

Tampa Bay Transportation Management Area (TMA) Leadership Group

A Subcommittee of the SCTPA

Representing the MPOs in Hillsborough, Pasco & Pinellas Counties

LIVE STREAMING WILL BE AVAILABLE VIA GoToWebinar

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Listen only by phone: 1-562-247-8422; Access Code: 478-081-851

Chair: Vacant

Vice-Chairs: Kathryn Starkey, Pasco MPO/ Dave Eggers, Forward Pinellas

Meeting Objectives:

- Review and Approve TRIP and Multiuse Trail Priorities
- Receive information on MPO formation and discuss options

1. **9:00 Welcome and Introductions**
Public Comment
2. **9:10 Approval of the March Meeting Summary**
3. **9:15 Approval of the Transportation Regional Incentive Program Priorities –**
Carl Mikyska, Pasco MPO
4. **9:20 Approval of the Multiuse Trail Priorities – Tina Russo, Pasco MPO**
5. **9:25 Election of Officers**
6. **9:30 Considerations for Creating a Tampa Bay MPO-** Beth Alden,
Hillsborough TPO
7. **9:50 Discussion of MPO Formation Parameters and Options for Tampa Bay**
– MPO/TPO Staff Directors and TMA Members

8. 10:15 Old & New Business

- a. **Save the Date: Gulf Coast Safe Streets Summit, November 2, 2023;
Pasco County**

9. 10:20 Adjourn

Next Meeting: September 22, 2023 9:30am

Location: Florida Department of Transportation District 7 Offices

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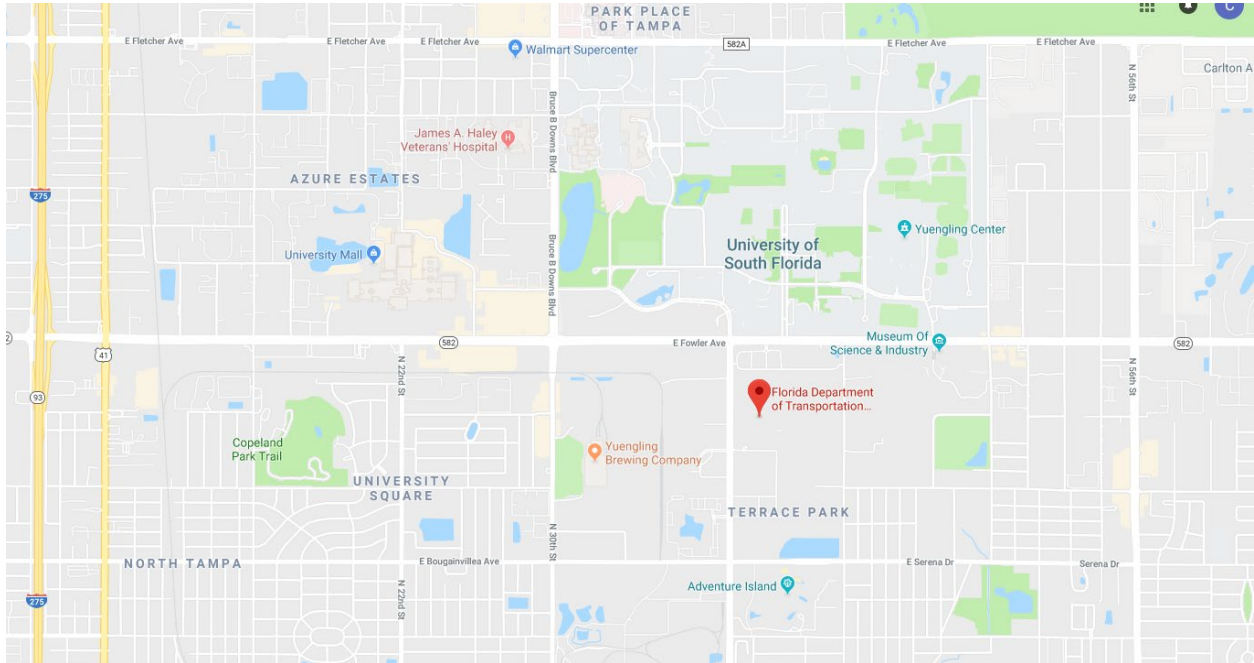
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Location Map

Florida Department of Transportation District 7

11201 McKinley Dr.

Tampa, FL 33612



Suncoast Transportation Planning Alliance TMA Leadership Group
Meeting Summary
March 24, 2023
Starkey Ranch Library, Theater and Cultural Center
12118 Lake Blanche Drive
Odessa, FL 33556

TMA Leadership Group Attendees:

Commissioner Kathryn Starkey, Pasco County
Commissioner Jack Mariano, Pasco County
Commissioner Seth Weighman, Pasco County
Commissioner Janet Long, Pinellas County
Commissioner Davie Eggers, Pinellas County
Councilmember Gina Driscoll, City of St. Petersburg
Commissioner Pat Kemp, Hillsborough County
Councilmember Lynn Hurtak, City of Tampa
Councilman Joseph Citro, City of Tampa

Call to Order & Welcome

At 9:37 a.m. the meeting was called to order by Commissioner Starkey and introductions were made.

Public Comment

The first speaker was Ms. Melanie Fowler of the Tampa Bay Partnership, she is the co-chair of the transportation working group. She spoke in support of exploring the idea of a regional MPO. She pointed out that the area is more regionalized than it was when MPOs were first established at the county level in the 70's. By merging the MPOs, a Tampa Bay regional MPO would be the largest MPO in the state and could help draw down more resources.

Mr. Dave Hollman of Tampa spoke next. He explained that people are displaced due to gentrification and the various challenges across the three counties are so diverse and varied that merging the MPOs doesn't make sense. They have vastly different needs.

Pastor Jen Kerouac of Shady Hills spoke next. She asked that the committee look to the communities that are successfully serving their communities to work together and to get results.

Mr. Dennis Kegel of Shady Hills was the next speaker. He stated that small towns are being overlooked at the expense of the overall region and the impacts of new development on the small communities aren't being considered.

Mr. Carl Mikyska, Pasco County MPO staff, read written public comments received into the record. Seven commentors were in opposition to a merger of the three Tampa Bay TMA MPOs, zero comments were in support.

Commissioner Long pointed out that the opposition emails focus on the negatives only and contain misinformation. She also noted that it is the role of policy makers to explore all options before them.

Commissioner Starkey noted that the vote for vice chair is not on the agenda. Ms. Beth Alden, Hillsborough TPO staff, explained that Hillsborough is still holding runoff elections and hasn't approved their representation yet, she asked that the vice chair election be deferred to the next meeting.

December 09, 2023 Meeting Summary Approval

The meeting summary was distributed as part of the meeting materials prior to the meeting and Commissioner Starkey asked for a motion to approve the meeting summary. Motion by Commissioner Long, seconded by Commissioner Mariano. Motion passed unanimously.

FDOT Rail System Plan and MPOAC Freight/Rail Committee Updates

Ms. Diana Elsner, consultant to the Florida DOT, shared details and an overview of the Florida Rail Plan and what components it contains. The draft plan is available online and available for comments. Ms. Elsner's presentation focused on the Florida DOT work on rail planning. Ms. Elizabeth Watkins, Hillsborough TPO staff, presented immediately after Ms. Elsner the efforts of the Metropolitan Planning Organization Advisory Council (MPOAC) Freight Committee and provided an overview of the prioritization process used by the MPOAC which has been prioritizing freight projects since 2018. Starting in 2021 the MPOAC began planning for passenger rail and in 2023 began planning passenger rail priorities.

Councilmember Driscoll inquired about the number of rail passengers in the presentation. The numbers include Amtrak and Brightline passengers, but do not include urban area transit system rail passengers which caused Councilmember Driscoll concern. She asked if the data was missing something by not including the rail transit numbers? Mr. Stephano Miranda, consultant to the Florida DOT, explained that the rail transit passengers were included in the statewide transit plan which will be released soon. Mr. Miranda continued to explain an intercity hybrid model when asked about it, hybrid is the option that falls between Amtrak and Brightline. Other questions pertained to intercity transit, which was explained as from one city to another, not within a city.

Commissioner Mariano stated that without CSX in the room, what can we do without the spine of our region? The federal agencies need to be working with the railroads to set up the framework for locals to coordinate with them. Secretary Gwynn explained that CSX already told the region that they wanted to see a plan and funding strategy before they would come to the table with the region. Until the region has that, we can't expect CSX to come to us. Commissioner Kemp pointed out that CSX doesn't seem to be the barrier since they're waiting for us and that CSX seemed open to options. Commissioner Starkey asked if the state has the position that if CSX owns the track, then the state will not participate? Secretary Gwynn replied that he cannot answer the question based on speculation at this time, we would need to consider the costs involved in any decision and make sure it is a wise use of resources.

