrified. It is the hope that the residents will return and be able to have a space of leisure. Requested that the trees be added to the park instead of removing more trees. They help the environment and make an impact on the community. It was noted that in Public Policy, there is fair and there is doable. Fair hasn't always happened, but the TPO Board can direct what is doable.

**Linda Saul-Sena** – Past Chair of the MPO and 20-year veteran of Tampa City Council. Is now the Co-Chair of the Preservation Roundtable. Advocating for preserving quality in the community; the quality of more than buildings but neighborhoods. This is a great neighborhood and a great park. The Board can preserve the quality of the park by advocating for a vegetative barrier instead of one that is pure cement. It is the way to go environmentally and socially.

**Julia Gorzka Freeman** – Co-Chair of the Preservation Roundtable. Resident of Riverside Heights. Preserving the trees is in alignment with the City of Tampa's precise goal of planting 30,000 trees city-wide by the year 2030. Moving forward looking at the trees as an option is a no-brainer.

### **Discussion:**

It was asked if this topic would be discussed at this meeting and noted that the Chair requested this topic be brought back to the Board at this meeting. It was noted that Secretary Gwynn answered questions regarding this topic. It was asked if the Board would be able to give the OK for FDOT to meet with the community on the Robles Park wall topic. That can be done at the end of the meeting. A summary was given of Secretary Gwynn's comments from the FDOT standpoint; the wall is going to be concrete but will also be heavily landscaped.

## **V. Committee Reports and Advance Comments (Rick Fernandez, CAC Chair and Harmoni McGee, TPO Staff) (timestamp 0:30:13) Additional social media and email comments may be requested**

### **A. Citizens Advisory Committee Meeting on February 7, 2024 (Rick Fernandez, CAC Chair)**

- A written, detailed report has been provided to the TPO Board
- Action Items
  - Went over the public comments and FDOT presentation regarding the Robles Park wall. Provided the amended motion made by the CAC which passed 13 – 1.
  - Approved the TIP Amendment unanimously
  - Recognized the Safety Performance Targets, approved the 2024 Traffic Performance Targets 12 – 2
- Status Reports
  - FDOT report on Gibsonton Road

### **B. Livable Roadways Committee Meeting on January 17, 2024**

- Approved Action Items
  - Election of Officers, Attendance Review and Declaration of Vacancies
  - 2050 Plan Needs Assessment for Freight & Goods Movement and Hillsborough County Truck Route Plan
- Heard Status reports on
  - 2050 Needs Assessment for Major Projects

### **C. Bicycle Pedestrian Advisory Committee (BPAC) Meeting on January 24, 2024**

- Approved Action Items
  - Election of Officers, Attendance Review and Declaration of Vacancies
  - Consideration of New Citizen at Large Membership Application
  - 2050 Plan Needs Assessment for Freight & Goods Movement and Hillsborough County Truck Route Plan

### **D. Technical Advisory Committee Meeting on February 5, 2024**

- Approved Action Items
  - TIP Amendment: HART Fixed Guideways, Fowler Avenue from 51<sup>st</sup> Street to Riverhills Drive
  - 2024 Safety Performance Targets
- Heard Status reports on
  - Gibsonton Drive from Fern Hill Drive to US301 PD&E
  - 2040 LRTP Needs Assessment for Major Projects

## **VI. Consent Agenda**

### **A. Committee Appointments (Timestamp 0:38:33)**

- TAC – Lama Alfaseeh, by the Hillsborough County Community and Infrastructure
- LRC – Omar Peerzada by HART
- BPAC – Joel Yap by the Department of Health and Allison Nguyen as alternate; Brent Buffington by the City of Temple Terrace

**Councilmember Maniscalco moved to approve the consent agenda, seconded by Commissioner Cohen. The voice vote passed unanimously.**

## VII. Action Items

### A. **TIP Amendments: HART Fixed Guideway 5309/5337, Fowler Ave from 51<sup>st</sup> St to Riverhills Dr** (Vishaka Shiva Raman, TPO Staff) *(Timestamp 0:38:55)*

- Went over project overview for HART Fixed Guideway
- Looked at the summary of changes – add the project to the TIP
- Went over project overview for Fowler Ave
- Looked at the summary of changes – project limits, changing fund programs, reducing programmed funding by \$5,000
- Review of the project timeline
- Went over outreach for amendment

**Recommended Action:** Approve the TIP Amendments to add HART Fixed Guideway FTA Section 5309/5337 project, and update termini and funding Fowler Ave from 51<sup>st</sup> St to Riverhills Dr project.

#### Discussion:

Clarification was requested for the streetcar refurbishment funds. This is new funding and not a reallocation.

**Commissioner Kemp moved to approve the TIP Amendments, seconded by Councilmember Maniscalco. The roll call vote passed 15 – 0.**

### B. **2024 Safety Performance Targets** (Connor Trejos-MacDonald, TPO Staff) *(Timestamp 0:45:19)*

- Review of why the performance measures exist and the categories
- Showed the 5 required categories and 2 elected by Hillsborough County TPO; these are reported on a 5-year rolling average
- Went over the targets within each category
- Looked at the report card – met 6 of the 7 targets
- Went over takeaways
- Reviewed what the TPO can do to make additional improvements
- Looked at the 2024 proposed performance targets

**Recommended Action:** Approve the CY 2024 Safety Performance Targets.

#### Discussion:

Clarification was asked if this is the first year in five years that the numbers dropped this year. Yes. It was asked if this is a trend around the country. This will be brought back. It was suggested



that the non-motorized fatalities be relabeled as bicycle/pedestrian. It was noted that these fatalities continue to rise. This is not part of a national trend; Hillsborough County is one of the worst in the nation for bicycle/pedestrian deaths. It was asked how motorized bikes and scooters are classified. They are under motorcycles. It was noted that motorists speed by workers who get out of their vehicles (such as garbage trucks). It was requested that numbers be brought back regarding fatalities on roads where significant investment has been made; the before and after numbers; and a high-level report to see what kind of impact is being seen by these investments. It was brought up that one of the best ways to reduce bike/ped fatalities is to increase transit corridors.

**Councilmember Maniscalco moved to approve the CY 2024 Safety Performance Targets, seconded by Commissioner Cohen. The roll call vote passed 15 – 0**

#### **VIII. Status Reports**

- A. **2050 Plan Needs Assessment for Major Projects** (Wade Reynolds, TPO Staff;) (*Timestamp 0:59:30*)
- Went over where the list of major projects comes from
  - Reviewed the 2045 Cost Feasible Projects
  - Looked at the new projects for 2050 that will be tested against the models and some projects that are coming off the list as they are already far enough along or have been previously tested.
  - Went over the next steps – modeling, survey, narrowing down the list, determining funding levels, and determining Cost Feasible projects

#### **Discussion:**

It was noted that the airport to downtown transit is not on this list and is something that the City of Tampa is going to push for. Support was requested for intermodal support for when Brightline reaches Tampa. The airport concurred with this.

**Commissioner Cohen moved to receive the report, seconded by Councilmember Clendenin. The voice vote passed unanimously.**

#### **IX. Executive Director's Report** (*Timestamp 1:05:45*)

- A. TMA Leadership Group meeting on February 16, 2024 at 10:00 AM at the airport.
- B. Legislative Update – Tracking SB1032 and HB7049, both have stalled. The legislative tracker believes that all the transportation bills currently in committee may get merged into one.
- C. Follow-up on previous information requests: Amtrak presentation on potential service between Tampa and Miami, trying to arrange the meeting for March. CSX; has not able to connect with them to commit to participating in a study.

#### **X. Old Business & New Business** (*Timestamp 1:07:57*)

- A. Next TPO Board meeting is March 13, 2024

- B. Commissioner Cohen – there is an interest from the public to talk to FDOT about Robles Park regarding the landscaping and the wall. Noted that the Board should encourage FDOT to talk with the community.

**XI. ADJOURNMENT** – The meeting adjourned at 11:03 AM

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

DRAFT



## **Committee Reports**

### **Livable Roadways Committee (LRC) Meeting on February 21**

The LRC heard status reports on:

- 2024 Safety Performance Targets

Members discussed the benefits of self-enforcing roads and asked if there were success stories of slower speeds and reduced crashes.

- HART for All

The presentation and videos on HART for All received praise from committee members. There was a suggestion that the full TPO Board add this topic to a future meeting.

- Access 2050 LRTP Outreach Survey

TPO staff presented the survey and committee members participated in completing.

- Gibsonton Drive from Fern Hill Drive to US 301 PD&E

There was extensive discussion centered on what safety features were included in the design to address this High Injury roadway. Suggestions included reducing outside lane widths, posting at 35mph instead of 45mph, expanding the buffer between road and sidewalk, additional and enhanced pedestrian crossings.

### **Transportation Disadvantaged Coordinating Board (TDCB) on February 23**

The TDCB approved action items:

- Election of Officers, Attendance Review and Declaration of Vacancies

The TDCB reviewed members attendance from 2023 and held an election for the officer-at-large position. Marcela Blanchett was nominated the new TDCB representative of the Department of Education, and Glenn Brown was elected the officer-at-large for the TDCB. The TDCB declared the TD system and citizen advocate and the Regional Workforce Development Board seats vacant.

The TDCB heard status reports on:

- 2024 Safety Performance Targets
- HART for All
- Access 2050 LRTP Outreach Survey
- 2050 Needs Assessment for Major Projects

- Sunshine Line Updates
- HARTPlus Updates

### **Bicycle Pedestrian Advisory Committee (BPAC) Meeting on February 28**

The BPAC approved action items:

- Multimodal Counts Report
- Consideration of New Citizen at Large Membership Application
  - BPAC voted to recommend both candidates (Edward Newsome and Brandyn Littleton) for BPAC membership, pending the resignation of Victoria Klug.

BPAC meeting heard status reports on:

- 2024 Safety Performance Targets
- Access 2050 LRTP Outreach Survey

### **Technical Advisory Committee (TAC) Meeting on March 4**

The TAC approved action items:

- TIP Amendment: I-4 Truck Parking Facility
  - Members asked about the number of spaces and access to the site as well as acknowledging that this is a nationwide issue.
- Multimodal Counts Report
  - Members asked how this data would be used and stored. The plan is to make it accessible on the Plan Hillsborough website with other count data.

The TAC heard a status report on:

- Development of the FY 25 & 26 UPWP

### **Citizens Advisory Committee (CAC) Meeting on March 6**

There was one public comment from Lena Young Green. Ms. Green appreciated the CAC for bringing forward the Robles Park wall topic to the TPO Board and encouraged FDOT to continue to communicate with the citizens in that area.

The CAC approved two action items:

- TIP Amendments for I-4 Truck Parking Facility
  - Member comments included interest in electric or solar charging capabilities and staging during evacuations, the source of funding, sustainability features for water runoff, heat islands, and tree canopy, if there would be any affects to the future Brightline route.

The CAC approved the TIP Amendments unanimously 14-0.

- Multimodal Counts Report
  - The CAC appreciated the work to gather non-motorized counts and offered suggestions for when the counts are repeated in the future: increase the days

and hours of data collection and expand the count locations beyond the high injury roadways. When applying the data to inform priorities: consider the connection between land uses, access to jobs, food, transit and other services. The data could also be used to influence traffic operations such as allowing longer crossing times where there is higher concentration of people walking and biking. The members encourage the TPO Board to consider how the data can be used and ensure it is available to partner agencies.

The CAC unanimously recommended the TPO Board accept the Multimodal Counts Report.

The CAC heard two status reports:

- Development of the FY 25 & 26 Unified Planning Work Program
  - Members appreciated the preview of the UPWP before it is fully presented in April. There were questions on whether local funding is included and the relationship to the Long Range Transportation Plan, the Transportation Improvement Program, and State of the System. There was a request for infographics to demonstrate how each federally required document is related to the other.
- 2050 Needs Assessment for Major Projects
  - The committee asked if projects taken out of the TIP in the past were added back into the analysis and if waterborne transit can be added with the explanation that some projects tested in 2045 would not need to be retested for the 2050 update.

