



# Hillsborough TPO

## Transportation Planning Organization

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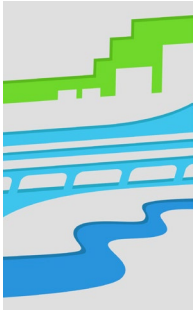
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School Board

Johnny Wong, PhD  
Executive Director



Plan Hillsborough

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

## Meeting of the TPO Board

**Wednesday, April 10, 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:

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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 – March 20, 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](#)

**VII. Action Items**

- A. [FY24 UPWP Amendment with Deobligation and FY25 & 26 UPWP Development](#) (Amber Simmons, TPO Staff)
- B. [Annual Certification of Metropolitan Planning Process](#) (Sarah Caper, TPO Staff)

**VIII. Status Reports**

- A. [Access 2050 Plan Needs Assessment for Major Projects: Performance Data](#) (Wade Reynolds, TPO Staff)
- B. [Community Air Monitoring Network](#) (Lizzie Baker, Planning Commission)

**IX. Executive Director's Report**

- A. TPO Special Meeting will be held April 30, 2024
- B. Regular TPO Board meeting May 8, 2024
- C. TMA & SCTPA meeting May 17, 2024
- D. Hillsborough County BOCC Priority Letter

**X. Old Business & New Business**

**XI. Adjournment**

**XII. Addendum**

- A. Announcements
  - [Federal Courts Strike Down FHWA's Greenhouse Gas Emissions Rule](#)
- B. Project Summaries, Fact Sheets & Other Status Reports
  - [FDOT Factsheet US301 from Balm to Whitt Road](#)
  - [FDOT Factsheet US301 and Symmes Rd Intersection Improvements](#)
  - [Freight Priorities Program Project Application SR60](#)
  - [Freight Priorities Program Project Application I4 Parking](#)
  - [Freight Priorities Program Project Application US41](#)
  - [Plan Hillsborough Newsletter](#)
- C. Correspondence
  - [Memo re Tampa Bay MPO Policy Clarification](#)
  - [Hillsborough County BOCC Priority Letter](#)

#### D. Articles Related to TPO Work:

- [Dreaming of a downtown](#) | Capital Analytics Associates | 03/08/24
- [Residents Offer Input on Preferred Land Use Scenario Map Update](#) | Plant City Observer | 03/07/24
- [Hillsborough Co. seeking feedback on Valrico long-term plan](#) | ABC Action News | 03/07/24
- [Valrico Residents Called to Shape Community's Future: Infrastructure & Environment Focus](#) | BNN Breaking | 03/07/24
- [Hillsborough County survey giving residents voice in future of transportation](#) | ABC Action News | 03/05/24
- [Addressing transportation issues in Florida and Hillsborough County](#) | WLRN WUSF | 03/04/24
- [Transportation planning, measles and a new way to remove school books](#) | WLRN WUSF | 03/01/24
- [The Access 2050 Long Range Transportation Survey Is Open For Resident Input](#) | Osprey Observer | 02/29/24
- [ACCESS 2050: Mapping out Hillsborough's transportation needs and priorities for the next 25 years](#) | 83 Degrees Media | 02/27/24
- [Landowners work to clear up confusion about Dover land rule change](#) | ABC Action News | 02/22/24
- [What's the Plan?](#) | Plant City Observer | 02/21/24
- [Development plans for former Dover phosphate mine met with mixed feelings](#) | ABC Action News | 02/20/24

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**HILLSBOROUGH TRANSPORTATION  
PLANNING ORGANIZATION BOARD  
HYBRID MEETING MARCH 20, 2024  
DRAFT MINUTES**

**I. Call to Order, Pledge of Allegiance** *(Timestamp 0:04:04)*

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 0:5:01)*

The following members were present: Commissioner Gwen Myers, Mayor Andrew Ross, Commissioner Michael Owen, Commissioner Joshua Wostal, Commissioner Pat Kemp, 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

The following members were absent/excused: Commissioner Harry Cohen

A quorum was met in person.

A memo regarding Commissioner Cohen's absence was read by Commissioner Myers. Commissioner was attending an Aviation Authority Board meeting and was unable to attend the TPO Board meeting.

**III. Approval of Minutes** *(Timestamp 0:05:46) – February 14, 2024*

**Councilmember Maniscalco moved to approve the minutes of the February 14, 2024, meeting, seconded by Commissioner Owen. 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.

**Andrew Moris** – Noted it was good to see someone from Amtrak speaking to the Board today. Would like to see service to more cities in the State of Florida. Asked that Amtrak look into Pinellas County and bring service back. It was cut in 1984. There are nearly 1 million people and 15 million visitors per year. Noted that the bus service is good but not adequate. Traffic during prime vacation times is very difficult for motorists.

**Rick Fernandez** – Spoke about the barrier at Robles Park in Tampa Heights. Requested a living barrier instead of the 14' concrete wall planned. Requesting this be trees and layered lush landscaping. This will require a cooperative effort from FDOT, the City of Tampa, and Tampa Heights. FDOT presented and provided cost assessments in 2022 for the various barriers.

**Lena Young Green** – Spoke about the barrier along Robles Park. A living wall gives a break along the interstate. It provides a beneficial environment for the residents. Concern was expressed about the

environmental impact of the wall. FDOT did tell the neighborhood it was an option, and it was the lower cost. Asked the TPO Board to encourage FDOT to consider the living wall. The City of Tampa has indicated they could include it in their tree planting commitment and the Parks Department has also indicated their support of the natural wall.

**Paula Meckley** – President of the Tampa Garden Club. Giving the support of the planting of the living wall, trees, and greenscape along I-275 at Robles Park. Believe there are more benefits from the trees than the concrete wall. Noted the specific benefits. The living barrier will benefit the community and the park. The urbanization of the area is making the area impervious decreasing the sky view factors and creating heat islands. The Tampa Garden Club would like to support and be a part of the living wall option.

**Dominique Cobb** – Spoke about the living wall and the urbanization impact that has impacted the African American community. Noted the increase in illness and diseases impacting the neighborhood around I-275. Asked that the TPO Board listen to the stakeholders in the community. The park is a place of leisure; the high wall is not aesthetically pleasing.

**David Coleman** – Spoke about the number of deaths in Hillsborough County. Noted that there was an increase in 2023. The numbers are worse than the US Military in one county. These are the same numbers he brought up five years ago. Some changes are being made but they are not impactful. Lower speed limits save lives. Noted specific roads. Noted that there are sidewalks two feet from traffic doing 55 mph. Within ½ mile north and south of his home on North Florida Ave. and counted 10 pedestrian deaths indicated.

**Linda Saul-Sena** – Asked that the TPO Board ask FDOT to install a living wall at Robles Park. Commended FDOT for work that has been done with innovative and creative thinking in Ybor City. This is another example of an opportunity. There will be an additional 1500 people moving to the Robles Park area.

**Bill Roberts** – Spoke about the representation issue on the proposed regional MPO. There has been a request by two neighboring counties, the Aviation Authority and Port Authority that the representation be by staff of those authorities and not elected officials. Noted his history with the TPO Board and his involvement in the region as a business owner which provides him with an understanding of the regional challenges faced. Having high-level, knowledgeable staff of these organizations is very beneficial for the proposed regional MPO.

**V. Committee Reports and Advance Comments** (Rick Fernandez, CAC Chair and Harmoni McGee, TPO Staff) (*timestamp 0:26:56*) **Additional social media and email comments may be requested**

**A. Citizens Advisory Committee Meeting on March 6, 2024** (Rick Fernandez, CAC Chair)

- A written, detailed report has been provided to the TPO Board
- Public comment from Lena Young Green
- Action Items

- TIP Amendment for I-4 Truck Parking – there was member interest in electric or solar charging capabilities, source of the funding, sustainability features for water runoff, heat islands, and tree canopy; questioned possible effects of future Brightline route. Passed 14 – 0 on a roll call vote.
- Multimodal Counts – expressed desire to see these counts repeated in the future for comparison, extend the days and hours, and expand the counts beyond the HIN. There were several questions on how the data would be applied. The CAC members encourage the TPO Board to consider how the data can be used and ensure it is available to partner agencies. The committee unanimously recommended that the TPO Board accept the Multimodal Counts Report.
- Status Reports
  - Development of the FY25 & 26 UPWP – there were some questions on where the funding comes from and a request for an infographic to demonstrate how each federally required document is related to one another between the UPWP, TIP, and LRTP.
  - 2050 Needs Assessment for Major Projects – the committee asked if projects taken out of the TIP could be added back into the analysis and if waterborne transit could be added.
- B. Livable Roadways Committee Meeting on February 21, 2024**
  - Heard Status reports on
    - 2024 Safety Performance Targets – members discussed the benefits of self-enforcing roads
    - HART for All – suggested the TPO Board add this to a future meeting
    - Access 2050 LRTP Outreach Survey
    - Gibsonton Drive from Fern Hill Drive to US 301 PD&E – extensive discussion centered on safety features being included to address this high-injury roadway along with suggestions.
- C. Bicycle Pedestrian Advisory Committee (BPAC) Meeting on February 28, 2024**
  - Approved Action Items
    - Multimodal Counts Report
    - Addition of two new at-large members
  - Status Reports
    - 2024 Safety Performance Targets
    - Access 2050 LRTP Outreach Survey
- D. Technical Advisory Committee Meeting on March 4, 2024**
  - Approved Action Items
    - TIP Amendment: I-4 Truck Parking Facility – asked about the number of spaces and access to the site as well as acknowledging that this is a nationwide issue
    - Multimodal Counts Report – asked how this data would be used and stored
  - Heard Status reports on
    - Development of the FY 25 & 26 UPWP
- E. Transportation Disadvantaged Coordinating Board (TDCB) Meeting on February 23, 2024**
  - Approved Action Items
    - Election of Officers, Attendance Review and Declaration of Vacancies – Glenn Brown was elected the Officer-at-Large; the TD System and Citizen Advocate and the Regional Workforce Development Board seats were declared vacant; Marcela Blanchett was nominated the new TDCB representative of the Department of Education