Commissioner Long stated that Brightline is coming to Tampa and there needs to be more connections between Brightline and the region. The region needs to speak with one voice, and we are having the same conversations that we have had so many times in the past. If we keep talking like we are today, saying the same things, then 20 years from now the next generation will be doing the same thing.

Potential Memorandum of Understanding to Investigate the Merger of Tampa Bay MPOs

Mr. Whit Blanton, Forward Pinellas staff, introduced the draft document to the committee and started by giving an overview of the MPO designation/apportionment process. He shared some pros and cons of a merged MPO with the committee members. He suggested the next steps be a further conversation and exploration of the concept of a regional MPO and then provide an update at the September SCTPA TMA meeting.

Commissioner Starkey explained that the Pasco County Board voted 5-0 to begin discussions of regional MPO, despite fears as the smallest MPO. Commissioner Seth Weightman pointed to the 7th whereas clause related to regional funding and recommended removal since the goal should be to work with our state partners and not call them out. Commissioner Long shared a different perspective and noted that the committee has a role to educate and inform the legislature about what is happening in the region. She felt the language seemed appropriate and noted that as a group we don't have to be "throwing rocks", that the tone of the paragraph could be softened. Commissioner Mariano stated that he agreed with Commissioner Weightman. Councilmember Driscoll asked if the language could be reworded to get point across without sounding so aggressive? Commissioner Weightman agreed and directed staff to reword the section and remove water management districts but to note that the water districts have shown great regionalism. Specifically asked was to have the language worded to extend a good faith working effort. Ms. Beth Alden stated that the MOU shouldn't be combative and should be used to bring people together. The group should recognize that other states have done more to coordinate regional planning. In other regions the regional planning isn't just transportation, it includes economic development, water management and more. Staff is trying to bring something forward, an idea of something that will be successful. State law doesn't necessarily support that at this time.

Commissioner Kemp noted that there has never been an issue funding a road in this region, the issue is funding transit. Transit planning agencies aren't funded by the Legislature aside from the system development grants. There is no rail set-aside for TriRail and SunRail.

Commissioner Eggers stated that the region should have been doing this some time ago. Each county is different from area to area so that isn't anything new and shouldn't be the excuse for looking at a regional planning organization. Any mechanism for regional improvement needs to include a mechanism to protect the local level and this MOU is the way to start having a conversation.

Commissioner Weightman pointed to the 3rd whereas and that it goes back to 1990. He asked why is this included here? Mr. Whit Blanton explained that it states historical reference.

Councilmember Citro directed the committee's attention to bullet point number three which talks about voting membership based on population. Because Tampa's population doubles during the day, the city of Tampa must have more representation if there is a regional MPO. He also stated that transportation agencies need to be included as voting members, specifically that Tampa International Airport, Toll Highway Express Authority and the Port of Tampa must have voting seats. Their opinions and votes are necessary. Commissioner Starkey stated that details can be figured out as we go further into the process.

Secretary Gwynn stated that the Florida DOT District 7's position is that FDOT is more of a regional authority and most of their funding is regional in nature. District 7 competes with other regions for

money and the committee needs to realize the opportunities that come with coming together as a region to compete for funding.

Commissioner Mariano pointed out that Pasco County residents travel to Hillsborough County and spend money at the businesses of Hillsborough County which benefits Hillsborough County. Councilmember Citro noted that the regional still does not have the 25% in matching funds regardless of what the MPO structure looks like. He also pointed out that Brightline is coming but there is no hub to receive the riders. Commissioner Starkey asked if Hillsborough wants to figure out the solution on their own or together as a region?

Commissioner Kemp explained that MPOs were created to protect local communities including those that are diverse and disadvantaged, from the impacts of transportation. She stated that the MOU should include a statement that the regional MPO must be located in Hillsborough County because it is the center of the region.

Commissioner Long noted that there are several locations in the country where MPOs have been merged. Texas, Connecticut and California are a few examples. She pointed out that just because something has never been done doesn't mean that it doesn't need to be done, and that is how leadership works. To demand that everything stop until Tampa is in the center of everything does not work. She asked if Hillsborough was so successful then why do they have so many problems? She added that statements about dysfunctional transit agencies should not include PSTA.

Commissioner Weightman stated that as a regional board we need to think bigger, local focus should be the responsibility of the local communities. Commissioner Eggers followed by pointing out that there are so many cross-county commute trips. Tampa has the port and airport, Pinellas has tourism and everyone is important to the region. The region needs to set aside the bickering and find a way to work together.

Mr. Whit Blanton wrapped up the topic by explaining that staff will produce another version of the MOU and start shopping it around with the local government partners and bring it back to the committee.

Prioritizing Livable Communities in a Regional Context

Ms. Beth Alden presented this item and shared how Atlanta makes sure there is attention to local needs in a regional context. She explained that this is just one example and other regions have other approaches to bringing local needs in the regional context. She pointed out that state law context is different in Georgia than Florida and that committee members have to keep this in mind. If the Atlanta region can develop a funding program for local projects, so can the Tampa Bay region. Councilmember Citro stated that Atlanta was leaps and bounds ahead of the Tampa Bay region, one example is that MARTA has been around for decades. Three 3 months ago, when HART asked for help, this board said 'no'.

Old & New Business

It was pointed out that the next meeting of the SCTPA was June 23rd and that the Gulf Coast Safe Streets Summit would be held November 2nd and 3rd in Pasco County.

Adjourn

There being no more business, the meeting was adjourned at 11:51 a.m.

AGENDA ITEM: 3 & 4
REVIEW AND APPROVE PRIORITIES IN THE TMA REGION

Presenter:

Carl Mikyska and Tina Russo, Pasco MPO

SUMMARY:

Each June, the Tampa Bay TMA Leadership Group approves transportation priorities for the urbanized area of the Tampa Bay region. These priorities are geared towards two specific programs. The Transportation Regional Incentive Program (TRIP) is a state-managed program that provides funding for regional projects that increase the capacity of transportation network. While the TRIP program provides a limited amount of funding, it has been critical in advancing many projects important to our partners. The Regional Multi-use Trail Priority List includes major regional trail projects that provide key connections throughout the region.

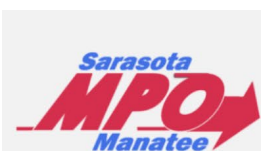
While these two priority lists include projects from the broader eight-county region, the TMA Leadership Group is asked to provide input on the priorities that directly impact the urbanized core. These priorities will be forwarded to the Sun Coast Transportation Planning Alliance (SCTPA) for final approval, and then transmitted to the Florida Department of Transportation for consideration during the development of the next Five Year Work Program.

RECOMMENDED ACTION:

APPROVAL OF THE 2023 SCTPA TMA GROUP PRIORITY PROJECTS

ATTACHMENTS:

1. TRIP Priorities Presentation
2. Map of TRIP Priority Projects
3. MUT Priorities Presentation
4. List of Multiuse Trail Priority Projects
5. Map of Multiuse Trail Priority Projects



ACTION ITEM

SCTPA & TMA

Transportation Regional Incentive Program (TRIP) *2023 Priority Projects*

SCTPA Board & TMA Leadership Group
June 23, 2023



SCTPA
Sun Coast Transportation Planning Alliance



What is TRIP?

Transportation Regional Incentive Program

- Part of Growth Management Legislation (2005)
- Regional Planning Incentive
- State Funds for Regional Travel
- Matching Fund Commitment: FDOT will pay up to 50%, Local Match of 50% is required
- Projects Must Be:
 - Included within the Regional Long Range Transportation Plan
 - Consistent with the Strategic Intermodal System
 - Compliance with the corridor management policies
 - Local Government Capital Improvements Element



TRIP Prioritization

- **Annual Process**
- **Criteria for Prioritization/Scoring:**
 - FDOT District 1 MPOs Collaborate on Ranking
 - FDOT District 7 Scoring Matrix
 - *Growth Management, Regionalism, Local Matching Funds*
- **Scheduling**
 - Projects prioritized today are for MPO TIPs starting on July 01, 2024



Above: 8-County West Central Florida Region

History of TRIP Funded Projects

Constructed | Funded Projects Include:

- **HART & PSTA – Regional Farebox Program**
- **TBARTA Vanpool Program**
- **Gateway Expressway – Flyover at US19**
Pinellas
- **Gandy Blvd - Flyover** *Pinellas*
- **Bruce B Downs Blvd – Bearss Ave to Palm Springs Blvd** *Hillsborough*
- **City of Tampa ATMS Phase I** *Hillsborough*
- **Iona Road – New Road from Fruitville Road to Palmer Blvd** *Sarasota*
- **River Road - From US 41 to north of West Villages Parkway** *Sarasota*