CAC Members interest for future topics

- How all of the transportation plans are incorporated into the Comprehensive Plan
- Filling vacancies on the CAC
- Tampa Bay Partnership State of the Region
- Update on the Upper Tampa Bay Trail partial closure.
- Development of the FY 25 & 26 UPWP
- 2050 Plan Cost Feasible Scenarios

## Johnny Wong

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**From:** Lena Young <lenayoung211@yahoo.com>  
**Sent:** Tuesday, March 12, 2024 9:21 AM  
**To:** Johnny Wong  
**Cc:** Rick Fernandez; Dr. Toni; Alex Whitacre; Linda Saul-Sena  
**Subject:** Fw: evolution of the Robles barrier discussion

Johnny, would you please share this link with the TPO board. It shows that DOT did present the Green Trellis and fully landscaped - trees and hedges to the TPO earlier. We continue to make this request for the all green natural area at Interstate 275 and Robles Park.

*Lena Young Green (813) 538-3219*

<https://youtu.be/BFCN89SVMZo?t=4656>



# Hillsborough TPO Transportation Planning Organization

## Board & Committee Agenda Item

### Agenda Item

Committee Appointments

### Presenter

None – Consent Agenda

### Summary

The Livable Roadways Committee (LRC) shall be composed of representatives of local government departments, transportation agencies and other organizations. They may be elected officials, appointed officials, organization members, designated representatives or staff, but may not be staff or consultants to the TPO.

The following have been nominated to serve on the LRC:

- Burak Konuk, by the ITE, as alternate

The purpose of the Transportation Disadvantaged Coordinating Board (TDCB) is to assist the TPO in identifying local service needs and providing information, advice, and direction to the Community Transportation Coordinator (CTC) on the coordination of services to be provided to the transportation disadvantaged pursuant to Section 427.0157, Florida Statutes.

The following have been nominated to serve on the TDCB:

- Marcela Blanchett, by the Department of Education
- Scott Bragan, by the Local-for-profit Transportation Industry, as alternate
- Kristen Thomas, by the Veterans Affairs

### Recommended Action

That the TPO Board confirm the above nominations

### Prepared By

Cheryl Wilkening

### Attachments

None



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# Hillsborough TPO Transportation Planning Organization

## Board & Committee Agenda Item

### **Agenda Item:**

Letter of Support for Statewide Designation of National Highway Freight Network (NHFN) Critical Urban Freight Corridor

### **Presenter:**

Wade Reynolds, TPO Staff

### **Summary:**

The Fixing America's Surface Transportation Act (FAST Act) directed the FHWA Administrator to establish a National Highway Freight Network (NHFN) to strategically direct federal resources and establish policies that improve performance of highways on the US freight transportation system.

Critical Urban Freight Corridors (CUFCs) are public roads in urbanized areas which provide access and connections from the Primary Highway Freight System (PHFS) and interstates to ports, public transportation facilities, and other intermodal transportation facilities.

Recognizing the criticality of the corridors listed below, FHWA is proposing to add the following to the NHFN:

- US 41 (50<sup>th</sup> St) from SR 60 (Adamo Dr.) to SR 574 (Broadway Ave)
- SR 60 (Adamo Dr) from US 41 (50<sup>th</sup> St) to east of US 301

There are currently two TIP priority projects falling within these corridors, listed below, and designation may allow the improvements to better compete for federal grants:

- 450768-1 - Grade Separation of SR 60 (Adamo Dr.) with CSX tracks east of US 41 (50th St)
- 450828-1 - Intersection Improvements and Sidewalk Reconstruction at SR 60 (Adamo Dr) and US 301

### **Recommended Action:**

Approve Letter of Support to FHWA identifying the corridors for inclusion on the National Highway Freight Network.

### **Prepared By:**

Wade Reynolds, AICP, TPO Staff

### **Attachments:**

Draft Letter of Support  
FDOT Letter to FHWA and Supporting Documentation



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Johnny Wong, PhD  
Executive Director

March 20, 2024

Greg Hall  
Division Administrator FHWA  
3500 Financial Plaza, Suite 400  
Tallahassee, FL 32312

RE: National Highway Freight Network Critical Freight Corridors Designation — Florida update to CFC List

Dear Administrator Hall,

The Hillsborough TPO Board offers its support for the two additions to the National Highway Freight Network (NHFN) with the designation of Critical Urban Freight Corridors (CFCs) in Hillsborough County.

- US 41 (50<sup>th</sup> St) from SR 60 (Adamo Dr.) to SR 574 (Broadway Ave)
- SR 60 (Adamo Dr) from US 41 (50<sup>th</sup> St) to east of US 301

These designations are vital to improving the efficient movement of freight and will help prioritize routes providing redundancy to the network for access to Port Tampa Bay, CSX railroad facilities, and users of the National and State Highway systems. The addition of these corridors will allow FDOT to seek additional funding for the advancement of projects that will enhance freight connectivity within the region.

We appreciate the continued partnership with FHWA and FDOT to prioritize the investments in facilities serving this vital need in our community.

Sincerely,

Johnny Wong, PhD.  
Executive Director

cc: Suzanne Ziegler, FDOT  
Michael Brown, FDOT



**Plan Hillsborough**  
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## Florida Department of Transportation

RON DESANTIS  
GOVERNOR

605 Suwannee Street  
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.  
SECRETARY

December 12, 2023

Greg Hall - Division Administrator FHWA

3500 Financial Plaza, Suite 400

Tallahassee, FL 32312

Critical Freight Corridors Designation — Florida update to CFC List

Dear Administration,

**STATEMENT:** This is as updated submittal for the Critical Freight Corridors Designation which includes corrections to the CFC mileage. As required by 23 U.S.C 167(g), and other pertinent Federal regulations, the following table identifies critical freight corridors in accordance with the current FHWA guidance covering the designation and certification requirements.

### **CRITICAL RURAL FREIGHT CORRIDOR CERTIFICATE**

I hereby certify that the public roads listed in the table below meet the requirements of 23 U.S.C. 167(e) as designated CRFC routes and connectors.

I further certify that the length in centerline mileage is accurate and does not exceed the maximum mileage limit, that the designated freight corridors have been coordinated with the appropriate stakeholder groups, and that the freight corridors have been, or will be incorporated into the State Freight Plan prior to FHWA authorizing the use of Federal funds.

### **CRITICAL URBAN FREIGHT CORRIDOR CERTIFICATE**

I hereby certify that the public roads listed in the table below meet the requirements of 23 U.S.C. 167(f) as designated CUFC routes and connectors.

I further certify that the applicable consultation requirements under 23 U.S.C. 167(0)(1) or (2) have been satisfied,

I further certify that the length in centerline mileage is accurate and does not exceed the maximum mileage limit, that the designated freight corridors have been coordinated with the appropriate stakeholder groups, and that the freight corridors have been, or will be incorporated into the State Freight Plan prior to FHWA authorizing the use of Federal funds.

Dated at \_\_\_\_\_, this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_

Respectfully,

Eugene Jules

Interim Manager, Freight and Rail Office

Florida Department of Transportation

605 Suwannee Street, MS 25, Tallahassee, Florida 32399-0450

[Eugene.Jules@dot.state.fl.us](mailto:Eugene.Jules@dot.state.fl.us)

Attachments:

Appendix A – Existing CRFC

Appendix B – Existing CUFC

Appendix C - CRFC/CUFC Removals

Appendix D - Map

## Appendix A: Existing CRFC

ROUTE No	START	END	Length (mi)	CRFC_ID	FAST_ACT	Critical Freight Connectivity	Strategic State Freight Network 1	Strategic Freight Network 2	Supports National Significance	New Addition
SR 20	SR-79	County Road 83 Alternate	15.37	B	Provides access to energy exploration, development, installation, or production areas	Required link to complete connection from key freight facility to NHFN	Dispersion freight route to create redundancy of the network which offers multiple ways for freight traffic	Alternate freight route to reduce delay, avoid blockages and increase reliability of the network	Enhances multimodal freight connectivity	N
SR 20	US-231	SR-79	1.17	A	Rural Principal arterial roadway with a minimum of 25 percent of the annual average daily traffic of the road measured in passenger vehicle equivalent units from	Required link to complete connection from key freight zone to NHFN	Dispersion freight route to create redundancy of the network which offers multiple ways for freight traffic	Alternate freight route to reduce delay, avoid blockages and increase reliability of the network	Enhances multimodal freight connectivity	N
SR 20	US-231	SR-79	16.68	C	Corridor that is vital to improving the efficient movement of freight of importance to the economy of the State	Connects key freight facilities to the NHFN	Ton volume is equal to or greater than the mean ton volume and the percentage change in ton volume is equal to or greater than the mean percentage change of ton	Dispersion freight route to create redundancy of the network which offers multiple ways for freight traffic	Enhances multimodal freight connectivity	N
SR 331	US-301	Country Road 225 Alternate	1.87	A	Corridor that is vital to improving the efficient movement of freight of importance to the economy of the State	Connects key freight facilities to the NHFN	Ton volume is equal to or greater than the mean ton volume and the percentage change in ton volume is equal to or greater than the mean percentage change of ton	Dispersion freight route to create redundancy of the network which offers multiple ways for freight traffic	Enhances multimodal freight connectivity	N
US 231	I-10	Bayou George Drive	45.34	D	Corridor that is vital to improving the efficient movement of freight of importance to the economy of the State	Required link to complete connection from key freight zone to NHFN	Ton volume is equal to or greater than the mean ton volume and the percentage change in ton volume is equal to or greater than the mean percentage change of ton	Multimodal freight connection route to create seamless freight mobility operations	Enhances multimodal freight connectivity	N
US 27	E Palm Beach Rd	I-75	9.17	A	Rural Principal arterial roadway with a minimum of 25 percent of the annual average daily traffic of the road measured in passenger vehicle equivalent units from trucks	Required link to complete connection from key freight zone to NHFN	Ton volume is equal to or greater than the mean ton volume and the percentage change in ton volume is equal to or greater than the mean percentage change of ton volume throughout the District	Multimodal freight connection route to create seamless freight mobility operations	Enhances multimodal freight connectivity	N

US 27	Forge Meade Rd	Highlands County Line	0.43	G	Rural Principal arterial roadway with a minimum of 25 percent of the annual average daily traffic of the road measured in passenger vehicle equivalent units from	Required link to complete connection from key freight zone to NHFN	Ton volume is equal to or greater than the mean ton volume and the percentage change in ton volume is equal to or greater than the mean percentage change of ton	Multimodal freight connection route to create seamless freight mobility operations	Enhances multimodal freight connectivity	N
US 27	Highlands County Line	SR-80	6.12	A	Rural Principal arterial roadway with a minimum of 25 percent of the annual average daily traffic of the road measured in passenger vehicle equivalent units from	Required link to complete connection from key freight zone to NHFN	Ton volume is equal to or greater than the mean ton volume and the percentage change in ton volume is equal to or greater than the mean percentage change of ton	Multimodal freight connection route to create seamless freight mobility operations	Enhances multimodal freight connectivity	N
US 27	Lake Josephine Dr	County Road 17N	1.00	G	Rural Principal arterial roadway with a minimum of 25 percent of the annual average daily traffic of the road measured in passenger vehicle equivalent units from trucks	Required link to complete connection from key freight zone to NHFN	Ton volume is equal to or greater than the mean ton volume and the percentage change in ton volume is equal to or greater than the mean percentage change of ton volume throughout the District	Multimodal freight connection route to create seamless freight mobility operations	Enhances multimodal freight connectivity	N
US 27	Masterpiece Rd	Fort Mead Rd.	9.69	G	Rural Principal arterial roadway with a minimum of 25 percent of the annual average daily traffic of the road measured in passenger vehicle equivalent units from trucks	Required link to complete connection from key freight zone to NHFN	Ton volume is equal to or greater than the mean ton volume and the percentage change in ton volume is equal to or greater than the mean percentage change of ton volume throughout the District	Multimodal freight connection route to create seamless freight mobility operations	Enhances multimodal freight connectivity	N
US 27	Old US-27 Highway	E Palm Beach Rd.	0.84	A	Rural Principal arterial roadway with a minimum of 25 percent of the annual average daily traffic of the road measured in passenger vehicle equivalent units from trucks	Required link to complete connection from key freight zone to NHFN	Ton volume is equal to or greater than the mean ton volume and the percentage change in ton volume is equal to or greater than the mean percentage change of ton volume throughout the District	Multimodal freight connection route to create seamless freight mobility operations	Enhances multimodal freight connectivity	N
US 27	S Sun and Lakes Blvd	Highlands County Line	3.08	A	Rural Principal arterial roadway with a minimum of 25 percent of the annual average daily traffic of the road measured in passenger vehicle equivalent units from trucks	Required link to complete connection from key freight zone to NHFN	Ton volume is equal to or greater than the mean ton volume and the percentage change in ton volume is equal to or greater than the mean percentage change of ton volume throughout the District	Multimodal freight connection route to create seamless freight mobility operations	Enhances multimodal freight connectivity	N



