



Hillsborough MPO
Metropolitan Planning
for Transportation



**FORWARD
PINELLAS**
Integrating Land Use & Transportation

Tampa Bay Transportation Management Area (TMA) Leadership Group

Representing the MPOs in Pasco, Pinellas, & Hillsborough Counties

**Friday, September 6, 2019
9:30 a.m. - 12:00 p.m.
Hillsborough Planning Commission Board Room
18th Floor
Hillsborough Government Center
601 E. Kennedy Blvd.
Tampa, FL**

Chair: Hillsborough MPO

Meeting Live Stream: <https://www.youtube.com/c/HillsboroughCountyMeetings/live>

Meeting Objectives

- Discuss legislative priorities and opportunities
- Discuss future organizational options for the TMA Leadership Group
- Receive update on the regionally significant projects to be included in the Regional Element of the Long Range Transportation Plans
- Receive updates on regional transportation issues and opportunities

**9:30 Welcome and Introductions
Public Comment**

9:45 Legislative Discussion – Legislative Delegation Representatives

10:45 Formally Establishing the TMA – MPO Directors

11:15 Update on Regionally Significant Projects – MPO Directors

11:30 Other Updates

- Potential Mansfield Blvd. and Kinnan St. Connection
- Update on TBARTA Planning Activities

12:00 Adjourn

Appeals: Certain public meetings result in actions taken by the public board, commission or agency that may be appealed; in such case persons are advised that, if they decide to appeal any decision made at a public meeting/hearing, they will need a record of the proceedings, and, for such purposes, they may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

**Next Meeting:
November 8, 2019
9:30 – 12:00
Pinellas Suncoast Transit Authority Headquarters
3201 Sherer Dr.
St. Petersburg, FL 33716**



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DRAFT
2020 TMA Leadership Group Meeting Dates

