



Hillsborough TPO

Transportation Planning Organization

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Jessica Vaughn
Hillsborough County
School Board

Beth Alden, AICP
Executive Director

Meeting of the TPO Board

Wednesday, September 13, 2023 @ 8:30am
Hillsborough County Center, 601 E. Kennedy Blvd., 26th Floor, Conf. Rm A/B

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, and members in exceptional circumstances may participate remotely.

This meeting may be viewed on Hillsborough Television (HTV) by visiting Spectrum: 637, Frontier: 22 or live stream from [Hillsborough County's Live YouTube Channel](#) or the County website's [Live Meetings](#) link, also found in the County [Newsroom](#). The agenda packet, presentations, and any supplemental materials are posted on the [TPO's online calendar](#).

Public comment opportunities:

To speak during the meeting - No later than 30 minutes before the meeting, please sign up [here](#) or phone 813-756-0371 for assistance. Provide the phone number you will call in from, so that we can recognize your call in the queue. You will receive an auto-reply confirming we received your request, along with instructions.

Comments may also be given up to 3pm the day before the meeting:

- by leaving a voice message at (813) 756-0371
- by e-mail to tpo@plancom.org
- by visiting the event posted on the [Facebook page](#).

Advance comments will be provided in full to the board members and verbally summarized during the meeting by TPO staff.

Rules of engagement: Professional courtesy and respect for others at this meeting are expected, and failure 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 & [Pledge of Allegiance](#)
- II. Roll Call & Declaration of Quorum (Gail Reese, TPO Staff)
- III. [Approval of Minutes – August 9, 2023](#)
- IV. **Public Comment on Agenda Items** – *30 minutes total, with up to 3 minutes per speaker. Staff will unmute you when the Chair recognizes you. As needed, the Chair may allow for additional time later in the agenda.*



Plan Hillsborough

planhillsborough.org
planner@plancom.org

813 - 272 - 5940
601 E Kennedy Blvd
18th Floor
Tampa, FL, 33602

V. Consent Agenda

A. [Committee Appointments](#)

VI. Action Items

A. [TIP Roll Forward and Water Works Park Sidewalks Gap Amendments \(Roger Mathie, TPO Staff\)](#) – *Roll-call vote required*

B. [Local Government Comments regarding MOU on Creating a Tampa Bay MPO \(Beth Alden, TPO Executive Director\)](#)

VII. TPO Executive Director Recruitment Finalist Interviews – Part 1

- Three facilitated interviews (Meghan Betourney, TPO Staff)
- Tabulation of board members' scores of the candidates

VIII. Return to Regular Business During Score Tabulation

A. Executive Director's Report

- October 11 TPO Board meeting will convene at 8:30am to address 2050 Transportation Plan topics not presented today
- Tampa Bay TMA Leadership Group meeting, September 22, 9am will be at FDOT District 7 Auditorium and online

B. Old Business & New Business

- [US 301 PD&E Study, Fowler Ave to SR 56 \(FDOT Representative\)](#)
- Other old or new business

IX. TPO Executive Director Recruitment Finalist Interviews – Part 2

- Report candidate scores (Meghan Betourney, TPO Staff)
- Board member discussion and action on ranking of the candidates

X. Adjournment

XI. Addendum

A. TPO Committee Reports

B. Announcements

- [Press release: Public invited to weigh in on Vision Zero Streets Study of Waters Ave and Sligh Ave](#)
- [Inaugural World Car Free Day](#)

B. Project Summaries, Fact Sheets & Other Status Reports

- [Plan Hillsborough Newsletter](#)
- [Factsheet: SR 582 E. Fowler Ave from W. Bruce B Downs Blvd to W. of Riverhills Dr.](#)

C. Correspondence

- [To Superintendent of Hillsborough County Schools re: grant application](#)
- [From Courtney Campbell Scenic Highway Advisory Committee to FDOT re: Pedestrian Trail](#)
- [From Sun Coast Transportation Planning Alliance Multi-Use Trails Committee to Florida Greenways & Trails Council re: regional trail priorities](#)

B. Articles Related to TPO Work

- [Spotlight On: Beth Alden, Executive Director, Hillsborough Transportation Planning Organization](#) | Capital Analytic Associates | 08.21.23
- [3 takeaways from Spotlight Tampa Bay's discussion on housing crisis](#) | Tampa Bay Times | 08.20.23
- ['We know what's best for our cities:' Local leaders address housing crisis](#) | St. Pete Catalyst | 08.17.23
- [Recommended changes to Tampa comp plan promote affordable housing](#) | 83 Degrees Media | 08.15.23
- [A survey is gauging public opinion on combining the Tampa area's planning organizations](#) | WUSF Public Media | 08.14.23
- [FDOT gives three options for Fowler Avenue's redesign to accommodate transit](#) | Tampa Bay Business Journal | 08.09.23
- [Times to host conversations](#) | Tampa Bay Newspapers | 08.09.23
- [Tampa council members react to Castor's proposed property tax hike](#) | Tampa Bay Business Journal | 08.08.23
- [Leaders want feedback on combining Pasco, Pinellas and Hillsborough planning organizations](#) | ABC Action News | 08.07.23
- [8 things to know, including Bay region home pricing trends in a national context, and Lakeland's commitment to Hispanic businesses](#) | Tampa Bay Business Journal | 08.07.23
- [Tampa Mayor Castor emboldened by transportation tax vote results?](#) | Tampa Bay Times | 08.05.23

- [Before a Tampa Bay regional transportation plan can move forward, public input is needed](#) | Tampa Bay Business Journal | 08.04.23
- [What's next? The future of Tampa Bay housing | Column](#) | Tampa Bay Times | 08.03.23
- [Latest for public transportation in Tampa Bay Area, tri-county planning](#) | Fox 13 Tampa Bay | 08.03.23
- [In Hillsborough, Wimauma development stirs commission ethics review](#) | Tampa Bay Times | 08.03.23
- [Community Plan Gives Valrico Residents A Voice](#) | Osprey Observer | 08.02.23
- [Talks continue over taking regional approach to transportation planning](#) | The Laker/Lutz News | 07.25.23
- [Plans in the work to create tri-county transit council](#) | Spectrum Bay News 9 | 07.22.23
- [Hillsborough OKs 1,800-home Wimauma development](#) | Tampa Bay Times | 07.18.23
- [How Hillsborough County is reducing barriers to food security](#) | WUSF Public Media | 07.14.23