- Status Reports
  - 2024 Safety Performance Targets
  - HART for All
  - Access 2050 LRTP Outreach Survey
  - 2050 Needs Assessment for Major Projects
  - Sunshine Line Updates
  - HARTPlus Updates

**VI. Consent Agenda** *(Timestamp 0:32:54)*

- LRC – Burak Konuk by the ITE as an alternate
- TDCB – Marcela Blanchett by the Department of Education, Scott Bragan by the Local-for-Profit Transportation Industry as an alternate, Kristen Thomas by the Veterans Affairs

**B. Letter of Support for Statewide Designation on National Highway Freight Network**

- US41 from SR60 – SR574
- SR60 from US41 to E of US301

**C. Multimodal Counts Report**

**Discussion:**

Mayor Ross asked what happens to this report now and how it will impact prioritizing Vision Zero projects for the TIP in June. It was noted that there is a lot of interesting data in the counts including when pedestrians and bicycles are in the roadway or off of the designated path, assuming that when overlaid with crash data, there may be some correlation. It was noticed that Florida and Waters came up a few times in the report and they were brought up during public comment today.

This is a new initiative for the TPO Staff. By using the camera and video processing, it was easier to do more accurate counts. This will supplement studies to be taken on in the next few years. Because these focus on the HIN, the bike/ped data will be done. One recommendation coming out of the report is to develop additional insights as to how users interact with existing facilities.

It seems like there is valuable information in the report that could be overlaid with crash data. There may be some low-hanging fruit for solutions and possible fixes that could save some lives.

The BPAC asked TPO Staff to do a deeper dive into some of the information in the report such as possible maintenance issues or engineering challenges.

Commissioner Kemp noted that this is promising that there is a new method of counting for more information and more accurate counts. It seems to be that bike/ped use is growing and it is good to track the counts and be aware of what needs to be done. Scooter use is increasing on the sidewalks, people are crossing the sidewalk against walk signals, and right on red is very dangerous in some of these areas. Would like this to be brought forward more comprehensively.

More businesses are being set up on both sides of the street and there are no crosswalks. There is more demand for additional crosswalks to get to destinations.

Councilmember Hurtak noted that this is an important issue. Stated that people should not be encouraged to bike on some of the major streets. FDOT is working on a bike facility running parallel to Florida Avenue. It was noted that behavior is going to need to be changed to encourage people to use the bike boulevards and off the major corridors.

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

## VII. Action Items

- A. **TIP Amendments: I-4 Truck Parking Facility** (Connor Trejos-MacDonald, TPO Staff) (*Timestamp 0:45:11*)
- Went over the project need and overview – will start with 120 truck parking spaces that can be expanded to 250 in future phases
  - Will be near the Hillsborough-Polk County Line and will be connected to the FDOT Truck Parking Availability System
  - Will add \$5.3 million in state funds for construction for improvements to adjacent roadways
  - Went over the project timeline
  - Review of the outreach efforts for this amendment

**Recommended Action:** Approve the TIP amendment to add construction funding to the I-4 Truck Parking Facility project.

### Discussion:

It was noted that millions of square feet of industrial space have been added in east county and western Polk. This will be helpful for those in Plant City. Stormwater was brought up with the CAC and in Plant City; there is an interagency on handling stormwater. It noted that six spaces for electricity may not be enough. If there are more than six spaces installed, a new substation would have to be installed. It was asked if a roof structure had been considered in this area and there is no shade. This is being done with a federal grant and funding is limited. It was asked that shade be considered in the future. Electric stations are important for the cold part of the supply chain.

**Mayor Kilton moved to approve the TIP Amendment, seconded by Commissioner Wostal. The roll call vote passed 15 – 0.**

- B. **Regional Operator Representation on Tampa Bay MPO** (Johnny Wong, TPO Executive Director) (*Timestamp 0:52:43*)
- **Staff representation of the Airport & Port Tampa Bay** – TMA reps presented the Hillsborough County recommendation. There is no consensus on the board size. No objection to the two roles coming out of Hillsborough County allocation. There was concern that it would be preferred to not have elected officials representing the two authorities.



- **Information Request of County Funding Contributions** – the county does not contribute to the Aviation Authority. Went over the revenue generated through ad valorem and additional county revenue contributed by the county to Port Tampa Bay.

**Recommended Action:** Authorize TPO Staff to prepare and distribute a memo to the Pasco and Pinellas MPOs indicating a preference for Airport and Port Tampa Bay staff representation and the results of the funding contributions request.

**Discussion:**

There was concern about having the Aviation and Port representation come off the top of the regional board allocation to back-door additional elected officials from Hillsborough County in the representation. The board size discussion is not that far apart and there is room for negotiation. The TMA is leaning towards a medium-sized board. It was a productive meeting. Mayor Ross indicated that getting the answers to the TMA sooner rather than later is desirable. It was asked what the TMA considered the authorities' "staff". It was noted that the Aviation Authority has clearly defined that the CEO is a member of the staff. It was brought up that the airport and the port boards are gubernatorially established. Four members are appointed by the Governor.

There may have been a general misunderstanding about how the county serves on the boards of the authorities. Clarification was given that the Aviation has three appointees by the Governor and the Port has five appointees by the Governor. There was additional clarification of the make-up of the boards. Port Tampa Bay also provided additional information on how county funding is used by the Port. There was an agreeing opinion expressed that regional MPO representation by staff and be experts for their authorities. Clarification was requested on the make-up of the TMA. There are three representatives from each of the MPO/TPOs that meet quarterly. There was an additional conversation about how information is brought to the TMA from the representatives. It was requested that a meeting of all three MPO/TPOs be had to have a face-to-face meeting. Further discussion on apportionment was discussed.

It was noted that the TPO's representation on the TMA is doing what they need to be doing and perhaps it is best to let the TMA handle things unless a roadblock is hit. It was recommended that clarification of who the "staff" is for the Aviation Authority and Port Tampa Bay. Commissioner Wostal added that he does not support having NGOs on Boards to dilute votes. There is already functioning tri-county support with these same counties. It was noted that the airport has data showing that they have the same number of passengers from Pinellas County as Hillsborough County. Councilmember Clendenin indicated his preference for a smaller regional board. It was asked if it makes sense to have members of the Aviation Authority and Port Tampa Bay attend the next meeting. Cameron Clark clarified that MPOs are done by proportionality. Taking two seats off the top brings the apportionment to the remaining seats. The membership requirements were reviewed.

**Councilmember Clendenin moved to approve the memo and distribute it to the Pasco and Pinellas MPOs indicating a preference for Airport and Port Tampa Bay staff representation off the top and**

**the results of the funding contributions request, seconded by Mayor Kilton. The voice vote passed unanimously.**

## **VIII. Status Reports**

### **A. Amtrak Passenger Rail Service (Todd Stennis, Amtrak) (Timestamp 1:29:10)**

- Provided a high-level history/overview of passenger rail in the US
- Showed what the Amtrak network looks like
- Went over hosts and service preference
- Looked at the service lines: Northeast Corridor, State Supported Routes, Long Distance Routes
- Reviewed the State Supported Service Lines: greatest growth factor is in routes less than 750 miles and the long-distance lines over 750 miles
- Went over the Amtrak Florida current service and the numbers associated with Tampa
- The IJA funds: \$44 billion went to national grants, \$22 billion went to Amtrak
- Service expansion projects: corridor identification program, most applications were led by the states. Two were successful in Florida: Jacksonville, Orlando, Miami, and Miami, Orlando, Tampa. Reviewed the CID program process.
- Went over the FRA's Lon-Distance Study. Two additional studies: Dallas to Miami and Chicago to Miami. Will take Florida from two routes per day to four. Encouraged the TPO to participate in the meetings that will take place.
- Looked at Amtrak's partnerships in Florida. Encouraged those who want to see more service in Florida to participate in the discussions. There will be local and state funding needed.
- There is a monthly meeting with FDOT and Amtrak
- The key to the corridor ID program will require a 10% match with further steps requiring a 20% match. If Hillsborough would like to see additional passenger rail service, need to engage with the champions for the match funding.

