



Hillsborough TPO Transportation Planning Organization

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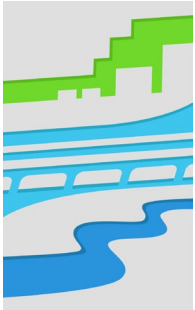
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Hillsborough County
School Board

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Executive Director



Plan Hillsborough

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Tampa, FL, 33602

Meeting of the Bicycle Pedestrian Advisory Committee

Wednesday, September 27, 2023, 5:30pm. – 7:30pm

County Center, 18th Floor – Plan Hillsborough Committee Room

All voting members are asked to attend in person, in compliance with Florida's Government in the Sunshine Law. Please RSVP for this meeting. Presenters, audience members, and committee members in exceptional circumstances may participate remotely.

Remote participation:

- To view presentations and participate on your computer, tablet or smartphone:
- <https://attendee.gotowebinar.com/register/4627992209510942302>
- Register in advance to receive your personalized link, which can be saved to your calendar.
- Dial In Listen Only: 1-631-992-3221 Access Code: 283-339-610
- Presentations, full agenda packet, and supplemental materials [posted here](#), or phone us at 813-756-0371 for a printed copy.
- Please mute yourself after joining the conference to minimize background noise.
- Technical support during the meeting: Chris English at (813) 836-7380
- Rules of engagement:

Professional courtesy and respect for others at this meeting are expected. Failure to do so 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 & Introductions**
- II. **Roll Call and Declaration of Quorum** (Gail Reese, TPO Staff)
- III. **Public Comment** – *3 minutes per speaker, for a maximum of 30 minutes.*

Public comments are welcome and may be given during this hybrid meeting by logging into the website above and clicking the "raise hand" button. Comments may also be provided before the start of the meeting by e-mail to gordonb@plancom.org. Written comments will be read into the record, if brief, and provided in full to the committee members.

- IV. **Approval of Minutes: August 23, 2023**

V. Action Items

- A. BPAC Top Ten Projects Finalization (Ben Gordon, TPO Staff and Tim Horst, BPAC Chair)

VI. Status Report

- A. Coordinated Trails Planning in Hillsborough County (Ben Gordon, TPO Staff)
- B. TIP Roll-forward and Water Works Park Sidewalk Gap Amendments (Roger Mathie, TPO Staff)

VII. Old Business and New Business

VIII. Adjournment

IX. Addendum

- A. TPO Meeting Summary and Committee Reports
- B. FDOT Project Factsheet: SR 582 E. Fowler Ave. from W. Bruce B. Downs Blvd to W. of Riverhills Dr.
- C. Press release: Public invited to weigh in on Vision Zero Streets Study of Waters Ave and Sligh Ave
- D. From Courtney Campbell Scenic Highway Advisory Committee to FDOT re: Pedestrian Trail

The full agenda packet is available on the TPO's website, www.planhillsborough.org, or by calling (813) 272-5940.

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Se recomienda a las personas que necesiten servicios de interpretación o adaptaciones por una discapacidad para participar en esta reunión, o ayuda para leer o interpretar los temas de esta agenda, sin costo alguno, que se pongan en contacto con Connor MacDonald, (813) 946-5334 o macdonaldc@plancom.org, tres días hábiles antes de la reunión. Si sólo habla español, por favor llame a la línea de ayuda en español al (813) 272-5940 o (813) 273-3774 ext. 1.

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**HILLSBOROUGH COUNTY
TRANSPORTATION PLANNING ORGANIZATION
BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE
HYBRID MEETING OF AUGUST 23, 2023**

I. CALL TO ORDER

Chair Horst called the meeting to order at 5:30 PM

Members Present In-Person: Tim Horst, Jim Shirk, Katrina Corcoran, Terrance McKloski, Abigail Flores, Noliyanda James, Alain Watson, John Marsh, Daniel Rodriguez, Peter Davitt, David Aylesworth, Victoria Klug, Martin Santiago (Mike Disco), David Cillitti

Members Present Virtually: Cpl Julian Anderson, Kelly Fearon, Samantha Flores, John Kubicki, Sally Thompson

Members Excused/Absent: Jamie Morris, Jason Jackman, Jonathan Forbes, Faye Miller

Others Present: Ben Gordon, Christopher English, Wade Reynolds, Elizabeth Watkins, Connor Tejos-MacDonald, Lisa Silva, Gail Reese (TPO Staff); Karen Kress (Downtown Partnership); Christine Acosta (Pedal Power Promoters); Larry Josephson, John Merine (Hillsborough County); Jensen Hackett (FDOT); David Dunigan (UNL)

II. PUBLIC COMMENT (3 minutes per speaker) – None

III. APPROVAL OF MINUTES (*Timestamp 0:03:19*)

Jim Shirk noted that the June 2023 minutes did not have an adjournment time. Corrected on August 23, 2023, by the recorder, Gail Reese.

Jim Shirk moved to approve the minutes from the June 28, 2023 meeting as corrected and the July 26, 2023 workshop; seconded by Peter Davitt. The motion passed unanimously.

IV. MEMBER'S INTEREST (*Timestamp 0:04:35*)

- Bike ride on Friday, August 25
- Car Free Day, September 23rd – link at the end of today's agenda, they are looking for volunteers

V. ACTION ITEMS

A. Memorandum of Understanding on Creating a Tampa Bay MPO (Elizabeth Watkins, TPO Staff)
(*Timestamp 0:06:13*)

- Review of legislation that directed the MOU

- Went over the pros and cons of merging the MPOs
- Looked at the summary of the MOU
 - Apportionment, Governance Structure, Balancing Local & Regional Needs, Funding
 - Outreach, Federally Required Plans & Programs, Agreements, Existing Staff
- Went over the proposed timeline of a possible merger – there is no precedent for this in Florida
- Reviewed the public survey – 1700 responses
- Looked at the committees each county MPO/TPO has and how they may continue with a merger
- Went over the next steps

Recommendation: Recommend the Hillsborough TPO Board sign the Creating a Tampa Bay Metropolitan Planning Organization Memorandum of Understanding.

Discussion:

Clarification was asked how merging the MPO/TPOs will maximize the input on transportation for the local areas. This committee is concerned with bike/ped in Hillsborough County and not necessarily getting to the other counties. It was asked if there is federal guidance on this. No, the state is trying to influence this. It was done in Texas and may have been done in Connecticut as well. It was asked to go over the Pros and Cons again and if there is data supporting that competing for dollars may have been better. It was also asked if there would be smaller grants missed out on because the region is so big. The funding talked about here is discretionary funding. It was asked if it's possible to be too big. The rationale is that all the regional elected officials would be speaking with one voice. It was noted that regional leadership has been talked about for several years and there has been a lack of regional voice to pull off big mass transit projects. It was also noted that the committees will lose a lot of membership in consolidation and that would lose local voice. It was recommended that the committees stay local to provide input. The apportionment was asked about. It is suggested that it be based on population. It was asked what would happen if Hillsborough County did not sign this. It may lead to the legislature being more heavy-handed. It was noted that the trend is that regionalizing transportation, land use, etc. is happening. It was brought up that the legislature does not have the local area's best interest in mind. Regionalizing the meetings could be difficult in finding times when people can participate. This BPAC has members that live on their bikes and transit and daytime meetings will really reduce membership and participation. It was expressed that signing the MOU would allow the public to express their opinions. Clarification was asked if the vote is to support a merger or to support the process. It is to support the process. It was asked who brought this up in the first place in the legislature. It is believed that Senator Nick DiCeglie from Pinellas was the sponsor. The Tampa Bay Partnership has also been advocating a merger in

David Aylesworth moved that the BPAC recommends that the Hillsborough TPO Board sign the Creating a Tampa Bay Metropolitan Planning Organization Memorandum of Understanding; seconded by Alain Watson. The motion passed 13 to 5 with 1 Abstention from John Kubicki

B. BPAC Top Ten Project Finalization (Ben Gordon, TPO Staff; Tim Horst, BPAC Chair) (Timestamp 0:39:30)

- **John Marsh** – there was discussion about the speed on Azeal and concern expressed for people walking along the road. Would like this moved up as a priority. It has been considered for possible traffic calming.
- **John Marsh** – Henderson Blvd, noted that it was proposed to reduce the lanes from 4 and to add a bike path.
- **David Aylesworth** – Kennedy Blvd and Meridian, there is a right-hand turn lane that no one stops at. Would like a No-Right-On-Red sign or turn enforcement. Pedestrians are not able to cross the intersection on Meridian.
- **David Aylesworth** – Nebraska Ave 31st to Genesee, making continuous bike lanes in this section of Nebraska. It was asked if Nebraska is under a rework now to add bike lanes.
- Shared the ratings so far. Recommended taking the ratings from highest to lowest.
 - Dave Cellitti withdrew Rome Ave
 - There was a discussion on how to break ties. The staff will bring crash numbers to assist the ranking and choosing the focus. It was asked if Level of Service should be brought into the ranking as well. It was suggested that the ranking stay with the votes and use other criteria to break ties.

VI. STATUS REPORTS

A. 2050 Plan Needs Assessment for Equity (Connor Tejos-MacDonald, TPO Staff) (*Timestamp 1:03:17*)

- Went over the background – new addition to the 2050 Long Range Transportation Plan; brought in via performance measures, Nondiscrimination and Equity Plan, various health-related projects, State of the System report, other areas
- Identified 13 focus areas – evaluated on Good Repair and Resiliency, Vision Zero, Smart Cities, Real Choices When Not Driving
 - Went over the greatest disparities in each area
 - Looked at recommended project samples for each category
- Review of next steps

Discussion:

It was asked if community input has been part of the process. Representatives from different neighborhood organizations provided input.

B. Parking Policy Ideas from “Shoupista” Perspective (Karen Kress, Downtown Partnership; Christine Acosta, Pedal Power Promoters) (*Timestamp 1:09:05*)

- Seaside, Florida – the birthplace of Congress of New Urbanism; award given to Donald Shoup.
- The challenges of parking and how it impacts cities
 - Provided highlights of Dr. Donald Shoup and his book [The High Cost of Free Parking](#).
 - Parking is a pseudo-science including gender bias
 - Underpriced curb parking = shortages which leads to demand for off-street requirements
 - The parking challenges lead to a snowball effect with less walkability, more pollution, less economics, congestion, and fewer small businesses.
 - Fixes: dynamic curb pricing based on what makes sense to result in 15% availability; spend the meter revenue to benefit the community where people are parking; depoliticize curb

parking; remove off-street parking requirements; provided a few streets of examples where meter parking would make sense.

- Cars have replaced people in zoning.
- Parking lots can easily be redeveloped; new housing can't cause gentrification because nobody lives there.
- The City of Tampa has just launched a pilot project for a Master Parking Plan. Went over what has already been done.
 - Went over the special services district in the downtown area.
 - Parking increases the cost of housing development and how it affects rent prices.
 - Went over the parking inventory as of December 2018; during peak demand time, over 6000 spaces are available.
 - City of Tampa is behind the national curve.
 - Went over major proposed changes: use, current minimum, proposed minimum, adding bike/ scooter, motorcycle, and mini mobility.
 - Looked at future steps.

Discussion:

It was asked what the current status is of changing the parking minimums. It was brought up that in order to reduce parking, you need to have transit. That is not in the presentation. Water Street has improved bike racks and parking. The residential towers don't have to have a vehicle spot if they don't want one. The parking decks also serve multiple facilities. The Planning Commission has updated the Mobility section of the Comp Plan and it is going before the City Council; parking is addressed in that as well.

C. Hillsborough County Transportation Design Manual Update (Larry Josephson, Hillsborough County Staff) *(Timestamp 1:37:28)*

- Review of introduction and processes – safety analysis.
 - County-specific processes
 - Multimodal safety analysis.
- Design Guidelines
 - Design bulletin development, posted on the Public Works CIP project resources website, incorporated into the design manual during the biannual update
 - Three resources working together: Context-Based Classification map, Complete Streets Guidebook, consult the design manual for specific design details
 - Review of old way vs. new way context classification
 - Went over annual actual fatalities and design guidelines: speed management
- Reviewed highlights from the manual
- Went over the schedule of the manual – draft manual on the website. Will be another request for comments period

Presentation: [Hillsborough County Transportation Design Manual Presentation](#)

Draft Plan: [Hillsborough County - Hillsborough County Transportation Design Manual](#)

CIP Project Resources Website: [Hillsborough County - CIP Project Resources](#)

Discussion:

There was discussion about whether the draft manuals are consistent with each other. The feedback is being looked at and addressed. It was noted that the bike lanes on Fowler, behind the delineator, have not been cleaned in several years and are now unusable. The city and/or county needs to get a street cleaner that can clean those types of areas. The committee was encouraged to visit the Hillsborough County CIP Project Resources page and the Public Works Publications.

- D. 2050 Plan Needs Assessment for Real Choices When Not Driving** (Elizabeth Watkins, TPO Staff) – Deferred

VII. ADJOURNMENT

The meeting adjourned at 7:40 PM

A recording of this meeting may be viewed at:

https://www.youtube.com/channel/UCsojHyZb_mkYIU3o32Tbg4w/videos



Hillsborough TPO
Transportation
Planning Organization

Board & Committee Agenda Item

Agenda Item:

BPAC Top Ten Projects Finalization

Presenter:

Ben Gordon, TPO Staff, and Tim Horst, BPAC Chair

Summary:

BPAC is completing on a list of the “Top Ten Dangerous Locations for Bicyclists and Pedestrians.” Based on submissions from BPAC membership, this project may serve as a guide for future initiatives and interagency coordination efforts.

