 June 19 - 20, 2025

 Hollywood, FL



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Tampa Bay Next Program


How Effective Engagement Leads to Delivering Impactful Projects

Kirk Bogen, P.E. | Environmental Management Engineer

Mary Lou Godfrey, P.E. | Tampa Bay Next Program Manager

Austin Petersen P.E. | Interstate/CCEI Resident Engineer

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Introductions

Kirk Bogen, P.E. Environmental Management Engineer

Kirk began his career with FDOT in 1987 as a drainage engineer in District 2 and worked in Districts 1 and 7. He has been part of the PD&E Department since 1995 and currently serves as the District Environmental Management Engineer. Kirk provides leadership for all PD&E studies and environmental support during the design, right-of-way and construction phases.

Mary Lou Godfrey, P.E. Tampa Bay Next Program Manager

Mary Lou manages the Tampa Bay Next Program, leading the advancement and project delivery for several key infrastructure improvements for over 100 miles of interstates. She is also responsible for over 100 design projects and manages a team of six Consultant Project Managers. She also provides technical assistance and support for PD&Es and Design Build procurement.

Austin Petersen P.E. Interstate/CCEI Resident Engineer

Austin began his career with FDOT in 2017, working as a Professional Engineer Trainee. He transitioned to a Project Administrator in Brooksville Construction in 2018 and in 2022 moved to the District Office as a Construction Senior Project Manager in the District Interstate Residency. Austin was appointed the Interstate/CCEI Resident Engineer in 2025.

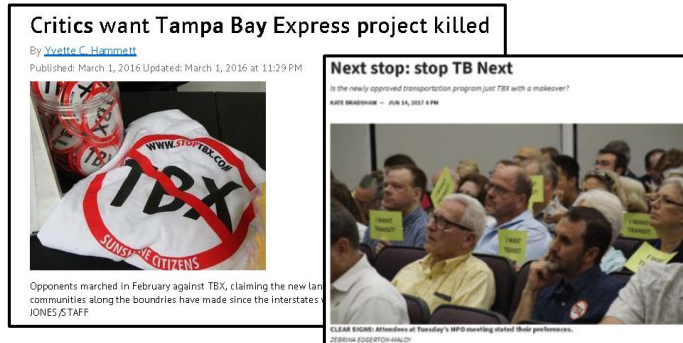
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Where We Started - TBX Opposition

- Tampa Bay Express Lanes Master Plan followed the Department's guidance that any lanes added beyond six should be tolled
- Community opposition led to a shift in District 7's approach to interstate improvements



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MoDOT Peer Exchange

- District 7 participated in a Peer Exchange with Missouri DOT (MoDOT) sponsored by FHWA
- Participants included citizens, FDOT and consultant staff, elected officials, MPO and transit agency staff, and business community
- Event provided opportunity to learn how MoDOT engaged the community to understand critical concerns and the agency's response
- St. Louis community issue
 - Workforce not reflective of the community
- MoDOT's response
 - Commitment to a diverse workforce on I-64 project
 - Partnered with local contractors, union reps, minority contractors, community and faith-based groups
 - **Result:** improved workforce training and more women and minorities employment on key projects



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Peer Exchange Lessons Learned

Focus on **COMMUNITY** needs and values



Engage at the **GRASSROOTS LEVEL**

Build **CONSENSUS** through inclusive outreach



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Takeaways Implemented by FDOT

- **System-level** approach instead of project-level approach
- Increase **collaboration** with agency partners
- **Focus on the process**
- Break down **silos**
- Engage at the **grassroots** level
- **Workforce development**



Don't just TELL them that it's different. SHOW them how it's different.

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Leadership's Approach to Engagement

- ✓ Open approach to *engaging and listening* to partner agency staff, elected officials and community members
- ✓ Consistency in engagement and messaging
 - Ongoing updates to community organizations, elected boards/officials, agency partners, internal team members
- ✓ Transparency in changes as projects develop
 - Intermediate and major milestones
- ✓ Engage underrepresented communities and non-traditional stakeholders
- ✓ Supported alternative/grassroots engage strategies
 - Community events, farmers markets, pop ups in the park, library hours, community office