### **Discussion:**

There is a lot of discussion about Tampa being bypassed in the long-range extensions. There is one route from Tampa to Miami per day. It was asked how there could be additional trains added. FDOT applied for and were successful with grants coming into Tampa. There was further discussion on how others are working on matching funds. It was asked where people should be looking for the meetings for the FRA Long-distance studies. It was asked why Tampa was left out of the long-range. That is not an Amtrak matter, it is a federal matter. FDOT was asked if they will be providing assistance. FDOT noted that there is money in the budget each year and that each project will be evaluated on their merits. TPO Staff now has contacts with Amtrak. It was requested that meetings be shared with the staff and passed on to the board members. Clarification was provided that Amtrak cannot provide commuter service, that is a matter for the states. It was asked if operators such as Brightline are able to compete for grants as part of the \$44 billion. Yes, they are able to compete for those.

FRA Long Distance Study: <https://fralongdistancerailstudy.org/>

FRA's website about the Corridor Identification and Development Program: <https://railroads.dot.gov/corridor-ID-program>

- B. **Gibsonton Drive from Fern Hill Drive to US 301 PD&E** (Ashley Henzel, FDOT) (*Timestamp 1:54:04*)
- Review of project location and study area; purpose and need; the no-build alternative will remain as an alternative during the study
  - Went over the consistency with the Long Range Transportation Plan
  - Looked at the preferred build alternative typical section, environmental effects, right of way impacts
  - Went over the evaluation matrix and estimated project costs
  - Provided information from the public hearing on February 20, 2024
  - Looked at the timeline

**Discussion:**

It was noted that THEA is coordinating with FDOT on the expressway expansion utilizing US301.

- C. **Development of the FY25 & 26 UPWP** (Amber Simmons, TPO Staff) – Deferred

**IX. Executive Director’s Report** (*Timestamp 2:00:07*)

- A. Legislative Update – bills abolishing the MPO Advisory Council did not pass. HB 1301 did pass with several implications for how the TPO Board will do business on certain projects. Staff is seeking clarification as it could impact the HART Arterial BRT study on Florida/Tampa and Fowler. Reviewed other provisions in the bill. HB 287 passed; reviewed the bill.
- B. Regular TPO Board Meeting will be held on April 10, 2024
- C. TPO Special Meeting will be held on April 30, 2024
- D. Federal Rail Administration Proposed Route from Chicago to Miami; went over why including Tampa would be important for the future and the implications if it is not included.
- E. Support for Gulf Coast Trail Prioritization for Statewide SunTrail Funding – went over some of the projects already incorporated into the program. Lumping them together makes sense for prioritizing.

**Discussion:**

There was a question about the funding for the streetcar extension being rolled back and what would happen to those funds. Secretary Gwynn went over possible ways it may work. The City of Tampa allocated \$5 million to restart and HART has re-initiated the request for the funding to assist in FDOT granting the funding. There was a discussion about the legislation regarding 2/3 approval votes of transit boards for transit projects. There has to be a sponsor for a lane repurposing project. If a lane repurposing is being proposed to accommodate a transit project, the sponsoring board will have to have a 2/3 vote to move those projects. This will apply to HART and PSTA; there may be others.

X. Old Business & New Business (Timestamp 2:08:53) – None

XI. ADJOURNMENT – The meeting adjourned at 12:05 PM

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

Late email public comment received March 20, 2024 at 8:36 AM

**From:** Rick Fernandez <[rick@fernandezconsulting.net](mailto:rick@fernandezconsulting.net)>  
**Sent:** Wednesday, March 20, 2024 8:36 AM  
**To:** 'Lynn Hurtak' <[lynn.hurtak@tampa.gov](mailto:lynn.hurtak@tampa.gov)>; [Alan.Clendenin@tampagov.net](mailto:Alan.Clendenin@tampagov.net); [guido.maniscalco@tampagov.net](mailto:guido.maniscalco@tampagov.net); Kemp, Pat <[kempp@hillsboroughcounty.org](mailto:kempp@hillsboroughcounty.org)>; Myers, Gwendolyn <[myersg@hillsboroughcounty.org](mailto:myersg@hillsboroughcounty.org)>; [cohenh@hillsboroughcounty.org](mailto:cohenh@hillsboroughcounty.org); [owenm@hillsboroughcounty.org](mailto:owenm@hillsboroughcounty.org); 'Joshua Wostal' <[wostalj@hillsboroughcounty.org](mailto:wostalj@hillsboroughcounty.org)>; 'Andrew Ross' <[aross@templeterrace.gov](mailto:aross@templeterrace.gov)>  
**Cc:** Johnny Wong <[wongj@plancom.org](mailto:wongj@plancom.org)>; Gena Torres <[torresg@plancom.org](mailto:torresg@plancom.org)>; Sarah Caper <[capers@plancom.org](mailto:capers@plancom.org)>; Rick Fernandez <[rick@fernandezconsulting.net](mailto:rick@fernandezconsulting.net)>; 'Lena Young' <[lenayoung211@yahoo.com](mailto:lenayoung211@yahoo.com)>; 'Lena Young' <[lenayoung@thjca.org](mailto:lenayoung@thjca.org)>; 'Olivia George' <[ogeorge@tampabay.com](mailto:ogeorge@tampabay.com)>; [hqueen@bizjournals.com](mailto:hqueen@bizjournals.com); [LawsonL@hillsboroughcounty.org](mailto:LawsonL@hillsboroughcounty.org); 'Linda Saulsena' <[lsaulsena@gmail.com](mailto:lsaulsena@gmail.com)>; Cheryl Wilkening <[wilkeningc@plancom.org](mailto:wilkeningc@plancom.org)>; 'Deese, Gregory' <[Gregory.Deese@dot.state.fl.us](mailto:Gregory.Deese@dot.state.fl.us)>  
**Subject:** Renewed request for a living/green barrier along the eastern boundary of Robles Park in Tampa Heights  
**Importance:** High

Hillsborough TPO Board:

These “public comments” relate to the interstate barrier to be installed along the eastern boundary of Robles Park in Tampa Heights. They are submitted in anticipation of the TPO Board meeting to be held March 20, 2024.

I am requesting the installation of a "living/green barrier" (in lieu of the planned 14' concrete wall): trees and lush landscaping, layered appropriately to provide natural sound and pollution protection for this historic park.

The living/green barrier should incorporate plantings on both the Interstate (E) and park (W) sides of bordering North Elmore Avenue. This will require a cooperative approach between FDOT and the City of Tampa together with the Tampa Heights neighborhood and the Tampa Heights Civic Assoc.

The requested living/green barrier treatment is in alignment with options presented by Justin Hall and David Gwynn, FDOT West Central - Tampa Area (District 7), in 2022. It is the environmentally sound, fiscally responsible and politically responsive approach to a request coming from the residents of Tampa Heights.

(See FDOT-presented alternatives for the barrier during the TPO Board meeting on January 11, 2022 (time stamped 1:17:33 – 1:20:40). These included the green trellis and fully landscaped (hedge, trees, other) options as well as an 8' barrier and 14' barrier <https://youtu.be/BFCN89SVMZo?t=4656> ).

Cost projections presented in January 2022 were as follows: 14' wall as currently planned - \$1,371,051; 8' wall - \$441,930; Green trellis - \$504,000; Fully landscaped barrier (living/green option) – cost variable depending on plants/trees selected.

Respectfully Submitted,

[Rick Fernandez](#)  
2906 N. Elmore Ave.  
Tampa, FL 33602

DRAFT



## **Committee Reports**

### **Livable Roadways Committee (LRC) Meeting on March 27**

The LRC heard status reports on:

- Preliminary Draft of FY 25 & 26 UPWP
- Multimodal Counts Report

The committee was very interested in programming additional Multimodal Counts and analysis in the updated UPWP.

### **Bicycle Pedestrian Advisory Committee (BPAC) Meeting on March 27**

The BPAC approved action items:

- Gulf Coast Corridor Support Letter
  - Given that the Gulf Coast Trail ranking has already been completed by FGTC, BPAC modified the proposal to delay sending support emails until receiving confirmation of the finality of the decision. Accordingly, members received an update on March 28<sup>th</sup>.

BPAC meeting heard status reports on:

- Preliminary Draft of FY 25 & 26 UPWP
- BPAC Multimodal Counts Next Steps
  - Overlaying the count stations on a STRAVA heat map was suggested as a potential graphic output for the study data.

### **Technical Advisory Committee (TAC) Meeting on April 1**

The TAC approved action items:

- Annual Certification of Metropolitan Planning Process

The TAC heard a status report on:

- HART Tampa Arterial Bus Rapid Transit (BRT) and Circulator Project Update
- Preliminary Draft of FY 25 & 26 UPWP Work Program

- Community Air Monitoring Network
  - Members expressed support for the project and that it complements existing air monitoring programs in the County.

**A verbal summary will be given for the following:**

Citizens Advisory Committee (CAC) Meeting on April 3



# Hillsborough TPO Transportation Planning Organization

## Board & Committee Agenda Item

### Agenda Item

Committee Appointments

### Presenter

None – Consent Agenda

### Summary

The Bicycle/Pedestrian Advisory Committee (BPAC) shall be responsible for making recommendations to the MPO, Hillsborough County, City of Tampa, City of Plant City, City of Temple Terrace, the Hillsborough County Environmental Protection Commission, the Florida Department of Transportation, the Southwest Florida Water Management District, and others, on matters concerning the planning, implementation and maintenance of a comprehensive bikeway and pedestrian system. In addition, the BPAC shall be responsible for studying and making recommendations concerning the safety, security, and regulations pertaining to bicyclists and pedestrians.