## Appendix B: Existing CUFC

ROUTE No	START	END	Length (mi)	CUFC_ID	FAST_ACT	Critical Freight Connectivity	Strategic State Freight Network 1	Strategic Freight Network 2	Supports National Significance	New Addition
SR-105	Blount Island Road	I-295	1.22	H	Connects an intermodal facility to the PHFS, the interstate system, or an intermodal freight facility	Required link to complete connection from key freight zone to NHFN	Ton volume is equal to or greater than the mean ton volume and the percentage change in ton volume is equal to or greater than the mean percentage change of ton	Dispersion freight route to create redundancy of the network which offers multiple ways for freight traffic	Enhances import/export of connected key freight facility	N
SR-263	I-10	SR-365	6.76	K	Corridor that is important to the movement of freight within the region, as determined by the MPO or State	Connects key freight facilities to the NHFN		Dispersion freight route to create redundancy of the network which offers multiple ways for freight traffic	Enhances multimodal freight connectivity	N
SR-869	I-95	I-75	19.96	K	Corridor that is important to the movement of freight within the region, as determined by the MPO or State	Connect Key Freight facilities to NHFN	Ton volume is equal to or greater than the mean ton volume and the percentage change in ton volume is equal to or greater than the mean percentage change of ton	Multimodal freight connection route to create seamless freight mobility operations	Enhances multimodal freight connectivity	N
US-231	Bayou George Drive	US-98	8.40	H	Connects an intermodal facility to the PHFS, the interstate system, or an intermodal freight facility	Required link to complete connection from key freight zone to NHFN	Ton volume is equal to or greater than the mean ton volume and the percentage change in ton volume is equal to or greater than the mean percentage change of ton volume throughout the District	Multimodal freight connection route to create seamless freight mobility operations	Enhances import/export of connected key freight facility	N
US-27	County Road 17N	S Sun and Lakes Blvd.	7.23	K	Corridor that is important to the movement of freight within the region, as determined by the MPO or State	Required link to complete connection from key freight zone to NHFN	Ton volume is equal to or greater than the mean ton volume and the percentage change in ton volume is equal to or greater than the mean percentage change of ton	Alternate freight route to reduce delay, avoid blockages and increase reliability of the network	Enhances multimodal freight connectivity	N

US-27	E Palm Beach Rd	I-75	0.15	J	Serves a major freight generator, logistics center, or manufacturing and warehouse industrial land	Connect Key Freight facilities to NHFN	Ton volume is equal to or greater than the mean ton volume and the percentage change in ton volume is equal to or greater than the mean percentage change of ton volume throughout the District	Alternate freight route to reduce delay, avoid blockages and increase reliability of the network	Enhances multimodal freight connectivity	N
US-27	Highlands County Line	Lake Josephine Drive	18.67	K	Corridor that is important to the movement of freight within the region, as determined by the MPO or State	Required link to complete connection from key freight zone to NHFN	Ton volume is equal to or greater than the mean ton volume and the percentage change in ton volume is equal to or greater than the mean percentage change of ton volume throughout the District	Alternate freight route to reduce delay, avoid blockages and increase reliability of the network	Enhances multimodal freight connectivity	N
US-27	I-4	SR-60	21.75	K	Corridor that is important to the movement of freight within the region, as determined by the MPO or State	Connect Key Freight facilities to NHFN	Ton volume is equal to or greater than the mean ton volume and the percentage change in ton volume is equal to or greater than the mean percentage change of ton volume throughout the District	Alternate freight route to reduce delay, avoid blockages and increase reliability of the network	Enhances multimodal freight connectivity	N
US-27	I-75	US-301	2.84	K	Corridor that is important to the movement of freight within the region, as determined by the MPO or State	Connect Key Freight facilities to NHFN	Ton volume is equal to or greater than the mean ton volume and the percentage change in ton volume is equal to or greater than the mean percentage change of ton volume throughout the District	Alternate freight route to reduce delay, avoid blockages and increase reliability of the network	Enhances multimodal freight connectivity	N
US-27	Lewis Blvd.	Old US 27 Highway	3.13	K	Corridor that is important to the movement of freight within the region, as determined by the MPO or State	Required link to complete connection from key freight zone to NHFN	Ton volume is equal to or greater than the mean ton volume and the percentage change in ton volume is equal to or greater than the mean percentage change of ton volume throughout the District	Alternate freight route to reduce delay, avoid blockages and increase reliability of the network	Enhances multimodal freight connectivity	N
US-27	Old US 27 Highway	E Palm Beach Rd	0.07	J	Serves a major freight generator, logistics center, or manufacturing and warehouse industrial land	Required link to complete connection from key freight zone to NHFN		Alternate freight route to reduce delay, avoid blockages and increase reliability of the network	Enhances multimodal freight connectivity	N
US-301	I-10	Clay County Line	7.51	K	Corridor that is important to the movement of freight within the region, as determined by the MPO or State	Connect Key Freight facilities to NHFN	Ton volume is equal to or greater than the mean ton volume and the percentage change in ton volume is equal to or greater than the mean percentage change of ton volume throughout the District	Dispersion freight route to create redundancy of the network which offers multiple ways for freight traffic	Enhances multimodal freight connectivity	N



<b>US-301</b>	NE 193 <sup>rd</sup> St	S Walnut St	4.38	K	Corridor that is important to the movement of freight within the region, as determined by the MPO or State	Required link to complete connection from key freight zone to NHFN	Ton volume is equal to or greater than the mean ton volume and the percentage change in ton volume is equal to or greater than the mean percentage change of ton volume throughout the District	Dispersion freight route to create redundancy of the network which offers multiple ways for freight traffic	Enhances multimodal freight connectivity	N
<b>US-301</b>	NW 10 <sup>th</sup> Street	Silver Spring Boulevard	0.69	K	Corridor that is important to the movement of freight within the region, as determined by the MPO or State	Required link to complete connection from key freight zone to NHFN	Ton volume is equal to or greater than the mean ton volume and the percentage change in ton volume is equal to or greater than the mean percentage change of ton volume throughout the District	Dispersion freight route to create redundancy of the network which offers multiple ways for freight traffic	Enhances multimodal freight connectivity	N
<b>US-301</b>	NW 77 <sup>th</sup> St	NW 10 <sup>th</sup> St	4.89	K	Corridor that is important to the movement of freight within the region, as determined by the MPO or State	Required link to complete connection from key facility to NHFN	Ton volume is equal to or greater than the mean ton volume and the percentage change in ton volume is equal to or greater than the mean percentage change of ton volume throughout the District	Dispersion freight route to create redundancy of the network which offers multiple ways for freight traffic	Enhances multimodal freight connectivity	N
<b>US-41</b>	S 22 <sup>nd</sup> St	Big Bend Rd	9.58	H	Connects an intermodal facility to the PHFS, the interstate system, or an intermodal freight facility	Required link to complete connection from key facility to NHFN		Multimodal freight connection route to create seamless freight mobility operations	Enhances import/export of connected key freight facility	N
<b>US-98</b>	US-231	Sun Harbor Rd	4.47	H	Connects an intermodal facility to the PHFS, the interstate system, or an intermodal freight facility	Connect Key Freight facilities to NHFN		Dispersion freight route to create redundancy of the network which offers multiple ways for freight	Enhances multimodal freight connectivity	N
<b>SR-25/ US-27</b>	SR-826 Palmetto	SR-821 Turnpike	5.0	H, J, K	Provides access to Significant freight warehousing and industry as well as an alternative route for traffic off the NHFN	Required link to complete connection from key freight facility to NHFN as well as NHFN to NHFN between SR 821 and SR 826	Dispersion freight route to create redundancy of the network which offers multiple ways for freight traffic	FM: 447645-2&3 FM: 423251-3 Description: This project provides a connection between the port and I-275	Enhances multimodal freight connectivity	Y
<b>SR-9/NW 27TH AVENUE OVER MIA MI RIVE R</b>	NW 20 <sup>th</sup> Street	SR-836 Dolphin Expressway	0.6	H, J, K	Provides an alternative route for traffic heading to the Okeechobee Road corridor and to and from the Miami International Airport	Required link to complete connection from key freight zone to NHFN	Dispersion freight route to create redundancy of the network which offers multiple ways for freight traffic	FM: 446190-1 Description: This bridge operates between the airport and the port and is a truck bottleneck leading towards the NHFN. Bridge improvement is a key consideration of Florida	Enhances multimodal freight connectivity and intermodal freight access to Miami International Airport	Y

<b>SR-860</b>	I-75/SR93	NW 79 <sup>th</sup> PL	1.28	H, J, K	Corridor that is vital to improving the efficient movement of freight of importance to the economy of the County and District	Improves linkage between I-75 and Turnpike	Dispersion freight route to create redundancy of the network which offers multiple ways for freight traffic	FM: 438864-2 Description: Improves interchange between I-75 and Florida's turnpike	Enhances freight connectivity	Y
<b>N 50<sup>th</sup> St</b>	E Broadway Ave (SR-574)	Adamo Dr. (SR-60)	0.72	H, J, K	Corridor that is vital to improving the efficient movement of freight of importance to the economy of the County and District	Improves linkage between I-4 and SR 60/ Port Tampa Bay	Dispersion freight route to create redundancy of the network which offers multiple ways for freight traffic	Future Intermodal projects planned	Enhances freight connectivity	Y
<b>Adamo Dr. (SR-60)</b>	N 50 <sup>th</sup> St.	Wayne Place	3.19	H, J, K	Corridor that is vital to improving the efficient movement of freight of importance to the economy of the County and District	Improves linkage between I-4 and SR 60/ Port Tampa Bay	Dispersion freight route to create redundancy of the network which offers multiple ways for freight traffic	Future Intermodal projects planned	Enhances freight connectivity	Y
<b>SR-572 (Airport Rd)</b>	SR-570	Drane Field Rd	0.81	H, J, K	Corridor that is vital to improving the efficient movement of freight of importance to the economy of the County and District	Improves freight and pedestrian safety between I-4 and Lakeland Airport	Dispersion freight route to create redundancy of the network which offers multiple ways for freight traffic	Future Intermodal projects planned	Enhances freight safety	Y
<b>SR-570</b>	SR-572 (Airport Rd)	I-4	2.77	H, J, K	Corridor that is vital to improving the efficient movement of freight of importance to the economy of the County and District	Improves freight and pedestrian safety between I-4 and Lakeland Airport	Dispersion freight route to create redundancy of the network which offers multiple ways for freight traffic	Future Intermodal projects planned	Enhances freight safety	Y
<b>SR-60</b>	102 <sup>nd</sup> Ave	I-95	1.17	A, C, D	Corridor that is vital to improving the efficient movement of freight of importance to the economy of the County and District	Improves linkage between SR 60 and I-95	Dispersion freight route to create redundancy of the network which offers multiple ways for freight traffic		Enhances freight connectivity and potential truck parking	Y
<b>Total Existing CUFC</b>			<b>137.24</b>							15.54 added