At BPAC’s September meeting, members will discuss and vote on a final draft of the Top Ten List compiled based on input from the previous meeting in August.

Recommended Action:

Adopt the Top Ten Dangerous Locations list.

Prepared By:

Ben Gordon, TPO Staff

Attachments:

BPAC Top Ten Projects Final Draft List



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Intersection Ratings (Top Ten in Green)

| | Avg Rating | Crashes | MMLOS |
|--|------------|--------------------|--------------|
| Florida Ave north of Violet St | 4.66666667 | | |
| 13th St and Hillsborough Ave. | 4.33333333 | | |
| Nebraska Ave (31st Ave to Genesee St) | 4.29 | | |
| Gray St and MacDill Ave | 4.1875 | | |
| Florida Ave and Waters Ave. | 4 | 2 | DC+CC |
| Kennedy Blvd and Meridian Ave | 4 | 2 | DC+CB |
| Hillsborough Ave (from Dale Mabry to 56th St) | 4 | 0 + 1 = 0.5 | |
| Azeele St (from Henderson Blvd to Dale Mabry Hwy) | 4 | 0 | |
| US 301 and Gibsonton Dr. | 3.88235294 | | |
| Rome Ave (from Cass to Platt St) | 3.75 | | |
| Kennedy Blvd and Boulevard | 3.66666667 | | |
| 12th St and MLK Blvd | 3.6 | | |
| Rome Ave (from Cass to Platt St) | 3.6 | | |
| E Fowler Ave (from 30th St to Nebraska Ave) | 3.6 | | |
| Busch Blvd and 18th St | 3.4 | | |
| Bruce B Downs Blvd (from Bearss to Fowler Ave) | 3.33333333 | | |
| Roundabout at Palm Ave and North Blvd | 3.33333333 | | |
| 40th St (south of Columbus) | 3.25 | | |
| Fletcher Ave (from 42nd to 46th St) | 3.07692308 | | |
| Lakewood Dr and MLK Blvd | 2.82352941 | | |
| Fletcher (Nebraska Ave to Bruce B Downs Blvd) | 2.46153846 | | |
| Howard Ave (from Bayshore Blvd to Interstate) | 2.42857143 | | |
| Gray St and Lois Ave | 2.07142857 | | |
| W Lutz Lake Fern Rd (US 41 to Dale Mabry Hwy) | 1.8 | | |
| Bayshore Blvd and Bay to Bay. | 1.64285714 | | |
| Nebraska Ave and Twiggs St | 1.57142857 | | |
| Crashes within 100 feet of intersections, 6/29/22 to 6/29/23... | | | |



Hillsborough TPO
Transportation
Planning Organization

Board & Committee Agenda Item

Agenda Item:

Coordinated Trails Planning in Hillsborough County

Presenter:

Ben Gordon, TPO Staff

Summary:

For almost thirty years, MPOs have led efforts to plan regional trails in the Tampa Bay Area, beginning with the formation of the West Central Florida Chairs Coordinating Committee Multi-Use Trail Committee in 1995. Since then, the Hillsborough TPO has played an important role in numerous regional trail initiatives, including the Friendship Trail Bridge, the Courtney Campbell Causeway Trail, and the Gulf Coast Trail.

This presentation provides an overview of these regional initiatives and their connections to more local efforts such as the Tampa Walk-Bike Plans. It also identifies gaps in the existing trail network and opportunities for future projects, such as the possibility of trails along TECO and Tampa Bay Water lines.

Recommended Action:

None, for information only.

Prepared By:

Ben Gordon, TPO Staff

Attachments:

[Presentation Slides](#)



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Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

TIP Roll Forward and Water Works Park Sidewalk Gap Amendments

Presenter:

Roger Mathie, TPO Staff

Summary:

Every year in July, FDOT District 7 begins developing its Five-Year Work Program. Following an extensive review process, the Work Program is adopted in July of the following year and a summary “snapshot” of projects listed in the Work Program is provided to the TPO in April. This “snapshot” includes a list of funded projects which are required to appear in the TPO’s TIP.

When the new TIP and Work Program are adopted in June and July, respectively, there are often projects in the previous TIP which had funding programmed but the work was not completed due to delays or a host of other reasons. The programmed funds must then be “rolled forward” into the next TIP so that the work can be completed. The TIP must therefore be amended to include those delayed projects and so that the funding amounts match the Work Program.

This year’s Roll Forward Amendment will impact three approved projects, noted below:

- 436489-1, Resurfacing of Kennedy Blvd from S Woodlynne Ave to Brevard Ave
- 452381-1, I-4 Eastbound Weigh Station Truck Parking
- 452381-2, I-4 Westbound Weigh Station Truck Parking

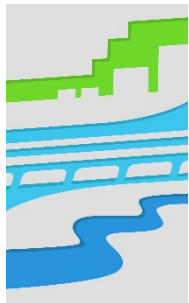
A second TIP Amendment is also being requested to accelerate design of the following project, noted below:

- 452877-1 Water Works Park Sidewalk Gaps

The Water Works Park sidewalk gap project will enhance multimodal connectivity by eliminating key sidewalk gaps within the Tampa Heights district along I-275 near Water Works Park. This includes prioritizing a direct wide sidewalk connection from Tampa Street to Doyle Carlton Drive adjacent to the barrier-separated I-275 frontage road and potentially adding a sidewalk on the east side of Doyle Carlton from south of I-275 to the main entrance of the Water Works Park.

Recommended Action:

None. For information only.



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Prepared By:

Roger Mathie, TPO Staff

Attachments:

1. [Comparative Reports](#)
2. [Presentation Slides](#)
3. [Water Works Park Sidewalk Gaps Project Factsheet](#)

**FDOT
5 Year TIP
Hillsborough County, District 7**

HIGHWAYS

| | | | |
|----------------------------------|--|----------------------------|--|
| Status Amended | Amendment Date: 9/13/2023 | Amendment Number: 2 | |
| Item Number: 436489 1 | Description: USB41/SR685/SR60/W KENNEDY FR W OF S WOODLYNNE AVE TO E OF BREVARD AVE | | L RTP: State of Good Repair and Resilience, p. 31 |
| Related Project: | Extra Description: 4 LANES | | |
| Project Length: 1.827 | | | *NON-SIS* |
| Type of Work: RESURFACING | | | |

| Fund | | <2024 | 2024 | 2025 | 2026 | 2027 | 2028 | >2028 | All Years |
|---|------|-------------|-------------|------|------|------|------|-------|--------------|
| CONSTRUCTION - Managed by FDOT | | | | | | | | | |
| Added | ACNR | \$0 | \$1,473,657 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,473,657 |
| Added | ACPR | \$0 | \$2,415,181 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,415,181 |
| Added | ACSS | \$0 | \$867,668 | \$0 | \$0 | \$0 | \$0 | \$0 | \$867,668 |
| Added | DDR | \$0 | \$2,851,440 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,851,440 |
| Added | DIH | \$1,499 | \$120,246 | \$0 | \$0 | \$0 | \$0 | \$0 | \$121,745 |
| Added | DS | \$393 | \$369,691 | \$0 | \$0 | \$0 | \$0 | \$0 | \$370,084 |
| Added | LF | \$0 | \$3,462 | \$0 | \$0 | \$0 | \$0 | \$0 | \$3,462 |
| Added | TALT | \$0 | \$611,376 | \$0 | \$0 | \$0 | \$0 | \$0 | \$611,376 |
| Totals: | | \$1,892 | \$8,712,721 | \$0 | \$0 | \$0 | \$0 | \$0 | \$8,714,613 |
| ENVIRONMENTAL - Managed by FDOT | | | | | | | | | |
| Added | DS | \$45,067 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$45,067 |
| Totals: | | \$45,067 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$45,067 |
| PRELIMINARY ENGINEERING - Managed by FDOT | | | | | | | | | |
| Added | DDR | \$1,469,308 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,469,308 |
| Added | DIH | \$72,037 | \$250 | \$0 | \$0 | \$0 | \$0 | \$0 | \$72,287 |
| Added | DS | \$721,190 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$721,190 |
| Totals: | | \$2,262,535 | \$250 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,262,785 |
| RAILROAD & UTILITIES - Managed by FDOT | | | | | | | | | |
| Added | LF | \$0 | \$126,941 | \$0 | \$0 | \$0 | \$0 | \$0 | \$126,941 |
| Totals: | | \$0 | \$126,941 | \$0 | \$0 | \$0 | \$0 | \$0 | \$126,941 |
| Item 436489 1 Totals: | | \$2,309,494 | \$8,839,912 | \$0 | \$0 | \$0 | \$0 | \$0 | \$11,149,406 |

ACNR: AC NAT HWY PERFORM RESURFACING
 ACPR: AC - PROTECT GRANT PGM
 ACSS: ADVANCE CONSTRUCTION (SS,HSP)
 DDR: DISTRICT DEDICATED REVENUE

DIH: STATE IN-HOUSEPRODUCT SUPPORT
 DS: STATE PRIMARY HIGHWAYS & PTO
 LF: LOCAL FUNDS
 TALT: TRANSPORTATION ALTS-ANY AREA



**FDOT
5 Year TIP
Hillsborough County, District 7**

HIGHWAYS

Status Amended **Amendment Date:** 9/13/2023 **Amendment Number:** 3

Item Number: 422381 1 **Description:** I-4 EASTBOUND WEIGH STATION SEFFNER/HILLSBOROUGH (70691) **LRTP:** Smart Cities, p. 39

Related Project: **Extra Description:** INCREASE TRUCK PARKING CAPACITY AND TPAS

Project Length: 0 ***SIS***

Type of Work: PARKING FACILITY

| Fund | <2024 | 2024 | 2025 | 2026 | 2027 | 2028 | >2028 | All Years |
|--|-----------------|--------------------|------------|------------|------------|------------|------------|--------------------|
| CONSTRUCTION - Managed by FDOT | | | | | | | | |
| Added CARB | \$0 | \$2,400,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,400,000 |
| Added DIH | \$0 | \$20,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$20,000 |
| Totals: | \$0 | \$2,420,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,420,000 |
| PRELIMINARY ENGINEERING - Managed by FDOT | | | | | | | | |
| Added CARB | \$82,426 | \$37,574 | \$0 | \$0 | \$0 | \$0 | \$0 | \$120,000 |
| Added DIH | \$0 | \$1,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,000 |
| Totals: | \$82,426 | \$38,574 | \$0 | \$0 | \$0 | \$0 | \$0 | \$121,000 |
| Item 422381 1 Totals: | \$82,426 | \$2,458,574 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,541,000 |

CARB: CARBON REDUCTION GRANT PGM
 DIH: STATE IN-HOUSE PRODUCT SUPPORT



**FDOT
5 Year TIP
Hillsborough County, District 7**

HIGHWAYS

| | | |
|---------------------------------------|--|----------------------------------|
| Status Amended | Amendment Date: 9/13/2023 | Amendment Number: 4 |
| Item Number: 422381 2 | Description: I-4 WESTBOUND WEIGH STATION SEFFNER/HILLSBOROUGH | LRTP: Smart Cities, p. 39 |
| Related Project: | (70691) Extra Description: INCREASE TRUCK PARKING CAPACITY AND TPAS | |
| Project Length: 0 | *SIS* | |
| Type of Work: PARKING FACILITY | | |

| Fund | <2024 | 2024 | 2025 | 2026 | 2027 | 2028 | >2028 | All Years |
|--|-------|------|-------------|------|------|------|-------|-------------|
| CONSTRUCTION - Managed by FDOT | | | | | | | | |
| Added | CARB | \$0 | \$2,150,000 | \$0 | \$0 | \$0 | \$0 | \$2,150,000 |
| Added | DIH | \$0 | \$20,000 | \$0 | \$0 | \$0 | \$0 | \$20,000 |
| Totals: | | \$0 | \$2,170,000 | \$0 | \$0 | \$0 | \$0 | \$2,170,000 |
| PRELIMINARY ENGINEERING - Managed by FDOT | | | | | | | | |
| Added | CARB | \$0 | \$120,000 | \$0 | \$0 | \$0 | \$0 | \$120,000 |
| Added | DIH | \$0 | \$1,000 | \$0 | \$0 | \$0 | \$0 | \$1,000 |
| Totals: | | \$0 | \$121,000 | \$0 | \$0 | \$0 | \$0 | \$121,000 |
| Item 422381 2 Totals: | | \$0 | \$2,291,000 | \$0 | \$0 | \$0 | \$0 | \$2,291,000 |

CARB: CARBON REDUCTION GRANT PGM
 DIH: STATE IN-HOUSE PRODUCT SUPPORT



**FDOT
5 Year TIP
Hillsborough County, District 7**

HIGHWAYS

| | | |
|-------------------------------|--|---------------------------------|
| Status Amended | Amendment Date: 9/13/2023 | Amendment Number: 5 |
| Item Number: 452877 1 | Description: WATER WORKS PARK SIDEWALK GAP- VARIOUS LOCATIONS | LRTP: Vision Zero, p. 35 |
| Related Project: | Extra Description: | |
| Project Length: 0.208 | | *SIS* |
| Type of Work: SIDEWALK | | |

| Fund | <2024 | 2024 | 2025 | 2026 | 2027 | 2028 | >2028 | All Years |
|--|---------|-----------|------|------|------|------|-------|-----------|
| PRELIMINARY ENGINEERING - Managed by FDOT | | | | | | | | |
| Added CARB | \$0 | \$304,469 | \$0 | \$0 | \$0 | \$0 | \$0 | \$304,469 |
| Added DDR | \$0 | \$329,896 | \$0 | \$0 | \$0 | \$0 | \$0 | \$329,896 |
| Added DIH | \$3,001 | \$2,999 | \$0 | \$0 | \$0 | \$0 | \$0 | \$6,000 |
| Added DS | \$3,469 | \$74,573 | \$0 | \$0 | \$0 | \$0 | \$0 | \$78,042 |
| Totals: | \$6,470 | \$711,937 | \$0 | \$0 | \$0 | \$0 | \$0 | \$718,407 |
| Item 452877 1 Totals: | \$6,470 | \$711,937 | \$0 | \$0 | \$0 | \$0 | \$0 | \$718,407 |