The following have been nominated to serve on the BPAC:

- Edward Newsome, as citizen-at -large
- Brandyn Littleton, as citizen-at-large
- Tim Horst, City of Tampa Planning and John Marsh, as the alternate

### Recommended Action

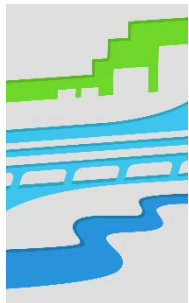
That the TPO Board confirm the above nominations

### Prepared By

Cheryl Wilkening

### Attachments

None



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





# Hillsborough TPO Transportation Planning Organization

## Board & Committee Agenda Item

### **Agenda Item:**

FY24 UPWP Amendment with Deobligation and FY25&26 UPWP Development

### **Presenter:**

Amber Simmons, TPO Staff

### **Summary:**

The Unified Planning Work Program (UPWP) is a required TPO document that shows the work the TPO will be conducting in a two-year period following the state fiscal year (FY), along with the corresponding funding. The TPO periodically processes amendments to the UPWP. When funds are in one UPWP cycle and are needed for the next, they are deobligated and rolled into the next UPWP.

The requested amendment will deobligate FY2024 (July 1, 2023 – June 30, 2024) funding for projects that are continuing into FY2025. This includes \$140,000 in FHWA Surface Transportation Program (SU) funding, \$498,350 in Planning (PL) funds and \$12,000 in State Transportation Innovation Council (STIC) grant funds. These are proposed for deobligation so that they will be available in the FY25&26 UPWP, allowing current projects to continue. As a part of this process, the Transportation Improvement Program (TIP) will also be updated to reflect these changes.

At the March TPO Board meeting, the Development of the FY25&26 UPWP was deferred. In lieu of the presentation, a fact sheet has been included to give the Board a preview of the final document, which will be presented in May. This is for informational purposes at this time and the request to approve the UPWP will be brought to the TPO Board at its May meeting, following state timeline guidance.

The currently adopted FY23&24 UPWP is available on the TPO website here: <https://planhillsborough.org/unified-planning-work-program/>. Proposed and pending TIP amendments can be viewed at: [Transportation Improvement Program \(TIP\) & Proposed Amendments - Plan Hillsborough](#).

### **Recommended Action:**

Approve the amendment to the FY23&24 UPWP to deobligate federal planning funds, and the related TIP modification.

### **Prepared By:**

Amber Simmons, TPO

### **Attachments:**

1. [Presentation Slides](#)
2. [FY25&26 UPWP Fact Sheet – For Informational Purposes](#)



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



# Hillsborough TPO Transportation Planning Organization

## Board & Committee Agenda Item

### Agenda Item

Annual Certification of Metropolitan Transportation Planning Process

### Presenter

Sarah Caper, TPO Staff

### Summary

Metropolitan Planning Organizations are established and funded by federal and state laws and rules. Therefore, many federal and state requirements apply. The federal government evaluates our compliance every four years, and a public meeting is held at that time. The last such meeting was held in January 2021.

In between these major review events, the TPO's planning process must be certified annually following federal and state rules through a cooperative review conducted by the FDOT District 7 office and the TPO staff and Board. This concludes with a Joint TPO/FDOT Certification statement and summary of notable achievements, recommendations, and corrective actions.

Attached is a summary of the certification results and the draft statement to be signed upon authorization from the Board. TPO staff will briefly review the notable achievements and recommendations.

### Recommended Action

Support recertification of the TPO and authorize the TPO Chair to sign the Joint Certification Statement.

### Prepared By

Sarah Caper, AICP, TPO Staff

### Attachments

1. Joint Certification Summary
2. Joint Certification Statement (to be signed by TPO Chair)





## Florida Department of Transportation

RON DESANTIS  
GOVERNOR

605 Suwannee Street  
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.  
SECRETARY

### JOINT MPO/FDOT CERTIFICATION SUMMARY

## Hillsborough County Transportation Planning Organization

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The Annual Joint FDOT/MPO Certification for January 1, 2023 to December 31, 2023, review was conducted on February 21, 2024, as required by federal guidelines to assess the MPO's compliance with the federal transportation planning process and applicable state laws. **The Hillsborough County TPO was found to be in compliance with federal and state guidelines for metropolitan transportation planning.**

The following is a summary of the Department's findings:

### Notable Achievements

The Hillsborough TPO is proud to showcase its recently completed work products, many of which we believe can be regarded as noteworthy.

- **Federal Highway Administration (FHWA), 2023 State Transportation Innovation Council (STIC) Grant**
- **US Environmental Protection Agency (EPA), 2023 Community Air Pollution Monitoring Grant**
- **Citizens Advisory Committee's revised bylaws to gain more geographical and demographical representation**
- **Significant successful results from 2022 Pilot Program to increase public involvement in TIP Amendments**
- **Electric Vehicle Infrastructure Plan Study**
- **Freight Supply Chain Resiliency Study**
- **Health Impact Assessment of the Long-Range Transportation Plan (LRTP) Complete Streets projects**
- **2050 LRTP Needs Assessment for Equity**
- **Implementation of the Tampa School Safety Study**
- **Participated in Automated Speed Cameras in a School Zone Pilot study**
- **Continued collaboration with Forward Pinellas and Pasco MPO to produce legislatively required merged MPO report**

### Recommended Actions

- The TPO should keep FDOT updated on organizational roles and responsibilities of key staff.
- The TPO should continue to communicate challenges, questions, and concerns to FDOT Liaison staff directly to facilitate appropriate resolution. FDOT acts as the Liaison between MPO, FDOT, and FHWA.
- When the TPO is conducting planning studies, the TPO should ensure local government concurs with recommendations.
- The TPO should continue to regularly review and evaluate public inclusion and outreach techniques to ensure a broad range of residents participate.
- The TPO should continue to educate the TPO Board and Committees on the TPO's roles and responsibilities as they relate to transportation planning and project prioritization processes.

### Corrective Actions

- None

FLORIDA DEPARTMENT OF TRANSPORTATION  
**MPO JOINT CERTIFICATION STATEMENT**

525-010-05c  
POLICY PLANNING  
02/18

Pursuant to the requirements of 23 U.S.C. 134(k)(5) and 23 CFR 450.334(a), the Department and the MPO have performed a review of the certification status of the metropolitan transportation planning process for the Hillsborough County MPO with respect to the requirements of:

1. 23 U.S.C. 134 and 49 U.S.C. 5303;
2. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 C.F.R. Part 21
3. 49 U.S.C. 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
4. Section 1101(b) of the FAST Act and 49 C.F.R. Part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
5. 23 C.F.R. Part 230 regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
6. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and the regulations found in 49 C.F.R. Parts 27, 37, and 38;
7. The Older Americans Act, as amended (42 U.S.C. 6101) prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
8. Section 324 of 23 U.S.C. regarding the prohibition of discrimination on the basis of gender; and
9. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 C.F.R. Part 27 regarding discrimination against individuals with disabilities.

Included in this certification package is a summary of noteworthy achievements by the MPO, attachments associated with these achievements, and (if applicable) a list of any recommendations and/or corrective actions. The contents of this Joint Certification Package have been reviewed by the MPO and accurately reflect the results of the joint certification review meeting held on February 26, 2024.

Based on a joint review and evaluation, the Florida Department of Transportation and the Hillsborough County MPO recommend that the Metropolitan Planning Process for the Hillsborough County MPO be certified.

\_\_\_\_\_  
Name: David Gywnn, P.E.  
Title: District Secretary (or designee)

\_\_\_\_\_  
Date

\_\_\_\_\_  
Name: Gwen Myers  
Title: MPO Chairman (or designee)

\_\_\_\_\_  
Date



# Hillsborough MPO Metropolitan Planning for Transportation

## Board & Committee Agenda Item

### Agenda Item

Access 2050 Plan Needs Assessment for Major Projects: Performance Data

### Presenter

Wade Reynolds, TPO Staff

### Summary

Over the past several months, TPO staff have been identifying future transportation network deficiencies, soliciting candidate major projects from local government partners, and modeling each project to assess its benefits.

This presentation will briefly recap the process for identifying candidate major projects to consider in the Access 2050 Long Range Transportation Plan and discuss how each candidate may address a unique need for specific communities across Hillsborough County, while also advancing the conversation by presenting some preliminary model results from the Tampa Bay Regional Planning Model (TBRPM).

### Recommended Action

None. For discussion and comment.

### Prepared By

Wade Reynolds, AICP, TPO Staff

### Attachments

[Presentation Slides](#)





# Hillsborough TPO Transportation Planning Organization

## Board & Committee Agenda Item

### **Agenda Item:**

Community Air Monitoring Network

### **Presenter:**

Lizzie Baker, Planning Commission

### **Summary:**

The Community Air Monitoring Network is a partnership among the Hillsborough TPO, University of South Florida's College of Public Health, the Environmental Protection Commission of Hillsborough County, and numerous community-based entities and which builds upon efforts from the Low-Coast Air Quality Monitoring Pilot Study (2021-2023).

The project is funded by federal discretionary grants from the Federal Highway Administration (FHWA) and US Environmental Protection Agency (USEPA), which provide funding through March 2026. As part of this effort, air quality in underserved communities along I-275, I-4, and I-75 is being studied using low-cost air quality monitors and the data collected will then be analyzed by subject matter experts at USF.