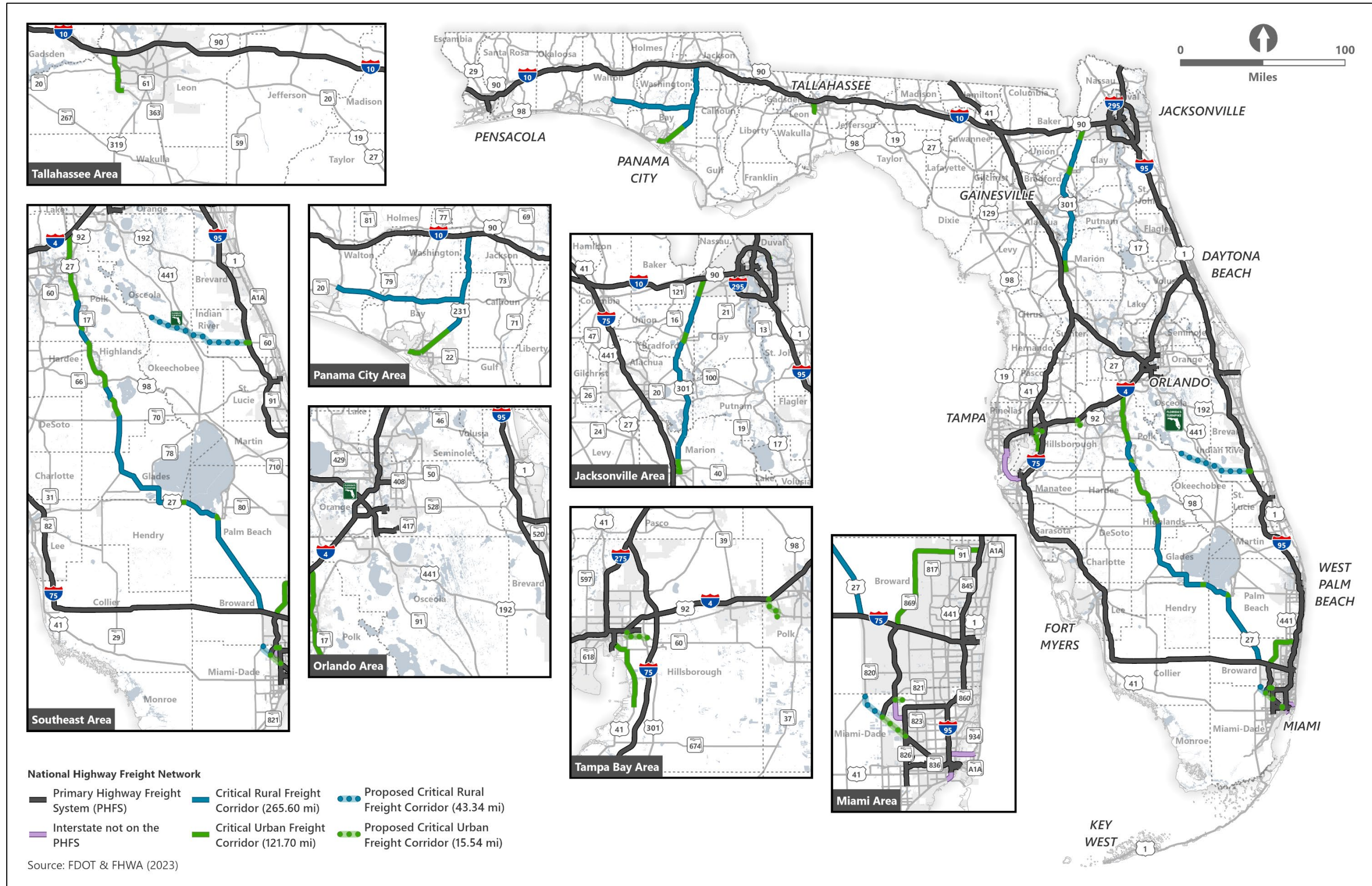
**Appendix C: CUFC/CRFC Removals**

<b>ROUTE No</b>	<b>START</b>	<b>END</b>	<b>Length (mi)</b>	<b>Reason for Removal</b>
<b>I-295</b>	I-95	Heckscher Dr	6.77	No Further Projects
<b>I-295</b>	SR-202	I-95	8.07	No Further Projects
<b>SR-528</b>	McCoy Road (SR-482)	SR-417	7.44	No Further Projects
<b>SR-528</b>	SR-417	I-95	0.18	No Further Projects
<b>Total CUFC Removed</b>			<b>22.46</b>	

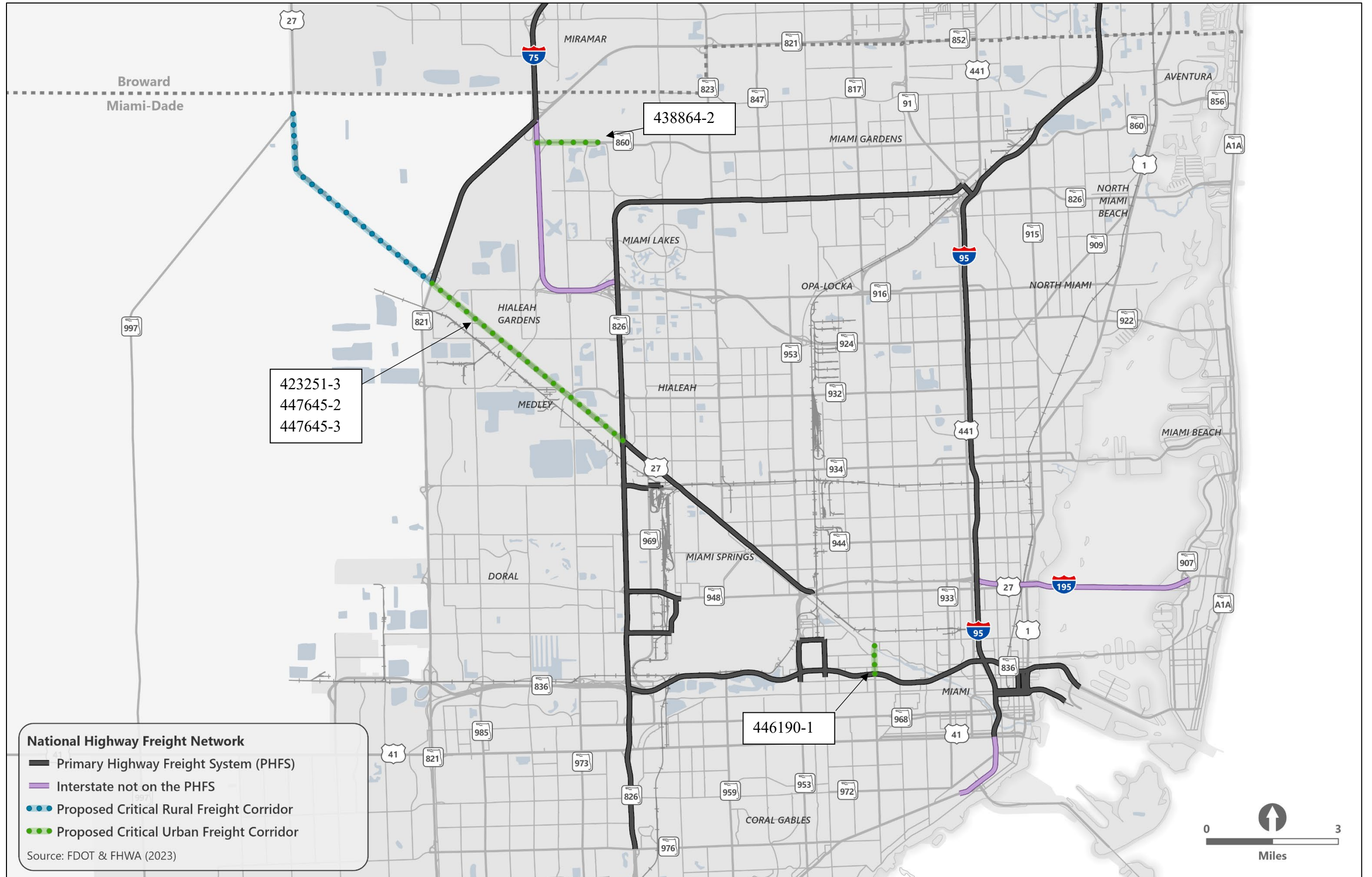
<b>ROUTE No</b>	<b>START</b>	<b>END</b>	<b>Length (mi)</b>	<b>Reason for Removal</b>
<b>SR-528</b>	SR-417	I-95	37.00	No Further Projects
<b>Total CRFC Removed</b>			<b>37.00</b>	

