### You Talked. We Listened.

<table>
<thead>
<tr>
<th>What you said you want to see:</th>
<th>What we’re doing about it:</th>
</tr>
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<tbody>
<tr>
<td>► Hub System for Transit</td>
<td>► Intermodal Center Studies</td>
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<tr>
<td>► Multimodal Options</td>
<td>► Funding Next Phase of Project Development for RTFP</td>
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<tr>
<td>► Technology Solutions</td>
<td>► Formed Tech Team; Working with City and County to Maximize Existing Pavement</td>
</tr>
<tr>
<td>► Neighborhood Preservation</td>
<td>► Advanced the Heights Study; Created New Downtown Interchange Concepts</td>
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<tr>
<td>► Prioritize Safety</td>
<td>► Complete Streets; Working on Improved Road Geometry; Tech Solutions to Enhance Safety</td>
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<tr>
<td>► Education/Explain Transportation</td>
<td>► Developed Citizens Transportation Academy</td>
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<tr>
<td>► More Online &amp; Recorded Meetings</td>
<td>► Utilizing Webinars and Posting Recordings Online</td>
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</tbody>
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Why Tampa Bay Next?

Tampa Bay Next is addressing 4 distinct problems.
In 2020, FDOT plans to rebuild the existing northbound bridge, which was originally constructed in 1960. The new bridge will:

► Improve incident management
► Improve Express Bus Service
► Better accommodate the possibility of future transit
► Better prepare for Autonomous Vehicles
► Anticipate Future Demand
► Cost Effective
► Bike/Ped Facility
Howard Frankland Bridge
This is what we are proposing to build in 2020.

New Bridge with Bike/Ped Trail on the Outside and 2 Express Lanes in each Direction
Existing Southbound Converts to Northbound

Howard Frankland Bridge
This is how we would accommodate rail transit in the future.

Southbound Bridge with Express Lanes and Rail Transit
Northbound Widened to Outside to Accommodate Express Lanes

HOWARD FRANKLAND BRIDGE PUBLIC HEARING
The dates and locations are as follows:

Tuesday, November 14
5:30 p.m. - 7:30 p.m.
Tampa Marriott Westshore
1001 N. Westshore Blvd.
Tampa, FL 33607

Thursday, November 16
5:30 p.m. - 7:30 p.m.
Hilton-St. Pete Carillon Park
950 Lake Carillon Drive
St. Petersburg, FL 33716
View of existing bridge spans, facing Tampa
The southbound span was built in 1990.
The northbound span was built in 1960.
In 2020, a new larger bridge will be built adjacent to the existing southbound bridge.
The 2020 bridge will have four general purpose lanes, two express lanes in each direction, and a multi-use trail that is separated from traffic.
The southbound traffic will then be shifted from the 1991 span onto the four new general purpose lanes on the 2020 bridge.
Then the northbound traffic will be shifted from the 1960 span onto 1990 span.
After the new bridge is built, the 1960 bridge will be dismantled.
I-275 Operational Improvements

This is our upcoming project to reduce congestion on I-275 at SR 60.
Construction Scheduled 2019-2020
Howard Frankland Bridge Project

This is how express lanes will transition into the Westshore area after the new bridge is built.

Construction Scheduled 2020-2024
October 9 and 10, 2017:
Public Workshop #1 and
Historic Resources Meeting

Late 2018:
Public Workshop #2

Mid-2019:
Public Hearing
Downtown Interchange Concepts
Reconstructed Interchange with Express Lanes to the North
Reconstructed Interchange without Express Lanes to the North
I-275 North PD&E Study

I-275 North from north of MLK Blvd to north of Bearss Ave.

- Separate study, but connected to options for the Downtown Interchange
- Outreach activities in conjunction with Heights Study and RTFP
- Downtown CWG – Dec. 13
- Working with Hillsborough MPO, City of Tampa, and Hillsborough County
Community Outreach

WEBINAR COURSES

<table>
<thead>
<tr>
<th>Date</th>
<th>Topic</th>
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<tbody>
<tr>
<td>September 22</td>
<td>Regional Transportation Roles and Responsibilities</td>
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<tr>
<td>Note: There will be no session on Sept. 29 due to the TMA Leadership Meeting</td>
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<tr>
<td>October 6</td>
<td>Metropolitan Planning Process</td>
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<tr>
<td>October 13</td>
<td>Introduction to Transportation Project Development</td>
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<tr>
<td>October 20</td>
<td>Introduction to Transit: Transit Modes and How They Work</td>
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<tr>
<td>October 27</td>
<td>How Transportation Projects are Funded</td>
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<tr>
<td>November 2</td>
<td>Congestion Management Strategies</td>
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Workforce Development

Next Opportunity Committee

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<tr>
<th>K-12 Outreach</th>
<th>Workforce Recruitment &amp; Readiness</th>
<th>Apprenticeship &amp; Training Programs</th>
<th>DBE/SBE/WMBE Business Development</th>
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<tr>
<td>Partnerships with schools and STEM advocacy groups</td>
<td>Partnerships with community-based organizations</td>
<td>Partnerships with FDOT contractors, industry groups, and technical colleges</td>
<td>Partnerships with existing FDOT and local small business programs</td>
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<tr>
<td>Construction Career Days</td>
<td>Career prep &amp; readiness</td>
<td>On-the-job training (OJT) apprenticeship programs</td>
<td>Prime/Sub Mentoring Programs</td>
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<tr>
<td>Mentoring</td>
<td>Candidate recruitment</td>
<td>Skills development pipeline through journeyman status</td>
<td>Annual &quot;Doing Business with FDOT&quot; Workshop in D7</td>
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<tr>
<td>Transportation academies/labs</td>
<td>Construction Career Fairs</td>
<td>Transportation assistance</td>
<td>Certification sessions in D7</td>
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<tr>
<td>Special programs for at-risk and background challenged</td>
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FDOT Invests in Transit

- Central Avenue BRT
- Cross-bay Water Ferry
- Intermodal Center Studies
- Express Bus in Express Lanes Study
- TECO Streetcar Extension Study
- Innovative Circulator Pilots
- Regional Transit Feasibility Plan & Project Development
- Marion Autonomous Shuttle Pilot
Mobility Innovation and Technology (MIT) Team

State of the Practice

Where are we today?

Visioning

Where do we want to be tomorrow?

Roadmap

How are we going to get there?
Moving Forward Together