The results of the data analysis will be communicated to interested parties by way of community capacity building efforts. Building on seven community air monitoring sites established during the pilot study, an additional 20-25 sites will be established in a phased effort from now through March 2026. The TPO is currently leading the site selection process to identify the next phase of future community air monitoring sites and is working on early community-building activities. TPO staff will provide an update on the project, its current status, and upcoming steps.

### **Recommended Action:**

None. For information only.

### **Prepared By:**

Lizzie Baker, Planning Commission

### **Attachments:**

None.



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

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

**Sent:** Wednesday, April 3, 2024 7:46 AM

**Subject:** FW: Statement from FDOT Secretary Jared W. Perdue, P.E. on Federal Courts in Kentucky and Texas Striking Down USDOT's Unlawful Rule Forcing States to Track Drivers' Tailpipe Emissions

Good morning, Staff Directors. Here's the Department's announcement on the recent GHG rulings.

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

**Sent:** Tuesday, April 2, 2024 8:02 PM

**Subject:** Statement from FDOT Secretary Jared W. Perdue, P.E. on Federal Courts in Kentucky and Texas Striking Down USDOT's Unlawful Rule Forcing States to Track Drivers' Tailpipe Emissions



## **Florida Department of Transportation**

**RON DESANTIS**  
GOVERNOR

605 Suwannee Street  
Tallahassee, FL 32399-0450

**JARED W. PERDUE, P.E.**  
SECRETARY

**For Immediate Release**

April 2, 2024

**Contact: FDOT Communications Office**

(850) 414-4590 | [FDOTCommunicationsOffice@dot.state.fl.us](mailto:FDOTCommunicationsOffice@dot.state.fl.us)

# **Statement from FDOT Secretary Jared W. Perdue, P.E. on Federal Courts in Kentucky and Texas Striking Down USDOT's Unlawful Rule Forcing States to Track Drivers' Tailpipe Emissions**

Tallahassee, Fla. – Florida Department of Transportation (FDOT) Secretary Jared W. Perdue, P.E. issued the following statement following two separate Federal Court decisions that ruled in favor of twenty-two states, including Florida, who sued the federal government to block the implementation of the unlawful greenhouse gas emissions program.

"Florida is glad to see both Texas and Kentucky federal courts rule against federal overreach by striking down USDOT's Rule forcing state DOTs and local partners to allegedly reduce greenhouse gas emissions by way of tracking drivers' tail pipe emissions. We've been clear for over a year that USDOT overstepped its legal authority by promulgating this Rule. Floridians have no desire for the government to track what they drive, where they drive, and how often they drive. Florida will continue

to stand up for our freedoms and ensure Federal Green New Deal initiatives don't impact Floridians.”

The greenhouse gas emissions tracking program, which Congress removed from consideration before voting on and passing the 2021 Infrastructure Investment and Jobs Act (IIJA), was unlawfully implemented by the United States Department of Transportation (USDOT) and the Federal Highway Administration (FHWA), in an attempt to circumvent congressional intent and force states to set arbitrary goals to track tailpipe emissions.

###

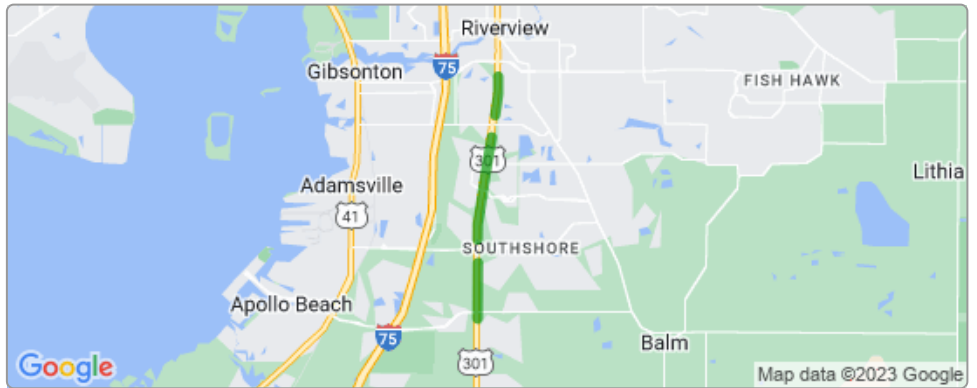
[www.fdot.gov](http://www.fdot.gov) | Twitter: [@MyFDOT](https://twitter.com/MyFDOT) | Facebook: [@MyFDOT](https://www.facebook.com/MyFDOT)

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



US 301/SR 43 from S. of Balm Rd./Paseo Al Mar Blvd. to S. of Whitt Rd. 445936-1-52-01

| Project Details    |   |
|--------------------|---|
| <b>Work Type</b>   | Resurfacing, Traffic Signals, and Signing/Pavement Markings. Also included are associated drainage, ADA, and safety improvements. |
| <b>Phase</b>       | Design  |
| <b>Limits</b>      | From south of Balm Rd./Paseo Al Mar Blvd. to south of Whitt Rd.   |
| <b>Length</b>      | 4.771 Miles   |
| <b>City</b>        | Riverview   |
| <b>County</b>      | Hillsborough  |
| <b>Road</b>        | US 301  |
| <b>Design Cost</b> | \$1.48M   |



**About**

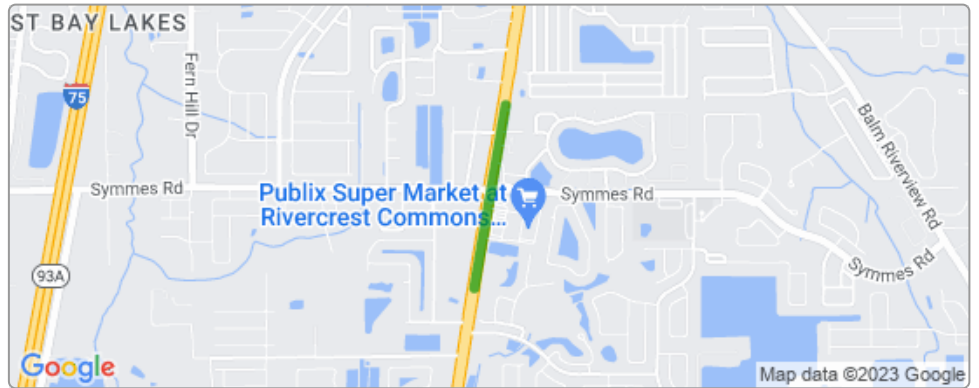
The purpose of this RRR project is to preserve and extend the life of the existing pavement through milling and resurfacing. The work also includes minor drainage improvements, bringing ADA features into conformance with current standards, and perform general safety modification work.

Construction is currently anticipated to begin in Summer 2024.

| Contact Information   |   |
|-----------------------|---|
| <b>Design Manager</b> | Eyra Cash, P.E.<br>(813) 975-6164<br>Eyra.Cash@dot.state.fl.us  |
| <b>Media Contact</b>  | Kris Carson<br>(813) 975-6060<br>Kristen.Carson@dot.state.fl.us |

## US 301/SR 43 Intersection Improvements at Symmes Road 445392-1-52-01

| Project Details    |  |
|--------------------|--|
| <b>Work Type</b>   | Rigid Pavement Reconstruction, Traffic Signals, and Signing/Pavement Markings. Associated drainage, ADA, and safety improvements.        |
| <b>Phase</b>       | Design   |
| <b>Limits</b>      | Intersection of US 301/Symmes Rd, extending along US 301 from one quarter-mile south of Symmes Rd to one quarter-mile north of Symmes Rd |
| <b>Length</b>      | .530 Miles   |
| <b>City</b>        | Riverview  |
| <b>County</b>      | Hillsborough   |
| <b>Road</b>        | US 301   |
| <b>Design Cost</b> | \$482000   |



### About

The purpose of this project is to reconstruct the intersection of US301 at Symmes Rd. with rigid pavement to provide a sustainable pavement with a longer service life. The work also includes minor drainage improvements, bringing ADA features into conformance with current standards, and perform general safety modification work.

Construction is currently anticipated to begin in Summer 2024.