CARB: CARBON REDUCTION GRANT PGM
DDR: DISTRICT DEDICATED REVENUE
DIH: STATE IN-HOUSE PRODUCT SUPPORT
DS: STATE PRIMARY HIGHWAYS & PTO





Hillsborough TPO
Transportation
Planning Organization

TIP Roll Forward and Water Works Park Sidewalk Gap Amendments 2023

Roger Mathie, TPO Staff



TIP and Work Program Timeline

July 2022

FDOT begins developing Five-Year Work Program

April 2023

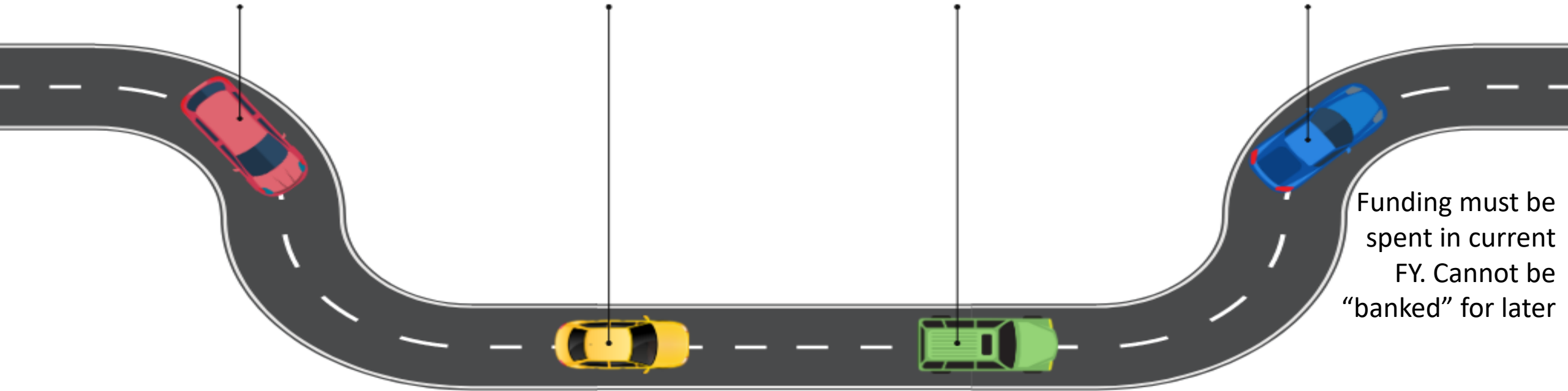
FDOT sends Tentative Work-Program to TPO. TPO uses the Work Program to create a list of Funded Projects in TIP.

June/July 2023

FDOT Five-Year Work Program and TPO TIP are adopted

October 2023

TPO TIP becomes effective



What is a “Roll Forward” Amendment?

July 2022

FDOT begins developing Five-Year Work Program

April 2023

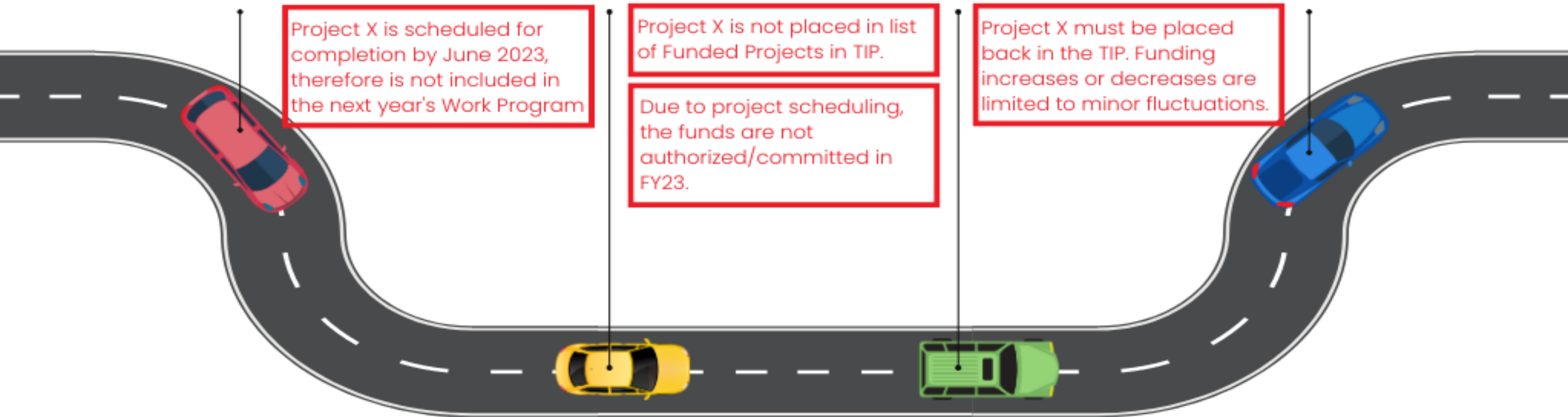
FDOT sends Tentative Work-Program to TPO. TPO uses the Work Program to create a list of Funded Projects in TIP.

June/July 2023

FDOT Five-Year Work Program and TPO TIP are adopted

October 2023

TPO TIP becomes effective



Roll Forward Amendment 2023

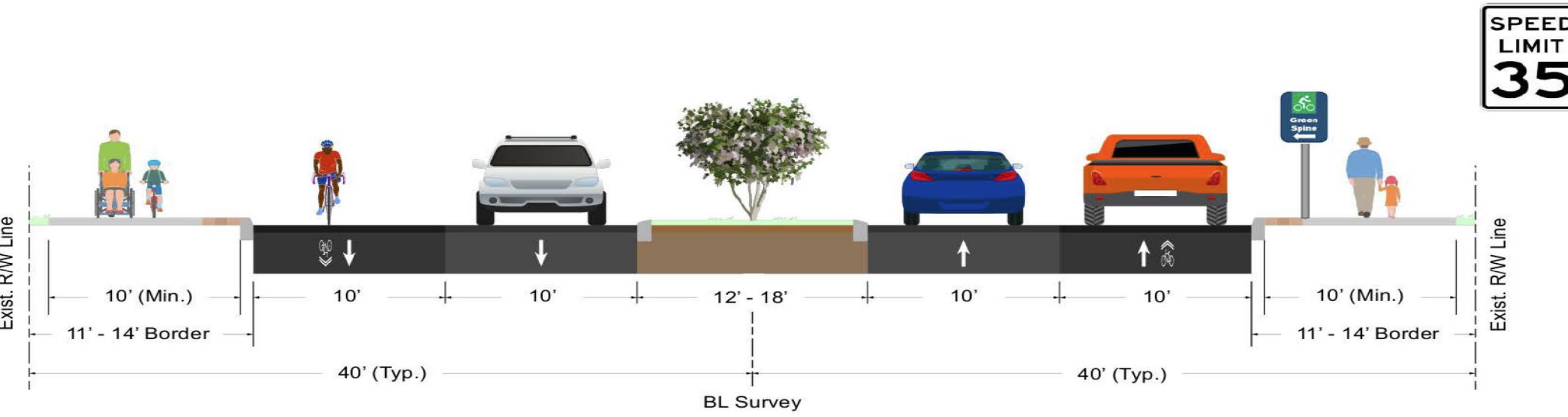
1 amendment requested by the Florida Department of Transportation (FDOT) to “roll forward” 3 projects into FY24

| Project | Phase | Total Cost | Total Net Change |
|--|---|--------------|---------------------|
| Kennedy Blvd Resurfacing from S Woodlynne Ave to Brevard Ave | Construction, Environmental, Preliminary Engineering and Railroad & Utilities | \$11,149,406 | -\$2,121,993 (-16%) |
| I-4 Eastbound Weigh Station Truck Parking | Construction and Preliminary Engineering | \$2,541,000 | \$0 |
| I-4 Westbound Weigh Station Truck Parking | Construction and Preliminary Engineering | \$2,291,000 | \$0 |





AADT = 36,500
K = 9.0%
D = 58.9%
T = 2.1%



Kennedy Blvd Resurfacing from S Woodlynne Ave to Brevard Ave

| Item Number: 436489 1 | Description: USB41/SR685/SR60/W KENNEDY FR W OF S WOODLYNNE AVE TO W OF BREVARD AVE | | | | | | | |
|--|---|---------------------|------------|------------|------------|------------|------------|---------------------|
| Project Length: 1.682 | Extra Description: 4 LANES | | | | | | | |
| Type of Work: RESURFACING | L RTP: State of Good Repair and Resilience, p. 31 | | | | | | | |
| *NON-SIS* | | | | | | | | |
| Fund | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years |
| CONSTRUCTION - MANAGED BY FDOT | | | | | | | | |
| ACSS | \$0 | \$867,668 | \$0 | \$0 | \$0 | \$0 | \$0 | \$867,668 |
| DDR | \$0 | \$7,909,327 | \$0 | \$0 | \$0 | \$0 | \$0 | \$7,909,327 |
| DIH | \$0 | \$118,620 | \$0 | \$0 | \$0 | \$0 | \$0 | \$118,620 |
| SA | \$0 | \$1,935,182 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,935,182 |
| TALT | \$0 | \$611,376 | \$0 | \$0 | \$0 | \$0 | \$0 | \$611,376 |
| Totals: | \$0 | \$11,442,173 | \$0 | \$0 | \$0 | \$0 | \$0 | \$11,442,173 |
| PRELIMINARY ENGINEERING - MANAGED BY FDOT | | | | | | | | |
| DDR | \$1,109,371 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,109,371 |
| DIH | \$45,005 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$45,005 |
| DS | \$674,850 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$674,850 |
| Totals: | \$1,829,226 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,829,226 |
| Item 436489 1 Totals: | \$1,829,226 | \$11,442,173 | \$0 | \$0 | \$0 | \$0 | \$0 | \$13,271,399 |

FY 23 TIP:

Total Project
Net Change of
-\$2,121,993

| Status Amended | Amendment Date: 9/13/2023 | Amendment Number: 2 | | | | | | |
|---|---|---|------------|------------|------------|------------|------------|---------------------|
| Item Number: 436489 1 | Description: USB41/SR685/SR60/W KENNEDY FR W OF S WOODLYNNE AVE TO E OF BREVARD AVE | L RTP: State of Good Repair and Resilience, p. 31 | | | | | | |
| Related Project: | Extra Description: 4 LANES | *NON-SIS* | | | | | | |
| Project Length: 1.827 | | | | | | | | |
| Type of Work: RESURFACING | | | | | | | | |
| Fund | <2024 | 2024 | 2025 | 2026 | 2027 | 2028 | >2028 | All Years |
| CONSTRUCTION - Managed by FDOT | | | | | | | | |
| Added ACNR | \$0 | \$1,473,657 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,473,657 |
| Added ACPR | \$0 | \$2,415,181 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,415,181 |
| Added ACSS | \$0 | \$867,668 | \$0 | \$0 | \$0 | \$0 | \$0 | \$867,668 |
| Added DDR | \$0 | \$2,851,440 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,851,440 |
| Added DIH | \$1,499 | \$120,246 | \$0 | \$0 | \$0 | \$0 | \$0 | \$121,745 |
| Added DS | \$393 | \$369,691 | \$0 | \$0 | \$0 | \$0 | \$0 | \$370,084 |
| Added LF | \$0 | \$3,462 | \$0 | \$0 | \$0 | \$0 | \$0 | \$3,462 |
| Added TALT | \$0 | \$611,376 | \$0 | \$0 | \$0 | \$0 | \$0 | \$611,376 |
| Totals: | \$1,892 | \$8,712,721 | \$0 | \$0 | \$0 | \$0 | \$0 | \$8,714,613 |
| ENVIRONMENTAL - Managed by FDOT | | | | | | | | |
| Added DS | \$45,067 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$45,067 |
| Totals: | \$45,067 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$45,067 |
| PRELIMINARY ENGINEERING - Managed by FDOT | | | | | | | | |
| Added DDR | \$1,469,308 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,469,308 |
| Added DIH | \$72,037 | \$250 | \$0 | \$0 | \$0 | \$0 | \$0 | \$72,287 |
| Added DS | \$721,190 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$721,190 |
| Totals: | \$2,262,535 | \$250 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,262,785 |
| RAILROAD & UTILITIES - Managed by FDOT | | | | | | | | |
| Added LF | \$0 | \$126,941 | \$0 | \$0 | \$0 | \$0 | \$0 | \$126,941 |
| Totals: | \$0 | \$126,941 | \$0 | \$0 | \$0 | \$0 | \$0 | \$126,941 |
| Item 436489 1 Totals: | \$2,309,494 | \$8,839,912 | \$0 | \$0 | \$0 | \$0 | \$0 | \$11,149,406 |

FY 24 TIP:



I-4 Weigh Stations Truck Parking

- Increase parking capacity by paving shoulders
- Additional parking is needed due to parked trucks impacting weigh station operations