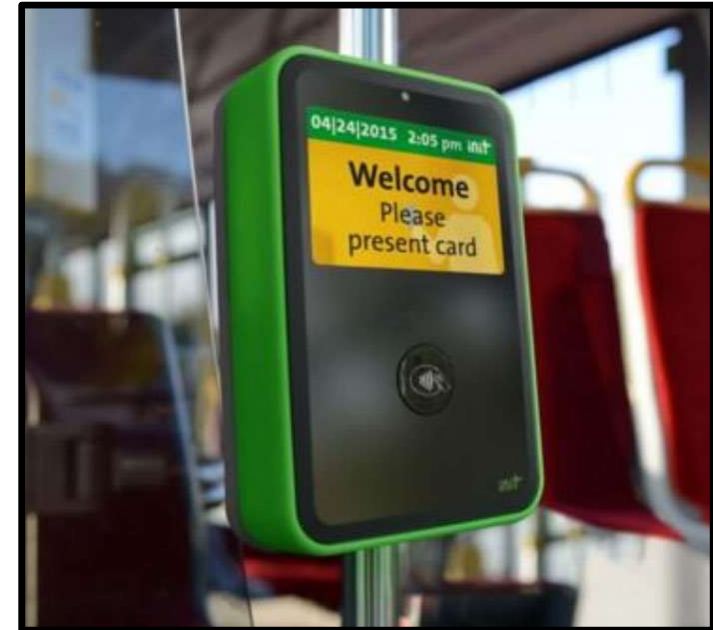
Above: Flamingo Fares Logo



Above: Gandy Blvd (Pinellas)

TRIP 2023 Priority Projects – FDOT District 7

- 1a. **I-275/SR 60 Westshore Interchange** – FDOT/Hillsborough County
- 1b. **I-275/SR 93 from south of SR 60 to south of Lois; SR 60 from south of I-275 to SR 589 (Section 4)** – FDOT/Hillsborough County
2. **SR 686 from west of I-275 to west of 9th Street N (Roosevelt Connector)** – Pinellas County
3. **Little Road ATMS System Expansion** – Pasco County
4. **Trinity Blvd. ATMS System Expansion (Little Rd. to SR 54)** – Pasco County



Above: Electronic Fare Collection Reader

Projects ranked according to FDOT D7 scoring

TRIP 2023 Priority Projects – FDOT District 7

5. **Barclay Rd. (SR 50 to Powell) Widening** – Hernando County
6. **Old Pasco Rd. from SR 54 to SR 52** – Pasco County
7. **SR 60/Gulf to Bay at Belcher Rd.** – Pinellas County
8. **County Line Rd. (CR578) - East Rd. to Springtime St. and Mariner Blvd to Suncoast Prkwy**– Hernando/Citrus
9. **Big Bend Rd from US 41 to Covington Garden Rd and Simmons Loop Rd to US 301** – Hillsborough County
10. **Tower Road from Rangeland to US 41** – Pasco County
11. **SR 52 Widening** – Pasco County
12. **126th Ave North from US19 to 34th Street N** – Pinellas County (*New*)

Projects ranked according to FDOT D7 scoring



Above: Big Bend Road

TRIP 2023 Priority Projects – FDOT District 1

1. **North Ridge Trail from Deen Still Rd to Sand Mine Rd** – Polk County (*New*)
2. **Moccasin Wallow Rd from Buffalo Rd to E of Carter Rd (Segment 3)** – Manatee County
3. **Fruitville Rd.** from Sarasota Center Blvd. to Lorraine Rd.
4. **Lorraine Rd** from Palmer Blvd to Fruitville Rd
5. **Honore Ave** from Fruitville Rd to 17th St
6. **Lorraine Rd** from SR 72/Clark Rd to Knights Trail



Above: Fruitville Rd

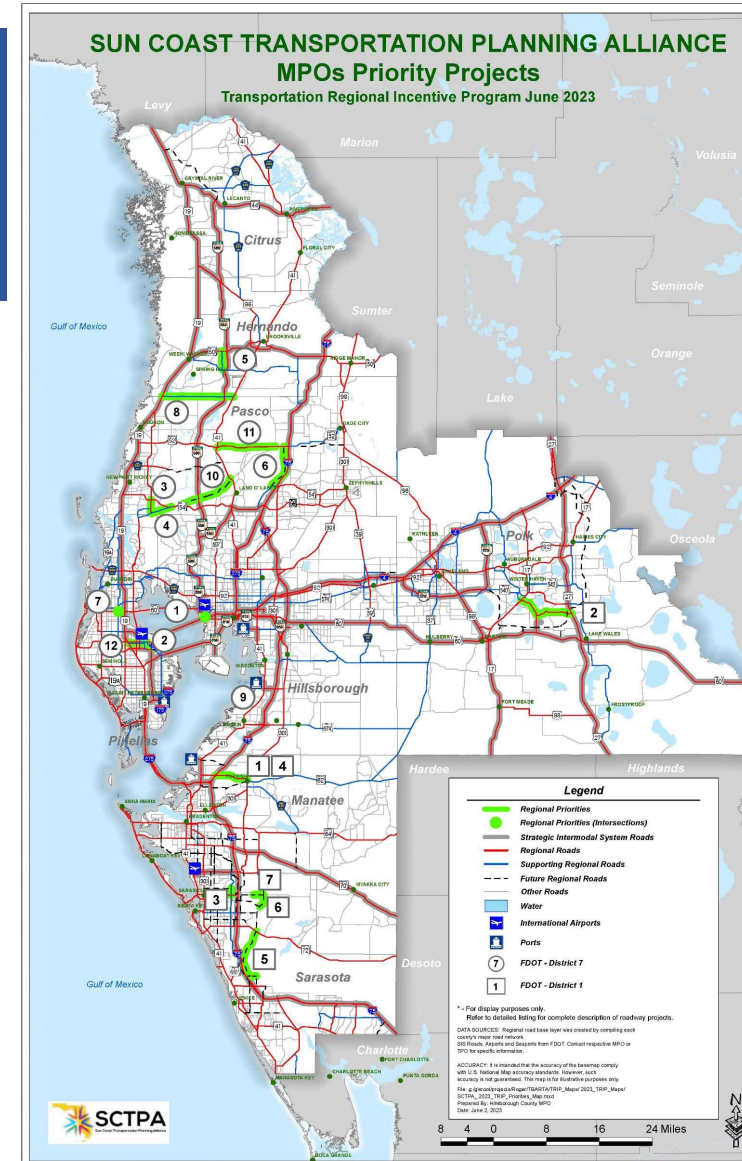
Project ranked in collaboration between Sarasota/Manatee, Polk, and Charlotte MPO Boards

TRIP projects in the SCTPA Region

- 18 Projects Total
- District 1 – 6 projects
- District 7 – 12 projects



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ACTION

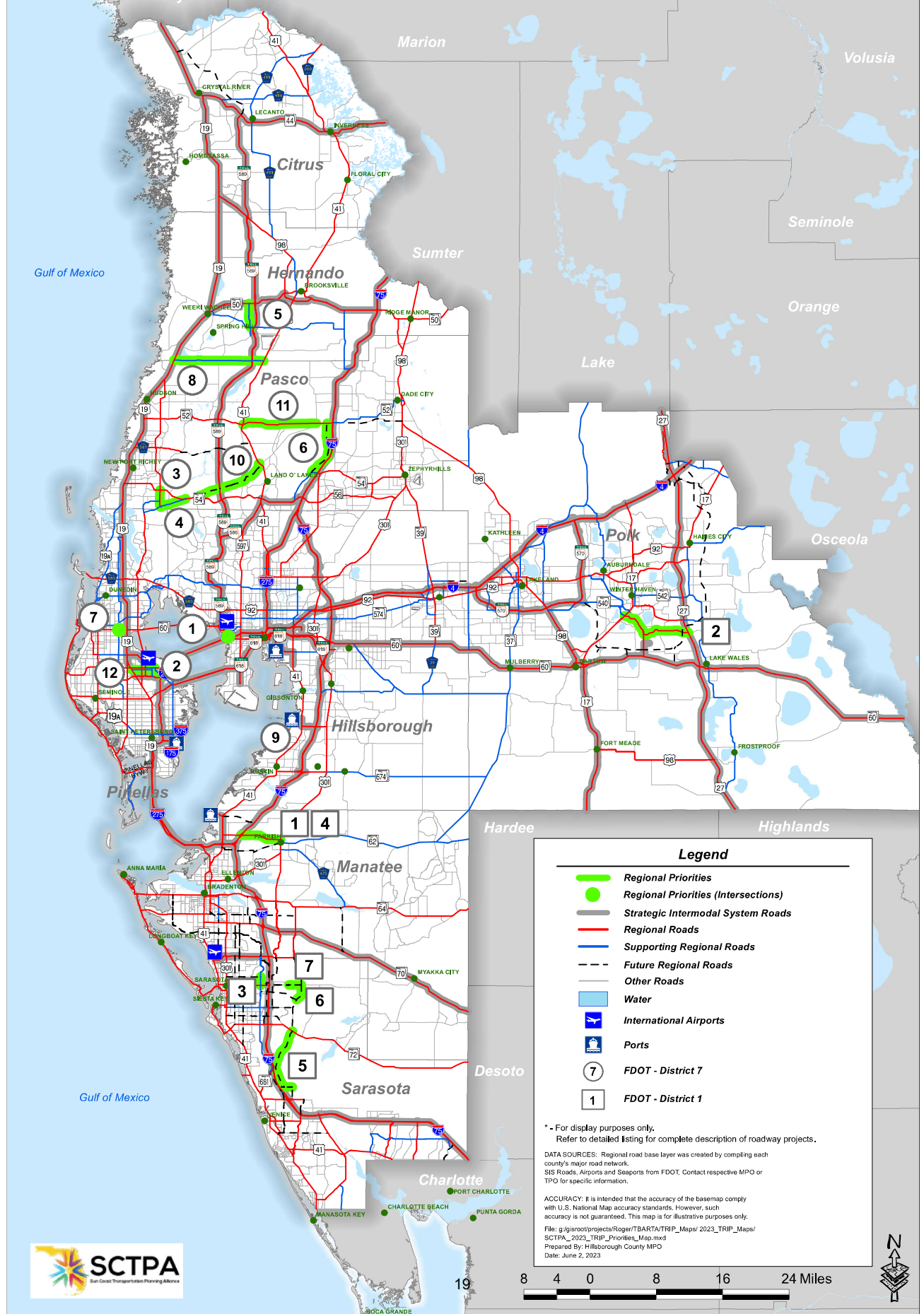
**Recommend approval of District 1 and District 7
FY2023 TRIP Project Priorities and Regional
Roadway Network Additions**