### Contact Information

#### Design Manager

Eyra Cash, P.E.  
 (813) 975-6164  
 Eyra.Cash@dot.state.fl.us

#### Media Contact

Kris Carson  
 (813) 975-6060  
 Kristen.Carson@dot.state.fl.us

## General Information

- 1a. Project Name: SR 60/Adamo Drive From W of 45th St to W of Yeoman St  
FDOT Contact Information: FDOT District: 7, FDOT District Freight Coordinator (DFC): Mike Brown
- 2a. Facility Name: SR 60
- 3a. Project Category: State Highway System Roadway
- 4a. Are any other MPOs Involved in the project? No
- 5a. Which counties are involved in the project? Hillsborough
- 6a. Are there any private partners involved in the project? No
- 7a. Is this a District Freight Coordinator Priority Project? Yes
- Project Application Review Result:
- Review Comments:

## State Highway System Information

|  |   |
|--|---|
| 1s. Project Type:  | New Bridge Construction, Management and Operation   |
| 2s. Provide a brief description of the project:  | Provide grade separation between SR 60 and CSX Rail   |
| 3s. Describe the project rationale:  | Up to 15 trains/day traverse Adamo Drive at this location. The proximity to the Port of Tampa and CSX Intermodal Yard necessitate frequent crossings of the State Highway at this location and frequently cause congestion for motorists and freight operators. |
| 4s. What is the FM Number(s)?  | 450768-1  |
| 5s. What is the FDOT Roadway ID(s)?  | 10110000  |
| 6s. What is the direction of the project?  | East-West   |
| 7s. What is the extent of the project? (Milepost)  | From:<br>1.590<br>To:<br>2.740  |
| 8s. What is the extent of the project? (Intersected Roadway)                                     | From:<br>W of 45th<br>To:<br>W of Yeoman  |
| 9s. What is the existing truck activity at the project location?                                 | 2263 AADT (Trucks)  |
| 10s. Define the requested action:  | Fund Construction of \$67,500,000 Grade Separation for Adamo Drive/SR60 and CSX Railroad  |
| 11s. What funding programs is the project eligible for?  | NHFP, SIS, STBG, SHIP   |
| 12s. Upload a map showing the location of the project:   | Filename: SR60 Map.jpg<br>See Step 2 for file download link   |
| 13s. Select PD&E status and please provide reference documentation and accompanying information: | See below   |
| PD&E Phase Status:   | Completed   |
| URL/Link:  | <a href="https://www.fdotd7studies.com/projects/sr60-50th-to-falkenburg/">https://www.fdotd7studies.com/projects/sr60-50th-to-falkenburg/</a>   |
| Page Number:   | 1   |
| Project Number:  | 405525-1-22-01  |
| Work Program:  | 2005  |
| Year:  | 2005  |
| Amount:  | \$0.00  |

Project Schedule and Funding Status in the FDOT 5-Year Work Program (Costs Shown in \$Millions)

| Phase         | 2025    | 2026    | 2027    | 2028    | 2029    | 2nd 5-Year Cost | Unfunded Cost | Status    |
|---------------|---------|---------|---------|---------|---------|-----------------|---------------|-----------|
| PD&E          | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000         | \$0.000       | Completed |
| P.E.          | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000         | \$0.000       | N/A       |
| ROW Support   | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000         | \$0.000       | N/A       |
| ROW Land      | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000         | \$0.000       | N/A       |
| Construction  | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000         | \$0.000       | N/A       |
| CEI           | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000         | \$0.000       | N/A       |
| Environmental | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000         | \$0.000       | N/A       |
| Other (1)     | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000         | \$0.000       | N/A       |
| Other (2)     | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000         | \$0.000       | N/A       |
| Total         | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000         | \$0.000       |           |

14s. Provide URL(s)/Reference(s) to Work Program including page number(s) and project reference number(s) (FM Number):

See below

URL/Link:

[https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/d7wpp/d7\\_tentative\\_work\\_program\\_fy\\_2024-2028\\_11-29-22.pdf?sfvrsn=1025d91c\\_2](https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/d7wpp/d7_tentative_work_program_fy_2024-2028_11-29-22.pdf?sfvrsn=1025d91c_2)

Page Number:

61

Project Reference Number:

450768-1

## Project Screening

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|--|--|
| 1c. Is the project identified as a freight priority by the MPO and its partners (e.g., municipalities, seaports, airports, railroads)? | Yes  |
| How was this priority determined and by which entity?  | FDOT District 7  |
| 2c. Identify the plan(s) (e.g., freight plan, LRTP, TIP, CIP, master plan) documenting the project and provide specific reference(s):  | No Plan Reference Documents Identified   |
| 3c. Identify project matching fund(s) sources (e.g., local):   | No Matching Funds Identified   |
| 4c. Is the project on a priority freight network?  | Yes  |
| Regional Freight Network (RFN) URL/Link and Page Number:   | URL/Link:<br><a href="https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/systems/programs/mspi/pdf/sis-atlas.pdf?sfvrsn=4ecf90b5_4">https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/systems/programs/mspi/pdf/sis-atlas.pdf?sfvrsn=4ecf90b5_4</a><br>, Page Number: 28            |
| Other Network Name:  | URL/Link:<br>State Highway System  |
| 5c. Identify the Florida Transportation Plan (FTP) goal(s) supported by the project (select all that apply):                           | 1: Safety and security for residents, visitors, and businesses<br>2: Agile, resilient, and quality transportation infrastructure<br>3: Connected, efficient, and reliable mobility for people and freight<br>5: Transportation solutions that strengthen Florida's economy<br>6: Transportation systems that enhance Florida's communities |
| 6c. Provide a brief statement explaining how the project supports the FTP:   | SR 60 is a major freight corridor immediately adjacent to the Port of Tampa. The subject rail line is a heavily traveled CSX line serving both the Port and the CSX Intermodal center with approximately 15 trains/day.  |

## General Information

- 1a. Project Name: I-4 TRUCK PARKING FACILITY
- FDOT Contact Information: FDOT District: 7, FDOT District Freight Coordinator (DFC): Mike Brown
- 2a. Facility Name: I-4 TRUCK PARKING FACILITY
- 3a. Project Category: Truck Parking
- 4a. Are any other MPOs Involved in the project? No
- 5a. Which counties are involved in the project? Hillsborough
- 6a. Are there any private partners involved in the project? No
- 7a. Is this a District Freight Coordinator Priority Project? Yes
- Project Application Review Result:
- Review Comments:

## Off-System Information

- 1n. Project Type: Trucking Parking
- 2n. Provide a brief description of the project: Project Number: 448698 1  
The New West Central Florida I-4 Truck Parking Facility will play a vital role in strengthening America's supply chain and Florida's weather-related resiliency. The project will be constructed in West Central Florida along the heavily used I-4 corridor that connects the East and West coasts of Florida, from Tampa to Daytona Beach.
- 3n. Describe the project rationale: The entire I-4 corridor from Tampa to Daytona Beach only has 90 public truck parking spaces. This project will more than double that amount by adding 120 truck parking spaces. Truck parking is consistently one of the highest-rated issues according to the American Transportation Research Institute with it ranking first according to Commercial Vehicle Operators in 2021. According to the Owner Operators and Independent Drivers Association, truck drivers spend on average 56 minutes a day searching for a truck parking spot.
- 4n. What is the extent of the project? (Milepost, grade crossing or area) The project will be constructed in West Central Florida, between Plant City and Lakeland, along the heavily used I-4 corridor, that connects the East and West coasts of Florida, from Tampa to Daytona Beach.
- 5n. What is the existing activity at the project location? (e.g. - truck traffic, number of trains, truck parking capacity, site acreage) The area surrounding the I-4 Truck Parking Facility has seen a dramatic increase in the amount of industrial development over the last 5 years. It currently has over 15 million square feet of logistics and manufacturing-related uses with an additional 5 million square feet planned or under construction.  
FDOT recently completed the advance acquisition of the 40 acres parcel for this project.
- 6n. What are the costs of the project? See below  
Total Project Costs: \$18,068,274.00  
Unfunded Costs: \$18,068,274.00
- 7n. Define the requested action: Funded PE \$1,312,458 and CST \$16,755,816
- 8n. What funding programs is the project eligible for? NHFP
- 9n. Upload a map showing the location of the project: Filename: TRUCK CONCEPTS\_REDUCED\_v2 4\_4.pdf  
See Step 2 for file download link
- 10n. Does the project include a PD&E? Yes  
Status: Completed  
URL/Link: <https://www.fdot.gov/topics/fdot-work-program/district-7-landing-page>  
Page Number: 42  
Project Number: 448698 1



## Project Screening

|  |   |
|--|---|
| 1c. Is the project identified as a freight priority by the MPO and its partners (e.g., municipalities, seaports, airports, railroads)? | Yes   |
| How was this priority determined and by which entity?  | Representatives of the Hillsborough County MPO, Polk TPO, FDOT Districts Seven and One, Tampa International Airport, Port Tampa Bay, and the cities of Winter Haven, Tampa, Lakeland and Plant City and others participated as stakeholders in the development of the Hillsborough + Polk Freight Logistics Zone (FLZ) Strategic Plan (Page 14 and Appendix B) and by action of the MPO Board (Policy Committee March 27, 2018, and MPO Board April 3, 2018). Port Tampa Bay, Tampa International Airport, CSX and other local jurisdictions were stakeholders in the development of the plan. The interchange project is identified as a priority in the FLZ Strategic Plan. |
| 2c. Identify the plan(s) (e.g., freight plan, LRTP, TIP, CIP, master plan) documenting the project and provide specific reference(s):  | See plan(s) below   |
| Plan 1: Hillsborough TIP   | URL/Link:<br><a href="https://planhillsborough.org/wp-content/uploads/2020/06/FINAL-TIP_Signed_v2.pdf">https://planhillsborough.org/wp-content/uploads/2020/06/FINAL-TIP_Signed_v2.pdf</a><br>Page Number: unknown<br>Project Number: New   |
| Plan 2: Florida Statewide Truck Parking  | URL/Link:<br><a href="https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/rail/publications/studies/trucking/florida-statewide-truck-parking-study_final_march-2020.pdf?sfvrsn=98bcb129_4">https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/rail/publications/studies/trucking/florida-statewide-truck-parking-study_final_march-2020.pdf?sfvrsn=98bcb129_4</a><br>Page Number: 22<br>Project Number: 2  |
| Plan 3: Hillsborough-Polk Freight Logistics Zone Strategic Plan  | URL/Link:<br><a href="http://www.planhillsborough.org/freight-logistics-zone-strategic-plan/">http://www.planhillsborough.org/freight-logistics-zone-strategic-plan/</a><br>Page Number: Page 14 and Appendix B<br>Project Number: N/A  |
| Plan 4: Non Discrimination and Equity Plan   | URL/Link:<br><a href="https://planhillsborough.org/wp-content/uploads/2021/08/August2021_Nondiscrimination_Equity_Plan.pdf">https://planhillsborough.org/wp-content/uploads/2021/08/August2021_Nondiscrimination_Equity_Plan.pdf</a><br>Page Number: 13-41, 42<br>Project Number: N/A   |
| 3c. Identify project matching fund(s) sources (e.g., local):   | See below   |
| Funding Source 1: N/A  | \$0.00  |
| Funding Source Total:  | \$0.00  |