Friday, March 6th

Friday, June 5th
Immediately Preceding CCC Board Meeting

Friday, September 18th

Friday, December 4th
Immediately Preceding CCC Board Meeting

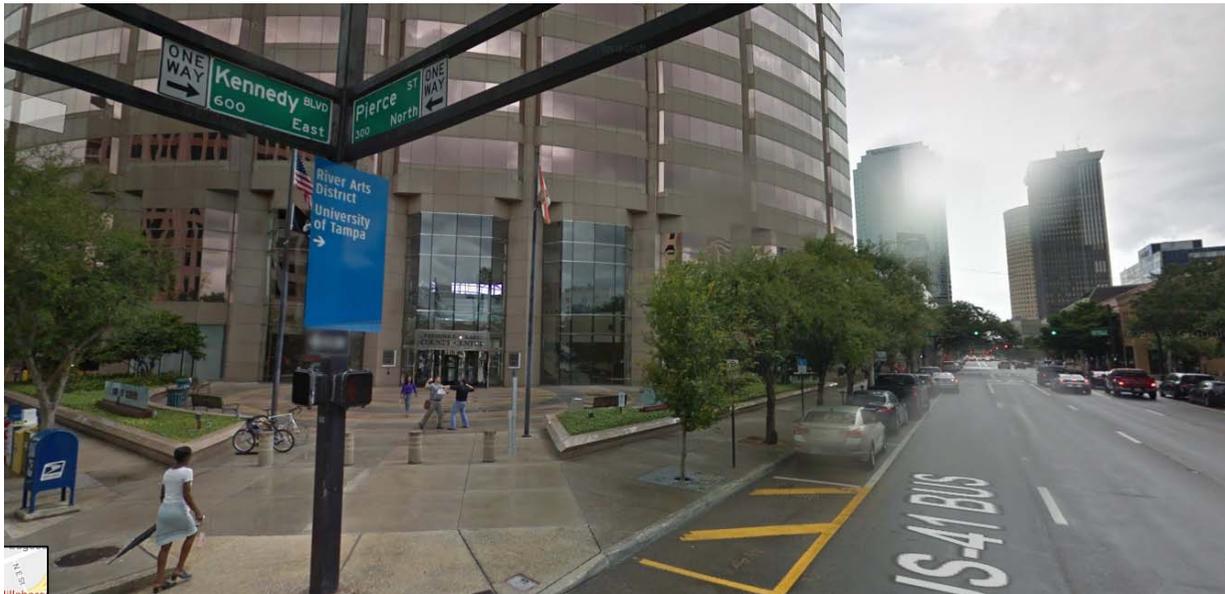
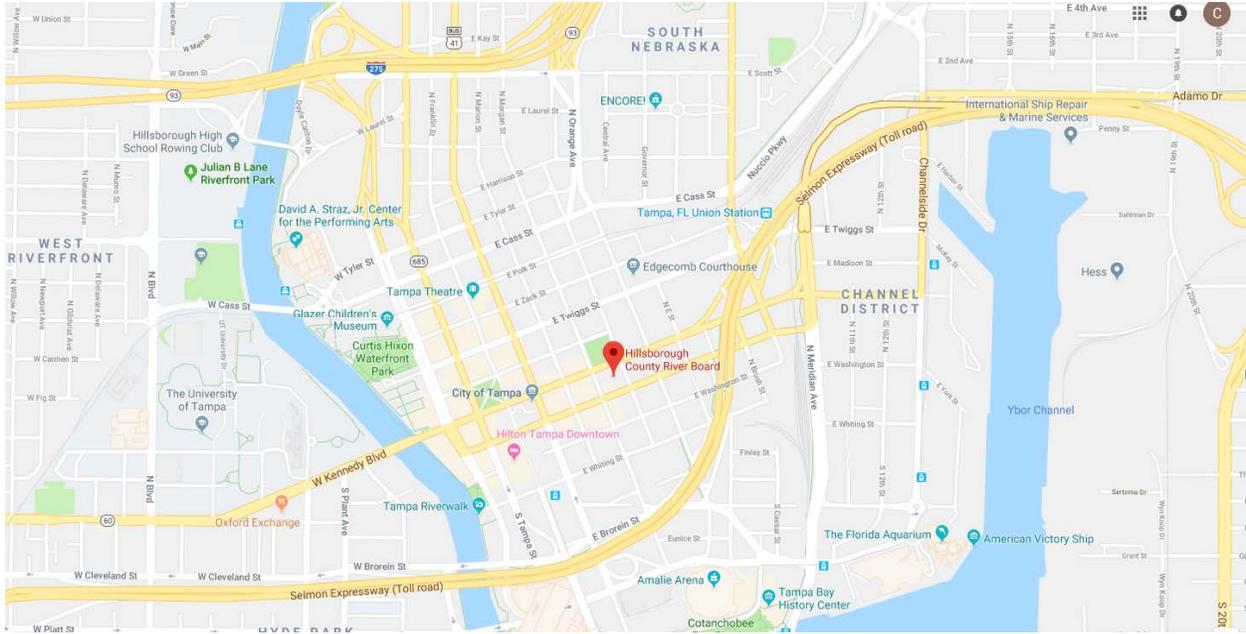
Location Map

Hillsborough Planning Commission Board Room

18th Floor, Hillsborough Government Center

601 E. Kennedy Blvd.

Tampa, FL 33602





Tampa Bay Transportation Management Area (TMA) Leadership Group Executive Summary

Representing the MPOs in Pasco, Pinellas, & Hillsborough Counties

Summary for 6.7.19 meeting

Based on the importance and reach of the conversations that happen at the TMA Leadership Group, we are looking to keep our stakeholders aware of the outcomes of these meetings. The following is a summary of the most recent meeting highlights; you can find the full agenda and this month's presentations [online](#). A video of the meeting can be [viewed on YouTube](#).

