

 October 28-29, 2025

 Orlando, FL



**TRANSPORTATION
SYMPOSIUM**

Tampa Bay Next Program

How Effective Engagement Leads to Delivering Impactful Projects

Kirk Bogen, P.E. | Environmental Management Engineer

Mary Lou Godfrey, P.E. | District 7 Consultant Project Management Engineer

Matt Lewis, P.E. | Senior Project Engineer, Ozmatic, Inc

Transportation Symposium Website




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Introductions

<p style="text-align: center;">Kirk Bogen, P.E.</p> <p style="text-align: center;">Environmental Management Engineer</p> <p>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.</p>	<p style="text-align: center;">Mary Lou Godfrey, P.E.</p> <p style="text-align: center;">District 7 Consultant Project Management Engineer</p> <p>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.</p>	<p style="text-align: center;">Matt Lewis, P.E.</p> <p style="text-align: center;">Senior Project Engineer Ozmatic, Inc</p> <p>Matt is a graduate of the Florida State University. He started his career in bridge design in 2000 but soon moved into Construction Engineering and Inspection (CE&I). He has worked with FDOT and several local counties in the Tampa Bay area to manage a variety of projects including concrete segmental bridges, interchange reconstructions, widenings, pipe repair, and rail.</p>
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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

Critics want Tampa Bay Express project killed

By [Yvette C. Hammett](#)

Published: March 1, 2016 Updated: March 1, 2016 at 11:29 PM



Opponents marched in February against TBX, claiming the new lanes communities along the boundaries have made since the Interstates JONES/STAFF

Next stop: stop TB Next

Is the newly approved transportation program just TBX with a makeover?

KATE BRADSHAW — JUN 14, 2017 6 PM



CLEAR SIGNS: Attendees at Tuesday's MPO meeting stated their preferences. ZEBOWA EGGERTSON-HALDY

Tampa Bay Express opponents now have a powerful Hillsborough politician on their side



Steve Contorno, Times Staff Writer

Monday, June 6, 2016 12:58pm

372 Tweets 372



Protesters hold signs and chant "Stop TBX" at an April gathering to protest the TBX expansion in Tampa Heights. Opponents now have a new ally against the project in Hillsborough County Commissioner Les Miller

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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



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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



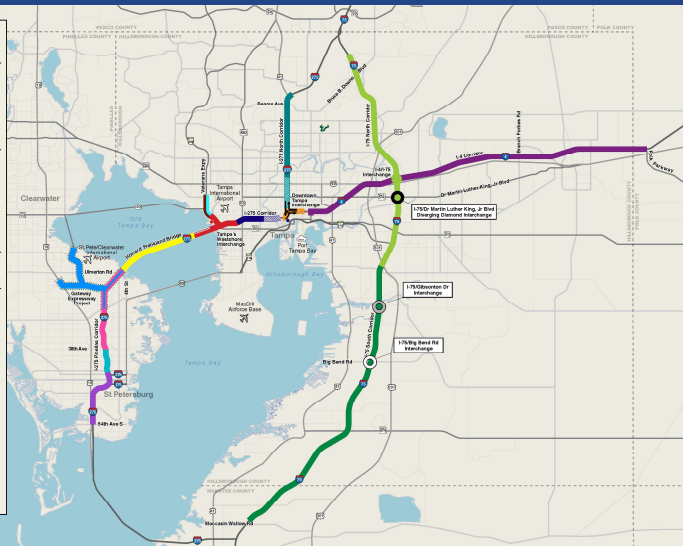
Program Goals

- 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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TBNext Program



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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

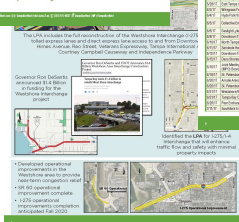
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Innovative Engagement