# Appendix D: CUFC/CRFC Updated Maps

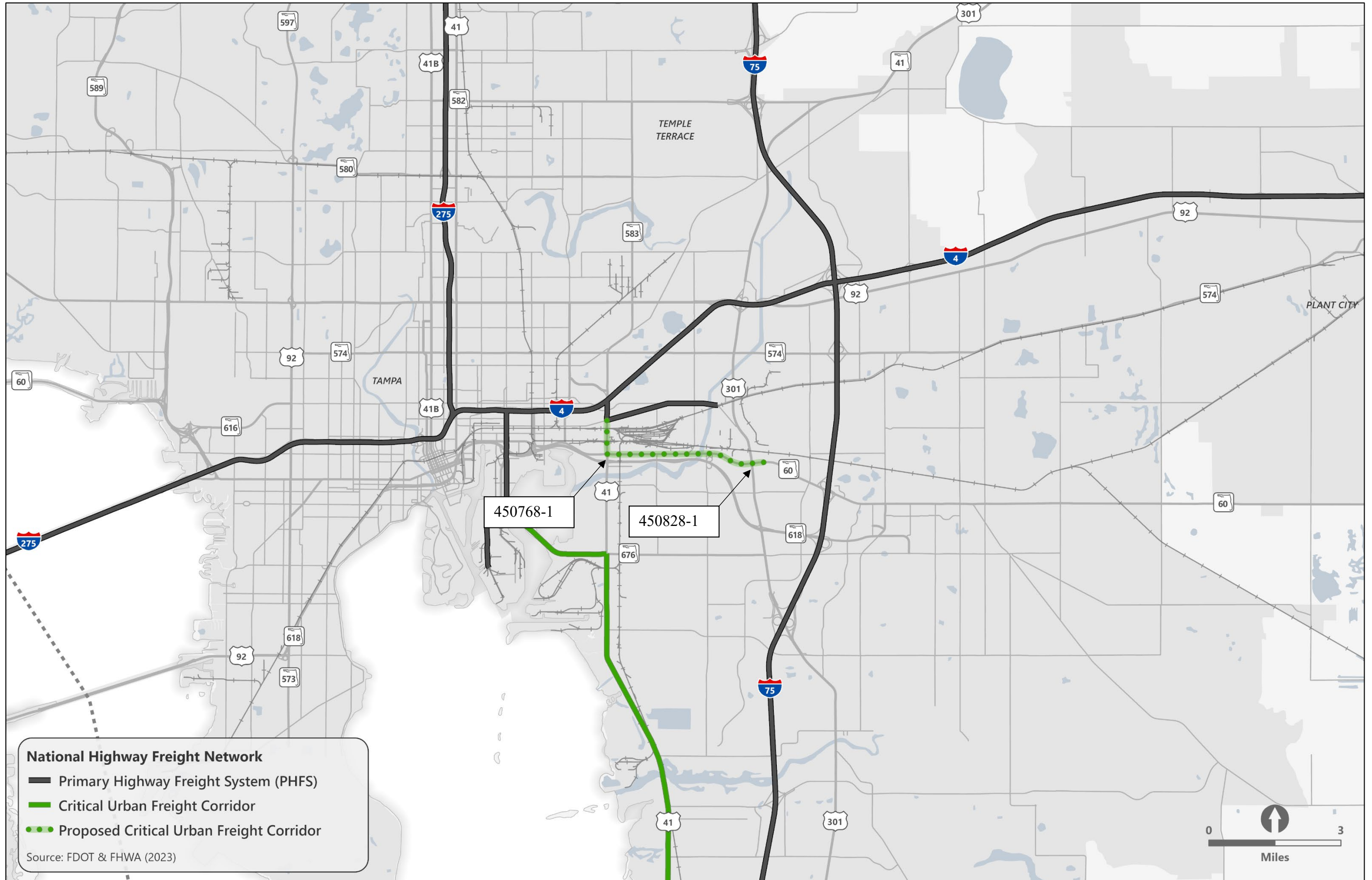
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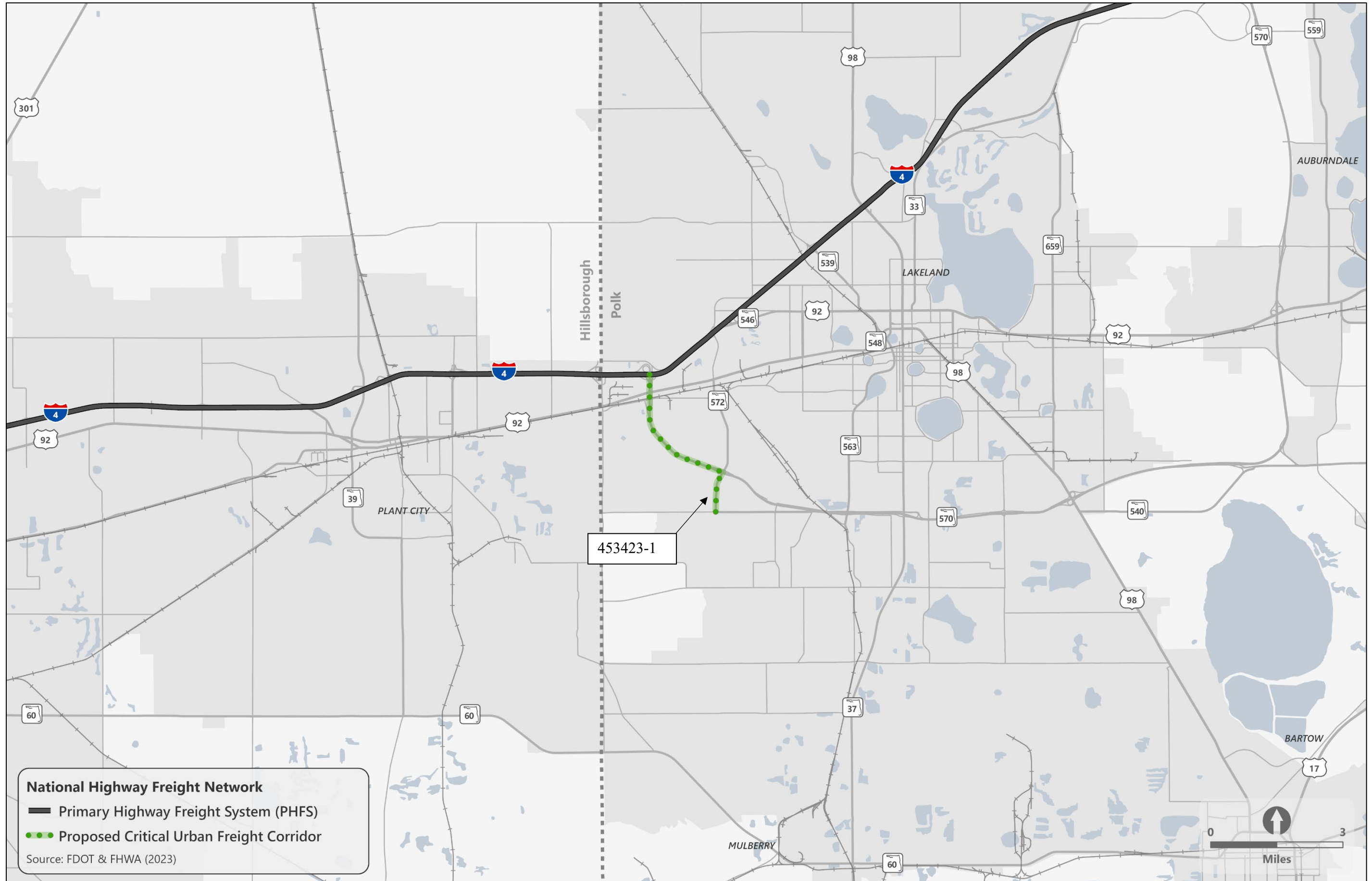
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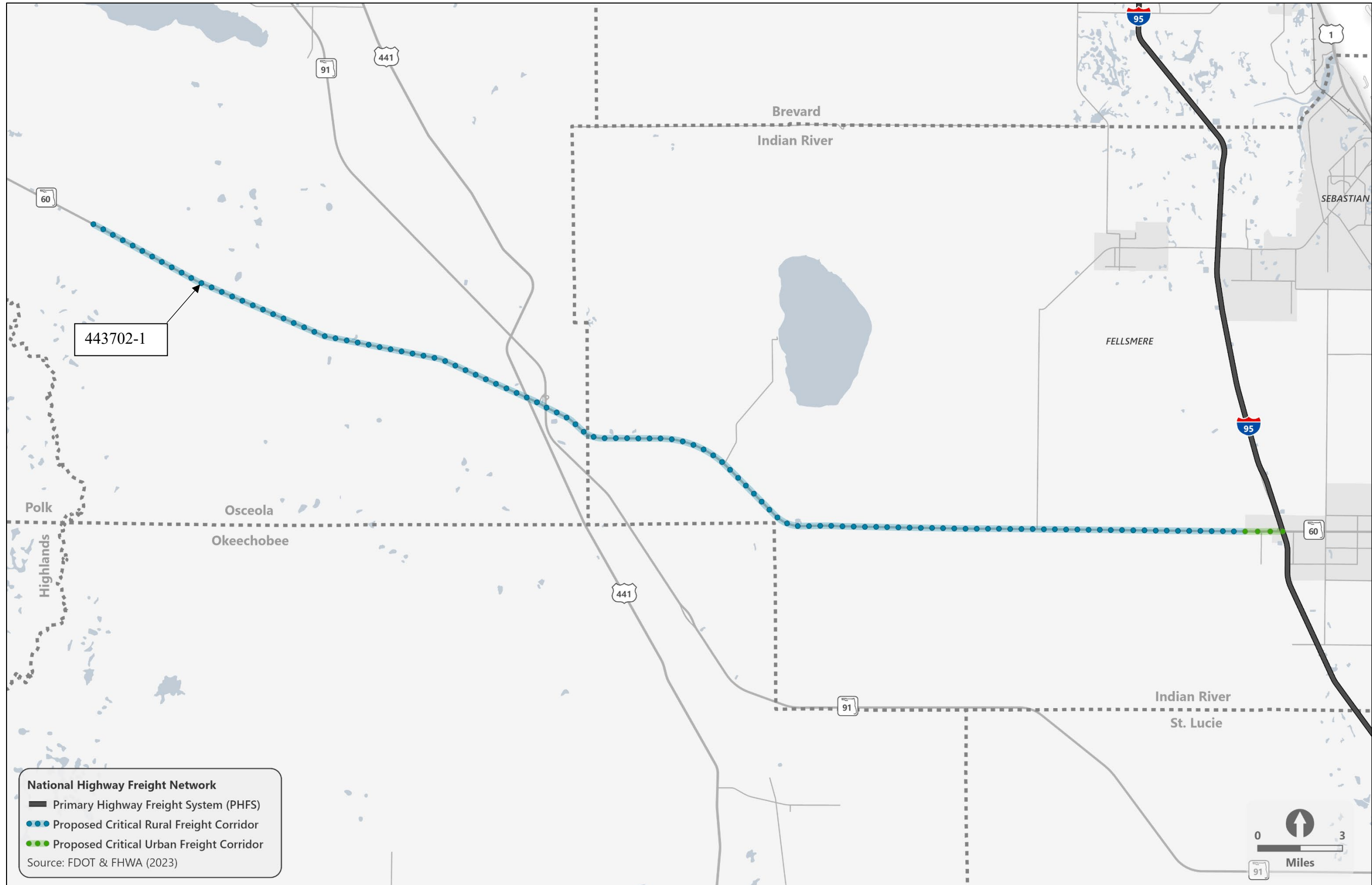


# Tampa



Lakeland









# Hillsborough TPO Transportation Planning Organization

## Board & Committee Agenda Item

### **Agenda Item:**

Multimodal Counts Report

### **Presenter:**

None – Consent Agenda

### **Summary:**

In 2017, Hillsborough TPO identified High Injury Network (HIN) corridors through its Vision Zero Action Plan. To quantify and correlate bicyclist and pedestrian activity and crashes along these corridors, the TPO must periodically collect data.

Traditional traffic count methods used for collecting motor vehicle counts along roadways are not effective in capturing bicycle and pedestrian activity along corridors or at roadway intersections. The most effective and accurate method for capturing such data is through the deployment of video equipment (cameras).

Accordingly, the TPO partnered with Benesch and its subconsultants in the fall of 2023 to deploy video equipment to quantify and document bicycle, pedestrian, and vehicular activity. With the counts now fully complete, staff will provide an overview of the study process and present key findings.

### **Recommended Action:**

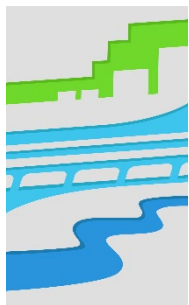
Accept the Multimodal Counts Report.

### **Prepared By:**

Ben Gordon, TPO Staff

### **Attachments:**

1. [Multimodal Counts Report](#)
2. [Presentation Slides](#)



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# Hillsborough TPO

## Transportation Planning Organization

### Board & Committee Agenda Item

**Agenda Item:**

TIP Amendment: I-4 Truck Parking Facility

**Presenter:**

Connor Trejos-MacDonald, TPO Staff

**Summary:**

Amend the Transportation Improvement Program to add \$5.3 million in construction funding to FY2025 for the I-4 Truck Parking Facility project (FPN 448698-1). The project will construct a new truck parking facility with approximately 120 spaces, six electric hookups to provide stand-by power for refrigerated trucks, and auxiliary power for in-cab comforts, road ramp improvements, and pedestrian infrastructure to access nearby commercial amenities. This project was awarded a discretionary 2022 INFRA grant.

**Recommended Action:**

Approve the TIP Amendment to add construction funding to the I-4 Truck Parking Facility project.

**Prepared By:**

Elizabeth Watkins, TPO Staff

**Attachments:**

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



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# Hillsborough TPO Transportation Planning Organization

## Board & Committee Agenda Item

### **Agenda Item:**

Regional Operators Representation on Tampa Bay MPO

### **Presenter:**

Johnny Wong, TPO Director

### **Summary:**

At the February meeting of the Tampa Bay Transportation Management Area Leadership Working Group (TMA), representatives from each of the MPOs serving Hillsborough, Pasco, and Pinellas Counties discussed the role of regional transportation operators on a merged board.

Hillsborough TPO's position is that the Hillsborough County Aviation Authority (dba the Airport) and Port Tampa Bay should be granted voting membership on the Tampa Bay MPO and those seats should be taken off the top. Some Pasco and Pinellas County TMA representatives indicated they may be willing to agree to that position but requested two additional details. First, Pasco and Pinellas requested an assurance that the Airport and Port Tampa Bay would each be represented by a staff person rather than an elected official. Second, information was requested regarding Hillsborough County's funding contributions to the Airport.

Staff will provide a concise summary of the TMA meeting and present the findings of the two information requests.

### **Recommended Action:**

Authorize TPO staff to prepare and distribute a memo to the Pasco and Pinellas MPOs indicating preference on Airport and Port Tampa Bay staff representation and the results of the funding contributions request.

### **Prepared By:**

Johnny Wong, PhD, TPO Director

### **Attachments:**

Memo Re: Tampa Bay MPO Policy Clarification & Information Request



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# 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

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Councilmember Lynn Hurtak  
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Commissioner Pat Kemp  
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City of Plant City

Scott Drainville  
HART

Joe Lopano  
Hillsborough County  
Aviation Authority

Councilman Guido Maniscalco  
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Hillsborough County

Nigel M. Joseph  
Planning Commission

Greg Slater  
Expressway Authority

Commissioner  
Joshua Wostal  
Hillsborough County

Patricia Rendon  
Hillsborough County  
School Board

Johnny Wong, PhD  
Executive Director



### MEMORANDUM

DATE: March 20, 2024

TO: Pasco MPO Executive Director, Tania Gorman and Forward Pinellas Executive Director, Whit Blanton

FROM: TPO Executive Director Johnny Wong

RE: Policy Clarification regarding Regional Transportation Operators Representation and Information Request regarding Hillsborough County contributions to Hillsborough County Aviation Authority & Port Tampa Bay

At the February meeting of the Tampa Bay Transportation Management Area Leadership Working Group (TMA), representatives from each of the MPOs serving Hillsborough, Pasco, and Pinellas Counties discussed the role of regional transportation operators on a merged board.

The TMA representatives of Hillsborough TPO presented its position, which is that the Hillsborough County Aviation Authority (dba the Airport) and Port Tampa Bay should be granted voting membership on the Tampa Bay MPO, and those seats should be taken off the top. TMA representatives of the Pasco MPO and Forward Pinellas indicated they are seeking consensus that both the Airport and Port Tampa Bay shall be represented by staff of the authorities rather than an elected official of either Board.