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

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**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](#)



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item

Committee Appointments

Presenter

None – Consent Agenda

Summary

The *Citizens Advisory Committee (CAC)* shall be responsible for providing information and overall community values and needs into the transportation planning program of the TPO; evaluating and proposing solutions from a citizen's perspective concerning alternative transportation proposals and critical issues; providing knowledge gained through the CAC into local citizen group discussions and meetings; and establishing comprehension and promoting credibility for the TPO Program. CAC members serve two-year terms. The following have been nominated or volunteered to serve on the CAC:

- Christine Acosta, by Councilman Maniscalco

The Intelligent Transportation Systems (ITS) Committee is responsible for assisting in the development of Intelligent Transportation System planning work programs, as well as reviewing ITS related studies, reports, plans and projects. The following have been nominated to serve on the ITS Committee:

- Tim Garrett, as an alternate by THEA

Recommended Action

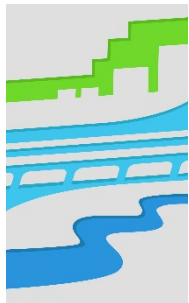
That the TPO Board confirm the above nominations

Prepared By

Cheryl Wilkening

Attachments

None



Plan Hillsborough
planhillsborough.org
planner@plancom.org
813 - 272 - 5940
601 E Kennedy Blvd
18th floor
Tampa, FL, 33602



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

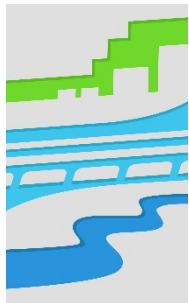
A second TIP Amendment is also being requested to accelerate design of the following project, noted below:

- 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:

Approve the Roll Forward and Water Works Park Sidewalk Gaps Amendments to the Transportation Improvement Program for FY 2023/24 through FY 2027/28



Plan Hillsborough
planhillsborough.org
planner@plancom.org
813 - 272 - 5940
601 E Kennedy Blvd
18th floor
Tampa, FL, 33602

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	\$2,400,000
Added	DIH	\$0	\$20,000	\$0	\$0	\$0	\$0	\$20,000
Totals:		\$0	\$2,420,000	\$0	\$0	\$0	\$0	\$2,420,000
PRELIMINARY ENGINEERING - Managed by FDOT								
Added	CARB	\$82,426	\$37,574	\$0	\$0	\$0	\$0	\$120,000
Added	DIH	\$0	\$1,000	\$0	\$0	\$0	\$0	\$1,000
Totals:		\$82,426	\$38,574	\$0	\$0	\$0	\$0	\$121,000
Item 422381 1 Totals:		\$82,426	\$2,458,574	\$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	\$304,469
Added	DDR	\$0	\$329,896	\$0	\$0	\$0	\$0	\$329,896
Added	DIH	\$3,001	\$2,999	\$0	\$0	\$0	\$0	\$6,000
Added	DS	\$3,469	\$74,573	\$0	\$0	\$0	\$0	\$78,042
	Totals:	\$6,470	\$711,937	\$0	\$0	\$0	\$0	\$718,407
	Item 452877 1 Totals:	\$6,470	\$711,937	\$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



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 TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

Local Government Comments regarding MOU on Creating a Tampa Bay MPO

Presenter:

Beth Alden, TPO Executive Director

Summary:

In May, the TPO approved, for the purpose of seeking input from the local governments and citizens of Hillsborough County, a draft Memorandum of Understanding on Creating a Tampa Bay MPO. Since then, staff presented the MOU to all four local governments and promoted a public opinion survey to seek feedback. Comments from the city and county commissions and councils included:

- concern for public engagement and citizen access to MPO decision-making;
- concern for smaller cities continuing to have a vote;
- concern about inadequate funding for public transit and existing roads lacking basic safety features;
- concern about non-elected officials in voting seats on the governing board;
- concern about the location of the MPO's office;
- and a formal request for the largest city in each county to weigh in before each MPO approves regionalization.

On September 22, the Tampa Bay TMA Leadership Group will consider finalizing the MOU. Afterwards, the Hillsborough TPO, Pasco MPO, and Forward Pinellas will each be asked to sign the MOU.

Staff has drafted the attached proposed edits to the MOU based on the comments from our local governments.

Recommended Action:

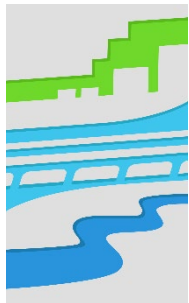
Approve the proposed edits to the draft MOU for the purpose of discussion at the Tampa Bay TMA Leadership Group meeting

Prepared By:

Beth Alden, AICP, TPO Executive Director

Attachments:

MOU on Creating a Tampa Bay MPO (with edits in underline/ strike-through format)



Plan Hillsborough
planhillsborough.org
planner@plancom.org
813 - 272 - 5940
601 E Kennedy Blvd
18th floor
Tampa, FL, 33602

Creating a Tampa Bay Metropolitan Planning Organization

Memorandum of Understanding

Among

The Hillsborough Transportation Planning Organization, The Pasco Transportation Planning Organization and Forward Pinellas

Updated Working Draft

March 27, 2023

Whereas, the Hillsborough Transportation Planning Organization (TPO), the Pasco County TPO and Forward Pinellas (the “Parties”) collectively desire to create a Tampa Bay Metropolitan Planning Organization (MPO) to improve regional transportation planning and define regional transportation priorities by entering into the Memorandum of Understanding (MOU);

Whereas, the Tampa Bay metropolitan area of Pasco, Pinellas and Hillsborough County has a combined population of 3.5 million and is projected to grow by more than one million people over the next 20 years;

Whereas, the Pasco, Pinellas and Hillsborough County MPOs or TPOs all function within the single Tampa-St. Petersburg Urban Area that covers much of the population within all three counties;

Whereas, since 1990 the State of Florida has requested that the three MPOs in the urban area consolidate into a single MPO unless they can sufficiently justify why they need to remain separate due to their complexity, unique conditions, and diversity within the region while also fostering a strong cooperative regional transportation planning process that addresses shared data, identifying regional needs, coordinated project development, and establishment of regional transportation priorities;