QUESTIONS?

SUN COAST TRANSPORTATION PLANNING ALLIANCE

MPOs Priority Projects

Transportation Regional Incentive Program June 2023



Legend

- ▬ Regional Priorities
- Regional Priorities (Intersections)
- ▬ Strategic Intermodal System Roads
- ▬ Regional Roads
- ▬ Supporting Regional Roads
- - - Future Regional Roads
- ▬ Other Roads
- Water
- ✈ International Airports
- ⚓ Ports
- 7 FDOT - District 7
- 1 FDOT - District 1

* - For display purposes only.
Refer to detailed listing for complete description of roadway projects.

DATA SOURCES: Regional road base layer was created by compiling each county's major road network.
SIS Roads, Airports and Supports from FDOT, Contact respective MPO or TPO for specific information.

ACCURACY: It is intended that the accuracy of the basemap comply with U.S. National Map accuracy standards. However, such accuracy is not guaranteed. This map is for illustrative purposes only.

File: g:\gisroot\projects\Roger\TBARTA\TRIP_Maps\2023_TRIP_Maps\SCTPA_2023_TRIP_Priorities_Map.mxd
Prepared By: Hillsborough County MPO
Date: June 2, 2023





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Multi Use Trails Priority List

TMA Leadership Group Meeting

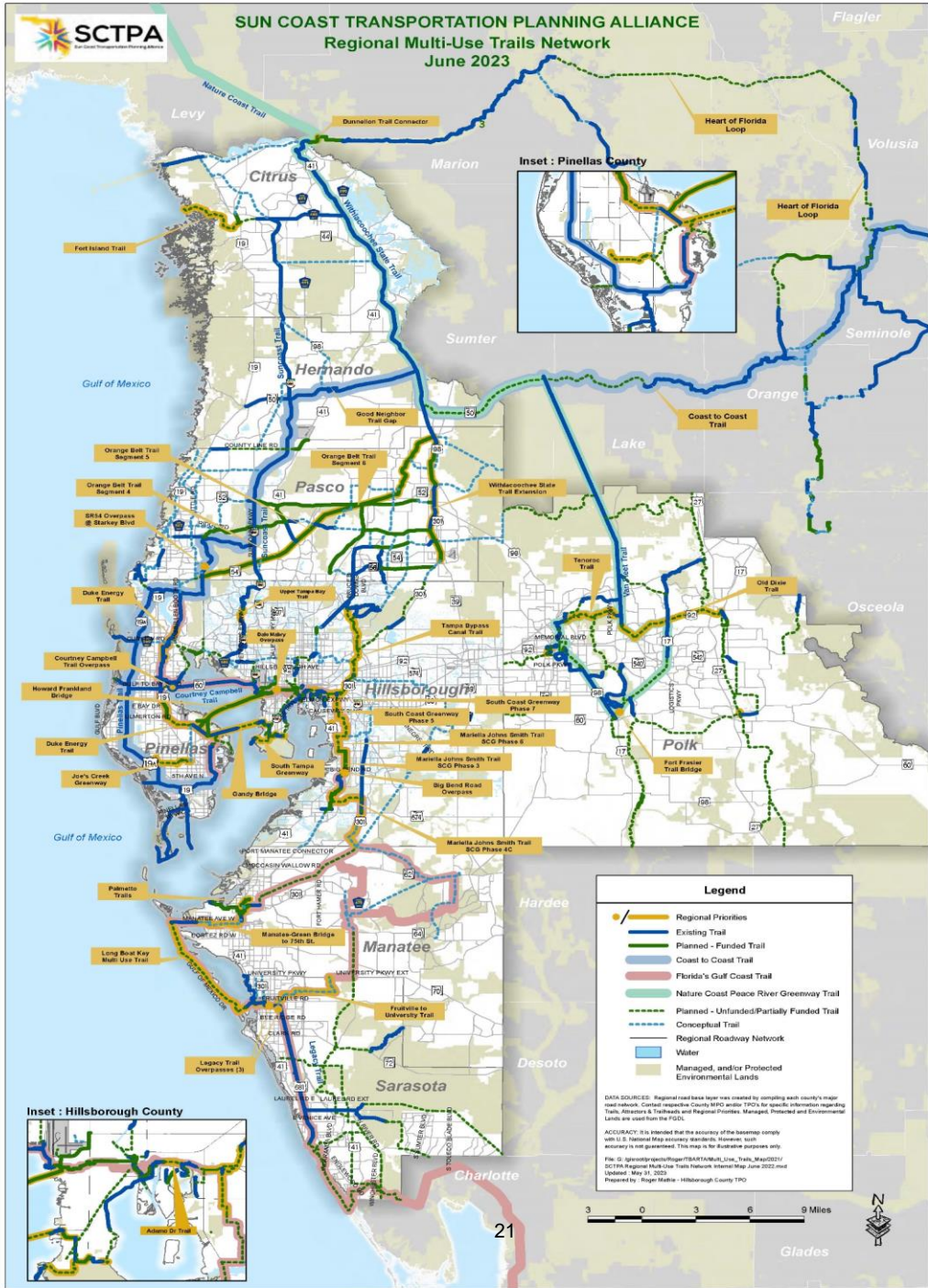
June 23, 2023

9:00 AM

A Subcommittee of the SCTPA

- *Representing the MPOs in Hillsborough, Pasco & Pinellas Counties*





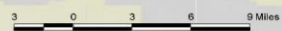
Legend

- Regional Priorities
- Existing Trail
- Planned - Funded Trail
- Coast to Coast Trail
- Florida's Gulf Coast Trail
- Nature Coast Peace River Greenway Trail
- Planned - Unfunded/Partially Funded Trail
- Conceptual Trail
- Regional Roadway Network
- Water
- Managed, and/or Protected Environmental Lands

DATA SOURCES: Regional road base layer was created by compiling each county's major road network. Conceptual/Planned/County BIDs and/or TPO's for specific information regarding Trails, At-Risk or Trailheads and Regional Priorities, Managed, Protected and Environmental Lands are used for the PDS.

ACCURACY: It is intended that the accuracy of the base map comply with U.S. National Map Accuracy Standards. However, such accuracy is not guaranteed. This map is for informational purposes only.