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Tampa Bay Next Program



Program Goals

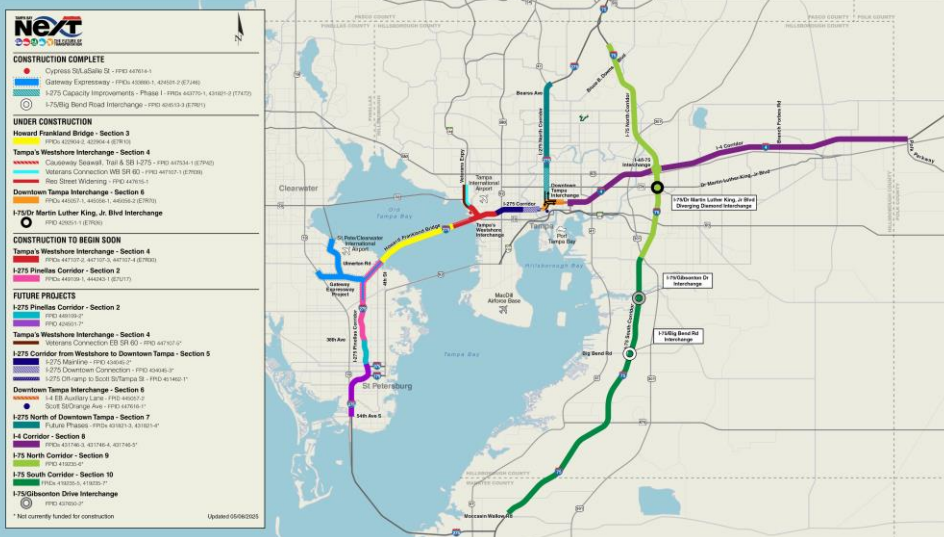
- Build a comprehensive regional transportation system to move people and goods efficiently
- Create meaningful opportunities for public involvement with genuine public dialogue and two-way flow of information
- Be collaborative, integrated, flexible and multimodal into engagement approach and project designs
- Develop interstate projects that include multimodal accommodations, local street improvements, aesthetics, landscaping, pedestrian/bicyclist accommodations

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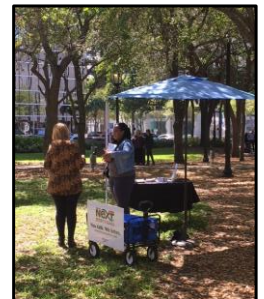


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Innovative Engagement

*Strong Outreach and
Visibility in the Community*



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Innovative Engagement



Listening & Learning Tours



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WEBINAR COURSES

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

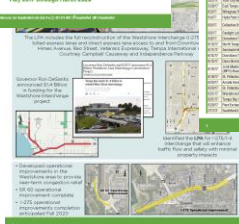
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Innovative Engagement



Moving Forward Together Community Engagement and Outreach



Outreach Booklet

Ongoing Public Involvement

You Talked. We Listened. Our public involvement totals through March 2020:

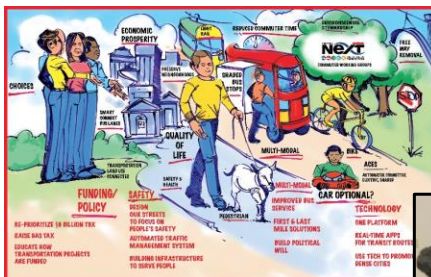
57 244 113 42

We Listened

Community Engagement, May 2017 through March 2020

Activity	Count
Public Meetings	57
Open House	244
Surveys	113
Focus Groups	42

Community Working Groups



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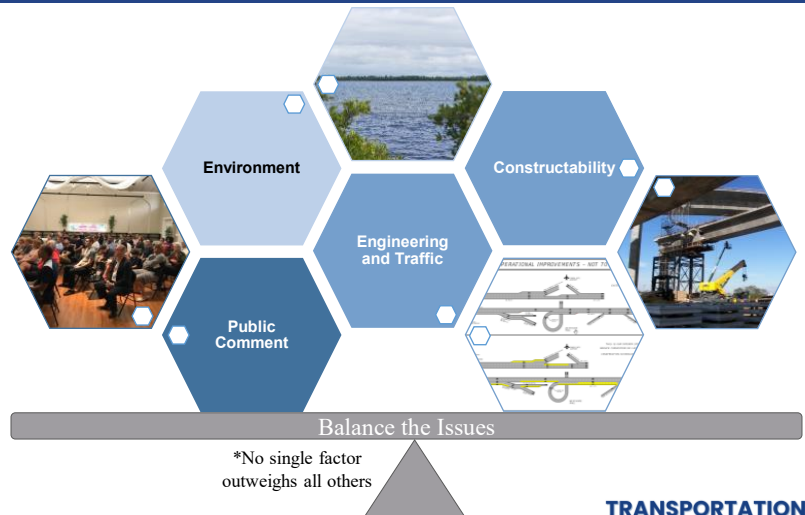
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Balancing Regional Needs and Community Concerns