Moving Forward Together Community Engagement and Outreach



Outreach Booklet

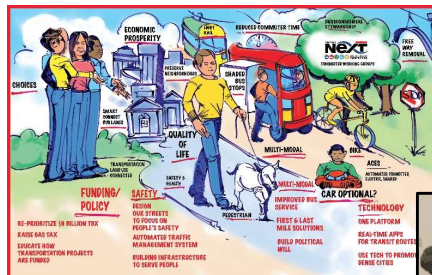
Ongoing Public Involvement
You Told Us. We Listened. Our public involvement looks through March 2020:

57 **244** **113** **42**

Community Engagement, May 2017 through March 2020

Activity	Count	Activity	Count
Public Meeting	57	Public Meeting	57
Public Meeting	244	Public Meeting	244
Public Meeting	113	Public Meeting	113
Public Meeting	42	Public Meeting	42

Community Working Groups



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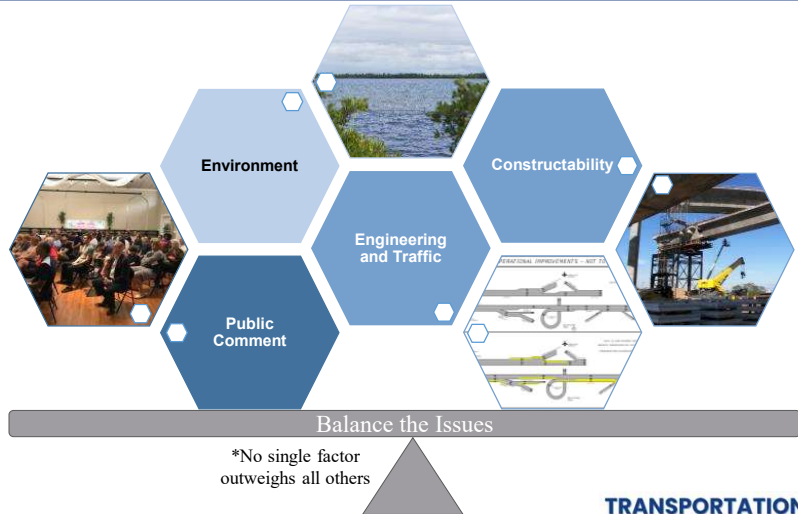
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Balancing Regional Needs and Community Concerns

Approach to Engagement and Decision Making

Follow the Process

Balance the Issues



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Community Input Leads to FDOT Action

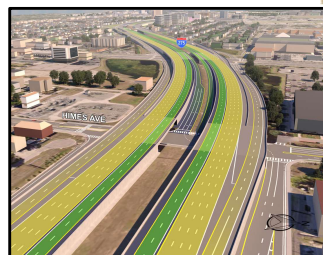
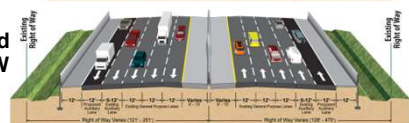
Added Shared Use Path & Aesthetic Enhancements Along New Bridge