File: G:\projects\scopa\TRAIL\Multi_Line_Trails_Map020717 SCTPA Regional Multi-Use Trails Network Internal Map June 2023.mxd
 Updated: May 31, 2023
 Prepared by: Roger Mathis - Hillsborough County TPO



Suncoast Transportation Planning Alliance
REGIONAL MULTI-USE TRAILS PROGRAMMED PROJECTS
 June 2023

COUNTY	FACILITY	LIMITS	PROJECT PHASE & DESCRIPTION	COST	Ranking
District 7 Priorities					
Pasco	Orange Belt Trail	West of Little Road to Sr 54	12 ft MU path/trail Segment 1 of the Orange Belt Trail. CST 2025	3.8 M	P
Hillsborough	Howard Frankland Bridge and Connections	A separated bicycle/pedestrian facility as part of the rebuild of the north bound section of the Howard Frankland Bridge. This also includes development of connections to existing trail networks in Pinellas and	Continuing coordination between FDOT, Tampa/Hillsborough, and St. Petersburg/Pinellas on connections.	\$864 Million Total Cost of Bridge Rebuild with Bike/Ped Facilities - Fully Funded	P
Pinellas	Pinellas Trail Loop west side of East Lake Rd	Tampa Road to Seagull Road	Pinellas Trail Loop Gap Construction 2023 Bridge over Lake Tarpon Outfall Canal	\$3.5 M	P
	Pinellas Trail Loop Duke Energy Corridor	Haines-Bayshore to Ulmerton	Pinellas Trail Loop Gap Construction 2024	\$6.5 M	P
	Pinellas Trail Loop Duke Energy Corridor	Ulmerton to 126th Ave N	Pinellas Trail Loop Gap Construction 2024	\$ 2.2 M	P
	4th Street	Gandy to Howard Franklin Bridge Trail	Connection to Hillsborough Construction 2026	\$3.9 M	P
	Ulmerton Road	Fountain Pkwy N to I-275 (Howard Franklin)	Connection to Hillsborough Connection to Howard Franklin Bridge, Construction 2025	\$1.3 M	P

Suncoast Transportation Planning Alliance
REGIONAL MULTI-USE TRAILS PRIORITY LIST OF PROJECTS
 June 2023

COUNTY	FACILITY	LIMITS	PROJECT PHASE & DESCRIPTION	COST	Ranking
District 7 Priorities					
Citrus	Three Sisters Springs Connector Multi-Use Trail	US 19 / Kings Bay Drive to 486 Trail			7
Pasco	Orange Belt Segment 4 Tower Rd	Tower Rd/Bexley Village Dr	12ft MU path/trail Route Study 2022, Segment 1-3 Funded	\$13,871,323	6
	Orange Belt Segment 5 Tower Rd	Sunlake to US 41	12ft MU path/trail Route Study 2022, Segment 1-3 Funded	\$5,000,000	5
	Starkey Gap Overpass	Starkey Gap Trail at SR 54	Overpass	\$12,768,000	5
	Orange Belt Segment 6/Caliente Rd	US 41 to Crypress Creek Well Field	12ft MU path/trail Route Study 2022, Segment 1-3 Funded	\$4,914,000	4
Hillsborough	Upper Tampa Bay Trail - Suncoast Trail Connection (UTBT Phase IV)	From Peterson Rd. to the Suncoast Trail on Lutz-Lake Fern Rd., approx. 3 miles.	Approximately 3 miles, the trail will be the final link between the scenic, 7+ mile Upper Tampa Bay Trail and 40+ mile Suncoast Trail between Peterson Rd. Park and the Brooker Creek Headwaters at Van Dyke Rd. PD&E underway. TA grant requested for construction (\$2M)	\$7,000,000	2
	South Tampa Greenway	Friendship Trail (Gandy) Bridge to Bayshore Boulevard at Balustrade	Manhattan Ave to Picnic Island	\$5.2 million	7
	Tampa Bypass Canal Trail	A 20-mile trail southward from Flatwoods Park ending at 34th St, on the banks of the Bypass Canal, per agreement with the Southwest Florida Water Management District. Using existing Hillsborough County and Temple Terrace parks potential trailheads, the corridor makes regional connections via Downtown Tampa's Selmon Greenway, Hillsborough County's future South Coast Greenway (FGCT corridor) to Manatee County, as well as the sidepath along Bruce B Downs Boulevard, and the future US 301 trail to Pasco County.	Seg 1: 34th St. to Maydell Bridge	\$5,079,900	1
			Seg 2: Maydell Bridge to Interstate 4	\$13,318,200	1
			Seg 3: Interstate 4 Overpass	\$4,693,900	2
			Seg 4: Interstate 4 to Harney Rd	\$7,391,600	4
			Seg 5: Harney Rd to Fletcher Ave/Morris Bridge Rd	\$6,039,400	3
			Seg 6: Fletcher Ave /Morris Bridge Rd to Bruce B Downs Boulevard	\$4,070,300	2
	23	PD&E Underway for entire trail. TA funding requested for Segment 6 construction (\$3.5M)	\$40,593,300	1	

Hillsborough						
	Adamo Drive	Project will install a 12-foot-wide asphalt trail, replacing existing sidewalk and filling in gaps along SR 60, and make intersection safety enhancements at SR 60 and N 34th Street. Project will begin east of SR 60 (Adamo Drive) and N 22nd St at the terminus of the existing Adamo Drive Greenway, continue along the north side of SR 60 to the intersection of N 34th Street, cross SR 60 and terminate at the existing Selmon Greenway Trail.	22nd Street to 34th Street		\$2,117,392	5
	South Coast Greenway	The South Coast Greenway would go from Adamo Drive and extend south to the Manatee County line. One phase has already been constructed, another is planned for developer funding. The remaining trail has been broken up into six phases and a separate overpass project at Big Bend Road. This trail will be co-branded with Florida's Gulf Coast Trail. Segments south of the Alafia River will also be branded as the Mariela Johns Smith Trail.	South Coast Greenway 4A/ Sun City Center	Total 2022 Request for Active Phases – \$7,015,685		2
South Coast Greenway 4C/19th Ave – 30th to 301			8			
South Coast Greenway, Big Bend Overpass			4			
South Coast Greenway 3/ Adamsville			6			
South Coast Greenway X/ Gibsonton			6			
South Coast Greenway 5/ Progress Village			6			
South Coast Greenway 7/ Palm River			9			
Submitted SUN Trail application for Big Bend Overpass, currently in design. PD&E underway for Phase 3 (Adamsville)			2			
Gandy Bridge	Hillsborough & Pinellas connection across Tampa Bay along the Gandy Bridge	Request trail to be included with bridge construction		TBD	5	
Dale Mabry Overpass	East-West connection over Dale Mabry; alignment study complete.	Request inclusion with adjacent segments of interstate.		\$5,919,242		
Pinellas						
	Pinellas Trail Loop 126th Ave N	Duke Energy corridor to 28th Ave N	Pinellas Trail Loop Gap Planning (ROW challenges, specific alignment is being determined)		\$3.6 M	5
	Pinellas Trail Loop 28th Ave	Scherer Dr to Roosevelt Trail	Pinellas Trail Loop Gap Planning		\$0.5 M	8
	Pinellas Trail Loop Gandy Blvd	Roosevelt Trail to San Martin Blvd	Pinellas Trail Loop Gap Planning		\$2 M	3
	Pinellas Trail Loop San Martin Blvd	Gandy to North Bay Trail	Pinellas Trail Loop Gap PD&E 2024		\$1 M	7
	Joe's Creek Trail / 71st St	Pinellas Trail to 28th St	Connection to Pinellas Trail Loop Planning - cross county east/west		\$11 M	10

Suncoast Transportation Planning Alliance
REGIONAL MULTI-USE TRAILS PRIORITY LIST OF PROJECTS
 June 2023