Approach to Engagement and Decision Making

Follow the Process

Balance the Issues



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Community Input Leads to FDOT Action

Added Shared Use Path & Aesthetic Enhancements Along New Bridge



Removed Managed Lanes from Further Consideration



Transit Accommodations and Improvements within ROW



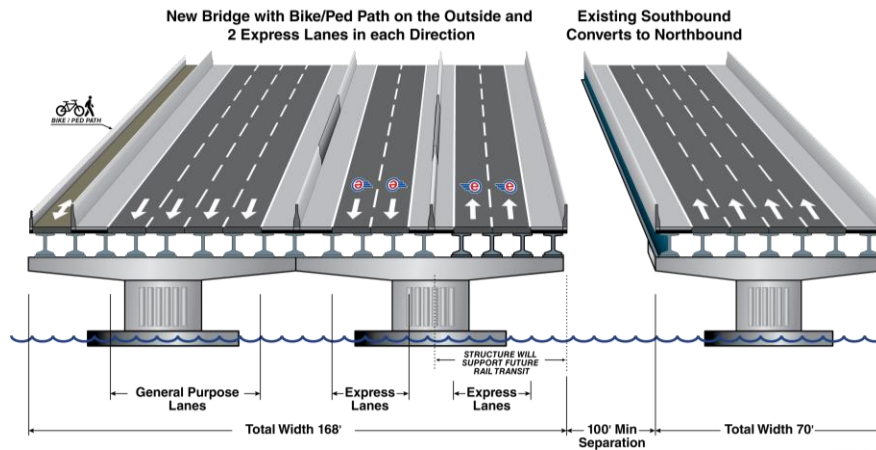
Changed Access to/from Express Lanes

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Howard Frankland Bridge

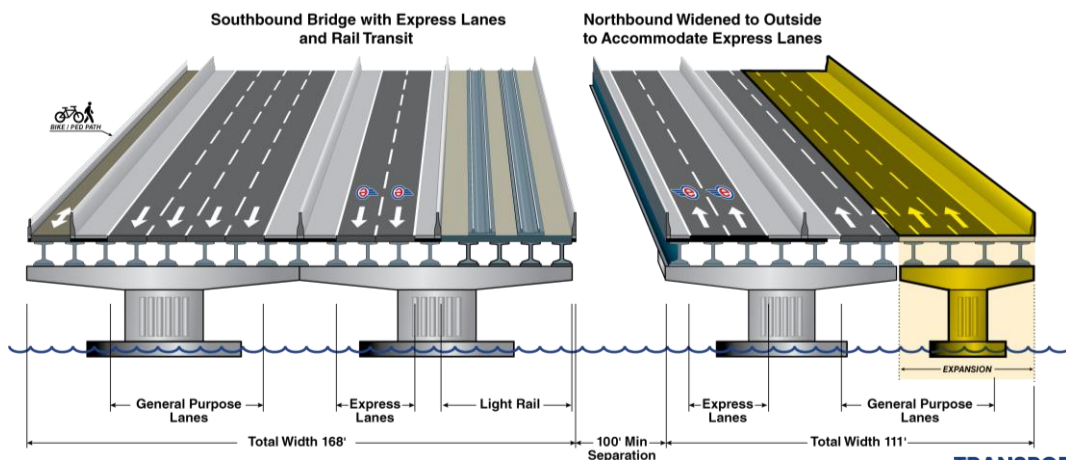


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Howard Frankland Bridge – Accommodations for Potential Future Transit