Whereas, the West Central Florida Chairs Coordinating Committee ~~is established in state statutes~~ (now doing business as Sun Coast Transportation Planning Alliance or SCTPA) ~~and~~ has interlocal agreements among the six MPOs serving the broader West Central Florida region and a subcommittee known as the Tampa Bay Transportation Management Area Leadership Group (TMA LG) serving the Pasco, Pinellas and Hillsborough MPOs that establish such a regional coordination and prioritization process;

Whereas, the ~~pending~~ sunset of the Tampa Bay Area Regional Transit Authority (TBARTA) will leave a void in regional transportation planning and project development, without dedicated staff and a governing board assigned to advance regional transportation activities and priorities;

Whereas, the process for forming a new regional MPO involved a number of steps to create required establishing planning documents as well as changing the hosting arrangements and MPO boundaries. As there is little precedent in Florida to rely on for guidance regarding de-designating an MPO, it will be important from a federal transportation funding cashflow to have a new MPO fully up and running at such time as existing MPOs are de-designated;

Whereas, MPOs receive federal planning funds through quarterly reimbursement that come with federal and state restrictions on how those funds may be used, there will need to be a substantial and long-term local commitment to provide sustainable and flexible funding for a regional MPO to be effective;

~~Whereas, the Florida Department of Transportation has committed through its approved Planning Funds (PL) distribution formula in 2014 that any MPOs in Florida that merge will continue to receive the base amount of PL due to each MPO prior to the merger.~~

NOW, THEREFORE, IN RECOGNITION OF THE FOREGOING, the involved MPOs hereby jointly understand, agree and commit as follows:

ARTICLE 1. PURPOSE

The purpose of this MOU is to document the mutual understanding between the Parties and to set forth the terms for their cooperation.

ARTICLE 2. AGREEMENTS AND OBLIGATIONS OF THE PARTIES

- A. The Pasco, Pinellas and Hillsborough County MPOs agree to investigate the formation, organizational and governance structure of a new regional MPO to serve the urban area of Pasco, Pinellas and Hillsborough Counties as reflected by the 2020 Census, with the goal of certifying the MPO by July 1, 2027. Other key steps toward formation may occur sooner than that date.
- B. A regional MPO serving these counties will augment and enhance the current functions of the existing MPOs in the urban area as currently represented by the Pasco MPO, Forward Pinellas and the Hillsborough TPO. It is important that while a regional MPO may provide a stronger and more collaborative regional focus and planning process that at the same time the existing long range transportation planning responsibilities be maintained at the county level for sub-regional, jurisdiction-focused projects to avoid creating a local void in planning and technical assistance activities and priorities for funding projects. Mechanisms will be created for the regional MPO to achieve a balance of regionally and locally significant projects in its priority list, such as identifying dedicated funds to expand transit and reduce crash severity with complete streets.
- C. A regional MPO must reflect proportional representation on its governing board based on the population of local governments within the MPO planning boundary, consistent with Florida Statutes that place requirements on the total number of voting members and the percentage that must represent the respective Boards of County Commissioners. As some cities and towns will be too small to have their own seats on the new governing board, a mechanism will be created to include them in the voting and decision-making process for the new MPO.
- D. The governance structure of a regional MPO may include representatives of transportation agencies as voting members, but their inclusion will reduce the number of local government

elected officials as due to the 25-member cap on voting members on the governing board in Florida Statutes.

E. Outreach to all local governments in the Metropolitan Planning Area is an important step in the regional MPO formation process and individual MPOs will develop a coordinated presentation and engagement strategy to fully inform and seek input from all affected local governments. In addition, and consistent with federal regulations concerning MPO designation, the largest incorporated City within each existing MPO in the Tampa-St. Petersburg urbanized area will be provided the opportunity to take formal action on the recommended approach to a regional MPO prior to the respective MPO moving forward with regionalization.

F. Outreach to and engagement with the general public is an essential and mandated part of the MPO planning process. To ensure that citizens across the 2700+ square mile tri-county area will continue to have access to their MPO governing board, the new regional MPO will develop a proactive public participation process that makes use of board member meetings in the community, virtual meeting technology, as well as e-mail and social media channels to expand opportunities for citizens to provide public comments directly to the governing board.

F.G. The formation and certification of a new regional MPO will require the creation and adoption of multiple planning, development and policy documents for the region that are consistent with federal and state laws and regulations, including:

- a. Apportionment Plan that describes to voting representation of the MPO's regional planning boundary and member local governments
- b. Unified Planning Work Program (a two-year budget of planning activities)
- c. Long Range Transportation Plan (20-25 year financially feasible plan for transportation)
- d. Public Participation Plan (how it will involve the public in decision-making)
- e. Transportation Improvement Program (a five-year work plan for transportation projects with funding by phase)
- f. Congestion Management Process (a strategic means of evaluating the causes and strategies for improving traffic congestion)
- g. Title VI process and Continuity of Operations Plan (addressing ADA complaints and emergency operations)
- h. Interlocal agreements and/or staff services agreements with one or more host agencies (if the MPO is not fully independent), and interlocal agreements to receive funding and provide planning services to any number of local governments in the region.

G.H. Those planning products shall reflect the work of the individual MPOs currently in place but will need to be substantially revised and restructured to reflect the new planning boundaries of the MPO as a truly regional entity covering the tri-county urban area.

H.I. The MPOs in their current formation have demonstrated competent leadership and effectiveness in planning for countywide and local transportation needs and priorities in

their respective planning areas, building trust and collaborative partnerships with local community stakeholders and land use planning agencies that will need to be sustained with the formation of a regional MPO. Therefore, the regional MPO will consider staff services agreements with the planning agency in each county to support outreach and engagement as well as coordination on land use, transportation operations and safety.

J. As each existing MPO is currently hosted by another agency, the impacts to those agencies and their staffs should be considered; the interlocal agreements with those organizations will need to be updated. Those existing host agencies may present an opportunity for continuing long range transportation planning at a county or jurisdictional level.

K. There will be substantial start-up costs to form a regional MPO based on case study examples elsewhere in the United States requiring funding to hire staff, secure office space, purchase equipment and produce necessary planning products and administrative documents.

L. A regional MPO will need a recurring local funding source from member agencies or the host local government to develop a budget pay for staff salaries, planning activities, facilities and other related administration costs to augment federal and state funds that are paid on a quarterly reimbursement.

M. To retain and continue to attract quality staff for transportation planning through what may be a multi-year transition period, existing staff at the time of formation of a regional MPO will be offered positions with the new MPO and with their respective county governments/planning agencies.