Proposed
parking
additions



I-4 Eastbound Weigh Station Truck Parking

Status **Amended** Amendment Date: 02/08/2023 Amendment Number: 10

Item Number: **452381 1** Description: I-4 EASTBOUND WEIGH STATION SEFFNER/HILLSBOROUGH (70691) L RTP: Smart Cities, p. 39

Related Project: Extra Description: INCREASE TRUCK PARKING CAPACITY AND TPAS

Project Length: 0 *SIS*

Type of Work PARKING FACILITY

| Fund | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years |
|--|------------|--------------------|------------|------------|------------|------------|------------|--------------------|
| CONSTRUCTION - Managed by FDOT | | | | | | | | |
| Added CARB | \$0 | \$2,400,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,400,000 |
| Added DIH | \$0 | \$20,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$20,000 |
| Totals: | \$0 | \$2,420,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,420,000 |
| PRELIMINARY ENGINEERING - Managed by FDOT | | | | | | | | |
| Added CARB | \$0 | \$120,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$120,000 |
| Added DIH | \$0 | \$1,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,000 |
| Totals: | \$0 | \$121,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$121,000 |
| Item 452381 1 Totals: | \$0 | \$2,541,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,541,000 |

FY 23 TIP:

Status **Amended** Amendment Date: 9/13/2023 Amendment Number: 3

Item Number: **452381 1** Description: I-4 EASTBOUND WEIGH STATION SEFFNER/HILLSBOROUGH (70691) L RTP: Smart Cities, p. 39

Related Project: Extra Description: INCREASE TRUCK PARKING CAPACITY AND TPAS

Project Length: 0 *SIS*

Type of Work PARKING FACILITY

| Fund | <2024 | 2024 | 2025 | 2026 | 2027 | 2028 | >2028 | All Years |
|--|-----------------|--------------------|------------|------------|------------|------------|------------|--------------------|
| CONSTRUCTION - Managed by FDOT | | | | | | | | |
| Added CARB | \$0 | \$2,400,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,400,000 |
| Added DIH | \$0 | \$20,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$20,000 |
| Totals: | \$0 | \$2,420,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,420,000 |
| PRELIMINARY ENGINEERING - Managed by FDOT | | | | | | | | |
| Added CARB | \$82,426 | \$37,574 | \$0 | \$0 | \$0 | \$0 | \$0 | \$120,000 |
| Added DIH | \$0 | \$1,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,000 |
| Totals: | \$82,426 | \$38,574 | \$0 | \$0 | \$0 | \$0 | \$0 | \$121,000 |
| Item 422381 1 Totals: | \$82,426 | \$2,458,574 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,541,000 |

FY 24 TIP:



I-4 Westbound Weigh Station Truck Parking

Status Amended **Amendment Date:** 02/08/2023 **Amendment Number:** 11

Item Number: 452381 2 **Description:** I-4 WESTBOUND WEIGH STATION SEFFNER/HILLSBOROUGH (70692) **L RTP:** Smart Cities, p. 39

Related Project: **Extra Description:** INCREASE TRUCK PARKING CAPACITY AND TPAS

Project Length: 0

Type of Work: PARKING FACILITY *SIS*

| Fund | <2023 | 2023 | 2024 | 2025 | 2026 | 2027 | >2027 | All Years |
|--|------------|--------------------|------------|------------|------------|------------|------------|--------------------|
| CONSTRUCTION - Managed by FDOT | | | | | | | | |
| Added CARB | \$0 | \$2,150,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,150,000 |
| Added DIH | \$0 | \$20,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$20,000 |
| Totals: | \$0 | \$2,170,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,170,000 |
| PRELIMINARY ENGINEERING - Managed by FDOT | | | | | | | | |
| Added CARB | \$0 | \$120,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$120,000 |
| Added DIH | \$0 | \$1,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,000 |
| Totals: | \$0 | \$121,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$121,000 |
| Item 452381 2 Totals: | \$0 | \$2,291,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,291,000 |

FY 23 TIP:

Status Amended **Amendment Date:** 9/13/2023 **Amendment Number:** 4

Item Number: 452381 2 **Description:** I-4 EASTBOUND WEIGH STATION SEFFNER/HILLSBOROUGH (70691) **L RTP:** Smart Cities, p. 39

Related Project: **Extra Description:** INCREASE TRUCK PARKING CAPACITY AND TPAS

Project Length: 0

Type of Work: PARKING FACILITY *SIS*

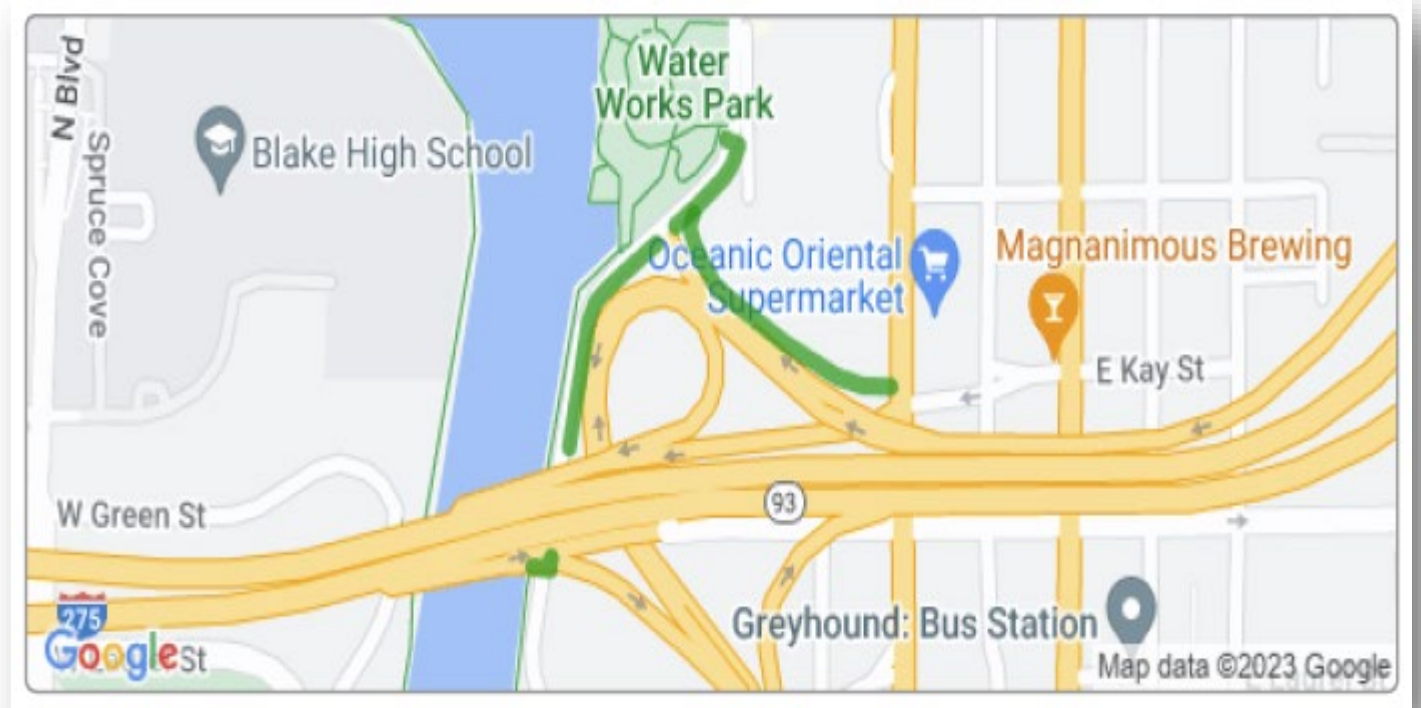
| Fund | <2024 | 2024 | 2025 | 2026 | 2027 | 2028 | >2028 | All Years |
|--|------------|--------------------|------------|------------|------------|------------|------------|--------------------|
| CONSTRUCTION - Managed by FDOT | | | | | | | | |
| Added CARB | \$0 | \$2,150,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,150,000 |
| Added DIH | \$0 | \$20,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$20,000 |
| Totals: | \$0 | \$2,170,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,170,000 |
| PRELIMINARY ENGINEERING - Managed by FDOT | | | | | | | | |
| Added CARB | \$0 | \$120,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$120,000 |
| Added DIH | \$0 | \$1,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,000 |
| Totals: | \$0 | \$121,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$121,000 |
| Item 422381 2 Totals: | \$0 | \$2,291,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,291,000 |

FY 24 TIP:



Water Works Park Sidewalk Gaps

- Will enhance multi-modal connectivity by eliminating key sidewalk gaps within Tampa Heights District
- Prioritizes a direct sidewalk connection from Tampa Street to Doyle Carlton Drive
- Construction anticipated late 2024



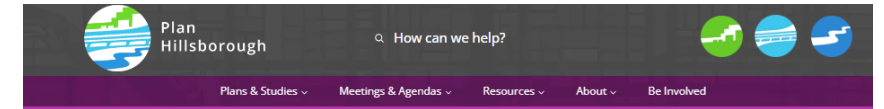
Water Works Park Sidewalk Gaps

| Status Amended Amendment Date: 9/13/2023 Amendment Number: 5 | | | | | | | | | |
|--|------|---|------------------|------------|------------|------------|---------------------------|------------|------------------|
| Item Number: 452877 1 | | Description: WATER WORKS PARK SIDEWALK GAP- VARIOUS LOCATIONS | | | | | L RTP: Vision Zero, p. 35 | | |
| Related Project: | | Extra Description: | | | | | | | |
| Project Length: 0.208 | | *SIS* | | | | | | | |
| Type of Work: SIDEWALK | | | | | | | | | |
| Fund | | <2024 | 2024 | 2025 | 2026 | 2027 | 2028 | >2028 | All Years |
| PRELIMINARY ENGINEERING - Managed by FDOT | | | | | | | | | |
| Added | CARB | \$0 | \$304,469 | \$0 | \$0 | \$0 | \$0 | \$0 | \$304,469 |
| Added | DDR | \$0 | \$329,896 | \$0 | \$0 | \$0 | \$0 | \$0 | \$329,896 |
| Added | DIH | \$3,001 | \$2,999 | \$0 | \$0 | \$0 | \$0 | \$0 | \$6,000 |
| Added | DS | \$3,469 | \$74,573 | \$0 | \$0 | \$0 | \$0 | \$0 | \$78,042 |
| Totals: | | \$6,470 | \$711,937 | \$0 | \$0 | \$0 | \$0 | \$0 | \$718,407 |
| Item 452877 1 Totals: | | \$6,470 | \$711,937 | \$0 | \$0 | \$0 | \$0 | \$0 | \$718,407 |

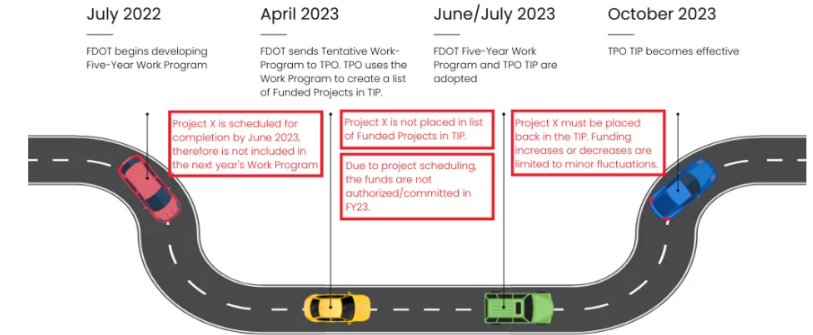


Public Outreach

- 21 days prior to September 13, 2023, TPO Board Meeting: Notification of project delay into new year
 - Press release
 - Social media post
 - Webpage posted



TIP Roll Forward and Water Works Park Sidewalk Gap Amendments



...developing its Five-Year Work Program. Following an extensive review process, the Work Program is adopted in July of the following year and a ... the Work Program is provided to the TPO in April. This "snapshot" includes a list of funded projects which are required to appear in the TPO's TIP. ... re adopted in June and July, respectively, there are often projects in the previous TIP which had funding programmed but the work was not ... per reasons. The programmed funds must then be "rolled forward" into the next TIP so that the work can be completed. The TIP must therefore be ... and so that the funding amounts match the Work Program.

... impact three approved projects, noted below:

... Blvd from S Woodlynn Ave to Brevard Ave



Questions & Discussion



Water Works Sidewalk Gap - Various Locations 452877-1

| Project Details | |
|--------------------|---|
| Work Type | Pedestrian Enhancements |
| Phase | Design |
| Limits | From East of Doyle Carlton Dr. to West of Tampa St. |
| Length | 0.5 Mile |
| City | Tampa |
| County | Hillsborough |
| Road | I-275 |
| Design Cost | \$1,067,840 |



About

The Water Works Sidewalk Gap project will enhance multi-modal connectivity by eliminating key sidewalk gaps within the Tampa Heights district along I-275 near Water Works Park.

This includes prioritizing a direct wide sidewalk connection from Tampa Street to Doyle Carlton Drive adjacent to the barrier-separated I-275 frontage road and potentially adding a sidewalk on the east side of Doyle Carlton from south of I-275 to the main entrance of the Water Works Park.

The construction is anticipated to begin in late 2024.