On March 20, 2024, the Hillsborough TPO voted to clarify its position which is that, should a Tampa Bay MPO be created, the Airport and Port Tampa Bay should be represented by staff of the authorities rather than elected officials.

Also at the February meeting of the TMA, an information request was made to determine whether and how much funding is contributed to the Airport and Port Tampa Bay by Hillsborough County. In coordination with representatives from the two Authorities, we have determined that Hillsborough County does not contribute funding to the Airport. In FY23, Port Tampa Bay assessed \$11,422,438 in ad valorem to fund capital improvements, which amounted to 11.5% of its total estimated revenues. Furthermore, Hillsborough County contributes \$150,000 annually to Port Tampa Bay for a pilot radio system which, in FY23, amounted to 0.2% of its total estimated revenues, for a total of 11.7%.

We hope that this policy clarification and information facilitates even more meaningful discussion and collaboration among our three MPOs. Please let us know how else we can assist you and your staff.

Sincerely,

Johnny KA Wong, PhD  
Executive Director  
Hillsborough Transportation Planning Organization



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

**Board & Committee Agenda Item**

**Agenda Item**

Amtrak Passenger Rail Service Overview

**Presenter**

Todd Stennis, Director of Amtrak Government Affairs-South

**Summary**

Upon request from the TPO Board, the presenter will provide an update on Amtrak operations throughout the Southeastern US, with a focus on the State of Florida. They will also discuss funding opportunities which may facilitate more frequent intrastate passenger rail service, and the partnerships necessary to deliver that level of service performance.

**Recommended Action**

None. For information only.

**Prepared By**

Wally Gallart, TPO Staff

**Attachments**

None.



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Tampa, FL, 33602



# Hillsborough TPO Transportation Planning Organization

## Board & Committee Agenda Item

### **Agenda Item:**

Gibsonton Drive from Fern Hill Drive to US 301, PD&E

### **Presenter:**

Ashley Henzel, FDOT Staff (GEC)

### **Summary:**

The Florida Department of Transportation (FDOT) District 7, in coordination with Hillsborough County, is conducting a Project Development & Environment (PD&E) study on Gibsonton Drive from Fern Hill Drive to US 301.

The focus of the study will be to consider the widening of Gibsonton Drive from four to six lanes, including providing bicycle and pedestrian facilities and to assess the social, economic, cultural and natural environmental impacts.

A Public Hearing on the project was held on February 20, 2024 and feedback was provided by the community. Although the public comment period has ended, TPO Board members may provide comment to FDOT on this PD&E during the TPO Board meeting.

### **Recommended Action:**

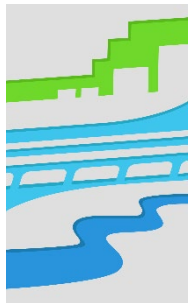
Provide feedback to FDOT.

### **Prepared By:**

Gena Torres, Assistant Director

### **Attachments:**

1. [Presentation slides](#)
2. [FDOT Gibsonton Drive PD&E webpage](#)



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# Hillsborough TPO Transportation Planning Organization

## Board & Committee Agenda Item

### **Agenda Item:**

Development of the FY25 & 26 Unified Planning Work Program

### **Presenter:**

Amber Simmons, TPO Staff

### **Summary:**

The Unified Planning Work Program (UPWP) is a federal and state mandated document that defines the transportation planning activities and products to be developed by the Transportation Planning Organization (TPO) and other transportation planning agencies. It describes how the TPO will use its federal and state planning funds. In Florida, UPWPs cover a two-year period. This FY25 & 26 UPWP will cover the period from July 1, 2024 through June 30, 2026.

TPO staff is currently developing the UPWP, based on input from local governments, partner agencies and the recently adopted Plan Hillsborough Strategic Plan. The final UPWP must be adopted by the TPO Board at its May 2024 meeting. As information on the draft and final UPWP is developed, it will be made available on the TPO website.

### **Recommended Action:**

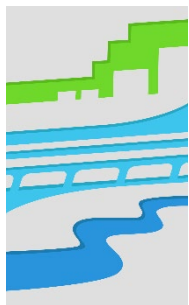
None. For information only.

### **Prepared By:**

Sarah Caper, AICP, TPO Staff

### **Attachments:**

[Presentation Slides](#)



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## *Florida Department of Transportation*

RON DESANTIS  
GOVERNOR

605 SUWANNEE STREET  
TALLAHASSEE, FL 32399-0450

February 9, 2024

Re: FDOT Construction Open House (In-Person and Virtual)  
Downtown Tampa Interchange (I-275/I-4) Safety and Operational Improvements Project  
(Financial Project Numbers: 445057-1-52-01, 445056-1-52-01, 445056-2-52-01)

Dear Community Members:

The Florida Department of Transportation (FDOT) District Seven invites you to attend and participate in a Construction Open House. The FDOT's contractor, The Lane Construction Corporation, has begun construction activities as part of the Downtown Tampa Interchange (I-275/I-4) Safety and Operational Improvements project in Hillsborough County.

The project improvements include community spaces, trail connections, underpass improvements, lighting, aesthetics, and roadway improvements listed below.

### **Southbound I-275 to Eastbound I-4**

- Providing a two-lane exit and constructing a new exit ramp bridge (to the inside of the interchange) from southbound I-275 to eastbound I-4
- Adding a 5th lane (auxiliary) along eastbound I-4 between I-275 and the Selmon Expressway exit\*
- Providing a 2-lane exit to the Selmon Expressway\*
- Changing the eastbound exit ramp from I-4 into Ybor City/East Tampa by relocating access at 14th/15th Streets instead of 21st/ 22nd Streets
- Widening the existing eastbound I-4 frontage road (13th Avenue) to two lanes

### **Westbound I-4 to Northbound I-275**

- Widening the existing single lane ramp from westbound I-4 to northbound I-275 to two lanes
- Adding an additional merge lane on northbound I-275 between I-4 and the Martin Luther King Jr. exit

### **Westbound I-4 to Southbound I-275**

- Widening the existing two-lane ramp from westbound I-4 to southbound I-275 to three lanes
- Widening the shoulders on southbound I-275 between Palm Avenue and Jefferson Street
- Shifting the exit ramp from southbound I-275 into downtown Tampa to the west of the current alignment

The open house will be held in-person and as a virtual option. Participants will have the opportunity to ask questions to FDOT staff on the improvements and construction activities in-person and virtually via the online chat. The meetings will provide identical information, so you only need to attend one.

\*Improvements may be completed under separate construction contract

*Improve Safety, Enhance Mobility, Inspire Innovation*

[www.fdot.gov](http://www.fdot.gov)

***Virtual/Online Meeting Option***

**Tuesday, March 5, 2023, 11a.m. – 1p.m.**

Those who wish to attend virtually can register at [www.TampaBayNext.com](http://www.TampaBayNext.com). A video highlighting the project improvements will be shown at 11:00 a.m., 11:30 a.m., 12:00 p.m., and 12:30 p.m. Staff will be available throughout the meeting time to receive feedback and answer questions via the online chat function. Display boards and exhibits showing the project improvements will be available for viewing during the meeting and will be posted online at [www.TampaBayNext.com](http://www.TampaBayNext.com) and [www.FDOTTampaBay.com](http://www.FDOTTampaBay.com).

***In-Person Meeting***

**Thursday, March 7, 2024, 5p.m. – 7p.m.**

Hillsborough Bar Association Chester H. Ferguson Law Center  
1610 N. Tampa St.  
Tampa, FL 33602

**Format:** Display boards and exhibits showing the project improvements and construction activities will be available in an open house format. An informational presentation will run continuously during the open house. FDOT staff will be available to answer questions.

Complimentary on-site parking and designated handicap parking are available. Hillsborough Area Regional Transit (HART) bus routes 1 and 6 provides bus services to access the meeting site.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons requiring special accommodations under the Americans with Disabilities Act to participate in this open house or persons who require translation services (free of charge) are asked to advise the agency at least seven (7) days prior to the open house by contacting: Roger Roscoe, FDOT Title VI Coordinator, at 1(813) 975-6411 or 1(800) 226-7220, or [Roger.Roscoe@dot.state.fl.us](mailto:Roger.Roscoe@dot.state.fl.us). If you are hearing or speech impaired, please contact the agency using the Florida Relay Service, 1(800) 955-8771 (TDD) or 1(800) 955-8770 (Voice).

Comuníquese Con Nosotros: Nos importa mucho la opinión del público sobre el proyecto. Si usted tiene preguntas o comentarios, o si simplemente desea más información, por favor comuníquese con nuestro representante, Manuel Flores, (813) 975-4248, [Manuel.Flores@dot.state.fl.us](mailto:Manuel.Flores@dot.state.fl.us), Departamento de Transportación de la Florida, 11201 North McKinley Drive, Tampa, FL 33612.

For more information about the Downtown Tampa Interchange (I-275/I-4) Safety and Operational Improvements Project, please visit the website at <https://www.fdot.com/project/839/445057-1-52-01>.

Sincerely,  
Gregory Deese, P.E.

Resident Engineer – District 7 CCEI Construction  
Florida Department of Transportation



# Widen Suncoast Parkway (SR 589) From South of Van Dyke Road to SR 52 Hillsborough and Pasco Counties, Florida



Project Development & Environment (PD&E) Study

FPID Number: 448068-1-22-01 ETDM Number: 14503

## Newsletter 1 – February 2024

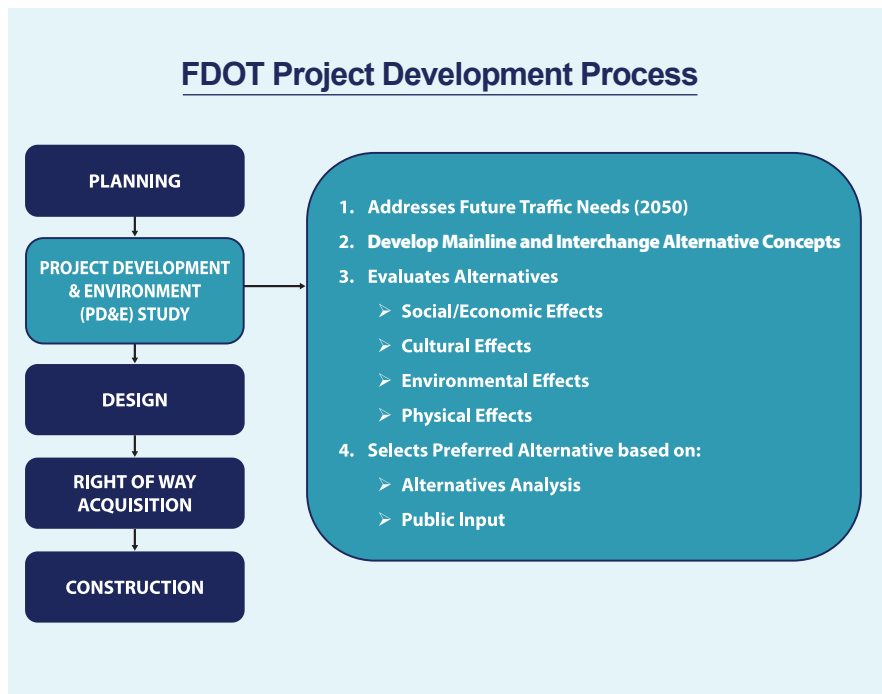
### About this Study

The Florida Department of Transportation (FDOT), Florida's Turnpike Enterprise (Enterprise), is conducting a Project Development and Environment (PD&E) Study along Suncoast Parkway (State Road (SR) 589) from south of Van Dyke Road to SR 52, Mile Post (MP) 13 to 29 in Hillsborough and Pasco Counties. The study will evaluate alternatives for the widening of the Suncoast Parkway, from four lanes to eight lanes between south of Van Dyke Road and SR 54 and from four lanes to six lanes between SR 54 and SR 52. Improvements to the existing interchanges and a potential new interchange within the study corridor will be evaluated. The Suncoast Parkway study area extends approximately sixteen (16) miles as shown in the project location map on the next page. For more information on this project, please visit the project website at [www.SuncoastParkwayPDE.com](http://www.SuncoastParkwayPDE.com).