ARTICLE 3. TERM

The term of this MOU shall commence on the date the last signature is obtained (“Effective Date”) and shall continue in effect until one or more parties terminates the MOU or a new MPO interlocal agreement is in place.

ARTICLE 4. TERMINATION

This MOU may be terminated upon written agreement by the Parties with a 30-day notice.

ARTICLE 5. AMENDMENTS

This MOU may be amended, in writing, at any time if the Parties agree.

ARTICLE 6. NOTICES

If to Hillsborough TPO:

If to Pasco TPO:

If to Forward Pinellas:

~~Beth Alden~~ Executive Director _____

~~Carl Mikyska~~ Executive Director _____

Whit Blanton

601 E Kennedy Blvd, 18th Floor
Tampa, FL 33602

8731 Citizens Drive, Suite 360
New Port Richey, FL 34654

310 Court Street, 2nd Floor
Clearwater, FL 33756

ARTICLE 7. GOVERNING LAW, JURISDICTION AND VENUE

This MOU shall be governed by the laws of the State of Florida. Any action filed regarding this MOU shall be filed in the county of one of the Parties, or if in Federal Court, the Middle District of Florida, Tampa Division.

IN WITNESS WHEREOF AND AS APPROVED BY EACH MPO on the date shown below:

HILLSBOROUGH TRANSPORTATION PLANNING ORGANIZATION

BY: _____

Commissioner Gwen Myers, Chair

Date: _____

PASCO TRANSPORTATION PLANNING ORGANIZATION

BY: _____

Councilmember Matthew Murphy, Chair

Date: _____

FORWARD PINELLAS

BY: _____

Commissioner Janet Long, Chair

Date: _____



Hillsborough TPO Transportation Planning Organization

Commissioner Harry Cohen
Hillsborough County
MPO Chair

Commissioner Pat Kemp
Hillsborough County
MPO Vice Chair

Paul Anderson
Port Tampa Bay

Councilman Joseph Citro
City of Tampa

Councilman John Dingfelder
City of Tampa

Derek Doughty
Planning Commission

Joe Lopano
Hillsborough County
Aviation Authority

Mayor Rick A. Lott
City of Plant City

Councilman Guido Maniscalco
City of Tampa

Commissioner Gwen Myers
Hillsborough County

Commissioner
Kimberly Overman
Hillsborough County

Mayor Andrew Ross
City of Temple Terrace

Commissioner
Mariella Smith
Hillsborough County

Jessica Vaughn
Hillsborough County
School Board

Joseph Waggoner
Expressway Authority

Melanie Williams
HART

Beth Alden, AICP
Executive Director

June 15, 2023

Amber Russo, P.E.
FDOT District 7
11201 N. McKinley Drive
Tampa, FL 33612-6403

RE: Project Development and Environmental Study for US 301 from Fowler Avenue to SR 56 – Project # 255796-1

Dear Ms. Russo,

We appreciate the Department's coordination with us regarding this PD&E study, and want to thank your team for reducing the design speed proposed for this corridor, which will mitigate the high number of severe crashes. We request that the final PD&E document note that the proposed widening is not prioritized for funding in the adopted Long Range Transportation Plan due to its lower score compared to other needed projects in the LRTP; and that our previous letter regarding this project, dated April 13, 2022 be included in the record. Finally, we thank the Department for having quickly funded the safety and operational improvements at the Harney, Stacy, and McIntosh intersections suggested in our 2022 letter.

Sincerely,

Beth Alden, AICP
Executive Director

cc: Suzanne Monk, FDOT District 7 Liaison

BA/wr



Plan Hillsborough
planhillsborough.org
planner@plancom.org
813 - 272 - 5940
601 E Kennedy Blvd
18th Floor
Tampa, FL, 33602



Committee Reports

Livable Roadways Committee (LRC) Meeting on August 16

The LRC heard status reports on:

- 2050 Needs Assessment for Equity
- Hillsborough County Transportation Design Manual Update
- 2050 Plan Needs Assessment for Major Projects and Brainstorming

Bicycle Pedestrian Advisory Committee (BPAC) Meeting August 23

The BPAC approved action items:

- ✓ Memorandum of Understanding on Creating a Tampa Bay MPO
 - This item led to discussion not just about the MOU directly, but also about the relative merits of an MPO merger.
 - Members expressed a desire for committees to stay local to maximize community input and accommodate BPAC members who rely on bicycles and transit.
- ✓ BPAC Top Ten Project Finalization
 - There was a discussion on how to break ties for locations that received the same average rating. Staff will bring crash numbers and Level of Service data to assist with this.

The BPAC meeting heard status reports on:

- 2050 Plan Needs Assessment for Equity
- Parking Policy Ideas from “Shoupista” perspective
- Hillsborough County Transportation Design Manual Update

Transportation Disadvantaged Coordinating Board Meeting August 25

The TDCB approved action items:

- ✓ Memorandum of Understanding on Creating a Tampa Bay MPO roll call vote 12-0 in favor.
- ✓ Election of Officer – Councilmember Gil Schisler appointed Vice Chair; Member at Large Position is now vacant.

The TDCB heard status reports on:

- Hurricane Season Briefing from Emergency Management
- Section 5310 Grant Program Update
- 2050 Plan Needs Assessment for Equity
- 2050 Plan Needs Assessment for Real Choices When Not Driving
- Ride Guide Update
- Sunshine Line Update
- HART Update

New Business:

- New TDCB TPO Staff Liaison, Wally Gallart was introduced.
- Upcoming TDCB meeting changed from October 27th to October 13th.

Citizens Advisory Committee (CAC) Meeting of September 6

A verbal report will be provided at the meeting.

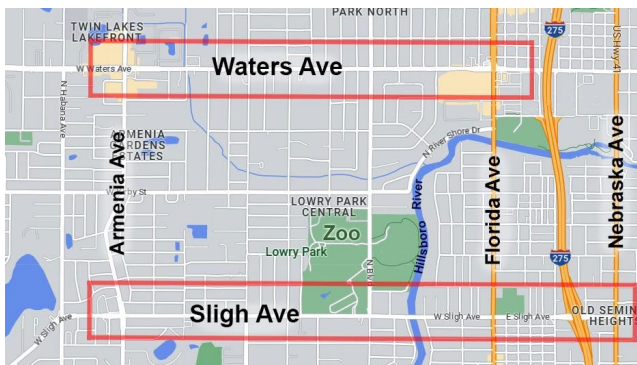
Technical Advisory Committee (TAC) Meeting of September 11

A verbal report will be provided at the meeting.