Removed Managed Lanes from Further Consideration



Transit Accommodations and Improvements within ROW



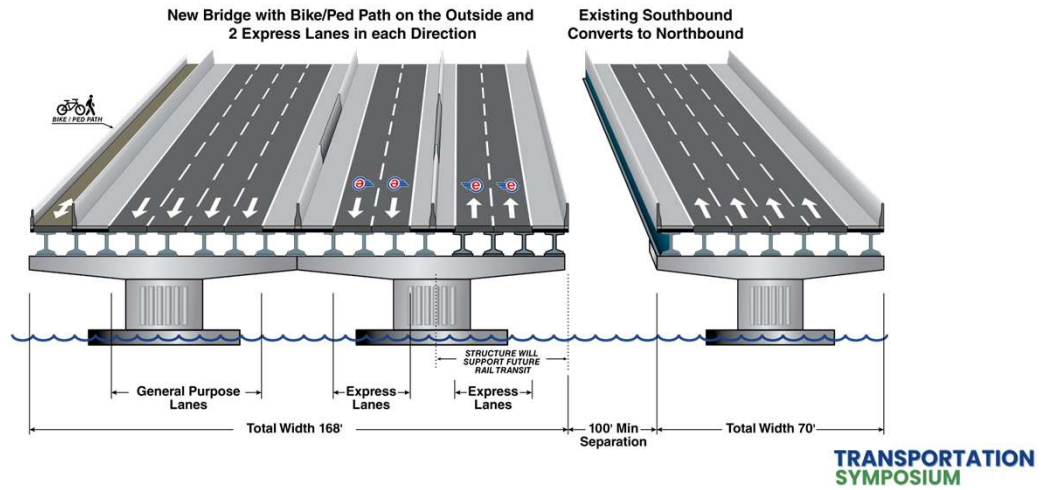
Changed Access to/from Express Lanes

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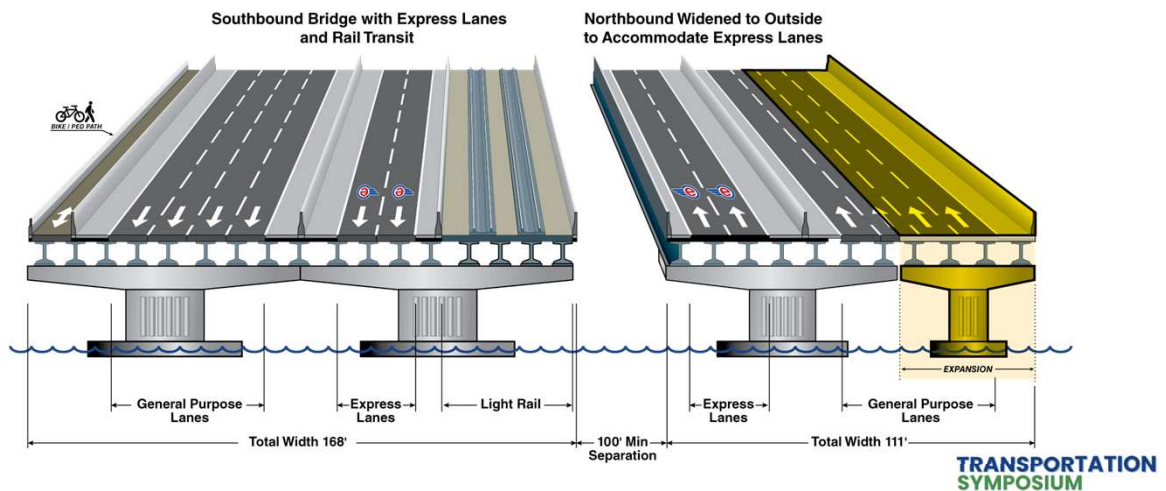
Howard Frankland Bridge



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Howard Frankland Bridge – Accommodations for Potential Future Transit