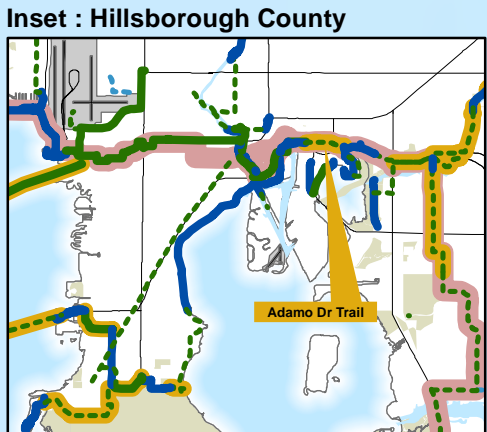
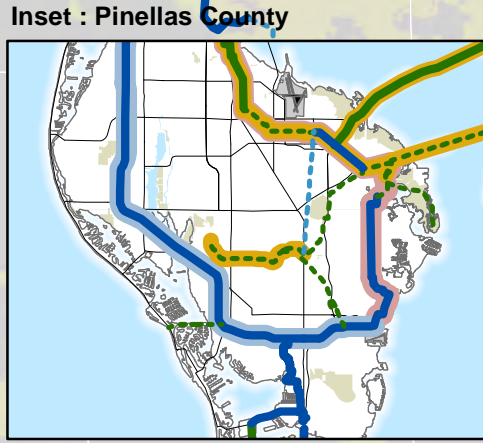
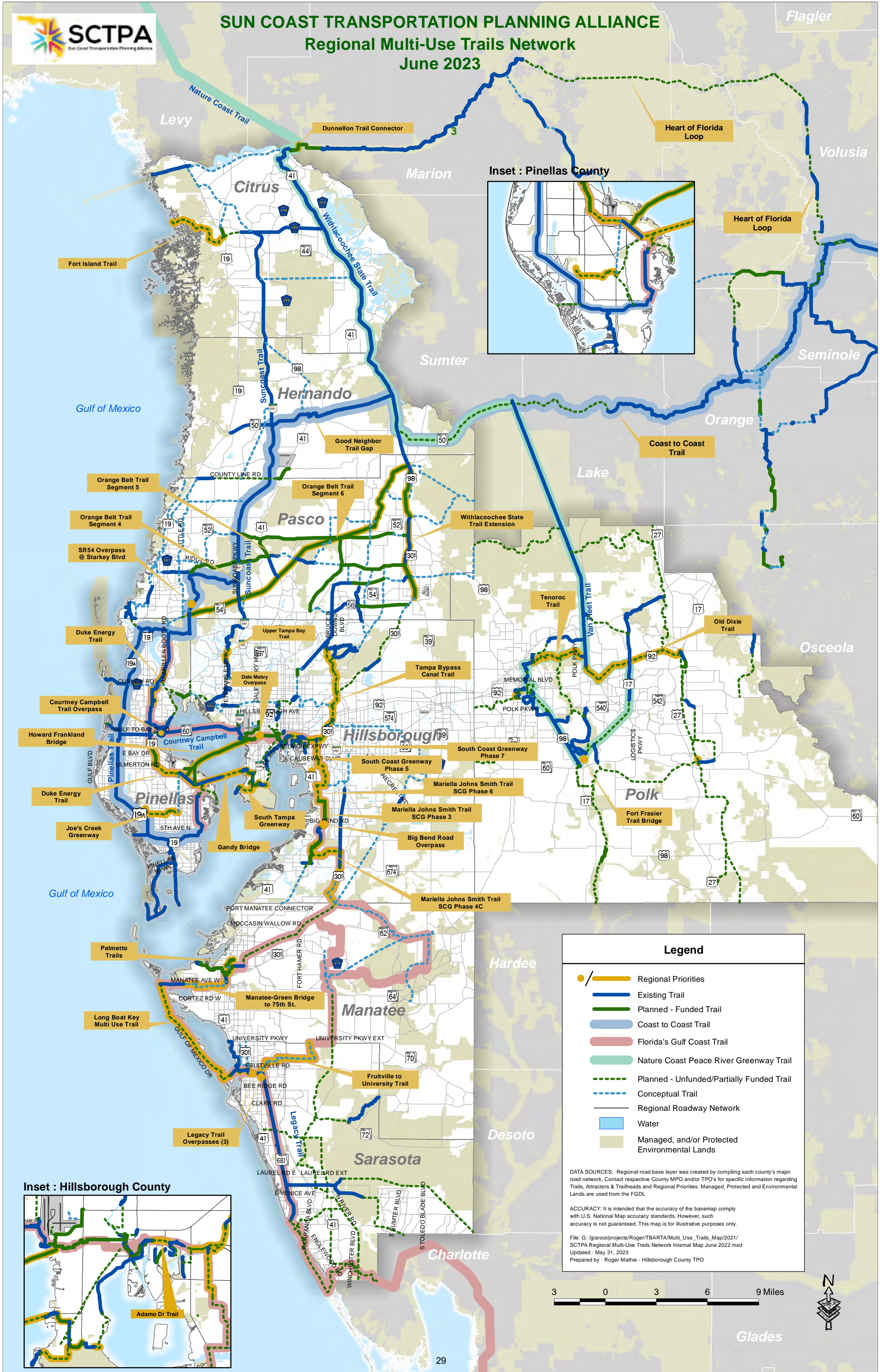
COUNTY	FACILITY	LIMITS	PROJECT PHASE & DESCRIPTION	COST	Ranking
District 7 Priorities					
Pasco	Orange Belt Trail	West of Little Road to Sr 54	12 ft MU path/trail Segment 1 of the Orange Belt Trail. CST 2025	3.8 M	P
Hillsborough	Howard Frankland Bridge and Connections	A separated bicycle/pedestrian facility as part of the rebuild of the north bound section of the Howard Frankland Bridge. This also includes development of connections to existing trail networks in Pinellas and Hillsborough Counties.	Continuing coordination between FDOT, Tampa/Hillsborough, and St. Petersburg/Pinellas on connections.	\$864 Million Total Cost of Bridge Rebuild with Bike/Ped Facilities - Fully Funded	P
Pinellas	Pinellas Trail Loop - west side of East Lake Rd	Tampa Road to Seagull Road	Pinellas Trail Loop Gap Construction 2023 Bridge over Lake Tarpon Outfall Canal	\$3.5 M	P
	Pinellas Trail Loop - Duke Energy Corridor	Haines-Bayshore to Ulmerton	Pinellas Trail Loop Gap Construction 2024	\$6.5 M	P
	Pinellas Trail Loop - Duke Energy Corridor	Ulmerton to 126th Ave N	Pinellas Trail Loop Gap Construction 2024	\$ 2.2 M	P
	4th Street	Gandy to Howard Franklin Bridge Trail	Connection to Hillsborough Construction 2026	\$3.9 M	P
	Ulmerton Road	Fountain Pkwy N to I-275 (Howard Frankland)	Connection to Hillsborough Connection to Howard Franklin Bridge, Construction 2025	\$1.3 M	P

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Citrus	Three Sisters Springs Connector Multi-Use Trail	US 19 / Kings Bay Drive to 486 Trail			7
Pasco	Orange Belt Segment 4 Tower Rd	Tower Rd/Bexley Village Dr	12ft MU path/trail Route Study 2022, Segment 1-3 Funded	\$13,871,323	6
	Orange Belt Segment 5 Tower Rd	Sunlake to US 41	12ft MU path/trail Route Study 2022, Segment 1-3 Funded	\$5,000,000	5
	Starkey Gap Overpass	Starkey Gap Trail at SR 54	Overpass	\$12,768,000	5
	Orange Belt Segment 6/Caliente Rd	US 41 to Crypress Creek Well Field	12ft MU path/trail Route Study 2022, Segment 1-3 Funded	\$4,914,000	4
Hillsborough	Upper Tampa Bay Trail - Suncoast Trail Connection (UTBT Phase IV)	From Peterson Rd. to the Suncoast Trail on Lutz-Lake Fern Rd., approx. 3 miles.	Approximately 3 miles, the trail will be the final link between the scenic, 7+ mile Upper Tampa Bay Trail and 40+ mile Suncoast Trail between Peterson Rd. Park and the Brooker Creek Headwaters at Van Dyke Rd. PD&E underway. TA grant requested for construction (\$2M)	\$7,000,000	2
	South Tampa Greenway	Friendship Trail (Gandy) Bridge to Bayshore Boulevard at Balustrade	Manhattan Ave to Picnic Island	\$5.2 million	7
	Tampa Bypass Canal Trail	A 20-mile trail southward from Flatwoods Park ending at 34th St, on the banks of the Bypass Canal, per agreement with the Southwest Florida Water Management District. Using existing Hillsborough County and Temple Terrace parks potential trailheads, the corridor makes regional connections via Downtown Tampa's Selmon Greenway, Hillsborough County's future South Coast Greenway (FGCT corridor) to Manatee County, as well as the sidepath along Bruce B Downs Boulevard, and the future US 301 trail to Pasco County.	Seg 1: 34th St. to Maydell Bridge	\$5,079,900	1
			Seg 2: Maydell Bridge to Interstate 4	\$13,318,200	1
			Seg 3: Interstate 4 Overpass	\$4,693,900	2
			Seg 4: Interstate 4 to Harney Rd	\$7,391,600	4
			Seg 5: Harney Rd to Fletcher Ave/Morris Bridge Rd	\$6,039,400	3
			Seg 6: Fletcher Ave /Morris Bridge Rd to Bruce B Downs Boulevard	\$4,070,300	2
	PD&E Underway for entire trail. TA funding requested for Segment 6 construction (\$3.5M)	\$40,593,300	1		