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

Switchboard: 813.272.5940

planhillsborough.org



Plan Hillsborough | 601 E Kennedy Boulevard, 18th floor, Tampa, FL 33602

[Unsubscribe aldenb@plancom.org](mailto:aldenb@plancom.org)

[Constant Contact Data Notice](#)

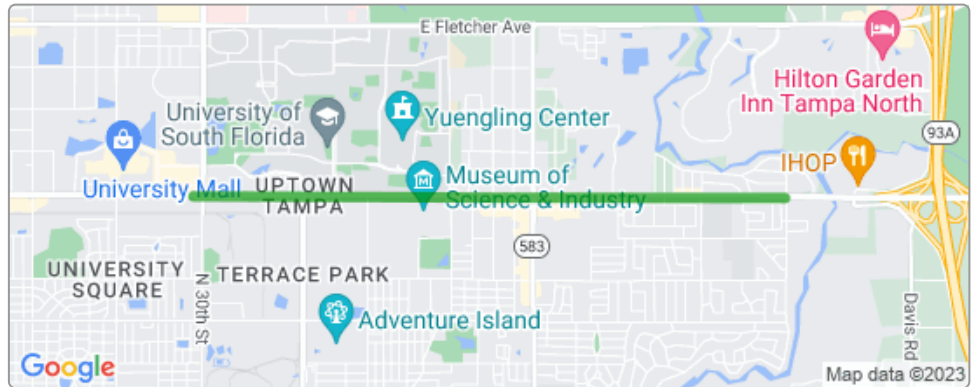
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SR 582/E. Fowler Ave. from West of Bruce B. Downs Blvd. to West of Riverhills Dr.

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



Hillsborough TPO

Transportation Planning Organization

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Hillsborough County
TPO Chair

Mayor Andrew Ross
City of Temple Terrace
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Port Tampa Bay

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HART

Joe Lopano
Hillsborough County
Aviation Authority

Councilman Guido Maniscalco
City of Tampa

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Michael Owen
Hillsborough County

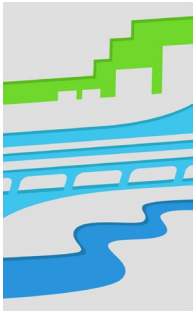
Hemant Saria
Planning Commission

Greg Slater
Expressway Authority

Commissioner
Joshua Wostal
Hillsborough County

Jessica Vaughn
Hillsborough County
School Board

Beth Alden, AICP
Executive Director



Plan Hillsborough
planhillsborough.org
planner@plancom.org
813 - 272 - 5940
601 E Kennedy Blvd
18th Floor
Tampa, FL, 33602

August 10, 2023

Van Ayres, Interim Superintendent
Hillsborough County Public Schools
901 E. Kennedy Blvd.
Tampa, FL 33602

RE: EPA Clean School Bus Grant Application, Hillsborough County Public Schools

Dear Mr. Ayres,

On behalf of the Hillsborough Transportation Planning Organization (TPO), I am pleased to support the District's 2023 EPA Clean School Bus Grant Program application. It is my understanding that Hillsborough County Public Schools (HCPS) proposes a migration plan to replace 20 of the current diesel bus fleet with 20 electric vehicle buses that will serve Title I schools. The proposed project will lower vehicular emissions and pollutants, contribute to the environmental health of the community, improve operational efficiency and decrease operational costs for the bus system.

The project is consistent with a priority initiative in the TPO's adopted Unified Planning Work Program, to develop a countywide plan for infrastructure supporting electric vehicle deployment. The TPO's planning process for a comprehensive, coordinated approach to electric vehicle infrastructure has been underway throughout the past year, and we appreciate the opportunity to continue to collaborate with HCPS. The TPO will advise HCPS in regards to priority corridors for electric vehicle charging, to assist in the placement of future charging locations for the school buses. We look forward to continuing to work together to improve HCPS' transportation migration plan for EV school buses.

This proposed project will support implementation of our joint efforts to enhance zero emissions transportation comprehensively throughout Hillsborough County's communities. The TPO urges favorable consideration of HCPS' application.

Please contact me, Grants Coordinator Amber Simmons, simmonsa@plancom.org, or Electric Vehicle Infrastructure Plan project manager Connor Macdonald, macdonaldc@plancom.org, if we can further assist.

Sincerely,

Beth Alden, AICP
Executive Director



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]