- 4c. Is the project on a priority freight network? Yes
- NHFN URL/Link and Page Number: URL/Link:  
[https://ops.fhwa.dot.gov/freight/infrastructure/ismt/state\\_maps/states/florida.htm](https://ops.fhwa.dot.gov/freight/infrastructure/ismt/state_maps/states/florida.htm)  
 , Page Number: NA
- Regional Freight Network (RFN) URL/Link and Page Number: URL/Link:  
[https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/systems/programs/mspi/pdf/sis-system-mapcd79e565208444168492b237e5d30d89.pdf?sfvrsn=5ffda1fa\\_2](https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/systems/programs/mspi/pdf/sis-system-mapcd79e565208444168492b237e5d30d89.pdf?sfvrsn=5ffda1fa_2)  
 , Page Number: NA
- 5c. Identify the Florida Transportation Plan (FTP) goal(s) supported by the project (select all that apply):
- 1: Safety and security for residents, visitors, and businesses
  - 2: Agile, resilient, and quality transportation infrastructure
  - 3: Connected, efficient, and reliable mobility for people and freight
  - 4: Transportation choices that improve accessibility and equity
  - 6: Transportation systems that enhance Florida's communities
- 6c. Provide a brief statement explaining how the project supports the FTP:
1. Strengthens America's supply chain by providing safe and secure truck parking in an area of high demand so that truckers can meet their hours of service rest requirements.
  2. Strengthens Florida's weather-related resiliency by serving as an emergency-response fuel and supply staging area for the West Central Florida for resiliency efforts in response to natural disasters and other large scale activation events. Rescue vehicles and response teams can be staged at the facility and following the emergency event, Incorporates the Truck Parking Availability System to provide drivers real-time parking information.
  3. Provides 120 bi-directional truck parking spaces at I-4 and County Line Rd in West Central Florida. Currently, the entire I-4 corridor only has 90 public truck parking spots from Tampa to Daytona Beach. The facility will be transformed into a relief supply staging area. Constructs sidewalks to provide safe passage to nearby restaurants and hotels. There are also two truck fueling stations within 1,000 feet of the I-4 Truck Parking facility.
  4. The project is located in a Community of Concern, identified in Hills. TPO's Non-Discrimination and Equity Plan.
  6. Reduces the amount of commercial truck emissions by providing electric hook-ups for utilization during mandatory trucker rest hours.

## General Information

- 1a. Project Name: US 41 at 50 th St. CSX Grade Separated Interchange/Rail Overpass South of Causeway Blvd. and at Causeway Blvd.
- FDOT Contact Information: FDOT District: 7, FDOT District Freight Coordinator (DFC): Mike Brown
- 2a. Facility Name: US 41/SR 45/South 50th Street @ CSX Grade Separation S of Causeway
- 3a. Project Category: State Highway System Roadway
- 4a. Are any other MPOs Involved in the project? No
- 5a. Which counties are involved in the project? Hillsborough
- 6a. Are there any private partners involved in the project? No
- 7a. Is this a District Freight Coordinator Priority Project? Yes
- Project Application Review Result:
- Review Comments:

## State Highway System Information

- |  |   |
|--|---|
| 1s. Project Type:  | Capacity Expansion, Management and Operation  |
| 2s. Provide a brief description of the project:                  | The US 41/SR 45/South 50th Street @ CSX S of Causeway (new bridge construction) includes grade separation improvements at US 41/SR 45/South 50th Street from South of US41B/SR 45/SR 676/Causeway Boulevard to North of Causeway Boulevard in Hillsborough County. The project begins just south of the CSX Railroad Crossing and extends to the north of Causeway Boulevard, a distance of approximately 1.5 miles.  |
| 3s. Describe the project rationale:                              | <p>US 41 and Causeway Boulevard are vital arterial highways which serve the City of Tampa, Hillsborough County and Port Tampa Bay. The project improves mobility and safety along US 41 by:</p> <ul style="list-style-type: none"> <li>• investing in infrastructure and operational improvements that strengthen economic competitiveness, reduce congestion, reduce the cost of freight transportation, improve reliability, and increase productivity;</li> <li>• improving the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas;</li> <li>• improving the efficiency and productivity of the NHFN;</li> </ul> <p>The proposed improvements have been identified in the Hillsborough County Metropolitan Planning Organization (MPO) 2045 Adopted Long Range Transportation Plan under the Hillsborough County Freight Hot Spots. US 41 has also been identified by the MPO as a Regional Freight Mobility Corridor from I-4 to Manatee County Line and is a priority project for the National Highway Freight Program.</p> |
| 4s. What is the FM Number(s)?                                    | 440749-1-52-01  |
| 5s. What is the FDOT Roadway ID(s)?                              | 10060000; 10250000  |
| 6s. What is the direction of the project?                        | N/S   |
| 7s. What is the extent of the project? (Milepost)                | <p>From:<br/>22.775; 2.917</p> <p>To:<br/>23.982; 3.994</p>   |
| 8s. What is the extent of the project? (Intersected Roadway)     | <p>From:<br/>Austin Street</p> <p>To:<br/>23.982; 3.994</p>   |
| 9s. What is the existing truck activity at the project location? | 3500  |
| 10s. Define the requested action:                                | <p>Fund ROW and advance construction funding to 2026; the different amounts in the FDOT tentative Work Program are due to the recently updated latest cost estimates provided directly from the FDOT D7 Freight Coordinator.</p> <p>GIS files have been requested of the FDOT PM Craig FOx but have not been rec'd.</p>   |
| 11s. What funding programs is the project eligible for?          | NHFP  |
| 12s. Upload a map showing the location of the project:           | <p>Filename: US41 CSX Grade Sep PD&amp;E Map.pdf</p> <p>See Step 2 for file download link</p>   |

13s. Select PD&E status and please provide reference documentation and accompanying information: See below

PD&E Phase Status: Completed

URL/Link: <https://www.fdotd7studies.com/projects/sr676-22nd-to-sr45/>

Page Number: N/A

Project Number: 10060-1530 & 10250-1510

Work Program: <https://active.fdotd7studies.com/us41/csx-to-sr676/>

Year: Original 1994, new PD&E to be completed 2022

Amount: \$2,700,000.00

Project Schedule and Funding Status in the FDOT 5-Year Work Program (Costs Shown in \$Millions)

| Phase         | 2025    | 2026    | 2027    | 2028    | 2029    | 2nd 5-Year Cost | Unfunded Cost | Status    |
|---------------|---------|---------|---------|---------|---------|-----------------|---------------|-----------|
| PD&E          | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000         | \$0.000       | Completed |
| P.E.          | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000         | \$0.000       | N/A       |
| ROW Support   | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000         | \$0.000       | N/A       |
| ROW Land      | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000         | \$0.000       | N/A       |
| Construction  | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000         | \$0.000       | N/A       |
| CEI           | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000         | \$0.000       | N/A       |
| Environmental | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000         | \$0.000       | N/A       |
| Other (1)     | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000         | \$0.000       | N/A       |
| Other (2)     | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000         | \$0.000       | N/A       |
| Total         | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000         | \$0.000       |           |

14s. Provide URL(s)/Reference(s) to Work Program including page number(s) and project reference number(s) (FM Number): See below