****Design Cost includes the total of both design and construction estimates for this project****

| Contact Information | |
|-----------------------|--|
| Design Manager | David Guttenplan 813-975-6078 David.Guttenplan@dot.state.fl.us |
| Media Contact | Kris Carson 813-975-6060 Kristen.Carson@dot.state.fl.us |

**HILLSBOROUGH TRANSPORTATION PLANNING ORGANIZATION BOARD
HYBRID MEETING AUGUST 9, 2023
DRAFT MINUTES**

I. Call to Order, Pledge of Allegiance *(Timestamp 0:04:51)*

Chair Myers called the meeting to order at 00:00 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 0:05:47)*

The following members were present in person: Commissioner Gwen Myers, Mayor Andrew Ross, Commissioner Joshua Wostal, Commissioner Henry Cohen, Commissioner Pat Kemp, Councilmember Alan Clendenin, Councilmember Lynn Hurtak, Councilmember Guido Maniscalco, Mayor Nate Kilton, Board Member Jessica Vaughn, Gina Dew, Greg Slater, Scott Drainville, Planning Commissioner Hemant Saria

The following members were present virtually: Charles Klug

The following members were absent/excused: Commissioner Michael Owen

A quorum was met in person.

A. Vote of Consent for Remote Member Participation *(Timestamp 0:47:42)*

Commissioner Wostal moved to allow remote participation, seconded by Commissioner Cohen; the voice vote passed with one Nay vote from Mayor Ross.

Clarification of remote participation was asked about and explained by Cameron Clark.

III. Chair Myers read a memorandum from Commissioner Michael Owen regarding his absence. *(Timestamp 0:06:36)*

Dated August 8, 2023 – Dear Chair, Gwen Myers: I will be unable to attend the TPO Board Meeting tomorrow, August 9, 2023, due to sickness. Please read the reason for my absence into the record.

IV. Approval of Minutes *(Timestamp 0:06:59) – June 14, 2023.*

Chair Myers sought a motion to approve the June 14, 2023 minutes. Councilmember Maniscalco so moved, seconded by Commissioner Cohen; the voice vote passed unanimously.

V. Public Comment On Agenda Items *(Timestamp 0:07:13)* (up to 3 minutes per speaker) Additional comments made via [Social Media](#) and [Email](#) can be found at the end of these minutes.
None at this time

VI. Committee Reports & Advance Comments (Rick Fernandez, CAC Chair and Gena Torres, TPO Staff) *(Timestamp 0:07:27)*

A. CAC

Workshop – July 12, 2023 (Rick Fernandez, CAC Chair)

- 2050 LRTP Revenue Forecasting
 - A presentation was made explaining the Revenue Forecast; how it fits into the LRTP; available funding for surface transportation; the series of Needs Assessments under development: good repair, stormwater, transit, Vision Zero, safety, and trails. Also discussed were local match needs, the limit on operations grants and that new legislation would be needed to increase currently levied tax. Potential Funding Sources were also discussed.
 - Members had questions on funding for maintenance, about potential funding sources like a sales tax, VMT models, CIT funds, ad valorem, vehicle weight tax, exploring public-private partnerships, TIF, and possibly mobility fees. There was an additional conversation about why transit did not have more of a share as well as safety, considering our challenge as one of the most dangerous places in the country. It was asked what happens to assets when they fail. Other discussions included urban expansion, a cushion for natural disasters, and how the Comprehensive Plan will impact the LRTP funding.
- Memorandum of Understanding on Creating a Tampa Bay MPO
 - The presentation reviewed the recent legislation to submit a feasibility report on the consolidation into a single MPO. Pros and Cons of a merger were discussed, and the MOU was summarized – apportionment, governance structure, balancing local and regional needs, funding, outreach, federally required plans and programs, agreements, and existing staff. The proposed timeline was reviewed, and CAC members were encouraged to complete the public survey and share it with others.
 - CAC members had a lively discussion on the business model, and suggestions on different scenarios such as maintaining the MPO and regional staff bring topics to the individual counties, but also that the SCTPA and TMA already serve the function of a regional collaboration body. Clarification was asked about receiving less funding if the merger happens; if non-elected officials would be removed from a regional MPO; if the MOU commits to a merger; the powers the organizations would have; if a merger would dilute the ability to advocate for the needs of Hillsborough County. It was requested that focus groups or some sort of feedback be obtained from the current staff of the existing MPOs.

Meeting – August 2, 2023 (Rick Fernandez, CAC Chair)

- Action Items
 - The Committee unanimously approved a Resolution (18 – 0) Regarding Partner Agency Participation in the CAC process. You may recall previous discussions related to this issue. A version of the Resolution was first discussed several months ago at Committee and reported to this Board. The Resolution is intended to encourage agencies to send well-informed representatives to CAC meetings to present and support requested committee action. A final version of the resolution is being prepared for the Chair’s signature and will be forwarded to the TPO Board and affected agencies in short order.
- Status Report
 - **Hillsborough TPO Electric Vehicle Infrastructure Plan (EVIP).**
An interesting and thorough presentation on the EVIP was received, reviewing the benefits and barriers to electric vehicle deployment in Hillsborough County. Committee

members shared keen interest in the equitable placement of charging stations and suggested retrofitting existing parking spaces or applying them toward the number of required parking spaces in new developments. Any changes to the EVIP based on the CAC's excellent feedback will be shown when the EVIP returns to the CAC for action

- Under New Business we considered and passed a Motion, this time with one dissenting vote, requesting CAC advisory participation in the selection of our new TPO Executive Director:
 - We would like the opportunity to meet with and interview the finalists in a CAC meeting setting. This would allow us the information needed to carry out our role as an advisory committee in support of this critical hiring decision. Given the current timeline, it is suggested that finalists be invited to meet with the CAC during our September 2023 regular meeting.
- Under Old/Unfinished Business staff provided us with a deeper review of the Hillsborough County Bicycle Network Evaluation methodology.
 - This was intended to supplement an action item presentation offered by staff in June 2023. The CAC did not approve this item for recommendation to the Board when it was before us in June. We did not take supplemental action last week. The item is before you for action this morning (VIII.B.).

Other Committee Reports

B. Livable Roadways Committee (LRC) Meeting on June 21

- Status Reports
 - FDOT Kennedy Blvd Projects Update
 - US 301 (Fowler Avenue to SR 56) PD&E Study
 - Parking Policy Ideas from “Shoupista” perspective
 - Vision Zero Streets Study (Hillsborough County Roads in the City of Tampa)

C. Bicycle Pedestrian Advisory Committee (BPAC) Meeting June 28 and Workshop July 26

- Status Reports – June 28th
 - US 301 (Fowler Avenue to SR 56) PD&E.
 - Members commented on the geographic boundaries of the facilities considered in the plan and suggested integrating this evaluation of County-owned facilities within unincorporated Hillsborough and a forthcoming evaluation of County-owned facilities within city limits.
 - Lithia Pinecrest Road PD&E Study Public Comment Period
 - One member noted that this roadway is used by all users and that it crosses a creek, bringing potential environmental impacts.
 - Another stated that this roadway is always congested and in need of improvements.
- Workshop – July 26th on the “Top Ten” Project Finalization
 - Members discussed 26 submissions for the Top Ten Dangerous Locations list.
 - Submissions were widely distributed across the county.
 - Recommendations centered crosswalks, better street lighting, and PHB installation.
 - Members rated the importance of each location on a 1 to 5 scale.
 - Due to time constraints, the last six locations will be discussed in August
 - Staff and the Chair will coordinate to down the list, using the rankings as a guide

D. Intelligent Transportation Systems Committee Meeting (ITS) on July 6

- Approved Action Items

- Hillsborough Electric Vehicle Infrastructure Plan (EVIP)
 - The presentation focused on the existing condition analysis, public outreach findings and the EV needs projection for the future.
 - There were comments on some of the challenges including the replacement cost for charging units and equipment, software and technology upgrades, and consideration for adequate charging spaces.
 - The EVIP was approved and recommended to the TPO Board for approval.
- Memorandum of Understanding on Creating a Tampa Bay MPO
 - This presentation gave a summary of the guidance for an MOU, the principles, voting structure, requirements, and timeline for where we are and where we are going.
 - There were some concerns raised regarding the representation from small cities, balancing the local and regional interests and needs, and potential committee meeting format. Another member raised concern about the proportionate share of funds received for the regional MPO if it were merged. The Committee unanimously approved the MOU summary and supported cohesiveness from an ITS point of view, especially regarding data governance and data sharing.
- Election of Officers
 - The committee elected Bryan Zayas from Hillsborough County was elected as the vice chair.

The ITS Committee heard a status report on the Hillsborough County Transportation Design Manual Update.

E. Technical Advisory Committee (TAC) Meeting on August 7

- Action Items
 - Electric Vehicle Infrastructure Plan (EVIP). Members appreciated the product but had questions on the policy implications of some recommendations and asked that the project be brought back at their September meeting for approval
- Status Reports
 - The Hillsborough County Transportation Design Manual Update – Members appreciated the changes and offered comments
 - 2050 Needs Assessment for State of Good Repair and Resilience
 - 2050 Plan Needs Assessment for Major Projects – The major projects included already were described and agency representatives were requested to provide and additional projects for evaluation by September.
 - Tampa Bay MPO Survey – The committee was asked to take and share the survey with their networks

Please note: Attachments referenced are included in the email Cheryl Wilkening sent to board members on the evening of August 8.

VII. Executive Director Recruitment (Timestamp 0:16:53)

- A. Member request to discuss Executive Director Recruitment Process (Commissioner Wostal)
 - Declined further comment at this time as the appropriate timing has passed
- B. Executive Director Interview Panel Recommendation (Mayor Ross)
 - Stated the interview panel members

- Four candidates were interviewed and three are being recommended to move forward: Wong, Sandanasamy, and Benson. Need the TPO Board to decide whom to interview
- Noted the CAC request to be a part of the process going forward. That was not included in the original scope of the process. Deferred approval to the TPO Board.
- Discussion of candidates:
 - There was a brief discussion regarding the CAC involvement in the selection process. It was noted that moving candidates forward and the CAC involvement are two separate issues.

Councilmember Maniscalco moved to move the three recommendations forward, seconded by Commissioner Cohen. The roll call vote passed 14 – 0

Councilmember Maniscalco moved that the three individuals the TPO Board selected for the next round meet with the CAC, seconded by Board Member Vaughn.

Discussion:

It was noted that out-of-town candidates be interviewed on the same trip as they interview with the TPO Board. It was asked how the CAC will report back to the TPO Board regarding what the Board wants them to do. Meghan Betourney noted the timeline and that we need to be mindful of the candidate's time. Clarification was asked if the TPO Board is going to vote on the candidate at the September 13th meeting. Yes. It was asked if the CAC could meet with the candidates via their online meeting. It was also noted that the CAC could watch the initial interviews. It was brought up that the Interview Panel has already made recommendations. It was noted that adding the CAC to the process may be late in timing and that the panel asked comprehensive questions. The CAC could watch the interviews, discuss, and provide their thoughts after doing so. There have been questions about the transparency of this process, it is important the citizens be involved in this process. Allowing the CAC to participate allows for more transparency and citizen participation. The CAC may have additional questions that the panel did not ask, and it could be done virtually. It was noted that the questions should not be changed with the CAC. The Board members have appointees to the CAC, and they can reach out to them for their opinions. Having the candidates meet with the CAC would be excessive. It was brought up that a big part of the job is public communication. After the discussion during the panel meeting, that is a topic of interest. It was stated that the recordings are not enough and the CAC represents the community.

Commissioner Cohen moved that the Board ask the CAC to conduct Zoom interviews, limited to 30 minutes, at the candidates' option, and provide feedback on their choice prior to the TPO Board's consideration of the three finalists at least 48 hours prior to the September 13th; seconded by Councilmember Hurtak. Councilmember Maniscalco accepted this motion as an amendment to the original motion. The roll call vote did not pass 9 – 7

Discussion:

It was brought up that the term "interview" holds concern, recommend changing it to a meet-and-greet. Whoever is selected, the TPO Board wants the person to succeed. If there is a conflict between the CAC Committee and the TPO Board, this could cause challenges. It was brought up that communication ability is a concern. Having candidates answer more formal questions on the

record will demonstrate some of the communication qualities the Board is looking for. The opportunity for the candidates to talk to as many people as possible is not disrespectful, it is very respectful to provide more platforms to get their message out. The CAC represents the public. Concern was expressed over potential questions being asked and the possible legality of the questions. The candidates were asked specific scripted questions. It was noted that there are a lot of committees in the TPO; not sure that the CAC should have special status over the other committees. Would rather see the TPO Board host a meet and greet for all members of the public to come and dialogue with the candidates. It was suggested that an informal meeting be held on the evening before the September 13th decision and invite the CAC members. It was noted that an open meeting may challenge the legality of questions being asked of the candidates. The legal representative could be there to make sure this does not happen. The CAC are representatives of the TPO Board; the TPO Board members could ask their representatives to provide feedback. It was noted that hearing the opinion of other CAC appointees should be heard by the TPO Board. Board Member Vaughn noted that the School Board does not have representation on all of the TPO Committees. She would like to hear what the other Board member's appointees have to say. There was discussion on the timing of the CAC becoming involved this late in the process. It was asked how many of the CC members were online during the interviews. There is no way of knowing who has viewed the interviews online.

Councilmember Clendenin offered a friendly amendment to Commissioner Cohen's motion . Cameron Clark noted that this motion is part of the motion made by Commissioner Cohen.