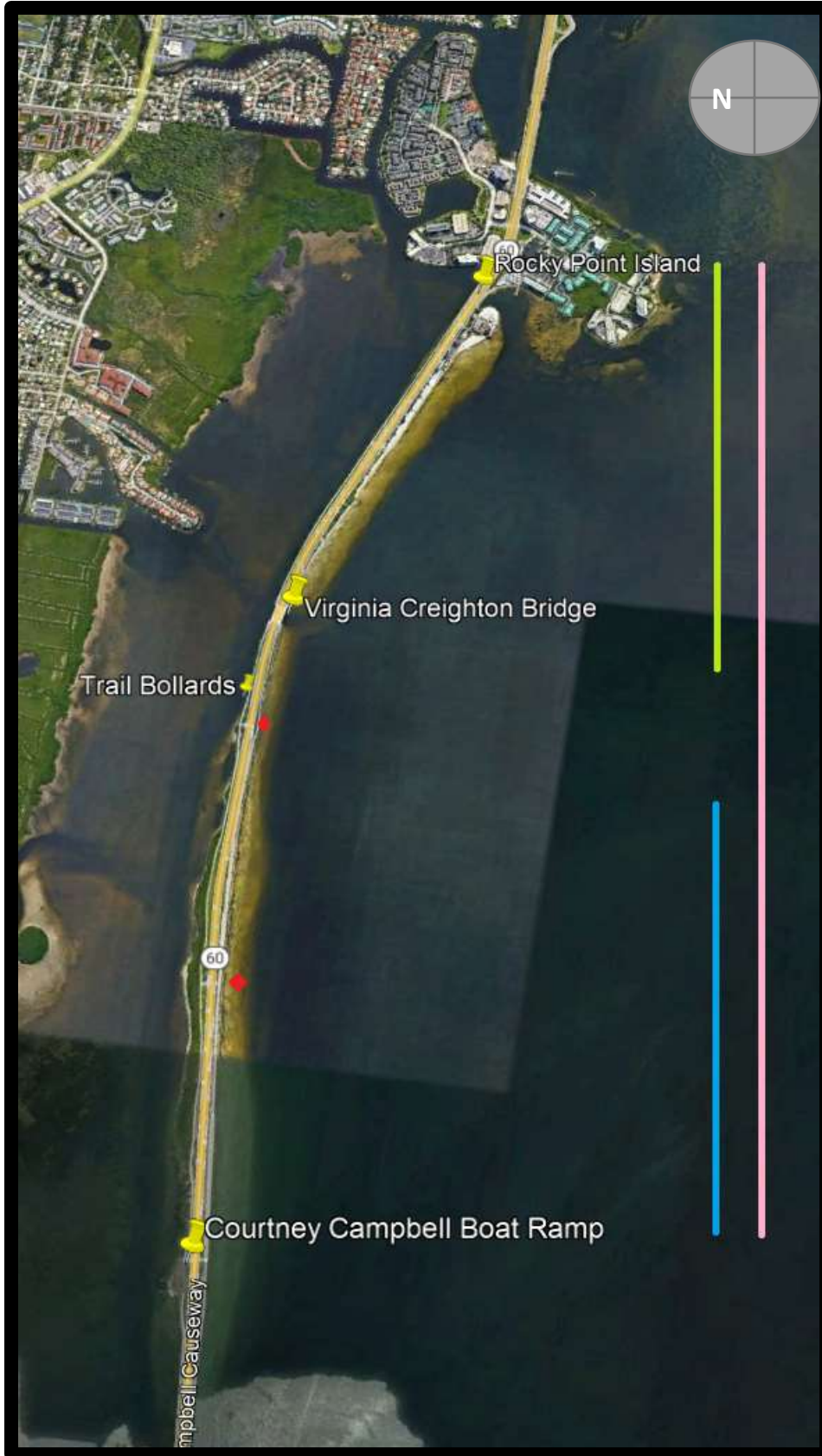
Cc: Fed Revolte, City of Tampa Mobility Department, Parking Division
Ted Fowler, City of Tampa Parks and Recreation
Tony Mulkey, City of Tampa Parks and Recreation
Tony Monk, City of Tampa Parks and Recreation
Amelia Missavage, Florida Fish and Wildlife Conservation Commission
Wade Reynolds, Plan Hillsborough, 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

Jim Couillard, Chair
Florida Greenways and Trails Council
3900 Commonwealth Boulevard
Tallahassee, Florida 32399-3000

W. Dale Allen, President
Florida Greenways and Trails Foundation
P.O Box 4142
Tallahassee, FL 32315

RE: SCTPA Regional Trail Priorities

Dear Chair Couillard and President Allen,

On behalf of the Sun Coast Transportation Planning Alliance (SCTPA), please find enclosed the Multiuse Trail Priority Lists for Districts 1 and 7. These priority lists were endorsed by the SCTPA Board at its meeting on June 25, 2023.

SCTPA staff has worked to update the scoring criteria over the last two years to align with the priorities outlined in State funding guidance, and sought consistency with trail priorities in the adopted Transportation Improvement Programs (TIPs) of each County.

These include several regionally significant trails such as the Gulf Coast Trail, which includes the Legacy Trail in Sarasota County, South Coast Greenway/Mariella Johns Smith Trail in Hillsborough, and connects to the Coast-to-Coast Trail in Pinellas.

We look forward to moving these projects forward in coordination with FDOT and the Florida Greenways and Trails Council and Foundation.

Sincerely,

Tina A. Russo

Tina Russo, Chair
SCTPA Multi Use Trails Technical Committee

Cc: MPO Staff Directors
Wayne Gaither, FDOT District 1 Southwest Area Director
Justin Hall FDOT District 7 FDOT District Liaison Administrator

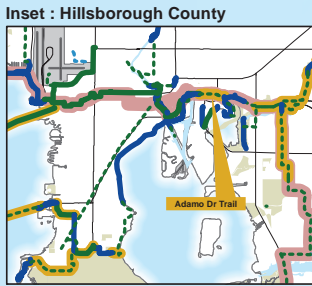
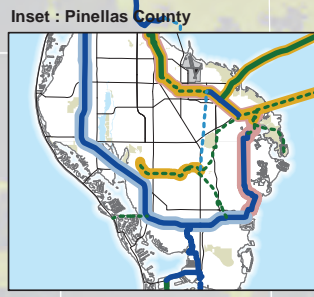
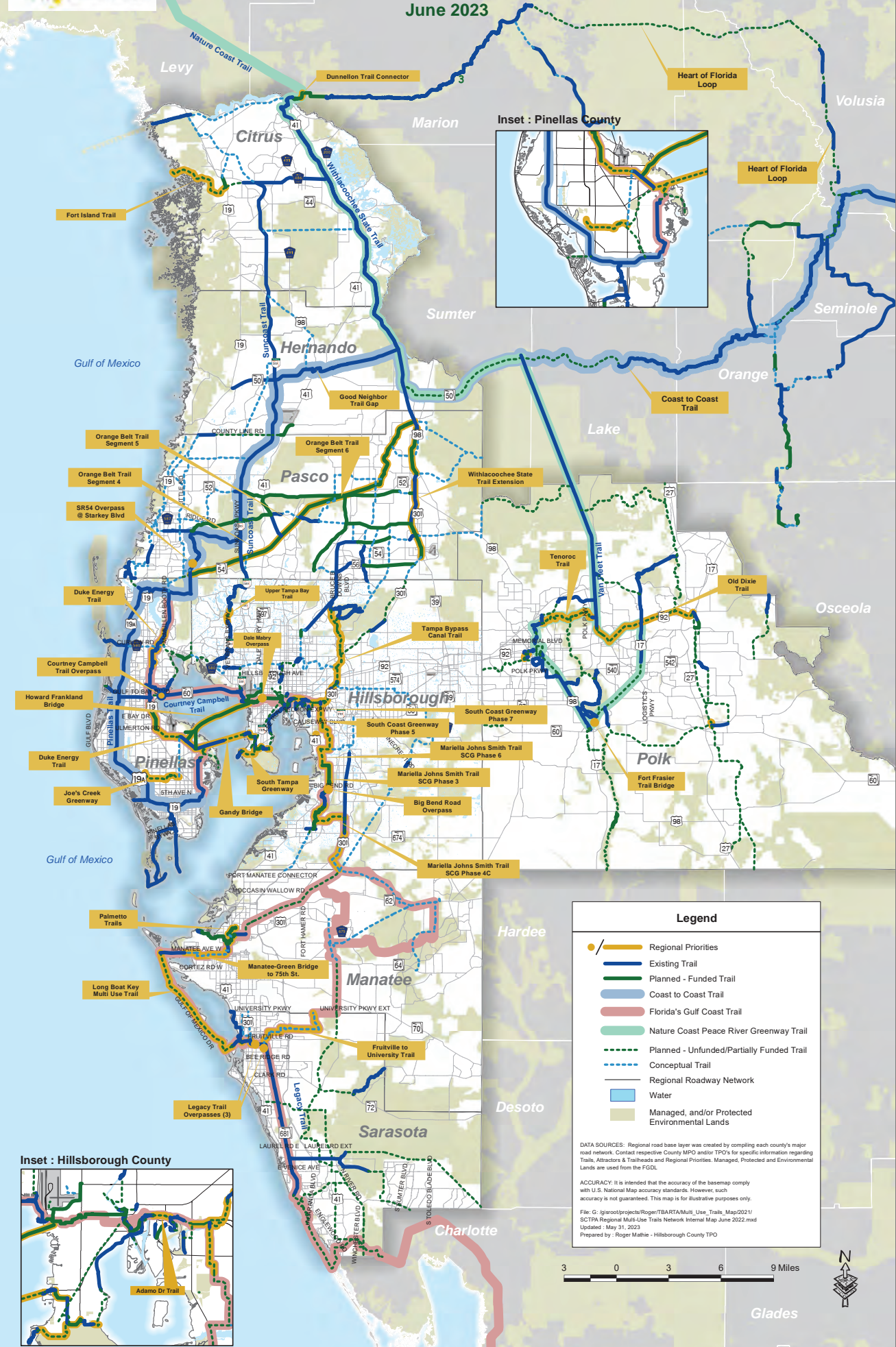
Sun Coast Transportation Planning Alliance (SCTPA)