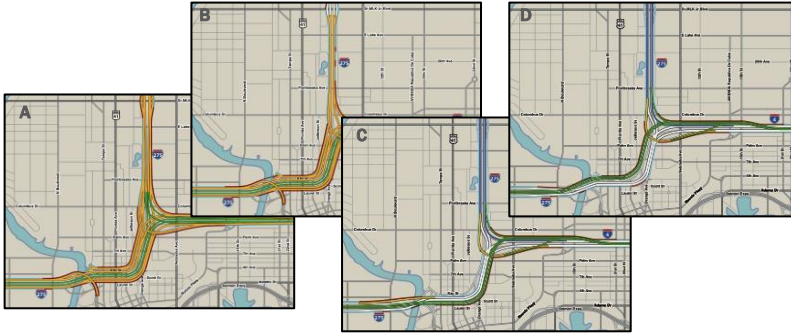
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Input Leads to Action DTI

Four Design Options with tolled express lanes that varied in ROW impact



Preferred Option Reduced ROW and Community Impacts



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I-275 Improvements – Planning to Completion

Removed managed lanes from consideration



Constructed additional GP lane and accommodated transit – within existing ROW



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Howard Frankland Bridge Aesthetics Survey



HOWARD FRANKLAND BRIDGE AESTHETICS SURVEY

Construction is underway on the Howard Frankland Bridge project. As part of the project, aesthetic features are included and will be visible to drivers, boaters and shared path users. Aesthetic features will be located along the overlooks and on each side of the bridge, welcoming you to both Pinellas and Hillsborough Counties. The awarded theme is required for the surrounding waters in the Greater Tampa Bay area.

FDOT is asking you to cast your vote and help select the design concept that best exemplifies Tampa Bay.

Voting is open August 17 through August 28, 2020. Cast your vote today!

OPTION 1

Modern Marconi Sail



The modern Marconi sail design embodies the energy and excitement from sailboats rounding the mark in a regatta.

VOTE FOR OPTION 1

OPTION 2

Classic Schooner Sail



The classic Schooner sail design embodies the historic sailing ships and their lofty 'wing jir' sails.

VOTE FOR OPTION 2



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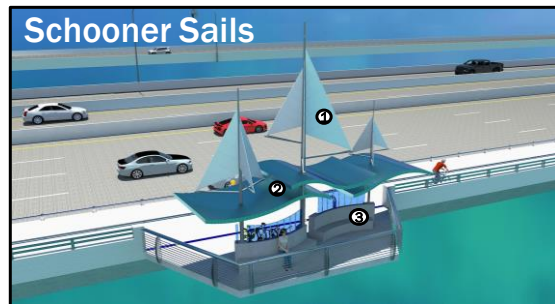
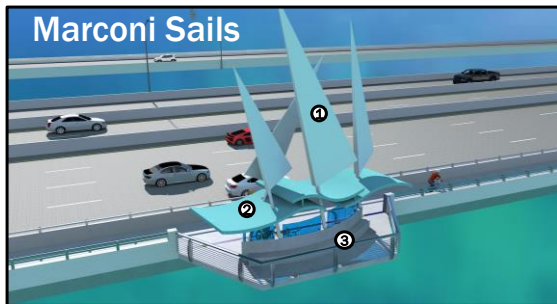
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Howard Frankland Bridge

Preliminary Howard Frankland Bridge Trail Aesthetic Options

1. Rigid 'Sail' structures
2. 'Rolling Wave' shade structure
3. Seating
4. Bike racks



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Howard Frankland Bridge

Winning sail design from community survey



New bridge overlook under construction

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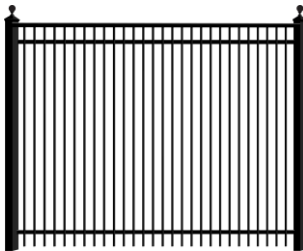
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Community Input = Additional Aesthetics



*Preferred fence option:
Flat top picket fence*



Note, full cut back walls, wide sidewalks and aesthetic treatments are also planned at Dr. MLK Jr. Boulevard and Hillsborough Avenue

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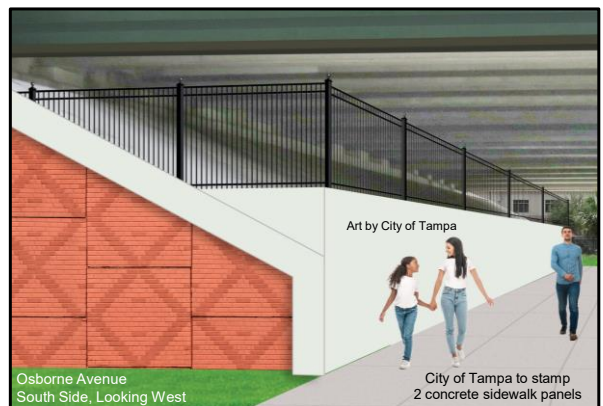
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Updated Underpass Improvements