Councilmember Hurtak moved to have a public meet and greet on the evening of September 12, 2023, open to the public, in a space provided by the County Commission; seconded by Mayor Ross. The roll call vote passed 14 – 0

VIII. Consent Agenda (Timestamp 0:53:46)

A. Committee Appointments

- LRC – Frank Coughenour, for the City of Plant City and Samantha Flores as alternate; Justin Willits as alternate for HART; Michelle Orton as an alternate for Hillsborough County Schools
- BPAC – Samantha Flores for the City of Plant City and Frank Coughenour as alternate; Corporal Julian Anderson for Hillsborough County Sheriff
- CAC – Matt Sink Green by Councilman Clendenin

B. UPWP Amendment – State Transportation Innovation Council (STIC) Grant for Community Air Quality Monitoring

Motion to approve the Consent Agenda made by Commissioner Cohen, seconded by Councilmember Maniscalco; the voice vote passed unanimously.

IX. Action Items

- ##### **A. Fowler Avenue Studies and TPO Letter of Comment (Craig Fox, FDOT; Jay Collins, Planning Commission; Elizabeth Watkins, TPO Staff) (Timestamp 0:54:06)**
- Introduction of the Fowler Avenue PD&E Study area

- Related studies
- Redevelopment projects
- PD&E Study purpose and improvements being evaluated
 - Went over the existing typical sections
 - Review of the crash history
 - Showed three alternatives resulting from the study: BAT Lanes, Frontage Lanes, Median Guideway
 - Looked at intersection improvements
 - Went over safety strategies being proposed
 - Reviewed the evaluation matrix and estimated project cost
 - Went over the public engagement approach – there will be a public hearing in Spring 2024 if necessary
 - This project is identified in the Hillsborough County TPO Cost Feasible Non-Strategic Intermodal System (SIS) State Roadway Projects for 2020 – 2045
 - Reviewed the funding and schedule – right-of-way is not funded
- HART Next Steps
 - PD&E (August 2023); FDOT Design (September 2023); Vision Plan Open House #2 (September 2023); HART continues Lane Repurposing process
- Fowler Avenue Vision Study – Engagement and policy update
 - Went over the background and purpose of the study
 - Review of the overall schedule and public engagement timeline
 - Looked at the insights gained from the engagements: Community, Development, Infrastructure, safety, Walking/Biking Conditions, Transit, Buildings/Connectivity/Aesthetics
 - Went over the constraints and opportunities
 - Showed the overall corridor vision and redevelopment vision objectives
 - Reviewed the policy recommendations
- Went over the TPO Letter of Comment on this project

Recommended Action: Approve the transmittal of the attached letter of comment.

Presentation: [Fowler Avenue Presentation](#)

FDOT Fowler PD&E: [Fowler Ave \(State Road 582\) PD&E Study](#)

HART's Tampa Arterial BRT: [HART BRT Arterial Study \(gohart.org\)](http://gohart.org)

Plan Hillsborough Fowler Avenue Vision Study: [Fowler Avenue Vision Study - Plan Hillsborough](#)

Discussion:

It was noted that the people of Temple Terrace were asked if they wanted to participate when this study first started. That has since changed. It was noted that the flavor of the road does not change from 52nd to 56th. It was asked that FDOT consider, if feasible, they continue the treatments to 56th. FDOT will doublecheck. It was noted that the technical advisory does include the Temple Terrace planning and engineering; the recommendations will be provided to them. If they would like to implement the recommendations, that can be looked at. Clarification was asked about the term “wide walk” while not hearing anything about bike lanes. Yes, that is combining sidewalks and bike lanes. It was noted that the Tampa City Council is approving a lot of density

adjacent to this corridor and noted that the planning needs to encompass those areas because they are coming.

It was noted that a visitor to the area said that Fowler looks the same as it did 30 years ago. The road needs to be updated to reflect the changing corridor. Clarification was asked which transit lane alternative is the preferred alternative. The letter discourages the choice of the frontage road but does not promote a BAT or Fixed Guide Lane. It was asked if FDOT will announce the preferred alternative in September 2023. Yes. It was noted that there has not been good information at the TPO and with HART about the impacts of the alternatives and ridership. It was noted that if the alternative selected does not include a dedicated bus lane is not much of a vision for the future. Justin Willits from HART noted that their PD&E study only contemplated a BAT lane and a Median Lane Guideway, there was no frontage road concept. HART will be delivering a letter very soon to consider an interim solution in the BAT lane while looking at the frontage and Median Lane Guideway. The cost of a frontage lane is not a good option for HART or FDOT to consider. Will be working with FDOT for the optimal solution and then work on the funding. It was noted that these three alternatives were presented at a Policy Committee Workshop. One of the barriers is funding. There is a good interim strategy and a good long-term vision for change. It was brought up that as this corridor is being reinvented, it needs to be done right the first time to avoid a missed opportunity. If an interim solution is used, the best alternative may go by the wayside.

Mayor Ross moved to approve the transmittal of the TPO Letter of Comment to FDOT; seconded by Councilmember Clendenin. The motion passes unanimously by voice vote.

- B. **Hillsborough County Bicycle Network Evaluation** (Wade Reynolds, TPO Staff) *(Timestamp 1:37:14)*
- Overview of the plan – collaboration between TPO and County
 - Review of Goal
 - Phase 1 – Data Analysis and Prioritization Methodology – Risk Factors, Exposure Factors, Network Factors; used a rating scale of 1 – 5; Scoring and Prioritization
 - Phase 2 – Prioritization and Corridor Selection – very high and high were selected
 - Looked for geographic diversity
 - Selected: Waters Avenue, Causeway Boulevard/W Lumsden Rd; Shell Point Road; Balm Riverview Road
 - Phase 3 – Concept Development: went over the tiers of improvements from the county
 - Review of the corridors selected in their current state
 - Looked at the proposed concepts
 - Next Steps – engineering and design, develop cost estimates, public engagement, identify funding sources
 - Noted the committee approvals and the follow-up with the CAC.

Recommended Action: Approval of the Hillsborough County Bicycle Network Plan and forward it to the TPO Board.

Project Website: [Hillsborough County Bicycle Network Plan](#)

Discussion:

It was asked what the concerns were from the CAC. There were several issues including cost (which can be incremental with implementation), the methodology including equity factors in the process (equity is a factor), and whether or not areas that are rapidly developing were being taken into consideration (yes).

Mayor Ross moved to approve the Hillsborough County Bicycle Network Plan; Commissioner Wostal seconded. The voice vote passed unanimously.

X. EXECUTIVE DIRECTOR'S REPORT *(Timestamp 1:48:02)*

- A. Shout out to Hillsborough County for going over the Bicycle Routes
- B. September 13, 2023 Policy Committee meeting canceled; convene Board at 9 am
- C. Tampa Bay TMA Leadership Group meeting follow-up and [Survey on Creating a Tampa Bay MPO](#)
The issues are starting to be fleshed out and looking for feedback. Sharing the choices with all the members of the TPOs/MPOs. Please take that survey. There is a public survey that is live through the 20th of August.
- D. Plan Hillsborough Strategic Plan Joint Board workshop follow-up. Thanked members who participated. Highlight, continuing need to coordinate transportation and housing as well as collaboration across the jurisdictions. The Policy Committee is an opportunity to talk about joint projects. Possibly change those meetings to a conference room and make it more interactive while maintaining public access.
- E. Safe Streets for All grant application – federal grant in the UPWP. This year, partnering with UCF to do data analysis focusing on the speed management action plan using low-cost strategies. That action plan was acknowledged by the Federal Highway as a best practice.
- F. Several TPO studies are being presented at the APA conference in the fall.

XI. OLD & NEW BUSINESS *(Timestamp 0:00:00)*

- A. The next meeting is September 13, 2023, at 10 AM on the 26th Floor of County Center.
- B. Commissioner Wostal – It was noted that there is an addendum that is missing from the agenda. One is Fact Sheet 301. Feels it is strange that it was not presented with the Fowler Avenue study. A couple of months ago, the BOCC approved a \$55 million CDD on the very end of 301 before you go into Pasco County. It was asked what needs to be done to hear from FDOT about the outcome of the public hearing for the North 301 to Pascoe County project. The US 301 PD&E study was presented to the Board in 2022. The Board sent a letter of comment noting safety concerns, many were added to the TIP and those have now been funded. It is on the list of topics to bring back to the TPO Board. It will be added to a future agenda. Mayor Ross – noted that the discussion at the workshop would be the place for this type of topic to have discussions around.
- C. Councilmember Hurtak – the City of Tampa has been coordinating with HART to begin a premium bus service circular. It mirrors the current Streetcar Extension providing a connection from the terminus of the streetcar at Whiting Street up the Tampa Street Corridor to the Armature Works area, and potentially beyond. This would be an interim step to HART's plan of a BRT from Downtown to USF. The City of Tampa has committed \$400,000 per year for two years to fund the new service. Both are working with FDOT to secure an additional \$400,000 match. In order for the project to be added to the current funding schedule, it must be added to the TPO priority list.

Councilmember Hurtak moved for TPO Staff to bring forward a TIP Amendment for Board consideration to add the Florida Avenue/ Tampa Street Circular Project to the TPO list of priority projects, Table 2 of the TIP based on the adopted prioritization criteria for Real Choices When Not Driving, seconded by Commissioner Kemp.

Discussion:

Ms. Alden stated that staff can do whatever is the Board's pleasure. However, the TPO's list of prioritization was due to FDOT at the beginning of August. The department is in an accelerated work program cycle this year. If it could be added at this point, it is unlikely; this question was asked of FDOT Staff. This topic was surfaced with the HART and Tampa staff earlier. In order to add a project to the project list, this Board would hold a public hearing with advanced notice of 30 days. The soonest a hearing could be held would be mid-September, which is well into the FDOT work program cycle. Even if it were able to be added, there is probably not the funding this year to be able to add dollars to it right now. But, if it is added during the next regular update in the spring, it can be incorporated in the next cycle and you can request funding for any dollars in any earlier years; you don't have to wait until the end of the five years to get the funding, Will continue to work on this. It is coming up now because it is budget season now. There is another option; if the streetcar extension PD&E preferred alternative was changed to a rubber tire solution for the interim, then it would already be on the priority list. Mayor Ross requested that more information be brought to the TPO Board on this topic. It was noted that this was not done earlier because there was no continuity with HART. For clarification, this cannot be done by a TIP amendment. A change to the priority list has a different standard for public engagement. There was a suggestion for the City of Tampa to reserve budget money. Councilmember Hurtak withdrew the motion and requested a future presentation.

XII. ADJOURNMENT – The meeting adjourned at 12:02 PM

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



Committee Reports

Livable Roadways Committee (LRC) Meeting on June 21

The LRC heard status reports on:

- FDOT Kennedy Blvd Projects Update
- US 301 (Fowler Avenue to SR 56) PD&E Study
- Parking Policy Ideas from “Shoupista” perspective
- Vision Zero Streets Study (Hillsborough County Roads in the City of Tampa)

Bicycle Pedestrian Advisory Committee (BPAC) Meeting June 28 and Workshop July 26

The June 28th BPAC meeting heard status reports on:

- US 301 (Fowler Avenue to SR 56) PD&E Study
- Vision Zero Streets Study (Hillsborough County Roads in the City of Tampa)New PlanHillsborough.org Website
- Lithia Pinecrest Road PD&E Study Public Comment Period
 - One member noted that this roadway is used by all users and that it crosses a creek, bringing potential environmental impacts.
 - Another stated that this roadway is always congested and in need of improvements.

The July 26th BPAC workshop was on “Top Ten” Project Finalization

- Members discussed 26 submissions for the Top Ten Dangerous Locations list.
- Submissions were widely distributed across the county.
- Recommendations centered crosswalks, better street lighting, and PHB installation.
- Members rated the importance of each location on a 1 to 5 scale.
- Due to time constraints, the last six locations will be discussed in August
- Staff and the Chair will coordinate to down the list, using the rankings as a guide.

Intelligent Transportation Systems Committee Meeting (ITS) on July 6

The ITS approved action items:

- ✓ Hillsborough Electric Vehicle Infrastructure Plan (EVIP)

- The presentation focused on the existing condition analysis, public outreach findings and the EV needs projection for the future.
- There were comments on some of the challenges including the replacement cost for charging units and equipment, software and technology upgrade and consideration for adequate charging spaces.
- The EVIP was approved and recommended to the TPO Board for approval.
- ✓ Memorandum of Understanding on Creating a Tampa Bay MPO
 - This presentation gave a summary on the guidance for an MOU, the principles, voting structure, requirements and timeline for where we are and where we are going.
 - There were some concerns raised regarding the representation from small cities, balancing the local and regional interest and needs and potential committee meeting format. Another member raised concern for the proportionate share of funds received for the regional MPO if it were merged. The Committee unanimously approved the MOU summary and supported cohesiveness from an ITS point of view especially regarding data governance and data sharing.
- ✓ Election of Officers
 - The committee elected Bryan Zayas from Hillsborough County was elected as the vice-chair.

The ITS Committee heard a status report on the Hillsborough County Transportation Design Manual Update.

Citizens Advisory Committee (CAC) Workshop of July 12

The July 12th CAC Workshop focused on two items:

- 2050 LRTP Revenue Forecasting

A presentation was made explaining the Revenue Forecast; how it fits into the LRTP; available funding for surface transportation; the series of Needs Assessments under development: good repair, stormwater, transit, Vision Zero, safety, and trails. Also discussed were local match needs, the limit on operations grants and that new legislation would be needed to increase currently levied tax. Potential Funding Sources were also discussed.

Members had questions on funding for maintenance, about potential funding sources like a sales tax, VMT models, CIT funds, ad valorem, vehicle weight tax, exploring public-private partnerships, TIF, and possibly mobility fees. There was additional conversation about why transit did not have more of a share as well as safety, considering our challenge as one of the most dangerous places in the country. It was asked what happens to assets when they fail. Other discussions included urban expansion, a cushion for natural disasters, and how the Comprehensive Plan will impact the LRTP funding.