REGIONAL MULTI-USE TRAILS PRIORITY LIST OF PROJECTS












June 23, 2023

COUNTY	FACILITY	LIMITS	PROJECT PHASE & DESCRIPTION	COST	RANKING
District 7 Priorities					
Citrus	Three Sisters Springs Connector - Multi-Use Trail	US 19 / Kings Bay Drive to 486 Trail			7
Pasco	Orange Belt Segment 4 Tower Rd	Tower Rd/Bexley Village Dr	12ft MU path/trail Route Study 2022, Segment 1-3 Funded	\$13,871,323	6
	Orange Belt Segment 5 Tower Rd	Sunlake to US 41	12ft MU path/trail Route Study 2022, Segment 1-3 Funded	\$5,000,000	5
	Starkey Gap Overpass	Starkey Gap Trail at SR 54	Overpass	\$12,768,000	5
	Orange Belt Segment 6/Caliente Rd	US 41 to Crypress Creek Well Field	12ft MU path/trail Route Study 2022, Segment 1-3 Funded	\$4,914,000	4
Hillsborough	Upper Tampa Bay Trail - Suncoast Trail Connection (UTBT Phase IV)	From Peterson Rd. to the Suncoast Trail on Lutz-Lake Fern Rd., approx. 3 miles.	Approximately 3 miles, the trail will be the final link between the scenic, 7+ mile Upper Tampa Bay Trail and 40+ mile Suncoast Trail between Peterson Rd. Park and the Brooker Creek Headwaters at Van Dyke Rd. PD&E underway. TA grant requested for construction (\$2M)	\$7,000,000	2
	South Tampa Greenway	Friendship Trail (Gandy) Bridge to Bayshore Boulevard at Balustrade	Manhattan Ave to Picnic Island	\$5,200,000	7
	Tampa Bypass Canal Trail	A 20-mile trail southward from Flatwoods Park ending at 34th St, on the banks of the Bypass Canal, per agreement with the Southwest Florida Water Management District. Using existing Hillsborough County and Temple Terrace parks potential trailheads, the corridor makes regional connections via Downtown Tampa's Selmon Greenway, Hillsborough County's future South Coast Greenway (FGCT corridor) to Manatee County, as well as the sidepath along Bruce B Downs Boulevard, and the future US 301 trail to Pasco County.	Seg 1: 34th St. to Maydell Bridge	\$5,079,900	1
			Seg 2: Maydell Bridge to Interstate 4	\$13,318,200	1
			Seg 3: Interstate 4 Overpass	\$4,693,900	2
			Seg 4: Interstate 4 to Harney Rd	\$7,391,600	4
			Seg 5: Harney Rd to Fletcher Ave/Morris Bridge Rd	\$6,039,400	3
			Seg 6: Fletcher Ave /Morris Bridge Rd to Bruce B Downs Boulevard	\$4,070,300	2
	PD&E Underway for entire trail. TA funding requested for Segment 6 construction (\$3.5M)	\$40,593,300	1		
	Adamo Drive	Project will install a 12-foot-wide asphalt trail, replacing existing sidewalk and filling in gaps along SR 60, and make intersection safety enhancements at SR 60 and N 34th Street. Project will begin east of SR 60 (Adamo Drive) and N 22nd St at the terminus of the existing Adamo Drive Greenway, continue along the north side of SR 60 to the intersection of N 34th Street, cross SR 60 and terminate at the existing Selmon Greenway Trail.	22nd Street to 34th Street	\$2,117,392	5
South Coast Greenway	The South Coast Greenway would go from Adamo Drive and extend south to the Manatee County line. One phase has already been constructed, another is planned for developer funding. The remaining trail has been broken up into six phases and a separate overpass project at Big Bend Road. This trail will be co-branded with Florida's Gulf Coast Trail. Segments south of the Alafia River will also be branded as the Mariela Johns Smith Trail.	South Coast Greenway 4A/ Sun City Center	Total 2022 Request for Active Phases \$7,015,685	2	
		South Coast Greenway 4C/19th Ave – 30th to 301		8	
		South Coast Greenway, Big Bend Overpass		4	
		South Coast Greenway 3/ Adamsville		6	
		South Coast Greenway X/ Gibsonton		6	
		South Coast Greenway 5/ Progress Village		6	
		South Coast Greenway 7/ Palm River		9	
		Submitted SUN Trail application for Big Bend Overpass, currently in design. PD&E underway for Phase 3 (Adamsville)		2	
Gandy Bridge	Hillsborough & Pinellas connection across Tampa Bay along the Gandy Bridge	Request trail to be included with bridge construction	TBD	5	
Dale Mabry Overpass	East-West connection over Dale Mabry; alignment study complete.	Request inclusion with adjacent segments of interstate.	\$5,919,242		