FDOT staff gave a presentation on various transit state transportation funding programs and the regulations surrounding them

- At the previous meeting, the group had asked for the presentation to better understand the restrictions on how federal/state funding could be obtained and spent
- Staff presented first on FDOT's general funding capabilities
 - Unlike most other states, FDOT's work program is majority state funded, and Florida FDOT has extensive flexibility in spending funds
 - At the federal level, 90% of revenue comes from fuel taxes, with 60% of state revenue coming from fuel taxes (property taxes and user fees account for much of the remainder)
 - Allocations for funding are distributed by formula or by program targets
- The second, longer portion of the presentation was on mechanisms for transit funding
 - State financial assistance typically comes in grant form, which is divided into formula (allocation) and discretionary (competitive) types
 - In Florida, there is only one formula grant - the formula block grant
 - This has the same criteria as the FTA grant program
 - Has a formula that includes population and ridership
 - The only requirement different from the FTA is to have a transit development plan updated every year
 - There are multiple discretionary grant programs
 - Public Transit Service Development Program
 - Purpose: try something new or expand/improve transit service
 - Max of three years of funding
 - Up to 100% operating funding, but amount is typically much lower
 - Example: Cross-Bay Ferry
 - Transit Corridor Program

- Purpose: used to fund service for particular corridors to relieve congestion and people-carrying capacity
 - Example: 300X airport express in Pinellas
 - Performance is reviewed every year by a recommending committee made up of staff from multiple agencies
 - For 100% funding, FDOT usually looks at regional routes
- Intermodal Development Program
 - Purpose: to facilitate intermodal movement of people and goods
 - Example: TPA airport project to build transit center between terminal and new commercial development
 - 50/50 match between state and local
- Park and ride lot program
 - Purpose: provides for construction or promotion of park and ride lots
 - Can fund up to 50% of non-federal share
- New Starts Transit Program
 - Purpose: assists local agencies in developing/constructing fixed guideway and BRT
 - Can fund up to 50% of non-federal share
 - Only project accepted into the federal process - Central Avenue BRT
 - Streetcar extension in Tampa will also be in consideration for FTA New Starts
- Group members discussed the need for a regional rail project and the need to find continuing operational funding, which has been the missing piece in many transit plans or projects
 - Members also discussed concerns about lack of benchmarking for route performance on a few of the discretionary grants, making it difficult to know which projects might be most competitive or successful
 - There were also questions about why regional routes were given preference for the transit corridor program when local routes often have higher ridership
- FDOT District 7 Secretary David Gwynn reiterated that funding comes down for the TMA region as a whole, and without a regional consensus on which projects should be funded it is difficult to compete with other areas
 - He mentioned a light rail project in Orlando in the 1990s that lost its funding to Charlotte instead of Orlando because of local disagreements

MPO Advisory Council Executive Director Carl Mikyska presented on the transportation outcomes of the most recent legislative session and gave a brief overview on earmarks

- Mikyska noted that it had been a successful session for transportation issues, with \$10.8B allotted for transportation - of every \$9 in the budget, transportation gets \$1
- Some of the main bills he discussed included:
 - A bill regulating discretionary sales tax referenda required that they be held during a general election and provide 180 days' notice to the Office of Program Policy Analysis

and Government Accountability; there was no $\frac{2}{3}$ majority requirement to pass as had been included in an earlier version of the bill