- Memorandum of Understanding on Creating a Tampa Bay MPO

The presentation reviewed the recent legislation to submit a feasibility report on the consolidation into a single MPO. Pros and Cons of a merger were discussed, and the MOU was summarized – apportionment, governance structure, balancing local and regional needs, funding, outreach, federally required plans and programs, agreements, and existing staff. The proposed timeline was reviewed, and CAC members were encouraged to complete the public survey and to share with others.

CAC members had a lively discussion on the business model, suggestions on different scenarios such as maintaining the MPO and regional staff bring topics to the individual counties, but also that the SCTPA and TMA already serves the function of a regional collaboration body. Clarification was asked about receiving less funding if the merger happens; if non-elected officials would be removed from a regional MPO; if the MOU commits to a merger; the powers the organizations would have; if a merger would dilute the ability to advocate for the needs of Hillsborough County. It was requested that focus groups or some sort of feedback be obtained from the current staff of the existing MPOs.

Citizens Advisory Committee Meeting of August 2

During the Chair's Report, a request was made to have staff clarify at an upcoming CAC meeting why it was learned at the TIP Hearing in June that the Westshore Interchange project was noted as being fully funded and removed from Table 2.

The CAC approved the following action item:

✓ **CAC Resolution Regarding Partner Agency Participation in the Committee Process.**

Members reviewed suggested language changes and unanimously approved the resolution which aims to ensure that agencies seeking TPO committee and Board support attend committee meetings when action is being taken. A clean version of the resolution will be prepared, signed by the CAC Chair and forwarded to the TPO Board.

The CAC heard status reports on:

- **Hillsborough TPO Electric Vehicle Infrastructure Plan (EVIP).**

An interesting and thorough presentation on the EVIP was received, reviewing the benefits and barriers to electric vehicle deployment in Hillsborough County. Committee members shared keen interest in the equitable placement of charging stations and suggested retrofitting existing parking spaces or applying them toward the number of required parking spaces in new developments. Any changes to the EVIP based on the CAC's excellent feedback will be shown when the EVIP returns to the CAC for action.

During Unfinished Business, staff provided a deeper review of the **Hillsborough County Bicycle Network Evaluation methodology**. Suggestions for future evaluations include giving more weight to proximity to higher-ridership bus routes, clarifying the role of travel speeds and how improvements can be made without additional, expensive, right of way.

During Members Interest, there were discussions on aggressive driving, traffic calming, the contribution that the size of vehicles play in crash severity, and interest in an update on the transfer of county roads to the city.

Another member's interest item that generated discussion and action, was in allowing the CAC to play a greater role in the hiring of the new TPO Executive Director. Understanding the CAC would not be able to directly vote for a candidate, they would like the opportunity to offer advice to the TPO Board, the following action passed unanimously: **the Transportation Planning Organization of Hillsborough County include the Citizens Advisory Committee in the hiring/recruitment for the Executive Director Position of the TPO which is now held by Ms. Beth Alden. This should include the meeting with the candidate in the CAC meetings but will not include the voting process**

Technical Advisory Committee Meeting of August 7

The TAC had one action item, the Electric Vehicle Infrastructure Plan (EVIP). Members appreciated the product but had questions on the policy implications of some recommendations and asked that the project be brought back at their September meeting for approval.

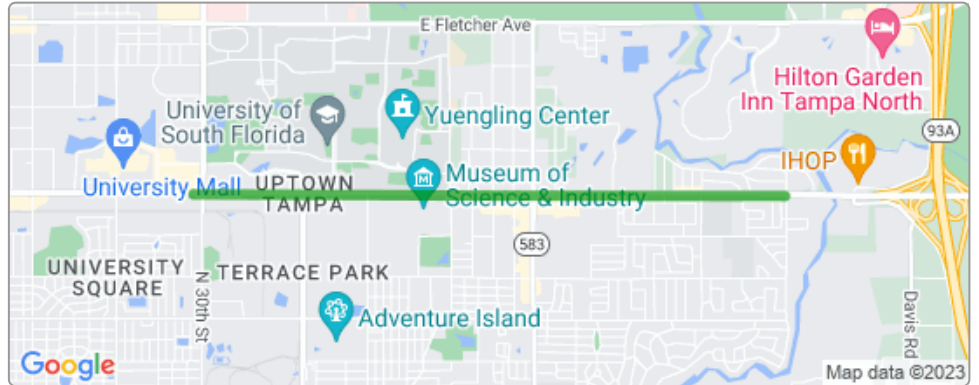
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- The Hillsborough County Transportation Design Manual Update – Members appreciated the changes and offered comments.
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- Tampa Bay MPO Survey – The committee was asked to take and share the survey with their networks.

SR 582/E. Fowler Ave. from West of Bruce B. Downs Blvd. to West of Riverhills Dr.

446270-1-52-01

| Project Details | |
|--------------------|---|
| Work Type | Resurfacing, Traffic Signals, Signing & Pavement Markings, and Lighting. Also included are associated drainage, ADA, and safety improvements. |
| Phase | Design |
| Limits | From West of Bruce B. Downs Blvd. to West of Riverhills Dr. |
| Length | 3.524 Miles |
| City | Tampa Temple Terrace |
| County | Hillsborough |
| Road | Fowler Ave |
| Design Cost | \$1.964M |



About

The purpose of this project is to preserve and extend the life of the existing pavement through milling and resurfacing. The work also includes minor drainage improvements, new signal at N 52nd Street, lighting retrofit, bringing ADA features into conformance with current standards, and perform general safety modification work.

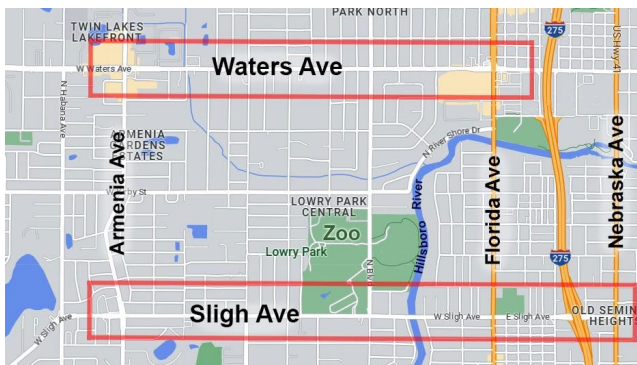
Construction is anticipated to begin Fall 2024.

| 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 |



FOR IMMEDIATE RELEASE

Public invited to weigh in on Vision Zero Streets Study



Map of the study area

Waters Avenue – Armenia Avenue to Florida Avenue (1.5 Miles)

Sligh Avenue – Armenia Avenue to Nebraska Avenue (2 miles)

Tampa, FL (September 1, 2023) - The Hillsborough Transportation Planning Organization (TPO) has hit the gas on a study that's all about making our streets safer and more vibrant. The study will help increase safety and placemaking along Waters Avenue (Armenia to Florida Avenue, 1.5 miles) and Sligh Avenue (Armenia to Nebraska Avenue, 2 miles). These street segments were identified as high-injury locations as part of the [City of Tampa's Vision Zero Action Plan](#).

The purpose of this study is to:

- Identify patterns and risk factors of severe injury and fatal crashes
- Improve placemaking and increase safety
- Use best practices to reduce the risks of crashes

People who use these roadways are encouraged to [take a brief 10-minute survey](#) and share what they would like to see changed or preserved on these roads. The survey is also [available in Spanish here](#). The feedback from the community, along with a Summary of Existing Conditions report, will help inform the final proposed recommendations. The survey will be open through September 26, 2023.

"We look forward to collaborating with the community to reimagine our largest public asset, our streets, in support of the needs of all," said Lisa Silva, AICP, PLA, Principal Planner, TPO. "It's time to take back the streets and make them great for everyone."

Consistent with the principles of [Vision Zero](#), solutions are intended to increase safety for each segment of these high crash corridors; focusing on addressing crashes where a person was Killed or Severely Injured (KSI) and on crashes involving vulnerable users (pedestrians and people on bikes).

There will be two in-person public meetings. At the September meeting we will be asking for ideas from the community and at the October meeting we will get feedback on our "fix it" suggestions. The community is warmly invited to join the planning team at both meetings to learn about the study and give their feedback. Learn more about the study on the [project page](#).

Public Meeting #1

When: Tuesday, September 12 | 6:30–8 pm

Where: Salvation Army | 1100 W Sligh Avenue Tampa, Florida, 33604

Public Meeting #2

When: Tuesday, October 10 | 6:30–8 pm

Where: Salvation Army | 1100 W Sligh Avenue Tampa, Florida, 33604

- END -

For questions about the study and the survey, please contact:

Lisa Silva, AICP, PLA, Principal Planner | silval@plancom.org | 813.665.1329

Media Contacts:

Caroline Charles, Community Relations Coordinator | charlesc@plancom.org | 813.582.7319

Brynn Dauphinais, Community Relations Coordinator | dauphinaisb@plancom.org | 813.386.5981

Lynn Merenda, Public Relations Strategist | merendal@plancom.org | 813.547.3342

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Courtney Campbell Scenic Highway Corridor Advisory Committee

August 14, 2023

Roger Roscoe
Scenic Highway Coordinator
Florida Department of Transportation, District 7
11201 McKinley Drive
Tampa, FL 33612

RE: Courtney Campbell Scenic Highway – Northeast Trail & Service Area

Dear Roger,

We are reaching out regarding the area that runs along the north side of the Courtney Campbell Scenic Highway from the Courtney Campbell boat ramp east to Rocky Point Island. The area is maintained by FDOT. Although from the public's perspective it is part of the Courtney Campbell Trail, it falls outside of the official park areas designated and maintained under MOAs with the Cities of Tampa and Clearwater.

Currently, two sets of gates and barriers to mangrove habitat have been removed or destroyed by the public. A separate set of bollards is also regularly removed and destroyed. When functioning properly, these gates, bollards, and other barriers are used to restrict motorized vehicles from entering the area after sunset, entering the bicycle-/pedestrian-use only section, and entering environmentally sensitive areas. Barriers are routinely compromised, signage is routinely ignored, and enforcement agencies are strapped for resources. Without proper access management, the area is a wellspring of conflicting uses and unlawful activities.

In light of the number and severity of issues raised at the CSHCAC meetings regarding public safety and environmental concerns in this area, this letter serves as a formal request for FDOT's assistance in making relatively inexpensive but critical changes to the access points, extending the pedestrian-/bicycle-only portion of the trail another 1.25 miles and effectively mirroring the southwest section of the Courtney Campbell Trail in Pinellas County. In comparison, the section in Pinellas County offers a safer experience for the public, draws a higher number of trail users, and is subjected to less vandalism of area infrastructure and fewer environmental incursions. The physical characteristics of the land are similar, but the current allowable uses and infrastructure at key access points are drastically different.

Details regarding the area and associated recommendations are provided on the following pages along with supporting photographs. We are available for further comment or to help answer questions.

In addition to the request made on behalf of the CSHCAC, it is important to relay that we met with department representatives for City of Tampa Parks and Recreation (P&R) on March 16 and April 13, 2023. They agree that limiting vehicular access to the Northeast Trail & Service Area will increase safety, improve the trail experience, protect environmental resources, and reduce erosion and other damage. They also recommend limiting access on



the south side of the highway to mirror any limitations on the north, thereby reducing the likelihood that restrictions on the north side of the highway increase unauthorized use in other locations on the south side of the highway.

Since the time of the original drafting of this letter, two people have been shot on the south side of the highway, resulting in injury to a grandfather and the death of his 7-year-old grandson. If FDOT's budget allows, P&R recommends limiting vehicular access throughout the corridor to mitigate the relocation and concentration of unauthorized vehicular access. For additional details related to the south side of the trail or to coordinate proposed improvements, please contact Tony Monk, City of Tampa Parks and Recreation Landscape Architect III, at tony.monk@tampagov.net or 813-416-8788.

Thank you again for your support of the Courtney Campbell Scenic Highway, including your time and consideration of this request.