COUNTY	FACILITY	LIMITS	PROJECT PHASE & DESCRIPTION	COST	RANKING
District 7 Priorities (Continued from Page 1)					
Pinellas	Pinellas Trail Loop - 126th Ave N	Duke Energy corridor to 28th Ave N	Pinellas Trail Loop Gap/Planning (ROW challenges, specific alignment is being determined)	\$3,600,000	5
	Pinellas Trail Loop - 28th Ave	Scherer Dr to Roosevelt Trail	Pinellas Trail Loop Gap/Planning	\$500,000	8
	Pinellas Trail Loop - Gandy Blvd	Roosevelt Trail to San Martin Blvd	Pinellas Trail Loop Gap/Planning	\$2,000,000	3
	Pinellas Trail Loop - San Martin Blvd	Gandy to North Bay Trail	Pinellas Trail Loop Gap/PD&E 2024	\$1,000,000	7
	Joe's Creek Trail / 71st St	Pinellas Trail to 28th St	Connection to Pinellas Trail Loop/Planning - cross county east/west	\$11,000,000	10
District 1 Priorities					
Sarasota/ Manatee	Palmetto Trails Network Plan	Dr. Martin Luther King Jr. Trail to Washington Park (north of downtown Palmetto within city limits)	The purpose and need of this plan is to reestablish multimodal community connections throughout the City of Palmetto that were previously lost through the construction of US 41. The project will implement portions of the Gulf Coast Trail on the SUN Trail System. Project limits are from the MCAT station to Lincoln Park to Washington Park.	\$5,444,000	2
	Legacy Trail Overpasses	Legacy Trail at Beneva Rd & Bahia Vista St.	CST on two concrete pedestrian overpasses on the Legacy Trail across Bahia Vista St and Beneva Rd. The pedestrian overpasses will improve user safety to cross busy urban corridors along the northern extension of the multi use recreational trail.	CST (Bahia Vista) - \$3,440,000; CST (Beneva) - \$3,900,000	4
	Legacy Trail Overpasses	Legacy Trail at Tuttle Ave	PE & CST on a concrete pedestrian overpass on the Legacy Trail across Tuttle Ave. The pedestrian overpass will improve user safety to cross busy urban corridors along the northern extension of the multi use recreational trail.	PE - \$2,010,000; CST - \$3,100,000	4
	Longboat Key Multi Use Trail	Southern terminus of the Longboat Pass Bridge at the 7300 block (FDOT Sta. 739.55) of Gulf of Mexico Drive (SR789), 34228 to Southern side of the Longboat Club Rd intersection, (FDOT Sta. 220.49), 34228	PE and CST of a minimum 12-foot-wide multi-purpose pathway on the east side of Gulf of Mexico Drive, approximately 10-miles	PE - \$ 861,816; CST - \$5,745,435; CEI - \$660,725	3
	SR 64/Manatee Avenue	Green Bridge (Downtown Bradenton) to intersection of SR 64 and 75th St NW	PD&E and CST of a multi-use off road trail to increase connectivity to the SunTrail Network to the North and South of SR 64/Manatee Ave. Expanding the SUN Trail Network in this area will increase bicycle and pedestrian safety, provide more multi modal options, and support the economic vitality of nearby businesses. Alignment feasibility study underway and to be completed in May 2023.	\$870,000 request for PD&E; \$7,830,000 request for CST	5
	Fruitville Rd/University Pkwy	Legacy Trail (northern extension) to east of I-75 at Lorraine Rd	PD&E and CST of a multi-use off road trail between US 41 and Lorraine Rd as the West/East boundaries and Fruitville Rd and University Pkwy as the South/North boundaries. Expanding the SUN Trail Network in this area will increase bicycle and pedestrian safety, provide more multi modal options, and support the economic vitality of nearby businesses. Alignment feasibility study underway and to be completed in May 2023.	\$1,454,600 request for PD&E; \$13,091,400 request for CST	6
Polk	Glendale Street Trail - Lakeland	New Jersey Road to CR 37B (Lakeland Highlands Road)	The Glendale Trail is a regional trail and component of Florida's SUNTrail Network and will link the Three Parks and New Jersey Road Trails with the Fort Fraser Trail Extension.	\$960,000	2
	Fort Fraser Trail Bridge	Fort Fraser Trail Crossing of State Road 60 (van Fleet Drive) in Bartow	The City of Bartow is requesting funding for a PD&E Study for the Trail's crossing of State Road 60 (Van Fleet Drive). This project is an important component of the TPO's Multi-Use Trail Plan and will help connect the Fort Fraser Trail with Downtown Bartow. Part of Florida's SUNTrail network.	\$750,000	1
	Old Dixie Trail - Auburndale to Haines city FPN	Denton Avenue at the Auburndale/Van Fleet Trail to Main Street and North Railroad Avenue, Haines City.	Design for the missing link between the Auburndale/Van Fleet Trail and the Lake Alfred/Chain of Lakes Trail and Haines City Trail. Part of Florida's SUN Trail network.	\$2,000,000	2
	Tenoroc Trail FPN	Braddock Rd at the Auburndale/Van Fleet Trail to Crago Park	Design for the missing link between Lake Crago Park and Braddock Road to connect the City of Lakeland's Lake-to-Lake system of trails and greenways with the Auburndale Trail and Van Fleet Trail. Part of Florida's SUN Trail network.	\$2,000,000	3



Legend

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

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

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

File: G:\project\projects\Roger\TBA\RTA\Multi_Use_Trails_Map\2023\1_SCTPA_Regional_Multi-Use_Trails_Network_Internal_Map_June_2023.mxd

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Prepared by : Roger Mathie - Hillsborough County TPO