- The governor signed a law making texting while driving a primary offense in Florida, although other uses of handheld devices are still permitted
- In a crash involving a vehicle and a train, a bill passed saying authorities only have to interview people who actually saw something, not every single person on the train; this will clear crashes more quickly
- A bill passed regulating e-scooters, treating them the same as bicycles, allowing a maximum speed of 20 MPH, and preserving local control over where the scooters can go
- A toll road bill directed FDOT to look at three priority corridors for new toll roads
 - Task force reports are due by next year, construction by the end of 2022, and open to traffic by the end of 2030
 - The bill will also increase transportation funding by about \$135M / year
- “Earmarks” are transportation projects that get added directly into the Florida state budget rather than going through the MPO priority list and other programs for funding
 - Mikyska said that earmarks do more harm than good because they bypass MPO project priorities and undermine the process
 - About half of the \$85M in earmarks in this year’s state are located within FDOT District 7
 - Secretary Gwynn noted that if the governor vetoes those earmarks, the money is unavailable in the budget and DOT is prohibited from spending money on that project for the year
 - However, there is also a negative outcome if the earmarks pass because FDOT needs to find money within the budget to fund the project
 - This results in FDOT asking the MPOs which priority projects to defer in order to fund the earmark projects
 - FDOT used to be able to dip into reserves to fund the earmarks but Hurricane Michael has taken much of those reserves
- The group discussed the need to educate both communities and legislators on these issues to minimize earmark projects going forward

The group also discussed ways to engage the legislature going forward, an issue that had originated at the previous meeting

- With the next legislative session starting early, staff presented the September meeting as an opportunity to invite the legislative delegation to attend
- Staff also suggested reaching out to Rep. Chris Sprowls and Sen. Wilton Simpson to ask for a point person in each county to invite so that the MPOs could develop champions in the legislature
 - This was a popular idea; however, the concern was expressed that all members of the legislative delegation should at least be notified of the meeting and invited so they could educate themselves on transportation issues if they wished

Hillsborough Area Regional Transit CEO Benjamin Limmer presented on the new vision for HART's future in light of the new funding from the All For Transportation referendum

- HART will be the recipient of a little under 50% of the proceeds from the \$.01 sales tax, totaling \$130M a year
 - 45% will go toward enhanced bus service
 - 35% will go toward fixed guideway options, which will need to reserve 20 years of operations funding to be eligible for federal grants
 - 20% for other improvements
- The Hillsborough referendum gave the transportation planning agencies more flexibility in ability to choose projects than other referenda across the country
- HART's priorities for this new funding include:
 - Substantially expanding bus service that already exists while also expanding HART's reach so that all citizens can be served
 - Creating a long-range vision for the future
 - Accelerating implementation of all bus service plans for the next five years
 - Considering restoring service reductions from fall 2017
 - Investing in places where customers wait for buses (shelters, stops, etc.)
 - Leveraging funds to obtain more funding and develop partnerships
- Limmer also affirmed, in response to a question, the critical importance of coordination as a region and throughout Florida to avoid seeking funding for transit projects at the same time

A consultant from Tindale Oliver gave a brief update on the development of TBARTA's Envision 2030, the first regional Transit Development Plan

- The plan is due by September 1 and is currently in the public outreach phase
- Members of the group offered to help distribute outreach materials and emphasized the importance of a wide-reaching effort to solicit public feedback
- TBARTA fact sheets for distribution are attached in this email, and links to post on social media are as follows:
 - Envision 2030 website: tbarta-envision2030.com
 - English survey: <https://www.surveymonkey.com/r/Envision2030TransitNeeds>
 - Spanish survey: <https://es.surveymonkey.com/r/EncuestadeNecesidadesdeTransitodeEnvision2030>

Other Items

- Each MPO confirmed that they were taking the TMA Top Priorities as approved at the last meeting to their respective boards to be incorporated into each Transportation Improvement Program
- Pasco Commissioner Kathryn Starkey read a letter from the Pasco County Commission supporting the Hillsborough LRTP amendment that would add general use lanes from north of Martin Luther King Jr. Boulevard to Bearss Avenue.
- The update on the Mansfield Blvd/Kinnan St. connection was postponed to the following meeting

- Several citizens gave public comment, mainly focused on opposing the Central Avenue BRT project in St. Petersburg and supporting the I-275 downtown interchange improvements in Tampa
- The next TMA meeting will be held at the Hillsborough County Government Center on September 6, which has been moved a week earlier than the previously scheduled date