Sincere regards,

Bill Jonson
Chair, CCSHCAC

Allison Roberts
Vice Chair, CCSHCAC

Attachment: Tampa Audubon Letter of Support [2 pages]

Cc: Fed Revolte, City of Tampa Mobility Department, Parking Division
Ted Fowler, City of Tampa Parks and Recreation
Tony Mulkey, City of Tampa Parks and Recreation
Tony Monk, City of Tampa Parks and Recreation
Amelia Missavage, Florida Fish and Wildlife Conservation Commission
Wade Reynolds, Plan Hillsborough, Transportation Planning Organization
Ann Paul, Tampa Audubon
Sean Sullivan, Tampa Bay Regional Planning Council
Maria Robles, Tampa Bay Regional Planning Council
Captain David Fernandez, Tampa Police Department
Chief Bercaw, Tampa Police Department
Major Ruth Cate, Tampa Police Department

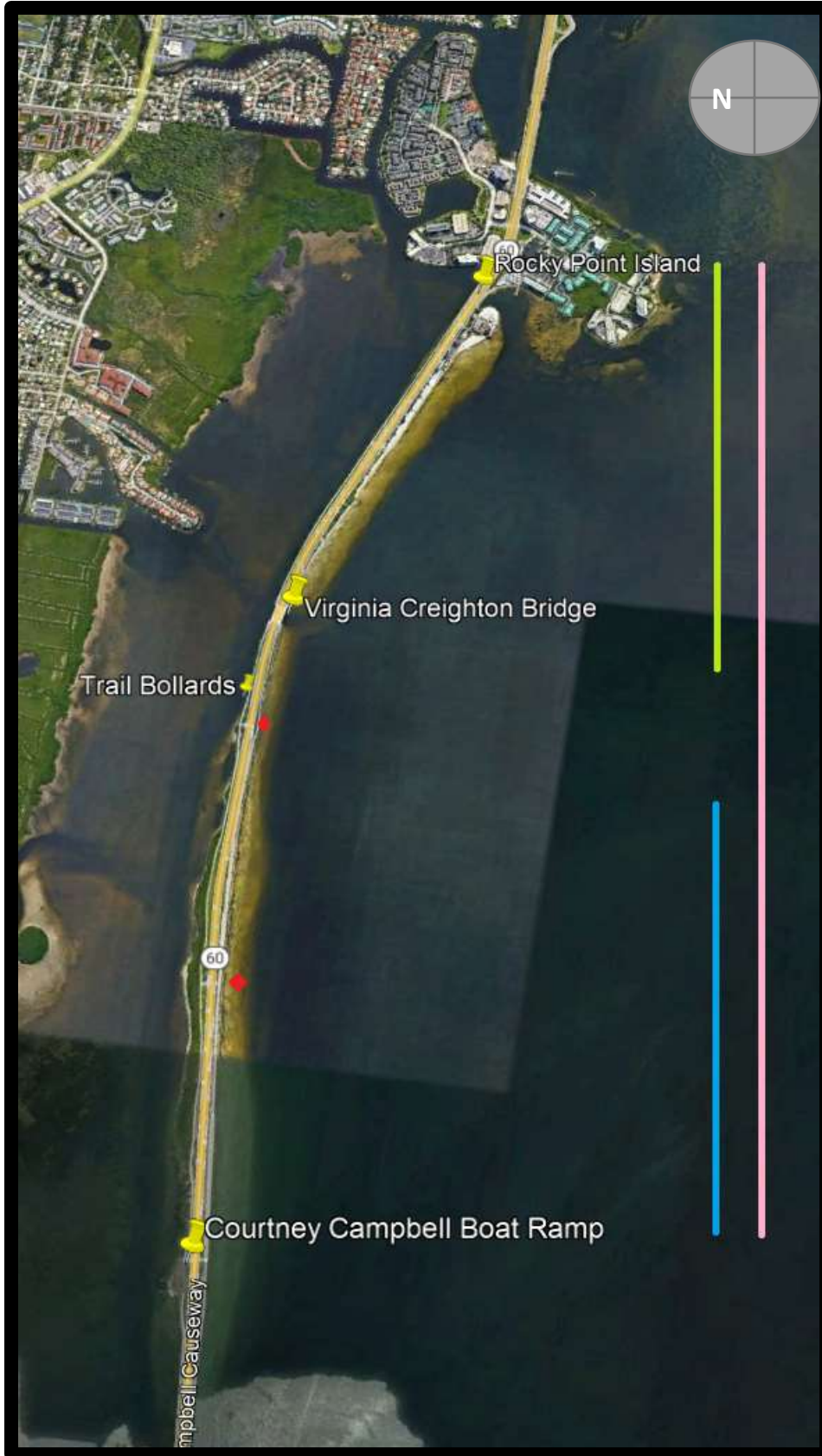


Fig. 1, Subject Area (above). North of the Scenic Hwy in Tampa (east of boat ramp & west of Rocky Point Island)
Fig. 2, Model Area (below). South of the Scenic Hwy in Pinellas County (west of the County line delineator)





Fig 3, General Description



The Subject Area is located within Hillsborough County along the northeast corridor of the Courtney Campbell Scenic Highway and has a 2.5-mile paved path designated as Campbell Causeway Access Rd N (**length of pink segment**).

Access points from the highway are gated to restrict nighttime access (**red points**). Posted signage indicates the area is closed from sunset to sunrise (Fig. 4).

An est. 1.25 linear miles are currently designated for pedestrian/bicycle use only (**lime green segment**). The trail continues another mile east of Rocky Point Island and over a newly added trail connection (FDOT #443577-1-52-01) to the Skyway Connector Trail, which is also dedicated solely to pedestrian/bicycle use and connects the Courtney Campbell Trail to two public parks -- Skyway Sports Complex to the north and Cypress Point Beach to the south.

West of the lime green segment and trail bollards, the remaining 1.25 miles to the boat ramp are marked "full lane" bicycle use and one-way vehicle use.

Out of this 1.25 mile section allowing vehicle use, an est. .95 linear miles is designated as a Conservation Easement (**blue segment**). Posted signage prohibits entry into the easement throughout this entire shoreline. The area also serves as a Protected Bird Nesting Area, which further prohibits entry January - August. Signage also suggests that the Florida Birding Trail runs through this area. (Fig. 5)

Figure 4, Posted Signage Indicating Nighttime Closure



Figure 5, Environmental & Habitat Protections (Along Blue Segment in Figure 3)



During the week and in the AM on weekends, the trail is almost exclusively used by pedestrians and bicyclists. Teams of joggers commonly train along this 2.5-mile stretch (Pink segment in Figure 3), and Rocky Point hotels appear to be working with bike share vendors to promote trail use. However, as shown by the burnout marks, other incompatible uses are also underway (Fig 6).

Figure 6, Public Safety & Environmental Concerns – Roadway Safety



During weekend afternoons (Saturday and Sunday) and holidays, individuals entering this area by vehicle predominantly engage in one of two activities: fishing on the Virginia Creighton bridge, which is prohibited, (Figs. 7, 8, and 9) or tailgating in the conservation easement, which is also prohibited (Figs. 5, 10, and 11).

Figure 7, Public Safety & Environmental Concerns – Fishing from Virginia Creighton Bridge (North Side)

Although it is difficult to make out the parties on the far side of the bridge, the picture below shows 5 people fishing (3 different sets of fishermen). One person was crawling up and down the steep sides of the bridge to fish. The signage shown in this picture is posted at both ends of the bridge.



As shown below, bollards intended to stop vehicular traffic from traveling into the pedestrian-/bicycle-use-only area regularly require repair/replacement. They were again recently repaired. When compromised, individuals drive up the trail and park at the west end of the Virginia Creighton bridge to fish – sometimes almost fully blocking the trail (Fig. 8).

Figure 8, Public Safety & Environmental Concerns – Direct Access to the Virginia Creighton Bridge



Only five (5) designated parking spots exist within the entire Subject Area (Fig. 9). They have a gravel surface, are located immediately west of the bollards, and are almost exclusively used by fishermen who fish from the Virginia Creighton bridge or the pedestrian/bicycle trail, which is an incompatible use due to flying tackle during casting and reeling.

Figure 9, Public Safety & Environmental Concerns – Parking for Fishing at the Virginia Creighton Bridge & Along the Trail



Groups routinely access the restricted conservation areas where they party, park their vehicles, pull up boats / jet skis, grill, play amplified music, litter, etc. These activities are incompatible with environmentally sensitive areas (Fig. 10). Over the past year, the size of the groups has increased significantly, often with +50 people per group.

Figure 10, Public Safety & Environmental Concerns – Weekend Tailgating in Conservation Easement



Figure 11, Public Safety & Environmental Concerns – Holiday Fireworks Directly Over the Protected Bird Nesting Area

The area over the protected bird nesting area has become a hot spot for holiday celebrations and includes significant firework activity on multiple holidays between January and August. This is just one small area showing spent fireworks after the most recent Fourth of July. The picture was not staged and is indicative of much of this area.





FDOT is responsible for maintaining bollards (midpoint along this trail section), two sets of access gates that exist along this path and open to the Courtney Campbell Scenic Highway, and barriers to the Conservation Easement Area. In addition, FDOT maintains gates between the highway and the boat ramp and to the west end of the boat ramp.

The gates restricting nighttime access from the highway (along with the Tampa Police Department's (TPD's) support in opening and closing them each day) have significantly curbed illegal and dangerous activities in this area, which had routinely involved several hundred vehicles and thousands of participants and spectators three or four nights a week street racing, performing car stunts, and engaging in other large-scale nighttime congregations. (Additional photos and videos can be made available upon request.)

The gates and TPD's assistance are vital to reducing public safety issues in this area but challenged due to (a) a significant influx of vehicles and people on the weekends shortly before the gates close and (b) routine destruction of the gates (Fig. 12). FDOT has replaced the gates multiple times at considerable expense and, again, both sets of gates used to access this area from the causeway are currently missing or inoperable. A more fortified solution is required.

Figure 12, Remainder of a Gate Used to Restrict Nighttime Access to the Trail



**** To address the public safety and environmental issues that have been discussed by the committee along with the recurring destruction of gates, bollards, and other barriers, we ask that FDOT consider using a combination of guardrail and heavy-duty removable safety bollards at the two access points along the causeway and the entrance at the boat ramp, securing the area for pedestrian-/bicycle-use only. ****

In consideration of access requirements for emergency and maintenance vehicles, we reached out to FDOT to understand how these needs are addressed on the southwest section of the Courtney Campbell Trail in Pinellas (referenced earlier as a standard we envision mirroring this section after). Bollards exist near the beginning of the trail in Pinellas (at Dr. Kiran C. Patel Blvd) from the beach parking lot and again in 1.75 miles providing direct access from the highway (Fig. 13). FDOT conducted a field review and found that the white bollard in the center of the set shown below is removable. The yellow bollards are cemented in place.

Based on the historical level of vandalism and persistence along the Subject Area, an embassy-class approach may be appropriate – using guardrail to narrow the easternmost highway entrance to a chokepoint where a single fortified bollard and video monitoring could be installed. If modelled after Pinellas, it may be appropriate to fully close off the second highway access point using guardrail. Access would also need to be restricted from the boat ramp parking lot, where either method could be used. Once access is restricted, bollards that currently exist between the Virginia Creighton Bridge and the easternmost causeway entranceway could be removed.

Figure 13, Bollards Providing Vehicles Trail Access from the Hwy. in Pinellas



****As indicated previously, the area currently contains five (5) designated parking spaces. Ben T. Davis Beach exists across the highway from the Subject Area and, with more than 300 metered parking spaces, this public park routinely has available parking. FDOT may also want to work with the City of Tampa Parks and Recreation team to help educate the public about Cypress Point Park, another nearby alternative that offers free parking and access.****

Cypress Point Park is a large public park located 3 miles away from the Subject Area. It offers a beach, trail, sand volleyball court, modern playground, restrooms, disc golf course, paddle board rentals, and shelters equipped with picnic tables and grills. Apart from the trail, none of these amenities are available within the Subject Area. Cypress Point Park also contains a large parking lot (roughly 100 spaces) with ample availability and free access (Figs. 14 – 16).

Figure 14, Cypress Point Park – Picnic Shelters



Figure 15, Cypress Point Park – Playground



Figure 16, Cypress Point Park – Beach





****Were FDOT to fortify the area for pedestrian-/bicycle-use only and be open to such, we would like to use our committee to help engage partners willing to adopt the area in order to enhance its environmental value and increase safe, proper trail usage.****

Based on informal committee member discussions, we believe the area offers great opportunity for public education, increased pedestrian/bicycle use, and environmental improvements.



P.O. Box 320025, Tampa, Florida 33679-2025

May 1, 2023

Roger Roscoe
Scenic Highway Coordinator
Florida Department of Transportation, District 7
11202 McKinley Drive
Tampa, FL 33612

RE: Courtney Campbell Scenic Highway's Northwest Trail & Service Area
usage/access

Hello Roger,

I am writing concerning the paved area and adjacent land areas and mangrove shorelines on the north side of the Courtney Campbell Scenic Highway and the east end, from Ricky Point to the boat ramp, the "Northeast Trail & Service Area". My understanding is that this region is managed by FDOT as it is not part of the park areas included in MOAs with the City of Tampa and the City of Clearwater.

This letter expresses support of the proposal by the Courtney Campbell Scenic Highway Corridor Advisory Committee to restrict vehicle access and allow safer and increased use by bicyclers and pedestrians. The Committee's proposal offers carefully considered recommendations for implementation.

We support the proposal for these reasons:

- Members of the public and nature enthusiasts including bird watchers will be able to safely access this long causeway as it extends halfway across Old Tampa Bay.

- This change will increase the length of the pathway available to the public recreationists, creating a loop to the south side using the underside of the bridge, significantly adding to the exercise and travel experience of bikers and walkers.
- The mangrove shorelines will be protected from physical vehicle damage and improved buffering of oil, gasoline, and other automotive pollutants.
- Old Tampa Bay is an under-performing portion of Tampa Bay itself, with periodic brown tide blooms and declining seagrass coverage. Protection of the causeway area by restricting close approach by vehicles will possibly reduce future deterioration of Old Tampa Bay.
- Using educational signage will enhance the visitor experience and possibly create a sense of community appreciation and support for the environment, Old Tampa Bay, and the more park-like areas of the Courtney Campbell Causeway Scenic Highway.

Please let me know if you have any questions about the support of the Tampa Audubon Society for this reworking of the access road on the Courtney Campbell Causeway Scenic Highway to increase use by bicyclers and pedestrians while improving protection of the natural resources of Old Tampa Bay.

Thank you,

Ann Paul

President

813/624-3149

CC: Allison Roberts, CCSHCAC

Maria Robles, Tampa Bay Regional Planning Council

Sean Sullivan, Tampa Bay Regional Planning Council

Bill Jonson, CCSHCAC

Karla Price, Tony Monk, and Ted Fowler, City of Tampa Parks and Recreation