Hillsborough	Adamo Drive	Project will install a 12-foot-wide asphalt trail, replacing existing sidewalk and filling in gaps along SR 60, and make intersection safety enhancements at SR 60 and N 34th Street. Project will begin east of SR 60 (Adamo Drive) and N 22nd St at the terminus of the existing Adamo Drive Greenway, continue along the north side of SR 60 to the intersection of N 34th Street, cross SR 60 and terminate at the existing Selmon Greenway Trail.	22nd Street to 34th Street	\$2,117,392	5
	South Coast Greenway	The South Coast Greenway would go from Adamo Drive and extend south to the Manatee County line. One phase has already been constructed, another is planned for developer funding. The remaining trail has been broken up into six phases and a separate overpass project at Big Bend Road. This trail will be co-branded with Florida's Gulf Coast Trail. Segments south of the Alafia River will also be branded as the Mariela Johns Smith Trail.	South Coast Greenway 4A/ Sun City Center	Total 2022 Request for Active Phases – \$7,045,685	2
			South Coast Greenway 4C/19th Ave – 30th to 301		8
			South Coast Greenway, Big Bend Overpass		4
			South Coast Greenway 3/ Adamsville		6
			South Coast Greenway X/ Gibsonton		6
			South Coast Greenway 5/ Progress Village		6
			South Coast Greenway 7/ Palm River		9
			Submitted SUN Trail application for Big Bend Overpass, currently in design. PD&E underway for Phase 3 (Adamsville)		2
	Gandy Bridge	Hillsborough & Pinellas connection across Tampa Bay along the Gandy Bridge	Request trail to be included with bridge construction	TBD	5
Dale Mabry Overpass	East-West connection over Dale Mabry; alignment study complete.	Request inclusion with adjacent segments of interstate.	\$5,919,242		
Pinellas	Pinellas Trail Loop 126th Ave N	Duke Energy corridor to 28th Ave N	Pinellas Trail Loop Gap Planning (ROW challenges, specific alignment is being determined)	\$3.6 M	5
	Pinellas Trail Loop 28th Ave	Scherer Dr to Roosevelt Trail	Pinellas Trail Loop Gap Planning	\$0.5 M	8
	Pinellas Trail Loop Gandy Blvd	Roosevelt Trail to San Martin Blvd	Pinellas Trail Loop Gap Planning	\$2 M	3
	Pinellas Trail Loop San Martin Blvd	Gandy to North Bay Trail	Pinellas Trail Loop Gap PD&E 2024	\$1 M	7
	Joe's Creek Trail / 71st St	Pinellas Trail to 28th St	Connection to Pinellas Trail Loop Planning - cross county east/west	\$11 M	10

District 1 Priorities					Ranking D1
Sarasota/ Manatee	Palmetto Trails Network Plan	Dr. Martin Luther King Jr. Trail to Washington Park (north of downtown Palmetto within city limits)	The purpose and need of this plan is to reestablish multimodal community connections throughout the City of Palmetto that were previously lost through the construction of US 41. The project will implement portions of the Gulf Coast Trail on the SUN Trail System. Project limits are from the MCAT station to Lincoln Park to Washington Park.	\$5,444,000	2
	Legacy Trail Overpasses	Legacy Trail at Beneva Rd & Bahia Vista St.	CST on two concrete pedestrian overpasses on the Legacy Trail across Bahia Vista St and Beneva Rd. The pedestrian overpasses will improve user safety to cross busy urban corridors along the northern extension of the multi use recreational trail.	CST (Bahia Vista) - \$3,440,000; CST (Beneva) - \$3,900,000	4
	Legacy Trail Overpasses	Legacy Trail at Tuttle Ave	PE & CST on a concrete pedestrian overpass on the Legacy Trail across Tuttle Ave. The pedestrian overpass will improve user safety to cross busy urban corridors along the northern extension of the multi use recreational trail.	PE - \$2,010,000; CST - \$3,100,000	4
	Longboat Key Multi Use Trail	Southern terminus of the Longboat Pass Bridge at the 7300 block (FDOT Sta. 739.55) of Gulf of Mexico Drive (SR789), 34228 to Southern side of the Longboat Club Rd intersection, (FDOT Sta. 220.49), 34228	PE and CST of a minimum 12-foot-wide multi-purpose pathway on the east side of Gulf of Mexico Drive, approximately 10-miles	PE - \$ 861,816; CST - \$5,745,435; CEI - \$660,725	3
	SR 64/Manatee Avenue	Green Bridge (Downtown Bradenton) to intersection of SR 64 and 75th St NW	PD&E and CST of a multi-use off road trail to increase connectivity to the SunTrail Network to the North and South of SR 64/Manatee Ave. Expanding the SUN Trail Network in this area will increase bicycle and pedestrian safety, provide more multi modal options, and support the economic vitality of nearby businesses. Alignment feasibility study underway and to be completed in May 2023.	\$870,000 request for PD&E; \$7,830,000 request for CST	5
	Fruitville Rd/University Pkwy	Legacy Trail (northern extension) to east of I-75 at Lorraine Rd	PD&E and CST of a multi-use off road trail between US 41 and Lorraine Rd as the West/East boundaries and Fruitville Rd and University Pkwy as the South/North boundaries. Expanding the SUN Trail Network in this area will increase bicycle and pedestrian safety, provide more multi modal options, and support the economic vitality of nearby businesses. Alignment feasibility study underway and to be completed in May 2023.	\$1,454,600 request for PD&E; \$13,091,400 request for CST	6
Polk	Glendale Street Trail - Lakeland	New Jersey Road to CR 37B (Lakeland Highlands Road)	The Glendale Trail is a regional trail and component of Florida's SUNTrail Network and will link the Three Parks and New Jersey Road Trails with the Fort Fraser Trail Extension.	\$960,000	2
	Fort Fraser Trail Bridge	Fort Fraser Trail Crossing of State Road 60 (van Fleet Drive) in Bartow	The City of Bartow is requesting funding for a PD&E Study for the Trail's crossing of State Road 60 (Van Fleet Drive). This project is an important component of the TPO's Multi-Use Trail Plan and will help connect the Fort Fraser Trail with Downtown Bartow. Part of Florida's SUNTrail network.	\$750,000	1
	Old Dixie Trail - Auburndale to Haines city FPN	Denton Avenue at the Auburndale/Van Fleet Trail to Main Street and North Railroad Avenue, Haines City.	Design for the missing link between the Auburndale/Van Fleet Trail and the Lake Alfred/Chain of Lakes Trail and Haines City Trail. Part of Florida's SUN Trail network.	\$2,000,000	2
	Tenoroc Trail FPN	Braddock Rd at the Auburndale/Van Fleet Trail to Crago Park	Design for the missing link between Lake Crago Park and Braddock Road to connect the City of Lakeland's Lake-to-Lake system of trails and greenways with the Auburndale Trail and Van Fleet Trail. Part of Florida's SUN Trail network.	\$2,000,000	3



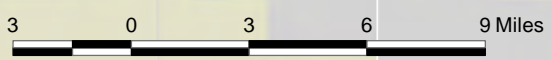
Legend

- Regional Priorities
- Existing Trail
- Planned - Funded Trail
- Coast to Coast Trail
- Florida's Gulf Coast Trail
- Nature Coast Peace River Greenway Trail
- Planned - Unfunded/Partially Funded Trail
- Conceptual Trail
- Regional Roadway Network
- Water
- Managed, and/or Protected Environmental Lands

DATA SOURCES: Regional road base layer was created by compiling each county's major road network. Contact respective County MPO and/or TPO's for specific information regarding Trails, Attractors & Trailheads and Regional Priorities. Managed, Protected and Environmental Lands are used from the FGDL.

ACCURACY: It is intended that the accuracy of the basemap comply with U.S. National Map accuracy standards. However, such accuracy is not guaranteed. This map is for illustrative purposes only.

File: G:\gisroot\projects\Roger\TBARTA\Multi_Use_Trails_Map\2021\SCTPA Regional Multi-Use Trails Network Internal Map June 2022.mxd
Updated : May 31, 2023
Prepared by : Roger Mathie - Hillsborough County TPO



AGENDA ITEM: 5
ELECTION OF 2023 OFFICERS

Presenter:
MPO Staff Directors

SUMMARY:
This agenda item is to elect officers for the remainder of 2023. Typically, the TMA Leadership Group elects a Chair, and two Vice Chairs, with one representative from each of the member counties.

RECOMMENDED ACTION:
APPROVAL OF THE 2023 TMA GROUP OFFICERS

ATTACHMENTS:
N/A



AGENDA ITEM: 6
CONSIDERATIONS FOR A TAMPA BAY MPO

Presenter:
Beth Alden, Hillsborough TPO

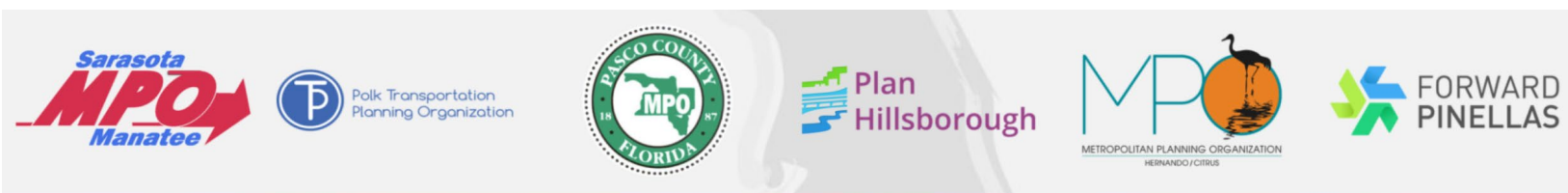
SUMMARY:

Hillsborough TPO, Pasco MPO, and Forward Pinellas are considering the Creating a Tampa Bay Metropolitan Planning Organization Memorandum of Understanding (MOU). The MOU outlines broad principles in merging the MPOs. This presentation seeks direction from the TMA Leadership Group on considerations of merging the MPOs such as governing board composition, staffing, advisory committees, budget, improving access to resources, and supporting local needs.