Similar improvements at Chelsea Street and Lake Avenue

*8-foot gravity wall with 5-foot
flat top picket fence*



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Updated Underpass Improvements



14th Street

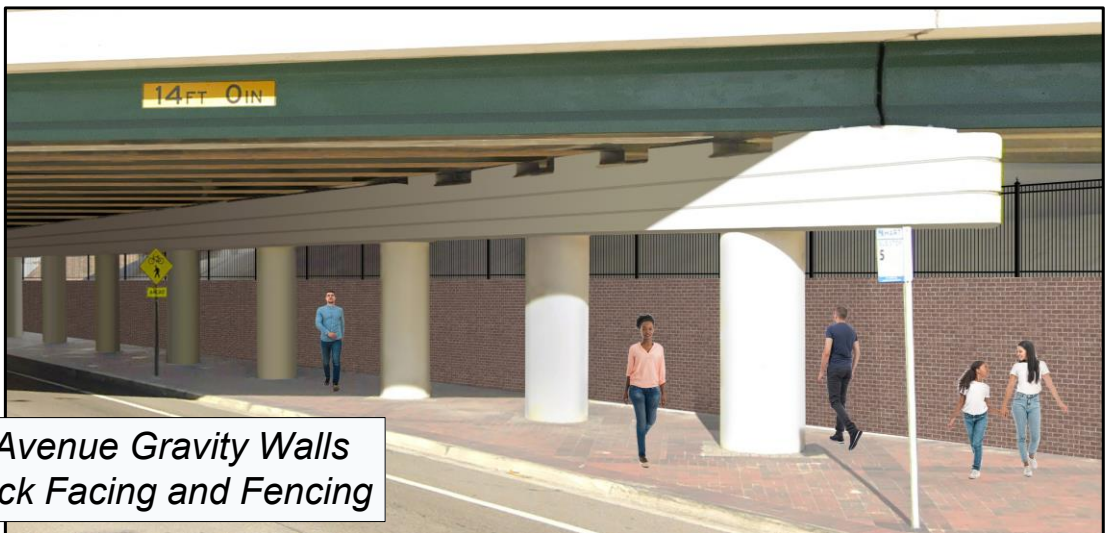
8-foot gravity wall with 5-foot flat top picket fence

15th Street



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Updated Underpass Improvements



Palm Avenue Gravity Walls with Brick Facing and Fencing

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Developing 3 Community Spaces



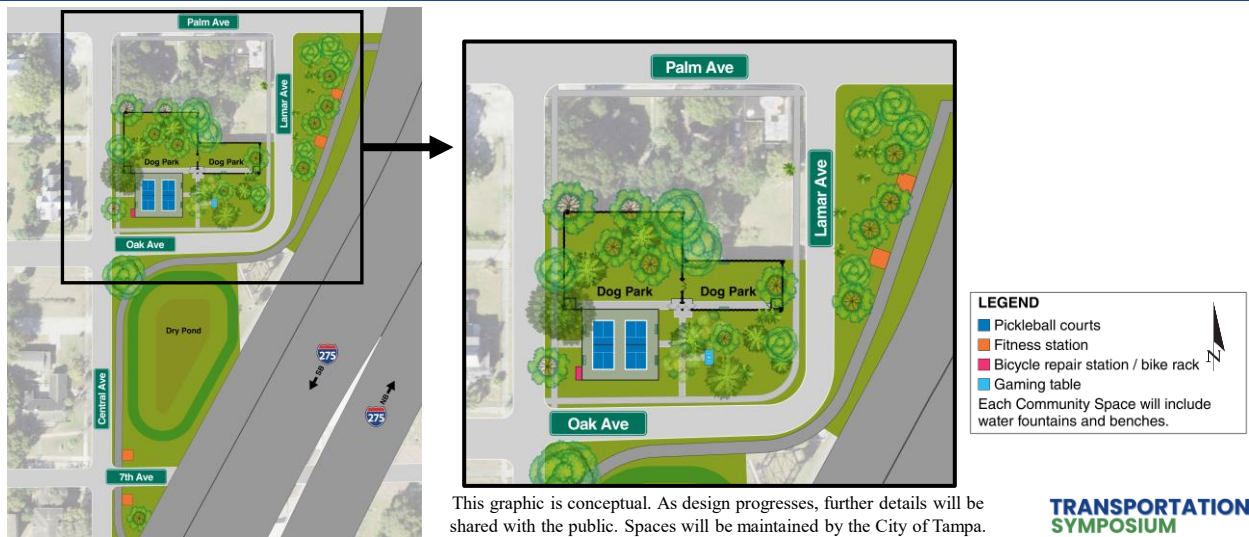
Community input, including surveys, identified dog parks and pickleball courts as the preferred uses at each community space location