URL/Link: <https://www.d7wpph.com>

Page Number: 60

Project Reference Number: 440749-1

## Project Screening

- |  |   |
|--|---|
| <p>1c. Is the project identified as a freight priority by the MPO and its partners (e.g., municipalities, seaports, airports, railroads)?</p> <p>How was this priority determined and by which entity?</p>   | <p>Yes</p> <p>Representatives of the Hillsborough County MPO, Polk TPO, FDOT Districts Seven and One, Tampa International Airport, Port Tampa Bay, and the cities of Winter Haven, Tampa, Lakeland and Plant City and others participated as stakeholders in the development of the Hillsborough + Polk Freight Logistics Zone (FLZ) Strategic Plan (Page 14 and Appendix B) and by action of the MPO Board (Policy Committee March 27, 2018, and MPO Board April 3, 2018). Port Tampa Bay, Tampa International Airport, CSX and other local jurisdictions were stakeholders in the development of the plan. The interchange project is identified as a priority in the FLZ Strategic Plan.</p>   |
| <p>2c. Identify the plan(s) (e.g., freight plan, LRTP, TIP, CIP, master plan) documenting the project and provide specific reference(s):</p> <p>Plan 1: Hillsborough TPO LRTP</p> <p>Plan 2: FY 22/23 Hillsborough TIP</p> <p>Plan 3: Tampa Bay Regional Strategic Freight Plan</p> <p>Plan 4: Hillsborough-Polk Freight Logistics Zone Strategic Plan</p> <p>Plan 5: Non Discrimination and Equity Plan</p> | <p>See plan(s) below</p> <p>URL/Link:<br/> <a href="https://planhillsborough.org/wp-content/uploads/2017/10/LRTP2045-HMPO-ADA.pdf">https://planhillsborough.org/wp-content/uploads/2017/10/LRTP2045-HMPO-ADA.pdf</a><br/>           Page Number: Major Projects pg 58<br/>           Project Number: S-23, 440749-1</p> <p>URL/Link:<br/> <a href="https://planhillsborough.org/wp-content/uploads/2022/09/TIP-FY23-27-9-19-22.pdf">https://planhillsborough.org/wp-content/uploads/2022/09/TIP-FY23-27-9-19-22.pdf</a><br/>           Page Number: Page 54<br/>           Project Number: 440749 1</p> <p>URL/Link:<br/> <a href="https://tampabayfreight.com/wp-content/uploads/TBRGM_AbbContent_FINAL.pdf">https://tampabayfreight.com/wp-content/uploads/TBRGM_AbbContent_FINAL.pdf</a><br/>           Page Number: Page 15-map, US 41/Causeway-High Priority Corridor map, Page 21 List of Priorities #G Page 23 Map of Priority Investments -Grade Separation<br/>           Project Number: N/A</p> <p>URL/Link:<br/> <a href="http://www.planhillsborough.org/freight-logistics-zone-strategic-plan/">http://www.planhillsborough.org/freight-logistics-zone-strategic-plan/</a><br/>           Page Number: Page 14 and Appendix B<br/>           Project Number: N/A</p> <p>URL/Link:<br/> <a href="https://planhillsborough.org/wp-content/uploads/2021/08/August2021_Nondiscrimination_Equity_Plan.pdf">https://planhillsborough.org/wp-content/uploads/2021/08/August2021_Nondiscrimination_Equity_Plan.pdf</a><br/>           Page Number: 13-41, 42<br/>           Project Number: N/A</p> |
| <p>3c. Identify project matching fund(s) sources (e.g., local):</p>  | <p>No Matching Funds Identified</p>   |

- 4c. Is the project on a priority freight network? Yes
- NHFN URL/Link and Page Number: URL/Link: [https://ops.fhwa.dot.gov/freight/infrastructure/ismt/state\\_maps/states/florida.htm](https://ops.fhwa.dot.gov/freight/infrastructure/ismt/state_maps/states/florida.htm), Page Number: N/A
- CUFC URL/Link and Page Number: URL/Link: [https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/content/rail/publications/maps/statewide\\_nhfn\\_4-3-17.pdf](https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/content/rail/publications/maps/statewide_nhfn_4-3-17.pdf), Page Number: N/A
- Regional Freight Network (RFN) URL/Link and Page Number: URL/Link: [https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/systems/programs/mspi/pdf/sis-system-mapcd79e565208444168492b237e5d30d89.pdf?sfvrsn=5ffda1fa\\_2](https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/systems/programs/mspi/pdf/sis-system-mapcd79e565208444168492b237e5d30d89.pdf?sfvrsn=5ffda1fa_2), Page Number: N/A
- 5c. Identify the Florida Transportation Plan (FTP) goal(s) supported by the project (select all that apply):
- 1: Safety and security for residents, visitors, and businesses
  - 3: Connected, efficient, and reliable mobility for people and freight
  - 4: Transportation choices that improve accessibility and equity
  - 5: Transportation solutions that strengthen Florida's economy
- 6c. Provide a brief statement explaining how the project supports the FTP:
1. and 4. In addition, this project will also address multimodal connectivity within the area. Between 2012 and 2016 there were 10 crashes involving bicyclists or pedestrians. These 10 crashes resulted in 3 fatalities, as well as a total of 5 injuries. US 41 and Causeway Boulevard are vital arterial highways which serve the City of Tampa located in Hillsborough County.
4. The project is located in a Community of Concern, identified in Hills. TPO's Non-Discrimination and Equity Plan. The proposed improvements have been identified in the Hillsborough County Metropolitan Planning Organization (MPO) 2040 Adopted Long Range Transportation Plan under the Hillsborough County Freight Hot Spots. US 41 has also been identified by the MPO as a Regional Freight Mobility Corridor from I-4 to Manatee County Line and is a priority project for the National Highway Freight Program.
3. The project will reduce traffic delays associated with the CSX railroad crossing, adequately support the safe movement of truck traffic and freight, and enhance connectivity among bicyclists and pedestrians. The US 41 and Causeway Boulevard intersection experiences traffic delays during the AM and PM peak periods with heavy truck traffic (10%-15% of the daily volume) traversing through the intersection. The presence of CSX railroad crossings to the south and east of the intersection also further contributes to these traffic delays. The CSX railroad crossing located to the south of the intersection causes traffic delays particularly during the AM peak period. This project will address traffic delays associated with the CSX railroad crossing to the south of the US 41 and Causeway Boulevard intersection and will facilitate the safe movement of truck traffic through the project corridor.
5. US 41/CSX Grade Separation is a High Freight Priority for FDOT D7 and Port Tampa Bay.



# Hillsborough TPO Transportation Planning Organization

Commissioner Gwen Myers  
Hillsborough County  
TPO Chair

Mayor Andrew Ross  
City of Temple Terrace  
TPO Vice Chair

Paul Anderson  
Port Tampa Bay

Councilman Alan Clendenin  
City of Tampa

Commissioner Harry Cohen  
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Commissioner Pat Kemp  
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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

## 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 & the Tampa Port Authority

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 (d/b/a the Airport) and the Tampa Port Authority (d/b/a 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 members of their respective governing boards. The Hillsborough TPO strongly believes that staff of the two authorities are best suited to provide expertise related to Airport and Port Tampa Bay operations.

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, as its operating funds are generated by user fees.

In FY2023, Port Tampa Bay, which has taxation authority, assessed \$11,422,438 in ad valorem to fund capital improvements that are of service to



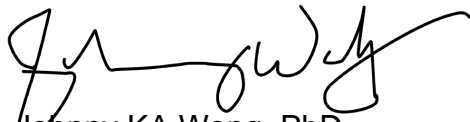
**Plan Hillsborough**  
[planhillsborough.org](http://planhillsborough.org)  
[planner@plancom.org](mailto:planner@plancom.org)  
813 - 272 - 5940  
601 E Kennedy Blvd  
18<sup>th</sup> Floor  
Tampa, FL, 33602



the wider region. The tax revenue assessed amounts 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,

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

CC: Hillsborough TPO Board Members  
Cameron Clark, Chief Assistant Hillsborough County Attorney



**Hillsborough**  
**County Florida**

**COMMUNITY AND INFRASTRUCTURE PLANNING**

PO Box 1110, Tampa, FL 33601-1110

**BOARD OF COUNTY  
COMMISSIONERS**

Donna Cameron Cepeda  
Harry Cohen  
Ken Hagan  
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**COUNTY ATTORNEY**

Christine M. Beck

**COUNTY INTERNAL AUDITOR**

Peggy Caskey

**DEPUTY COUNTY ADMINISTRATOR**

Gregory S. Horwedel

March 28, 2024

Johnny KA Wong, PhD, Executive Director  
Hillsborough County Transportation Planning Organization  
PO Box 1110  
Tampa, Florida 33601

RE: Hillsborough County BOCC Priority

Dear Dr. Wong:

The Board of County Commissioners on their March 06, 2024, listened to a presentation on the potential Urban Service Area expansion by Melissa Zornitta, Executive Director of Planning Commission and Adam Gormly, Director Development Services. It was followed by a robust Board discussion on options presented. The Board decided to move forward to expand the urban service area for the Balm/Riverview and Wimauma Village Residential/WVR2 now and asked staff to do additional study on Expansion Areas for the Interstate 4 (Corridor)/Plant City and Little Manatee South (U.S. Highway 41) areas and bring back to the Board information including infrastructure needs and possible funding options.

The Board also moved to transmit correspondence to the Transportation Planning Organization (TPO) Board informing it of the possible expansion of the urban service area consistent with the recommendations made at the meeting and further, request the TPO Board to prioritize road and infrastructure projects in the proposed expanded urban service area sections over all other road projects in the County, this includes road widening, road paving, road repair, and infrastructure improvements in the newly established urban service area. If you or your staff have any questions, please contact me at (813) 276-8428. We are ready to assist you and our partners on advancing these projects.

Sincerely,

*John Patrick*  
John Patrick,

3/28/24

Division Director, Community and Infrastructure Planning

cc: Commissioner Gwen Myers, Chair TPO Board  
Mayor Andrew Ross, Chair TPO Policy Committee  
Board of County Commissioners  
Bonnie M. Wise, County Administrator  
Gregory S. Horwedel, Deputy County Administrator  
Melissa Zornitta, Executive Director, Planning Commission  
Kimberly Byer, Assistant County Administrator, Public Works Administration