RECOMMENDED ACTION:
NONE; INFORMATION ONLY

PREPARED BY:
Elizabeth Watkins

ATTACHMENTS:
Presentation Slides



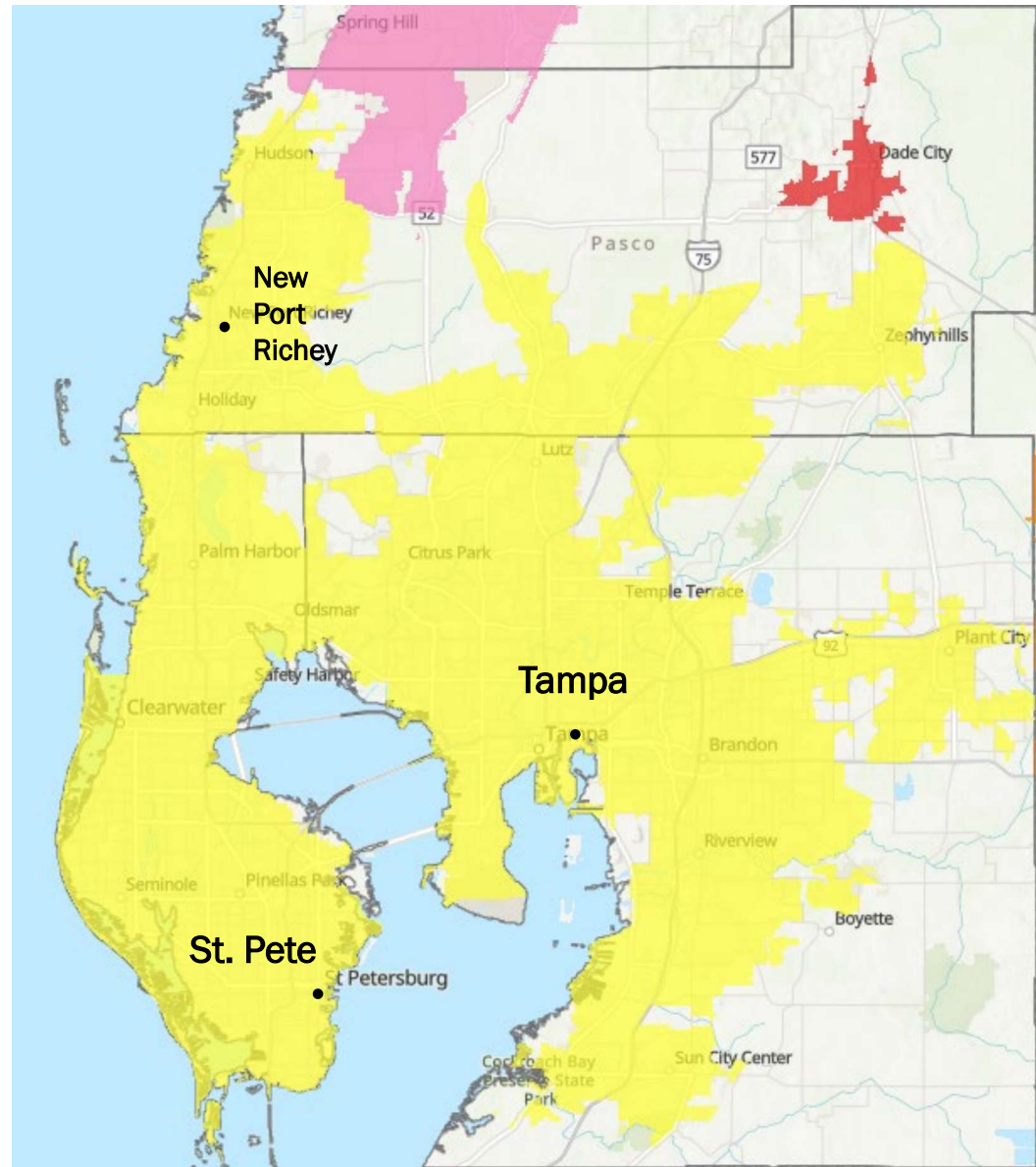


Considerations for a Tampa Bay MPO

June 2023 – Tampa Bay TMA Leadership Group

Need to produce by the end of 2023 a “feasibility report exploring the benefits, costs, and process of consolidation into a single MPO.”

Let's talk about some options!



Some Options for Governing Board (25 seats max)

- a) All 25 seats allocated to elected officials
 - 8 Hillsb., 4 Pasco, 3 Pinellas, 4 Tampa, 3 St Pete, 1 ea. for Clearwater, Largo, Pinellas Park
- b) 5 seats for independent authorities, 20 for elected officials
 - Tampa International Airport, Port Tampa Bay, PSTA, HART, THEA
 - 7 Hillsb., 4 Pasco, 2 Pin., 3 Tampa, 2 St Pete, 1 ea. for Clearwater, Largo
- c) 3 seats for “coordinating council” chairs, 22 for elected officials
 - Small Cities Council – Transit Providers Council – Ports & Aviation Council
 - 8 Hillsb., 4 Pasco, 2 Pin., 3 Tampa, 2 St Pete, 1 ea. Clrwtr, Largo, Pin. Park
 - Economic Development Council?
- d) 13-member regional board that meets a few times per year, with sub-boards in each county handling most routine planning (ex. Puget Sound, Detroit)
- e) Petition the Legislature to increase the maximum number of seats (25)

Some Options for Staffing

- a) Hire staff directly (ex. TBARTA, Palm Beach TPA)
 - Establish HR procedures & benefits, financial controls, org chart, etc.
- b) Contract with an agency like TBRPC, which will then recruit and hire staff that reports directly to the MPO governing board (ex. Okaloosa-Walton TPO)
- c) Contract with all three existing planning agencies currently providing MPO staff
 - Forward Pinellas, Plan Hillsborough, Pasco County
- d) Some combination/hybrid of the above
 - ex, directly hire executive director and board admin., contract with existing planning agencies to conduct planning & outreach tasks

Some Options for Advisory Committees

CAC * TAC * BPAC * ITS * TD/LCB * Others

- a) Committees continue to meet separately in each county, and they individually advise the governing board about issues in each county
- b) Committees merge, and meet monthly or bimonthly at a central location
- c) Committees meet regionally once per quarter, and meet in their individual counties in the other months
- d) Some committees are absorbed by the host agency in each county
- e) Procedures are customized according to the committee's mission
 - ex, ITS Committee meets regionally to coordinate technology; TD/LCBs meet in each county to support disadvantaged citizen access

Some Options for Budget & Cash Flow

Issues:

- fronting costs for grant reimbursement
 - loss of \$700,000-\$900,000 per year at the end of the grace period for retaining three (3) MPO base PL funding allocations
-

- a) Establish a line of credit with a bank (180 days' op. expenses min.)
- b) Seek a financial host agency (such as a county government) that can float up-front costs and potentially absorb some costs
- c) Establish a population-based dues structure
- d) Plan to reduce staff in the fiscal year when PL funding is reduced

Some Options for Improving Access to Resources

- a) Establish a governing board subcommittee focusing on advocating for discretionary funding
- b) Collaborate with other large MPOs on legislative obstacles
- c) Establish interagency staff group to write grant applications
- d) Assume responsibility (from SCTPA) for preparing priority lists for TRIP and SUNTrail grant programs
- e) Request responsibility (from FDOT) for establishing priorities for district transit grant programs

Some Options for Supporting Local Needs, ex. Safety, Multimodalism, Livability

- a) Set aside a portion of Surface Transportation Block Grant funds for specific kinds of projects (ex. Forward Pinellas grant program)
- b) Use prioritization scoring criteria that allow community needs to compete in the regional list (ex. ARC's list of funded projects)
- c) Adopt performance measure targets that direct funds to projects that move the needle on safety, good repair, etc. (ex. Hillsborough TIP list)
- d) 13-member regional governing board with sub-boards in each county allows sub-boards to prepare TIP and LRTP chapters customized for each county

More considerations

- Establishing a new brand identity
- Cultivating a new organizational culture

Topics for Public Outreach/ Survey

- How important is it that transportation planning and priority-setting be led by an organization that includes several counties?
- If there is a tri-county organization, what percent of grant funds should go to highway expansion? Safe places to walk/bike? Rapid bus and rail systems?
- Need a flyer with QR code