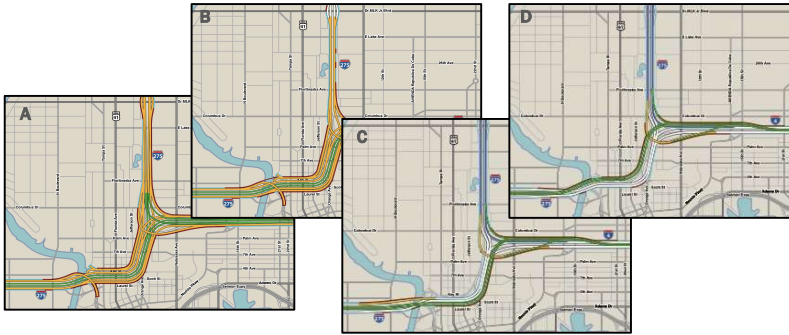


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Input Leads to Action DTI

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



Preferred Option Reduced ROW and Community Impacts



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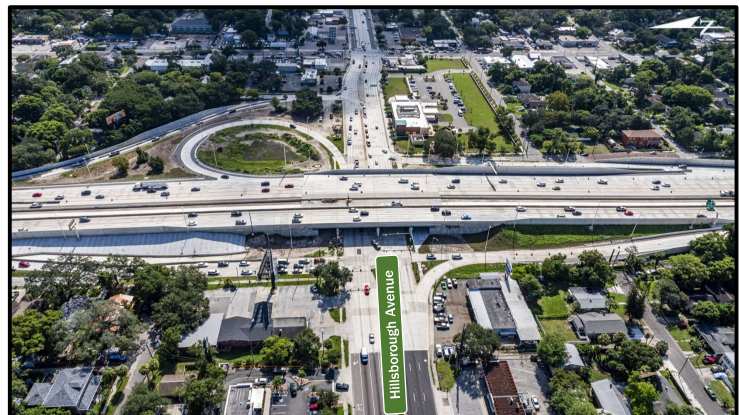
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I-275 Improvements – Planning to Completion

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 final design is inspired by 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 27 through August 28, 2025. Cast your vote today!

OPTION 1
Modern Marconi Sail



The modern Marconi sail design embodies the energy and excitement from sailboats "tossing the sails" in a regatta.

VOTE FOR OPTION 1

☐

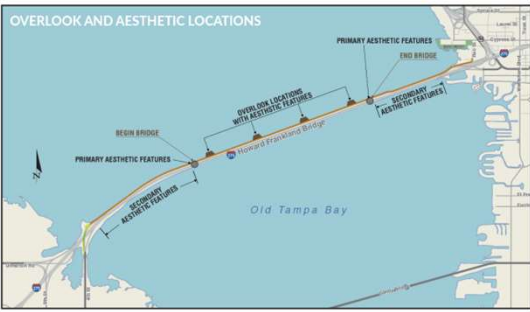
OPTION 2
Classic Schooner Sail



The classic Schooner sail design embodies the historic sailing ships and fleet sailing "big" sails.

VOTE FOR OPTION 2

☐



OVERLOOK AND AESTHETIC LOCATIONS

The map shows the Howard Frankland Bridge crossing Old Tampa Bay. Key locations marked include: BEGIN BRIDGE, OVERLOOK LOCATIONS WITH AESTHETIC FEATURES, PRIMARY AESTHETIC FEATURES, SECONDARY AESTHETIC FEATURES, and END BRIDGE.

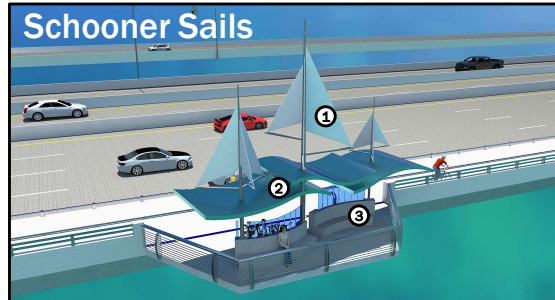
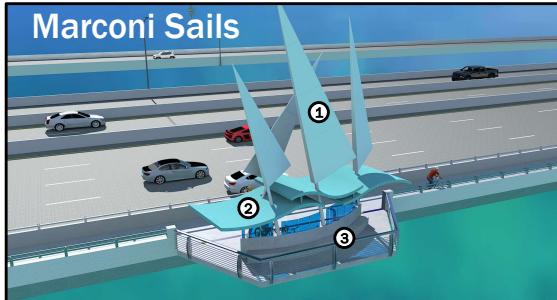
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Howard Frankland Bridge