### What is a PD&E Study?

A PD&E Study is an environmental and engineering process conducted to determine social, economic, cultural, physical, and environmental impacts associated with a proposed transportation improvement project. An important component of the process is public and agency involvement. The process follows federal and state laws and regulations. It requires the combined efforts of professional engineers, planners, and scientists who collect and analyze project-related information to develop the optimal solution for a community's transportation needs while minimizing impacts. The key components of the PD&E process are existing conditions, future traffic needs, alternatives development, environmental and engineering evaluations, public and agency input, documentation, and study recommendations.

The project development process begins with planning studies and ends with a constructed project. The FDOT project development process is a comprehensive process involving Planning, Project Development and Environment (PD&E), Design, Right of Way (ROW), and Construction phases. It is important to understand the sequence and interrelation between these phases to successfully deliver a project.



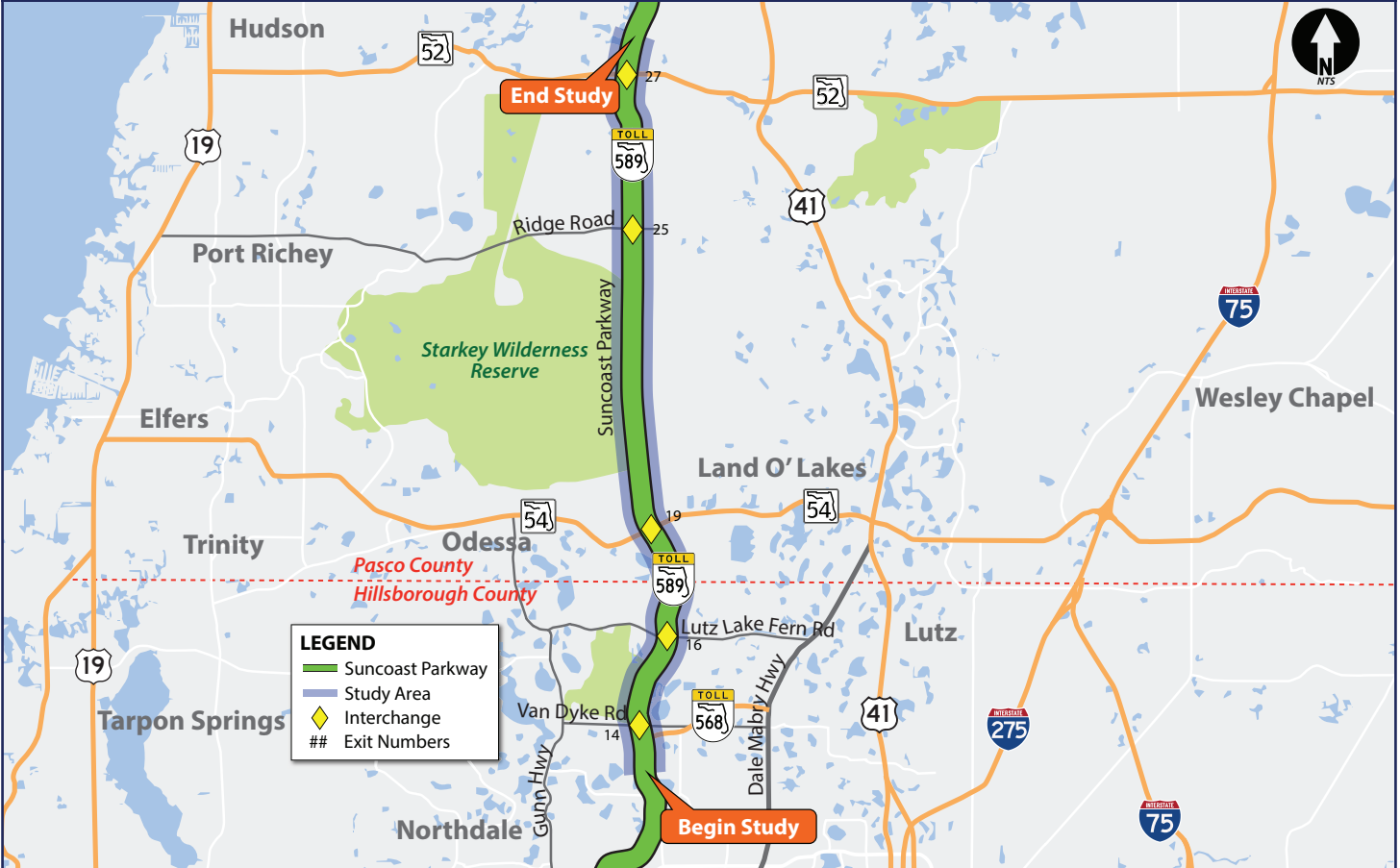
### Purpose and Need

Suncoast Parkway (SR 589) is a four (4) lane (two (2) lanes in each direction) limited access facility within the study limits. By 2050, the population within Hillsborough County is expected to grow by 30%. Within the same time period, the population within Pasco County is expected to grow by 38%. In response, the Florida's Turnpike Enterprise has identified the need to widen (increase capacity) this portion of Suncoast Parkway to accommodate increasing traffic volumes generated from the anticipated growth, while enhancing safety and improving emergency and evacuation response times.

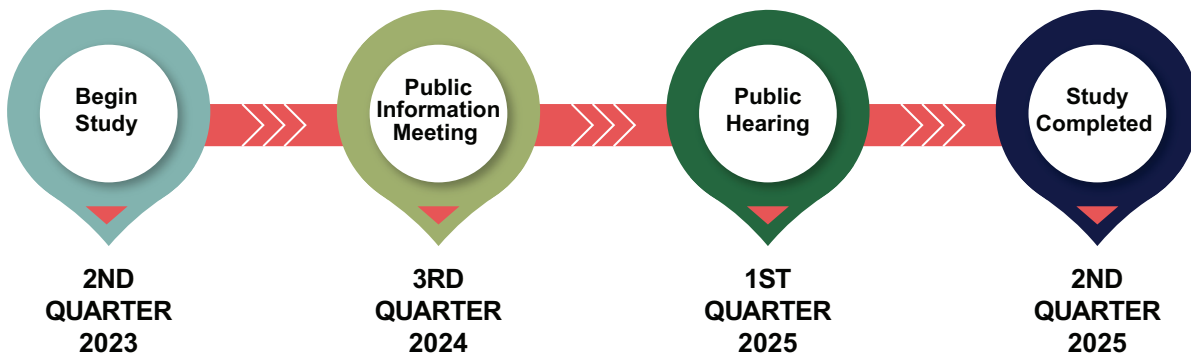
### Public Participation

Florida's Turnpike Enterprise encourages the public to get involved by providing comments, questions, and suggestions to the study team. Project information will be available through newsletters, the project website, public inquiries, public meetings, and a public hearing. Please contact the Project Manager, Anil Sharma, P.E., using the contact information provided on the next page to request more information or to be added to the mailing list.

## Project Location Map



## Project Schedule & Opportunities to Participate



## PROJECT CONTACTS

**Anil J. Sharma, P.E.**  
Project Manager  
Consultant to Florida's Turnpike Enterprise  
P.O. Box 613069  
Ocoee, FL 34761-3069  
(407) 264-3041  
Email: [Anil.Sharma@dot.state.fl.us](mailto:Anil.Sharma@dot.state.fl.us)

**Rax Jung, Ph.D., P.E.**  
Project Development Engineer  
Florida's Turnpike Enterprise  
P.O. Box 613069  
Ocoee, Florida 34761-3069  
(407) 264-3870  
Email: [Rax.Jung@dot.state.fl.us](mailto:Rax.Jung@dot.state.fl.us)

Scan the QR code for more information about this project



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



# Hillsborough TPO Transportation Planning Organization

Commissioner Gwen Myers  
Hillsborough County  
TPO Chair

Mayor Andrew Ross  
City of Temple Terrace  
TPO Vice Chair

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Port Tampa Bay

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City of Tampa

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Planning Commission

Greg Slater  
Expressway Authority

Commissioner  
Joshua Wostal  
Hillsborough County

Patricia Rendon  
Hillsborough County  
School Board

Johnny Wong, PhD  
Executive Director



February 21, 2024

Office of the Secretary  
US Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

Re: Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program (Funding Opportunity Number: DTOS59-24-RA-RAISE)

Dear Secretary Buttigieg,

The Hillsborough Transportation Planning Organization (TPO) is pleased to support Hillsborough Transit Authority's (HART) application for the U.S. Department of Transportation's FY2024 National Infrastructure Investments Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program. HART is requesting \$23.4M through this federal grant program to support the **HART Maintenance Site Remediation and Facility Modernization Project - Phase 1** (Project). While funding for the agency is limited, HART has committed match funding of \$5.8M in recognition that the HART Maintenance site is essential to the agency's ability to serve the more than 10 million annual rides, many of which are for those who rely on public transportation in Hillsborough County, Florida. The significant issues with drainage and dangerous flooding on-site, combined with an inefficient campus layout for service and fuel lanes has required HART to implement costly workarounds and to maintain its service and safety record.

The Project is the critical first phase of the site remediation and modernization which will be followed by the demolition and rebuilding of the 45-year-old heavy maintenance facility. The Project will improve **safety** of the traveling public through improved **routine maintenance** of the buses as well as safer facilities for HART staff. The Project will address **environmental sustainability** through the provision of nature-based solutions for stormwater remediation, improving **resilience** of infrastructure for current and future weather and climate risks, reduction in greenhouse gas emissions through compressed natural gas (CNG) and a planned future for zero-emission technologies. HART services numerous **disadvantaged communities** and areas of persistent poverty throughout the county and the Project will improve system-wide **connectivity** through service **reliability** for **access** to employment, healthcare, educational facilities, groceries, and more.

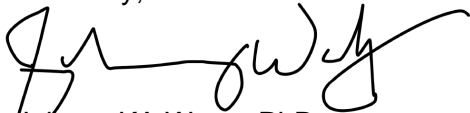
By increasing sustainable employment opportunities for people in our community, particularly underserved populations, the new facility would help promote regional economic development and be a workforce training asset.

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

Both the Sun Coast Transportation Planning Alliance and the Hillsborough TPO have prioritized this Project for funding, as it will address a critical deficiency both within Hillsborough County and the Tampa Bay region.

We are proud to support this important Project, as it will have a significant local impact and advance safety, equity, climate and sustainability, workforce development, job quality, and wealth creation. Thank you for your favorable consideration of HART's RAISE grant application. If you have any questions on this application, please do not hesitate to reach out.

Sincerely,

A handwritten signature in black ink, appearing to read 'Johnny KA Wong', with a stylized flourish at the end.

Johnny KA Wong, PhD  
Executive Director  
Hillsborough Transportation Planning Organization



**U.S. Department  
of Transportation**

Office of the Secretary  
of Transportation

Under Secretary for Policy

1200 New Jersey Avenue, SE  
Washington, DC 20590

2024 FEB 21 PM 1:23  
HILLSBOROUGH  
PLAN

February 15, 2024

Ms. Beth Alden, AICP  
Executive Director  
Hillsborough Transportation Planning Organization (TPO)  
601 E. Kennedy Boulevard, 18th Floor  
Tampa, FL 33602

Dear Ms. Alden:

Thank you for your letter supporting the HART Arterial BRT Project Station Construction application for the Reconnecting Communities and Neighborhoods (RCN) Grant Program.

The deadline for submitting final applications was 11:59 pm Eastern on September 28, 2023, and we anticipate announcing awards in the near future. Please be assured all properly submitted applications will receive full and careful consideration.

Thank you for your support of this program and for your partnership as we work to strengthen our nation's infrastructure.

Sincerely,

Carlos A. Monje, Jr.

## Officers and Directors

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Pritchett Steinbeck Group

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Vice President  
Jerel McCants Architecture

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Robert Modys, AICP CNU-A  
Benesch

Jeff Houck  
1905 Family of Restaurants

Casey Bauer  
Tampa Downtown Partnership

Steve Sayles  
Bright House Networks (ret.)

## Ex-Officio Members

Dennis Fernandez  
City of Tampa

Marley Wilkes  
City of Tampa



February 28, 2024

Federal Railroad Administration  
Amtrak Daily Long-Distance Service Study  
[contactus@fralongdistancerailstudy.org](mailto:contactus@fralongdistancerailstudy.org)

ATTN: Public Comments

RE: Proposed Chicago-Florida Service Must Include Tampa

Federal Railroad Administration:

We are submitting these comments following our review of the meeting materials published to the Amtrak Daily Long-Distance Service Study website earlier this month.