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Community Space in Tampa Heights

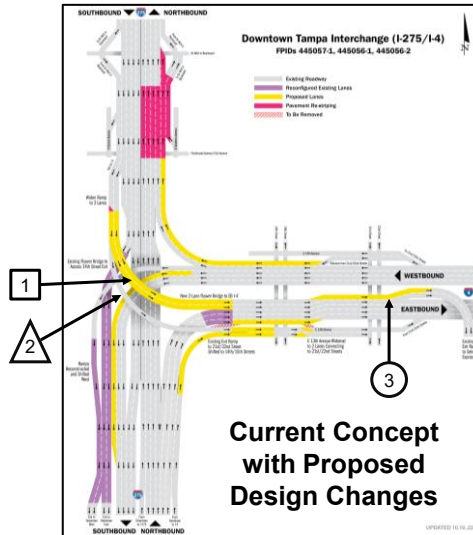
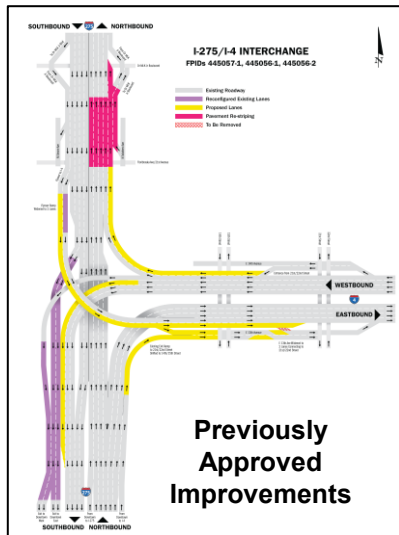


This graphic is conceptual. As design progresses, further details will be shared with the public. Spaces will be maintained by the City of Tampa.

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DTI – Additional Design Modifications



- 1 New two-lane flyover bridge from SB I-275 to access EB I-4
- 2 Maintain existing one-lane flyover bridge for access to Ybor City only
- 3 Auxiliary lane on EB I-4 from I-275 to the Selmon Expressway exit and make Selmon Expressway exit two lanes

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Incorporating Additional Aesthetics



Existing underpass



Adding black fence at the top of paved slope to limit access and reduce trash accumulation

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Internal Coordination

- Consistency in collaboration across departments and project phases
- Sharing resources on community members across projects
- Coordination Meetings
 - Includes FDOT and consultant PIO, PD&E, design, construction and CEI staff for TBNNext projects across the region
 - Address current community issues, upcoming work, inquiries and collaboration on responses
 - Allows for real time input to move resolution forward for key items

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Workforce Pilot Program

Connecting People to Jobs

Community Phase

Recruitment & Readiness

- Build relationships with community partners
- Community partners recruit and identify candidates
- Contractor selects training program participants

Industry Phase

Classroom and On-Site Training

- Project Orientation
- Career Paths
- OSHA Safety
- Roadway
- Structures
- Practical Math
- Plans Reading
- MOT/Flagging
- Site Visits

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Workforce Development

Project Contractor Designed Training

- Classroom Course Work
- Hands-on training
- Site visits
- Instructors are contractors & SMEs
- On the job training once hired
- 2 classes held – graduating candidates hired fulltime



- District 7 currently engaging contractors and community through OnBoard Tampa Bay