Preliminary Howard Frankland Bridge Trail Aesthetic Options

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



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Howard Frankland Bridge

Winning sail design from community survey



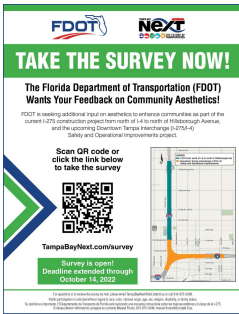
New bridge overlook under construction

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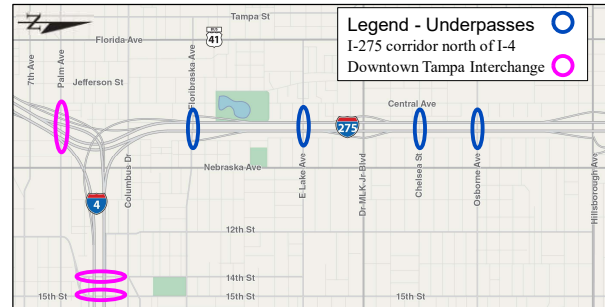
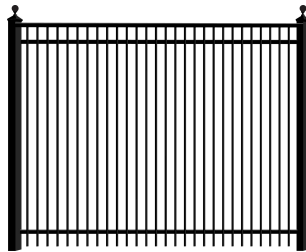
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Community Input = Additional Aesthetics



*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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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

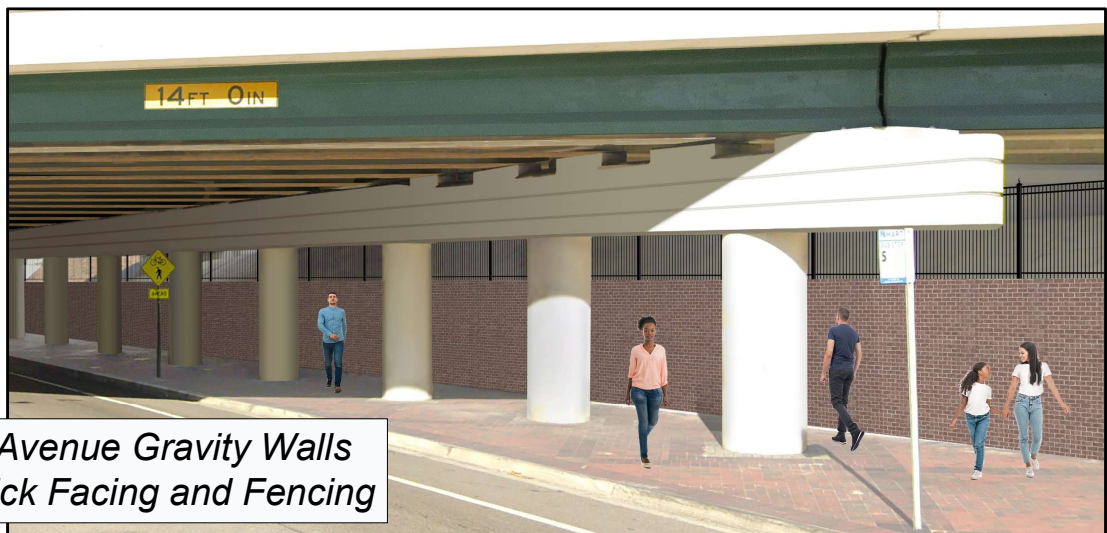
8-foot gravity wall with 5-foot
flat top picket fence

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



LEGEND
 Community Space
 1 Ybor City
 2 Tampa Heights
 3 V.M. Ybor

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



LEGEND
 Pickleball courts
 Fitness station
 Bicycle repair station / bike rack
 Gaming table
 Each Community Space will include water fountains and benches.

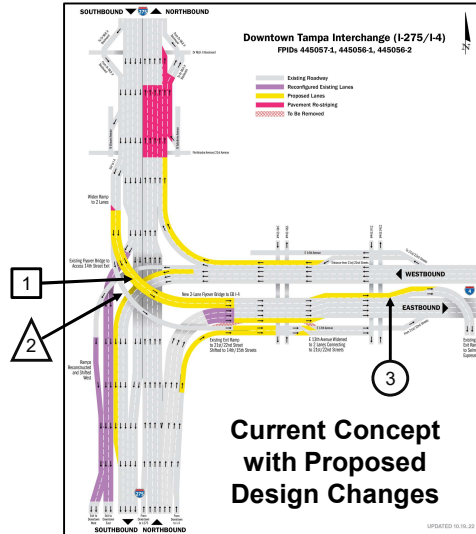
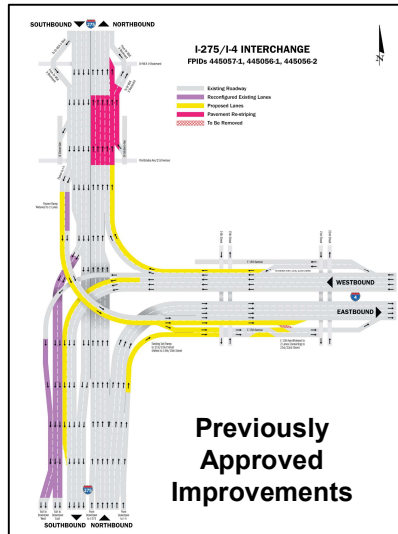
This graphic is conceptual. As design progresses, further details will be shared with the public. Spaces will be maintained by the City of Tampa.