The study materials show that a new Chicago-Miami train is proposed to bypass Tampa. Our city was not invited to participate in the study, so we want to take this opportunity to voice our support for future connections to Tampa Bay – and Tampa specifically.

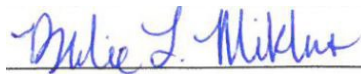
With 3.3 million residents and rapidly increasing, Tampa Bay stands out as one of the fastest-growing major metropolitan areas in the United States. Tampa boasts the highest ridership among all Silver Star stops. Further, Florida's Gulf Coast, especially Tampa Bay, maintains much stronger connections with the Midwest compared to the state's east coast. A considerable segment of our population possesses familial and economic bonds with Midwestern states along the I-75 corridor.

One solution to potential operating concerns is splitting the train into two separate west and east coast sections after entering Florida, thereby equitably serving both coasts. This approach has been previously implemented successfully in the operations of the Florida to New York *Silver Star* and *Silver Meteor* services, as well as the former Florida to Chicago *Floridian* service.

The City of Tampa and Amtrak have recently invested millions of dollars at Tampa Union Station for renovations and a new high-level platform. We believe that FRA's route plan should use these fresh investments in rail infrastructure in Tampa, not bypass them.

We urge you to amend your proposed Chicago-Miami route and include Tampa.

Sincerely,



Brandie Miklus, AICP  
President

Cc: The Honorable Amit Bose, Administrator, Federal Railroad Administration  
The Honorable Kathy Castor, U.S. Representative, 14<sup>th</sup> Congressional District of Florida  
The Honorable Darren Soto, U.S. Representative, 9<sup>th</sup> Congressional District of Florida  
The Honorable Jane Castor, Mayor, City of Tampa  
Jean Duncan, Administrator, Infrastructure and Mobility, City of Tampa  
Johnny Wong, Executive Director, Hillsborough Transportation Planning Organization  
David Gwynn, Secretary, Florida Department of Transportation District 7  
Scott Drainville, Chief Executive Officer, Hillsborough Area Regional Transit Authority  
Friends of Tampa Union Station Board Members



KATHY CASTOR  
14TH DISTRICT, FLORIDA

COMMITTEE ON ENERGY  
AND COMMERCE

SUBCOMMITTEE ON OVERSIGHT AND  
INVESTIGATIONS  
RANKING MEMBER

SUBCOMMITTEE ON INNOVATION, DATA  
AND COMMERCE

SUBCOMMITTEE ON ENERGY, CLIMATE  
AND GRID SECURITY

SELECT COMMITTEE ON  
THE STRATEGIC COMPETITION  
BETWEEN THE UNITED STATES  
AND THE CHINESE COMMUNIST  
PARTY



**Congress of the United States**  
**House of Representatives**  
**Washington, DC 20515-0914**

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(813) 871-2817

ST. PETERSBURG DISTRICT OFFICE:

136 FOURTH STREET NORTH  
SUITE 201  
ST. PETERSBURG, FL 33701  
(727) 369-0201

castor.house.gov

March 8, 2024

Amit Bose, Administrator  
Federal Railroad Administration  
1200 New Jersey Ave SE  
Washington, D.C. 20590

RE: Include Amtrak Service to Tampa Bay Area in Proposed Chicago to Miami Route

Dear Administrator Bose,

Thank you for your service to our nation and ensuring the safe, reliable and efficient movement of people and goods. I understand that the Federal Railroad Administration (FRA) is studying long-distance Amtrak service from Chicago, Illinois to Miami, Florida, and that an early option excluded service to Tampa. On behalf of Florida's 14<sup>th</sup> Congressional District and the growing and dynamic Tampa Bay region, I urge you to include service to Tampa, specifically Tampa Union Station, in the proposed Chicago to Miami route.

The Tampa Bay region is booming in population and economic activity, along with robust growth in the number of tourists who visit central Florida and our west coast beaches. We desperately need new and expanded services to the Midwest and other regions. Simply put, the Tampa Bay region is a top candidate for expanded Amtrak rail service and infrastructure.

The Tampa Bay region is home to more than 3 million people and is growing by leaps and bounds. From 2021 to 2022, Florida's population increased by more than 463,000 residents, or 2.1 percent, to over 22 million people. The Tampa Bay area experienced an even larger percentage of growth at 2.2 percent over the same period, moving from 3,219,514 residents to 3,290,730. According to the recent 2024 Regional Competitiveness Summary Report by the Tampa Bay Partnership, Tampa Bay is once again first in net migration compared to similar regions across the country, and is in the top five for in-migration ages 25-34 and business startup rates.<sup>[1]</sup> The region

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<sup>[1]</sup> 2024 Regional Competitiveness Summary Report, Tampa Bay Partnership,  
[https://issuu.com/tampabaypartnership/docs/2024\\_rcr\\_report-digital](https://issuu.com/tampabaypartnership/docs/2024_rcr_report-digital).

is unique in that it is home to the Tampa International Airport (TPA), Port Tampa Bay, critical military operations and so much more. In FY23, TPA saw more than 22 million passengers and was ranked the 26th busiest airport nationally. As a leader in the maritime industry, Port Tampa Bay is the largest port in southeast Florida. The Port transports more than 33 million tons of cargo annually, stations four major cruise lines and contributes over \$17 billion in economic impact in Central Florida. The growing number of airline and cruise passengers demonstrates the growing volume of out-of-state-visitors. The Tampa Bay area also is the proud home of MacDill Airforce Base, U.S. Central Command and U.S. Special Operations Command with more than 15,000 military personnel. These few highlights are merely a glimpse of how and why the region is growing and requires new rail connections.

While the Tampa Bay area is attractive for families, workers, and businesses, the growth is having a significant impact on our transportation infrastructure: our roads are congested, less safe, and in need of more public transit and expanded rail service. Population and economic growth and the demonstrated increase in out-of-state visitors argue strongly in favor of service to Tampa on any route from Chicago into the Sunshine State. Many Midwesterners travel and stay on the west coast of Florida after following Interstate 75 down the Gulf Coast side of Florida.

Amtrak released its Connects Us initiative in 2021, which outlines their vision to better connect communities, reduce our nation's carbon footprint and provide economic benefits for every American. The Connects Us proposal envisions intercity passenger rail corridors through Florida to connect rapidly growing Southeast business, population and tourist centers while increasing travel options through the communities along the corridors.<sup>[2]</sup> It includes increased round trips between Jacksonville, Orlando, Tampa, and Miami, with Tampa Union Station as a critical piece of the Florida network. In fact, nearly 130,000 passengers went through the historic station in the last fiscal year, a 13% increase in ridership! Later this year, Tampa Union Station will undergo a \$2 million renovation with city and state funding to preserve the historic station and handle the growing influx of riders.<sup>[3]</sup> The FRA should include the second busiest station in Florida in its Amtrak Daily Long-Distance Service Study determination and new and expanded routes.

Expanded intercity passenger rail and improved Amtrak service to the Tampa Bay region is one of the reasons that I championed the historic Infrastructure Investments and Jobs Act (IIJA) - the largest long-term investment in American infrastructure in nearly a century. Thank you for ensuring that the historic investments will make our nation's rail network safer, more reliable, resilient and sustainable. This includes funding for a new Corridor Identification and Development

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<sup>[2]</sup> *Amtrak Connects Us: Amtrak's Vision for Improving Transportation Across America*, Amtrak, [https://media.amtrak.com/wp-content/uploads/2021/05/Amtrak-2021-Corridor-Vision-May27\\_2021.pdf](https://media.amtrak.com/wp-content/uploads/2021/05/Amtrak-2021-Corridor-Vision-May27_2021.pdf)

<sup>[3]</sup> *Tampa's Union Station more popular with travelers*, Bay News 9, <https://baynews9.com/fl/tampa/news/2024/01/10/tampa-s-union-station-more-popular-with-travelers-#:~:text=New%20numbers%20from%20Amtrak%20show,October%202022%20to%20September%202023.>

Program, a revamped Federal-State Partnership for Intercity Passenger Rail Program, an expanded CRISI Program, and so much more. The IJA will make life better for countless Floridians, create a generation of good-paying union jobs and economic growth, and deliver the future of American transportation Floridians deserve. Florida is a dynamic state, but our rail and transit networks need massive investment and revitalization.

For all these reasons, I strongly urge you to include service to the Tampa Bay region at Tampa Union Station in the proposed Chicago to Miami route to serve the traveling needs of our growing and vibrant region. If you have any questions, please do not hesitate to contact my Legislative Assistant Capreece Kelsaw at [Capreece.Kelsaw@mail.house.gov](mailto:Capreece.Kelsaw@mail.house.gov). Thank you.

Sincerely,

*Kathy Castor*

Kathy Castor  
Member of Congress

Cc: Jane Castor, Mayor of the City of Tampa  
Cc: Hillsborough Transportation Planning Organization  
Cc: Tampa Bay Chamber  
Cc: Tampa Bay Partnership



# Hillsborough TPO Transportation Planning Organization

Commissioner Gwen Myers  
Hillsborough County  
TPO Chair

Mayor Andrew Ross  
City of Temple Terrace  
TPO Vice Chair

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Port Tampa Bay

Councilman Alan Clendenin  
City of Tampa

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Mayor Nate Kilton  
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HART

Joe Lopano  
Hillsborough County  
Aviation Authority

Councilman Guido Maniscalco  
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Commissioner  
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Hillsborough County

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Planning Commission

Greg Slater  
Expressway Authority

Commissioner  
Joshua Wostal  
Hillsborough County

Patricia Rendon  
Hillsborough County  
School Board

Johnny Wong, PhD  
Executive Director

March 6, 2024

Federal Railroad Administration  
Amtrak Daily Long-Distance Service Study  
[contactus@fralongdistancerailstudy.org](mailto:contactus@fralongdistancerailstudy.org)

ATTN: Public Comments

RE: Proposed Chicago-Florida Service

Federal Railroad Administration:

The Amtrak Daily Long-Distance Service Study third meeting series materials, currently available for public comment, includes a new route from Chicago to Miami. This is commendable and would provide a valuable connection between the Midwest and the Southeastern United States. However, the route notably does not include a connection in Tampa.

With 3.3 million residents and rapidly increasing, the Tampa Bay area is one of the fastest-growing major metropolitan areas in the United States. Currently, Tampa boasts the highest ridership among all Silver Star stops, which connects our community to key destinations along the East Coast. Including an Amtrak connection between the Tampa Bay region and the Midwest would facilitate greater interstate commerce exchange and provide a valuable multimodal option for prospective travelers. The selected route option and proposed alignments noted in the materials do not recognize the strong service demand and strategic value that this stop would provide.

The City of Tampa and Amtrak have recently invested millions of dollars into Tampa Union Station for modernization and renovations, including a new high-level platform to facilitate boardings and alightings. These enhancements reflect the current interest in rail service that could be reinforced by adding a Tampa stop to the proposed Chicago-Florida connection. The Hillsborough TPO would be happy to participate in discussions and explore solutions to integrating Tampa into the route. I am available at [wongj@plancom.org](mailto:wongj@plancom.org) or (813) 313-9835 if you have any questions or would like to discuss this further.

Sincerely,

Johnny Wong, PhD  
Hillsborough TPO  
Executive Director

cc: Brandie Miklus, AICP, President, Friends of Tampa Union Station  
Todd Stennis, Director, Governor Affairs – South, Amtrak



**Plan Hillsborough**  
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601 E Kennedy Blvd  
18<sup>th</sup> Floor  
Tampa, FL, 33602

# UNIVERSITY AREA SLOW ROLL

*In celebration of  
Florida Bike Month*

Join local dignitaries  
on a casual bike ride!

Thursday, March 28, 2024  
8 to 10 a.m. @ UACDC  
14013 N. 22nd Street  
Tampa, FL 33613

## MARCH 28



Plan  
Hillsborough

8:00 a.m.

Bike Lights • Safety Information  
Refreshments • Fun Activities

9:00 a.m.

Group ride departs UACDC



There will also be  
a survey for you to  
share your vision  
for the future of  
Hillsborough County.