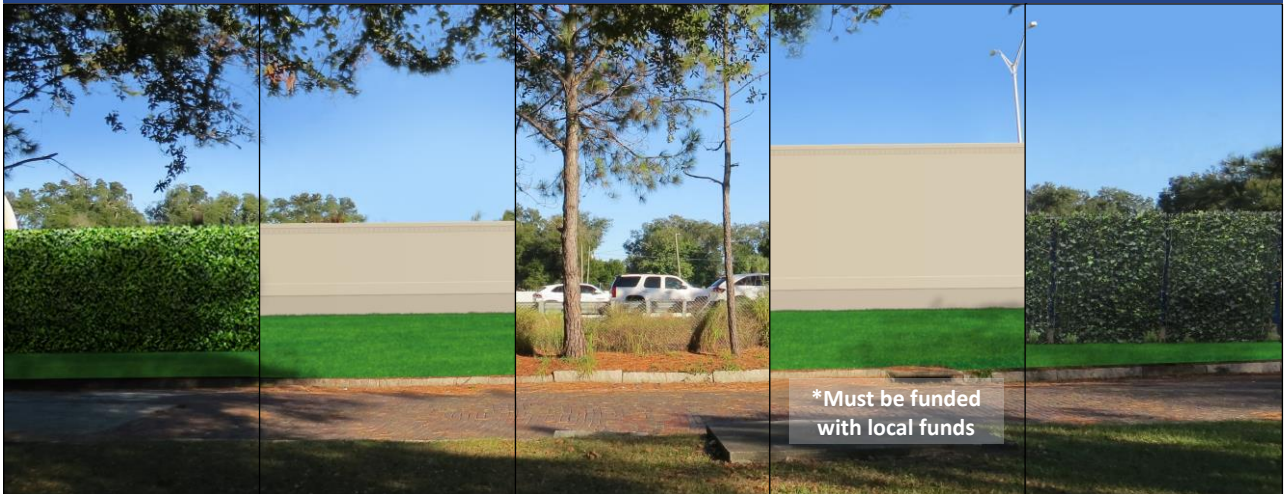


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Initial Barrier Options Proposed



10' Landscape
On City of Tampa R/W

8' Visual Barrier
On I-275 Shoulder

Existing

14' Noise Barrier
On I-275 Shoulder

10' Landscape Trellis
On City of Tampa R/W

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Incorporating Additional Aesthetics

- Identified funding mechanism for community's preferred option
- Landscaping will be added in early 2026



Rendering of noise barriers at Robles Park



Completed construction

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Wall Finishings

Updated exterior wall finish to add brick knee wall and stain existing neutral shell to red to tie into project to the south



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I-275 Construction Mitigation

Dust

- ✓ Contractor assigned designated crew to water down during demolition to reduce dust

Vibration

- ✓ Additional vibration monitors have been added
- ✓ Worked with homeowners to monitor homes for vibration
- ✓ H-Piles and different techniques are now required to reduce vibration

Noise

- ✓ H-Piles and different techniques are now required to reduce noise
- ✓ Minimize back up alarms by limiting reverse maneuvers by vehicles



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I-275 Construction Mitigation

Additional Community Liaisons

- ✓ Additional designated CEI and engagement staff working with businesses and homeowners to address questions and concerns during construction activities
- ✓ One-on-one meetings and site visits with community members
- ✓ Primary POC for community members – improved external relations by coordinating internal responses for consistency

Project Updates

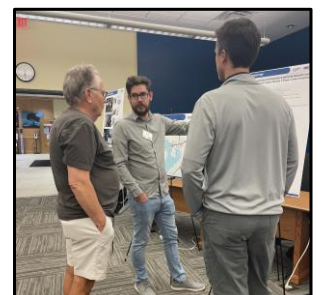
- ✓ Providing information on upcoming traffic shifts, work activities, and lane and ramp closures
- ✓ Email blasts, flyers, social media, project website, reoccurring meetings with community groups

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Ongoing Community Engagement



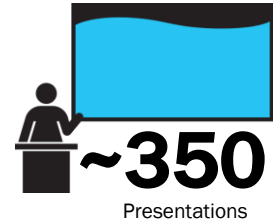
You Talked. We Listened.

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Engagement Activities

Ongoing outreach
activities throughout
Tampa Bay since
program kickoff



~140

Community Events



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FDOT
Hosted
Meetings

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Safety Message



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Contact Us

Kirk Bogen, P.E.
Environmental
Management Engineer

Kirk.Bogen@dot.state.fl.us

Mary Lou Godfrey, P.E.
Tampa Bay Next Program
Manager

MaryLou.Godfrey@dot.state.fl.us


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