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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 (separate construction contract)

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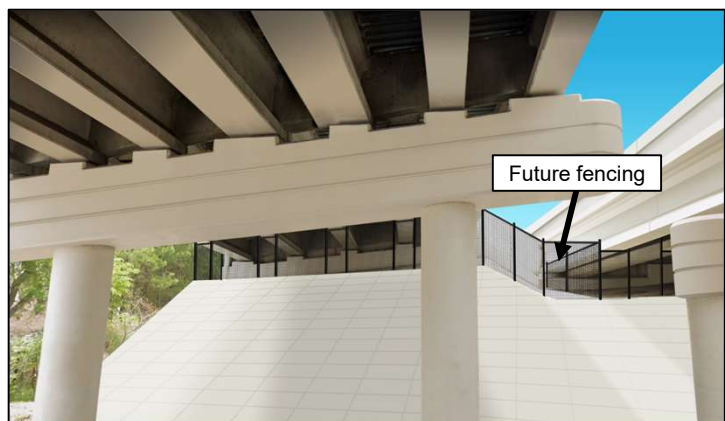
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Incorporating Additional Aesthetics



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 TBNext 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

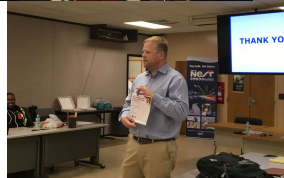
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Workforce Development

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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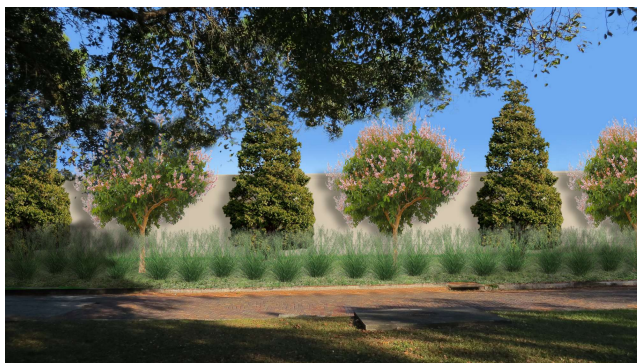
Initial Barrier Options Proposed



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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

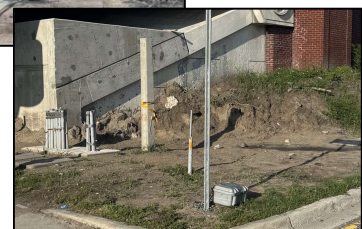
- ✓ Contractor assigned designated crew to water down during demolition to reduce dust

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

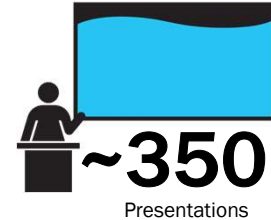


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Engagement Activities

Ongoing outreach
activities throughout
Tampa Bay since
program kickoff



~140
Community Events



58
FDOT
Hosted
Meetings

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Safety Message



*With daylight savings time just
around the corner, remember
to watch for pedestrians all
day and at night*

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Contact Us

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DEADLINE



Please be sure to **certify your attendance** before leaving this event or no later than **November 30th**, in order to receive PDH/CEC. Detailed instructions are available on the Transportation Symposium website.

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