Tampa Bay Transportation Management Area (TMA) Leadership Group
Representing the MPOs in Pasco, Pinellas, & Hillsborough Counties

Friday, March 6, 2020
9:30 a.m. - 12:30 p.m.
Hilton Garden Inn
2155 Northpoint Parkway
Lutz, FL 33558

Meeting Objectives

- Elect a Chair and Vice Chair for 2020
- Receive updates on the Supplemental Environmental Impact Statement (SEIS) for I-275 and on the Tampa Streetcar Extension, a potential FTA Capital Investment Grant project
- Receive presentation and have initial discussion on the phasing of regional transit projects
- Initiate an annual dialogue with the Tri-County Bicycle/Pedestrian Advisory Committee (BPAC)

9:30 Welcome and Introductions
9:45 Regional Interlocal Agreement Status – MPO Staff Directors
9:50 Election of Chair and Vice Chair – MPO Staff Directors
10:00 TB Next SEIS Update – FDOT Representative
10:30 Update on the Tampa Streetcar Extension – City of Tampa Representative
11:00 Phasing of Regional Transit Projects – Sarah McKinley, Hillsborough MPO
11:20 Other Updates
11:30 Convene Roundtable with Tri-County BPAC Members – TMA Chair or Vice Chair
11:35 Introductions - Round Robin
11:40 Multi-Use Trail Priorities for 2020 - Wade Reynolds, Hillsborough MPO
12:00 Legislative Issues for Walk/Bike Safety – Angela Ryan, Forward Pinellas
12:15 Funding for Complete Streets & Other Updates from each MPO - MPO Directors
12:30 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: July 10, 2020
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2020 TMA Leadership Group Meeting Dates

Friday, July 10th
9:30 – 10:30 TMA Leadership Group
10:45 – 11:45 MPO Chairs Coordinating Committee
12:00 – 2:00 Joint Meeting with Central Florida MPO Alliance
Trinkle Center, Hillsborough County Community College, Plant City

Friday, September 18th
PSTA Headquarters – St. Petersburg

Friday, December 4th
Immediately Preceding CCC Board Meeting
FDOT District 7 Office Auditorium
Tampa Bay Transportation Management Area (TMA) Leadership Group Executive Summary

Representing the MPOs in Pasco, Pinellas, & Hillsborough Counties

Summary for 11.8.19 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 [online](#). A video of the meeting can be [viewed on YouTube](#).

The group undertook a lengthy discussion of transportation priorities

- The priority list is typically taken up for discussion in February, but due to the Chairs Coordinating Committee adopting its priorities in December, the list was put on the agenda earlier this year
  - Because the Westshore interchange had received $1.4B from the governor, it was removed from the priority list and placed on the funded list
  - Remaining on the top regional unfunded priority list were I-75 at Gibsonton, I-75 at Overpass, Central Avenue BRT, and I-275 Operational Improvements north of downtown Tampa
- Hillsborough County Commissioner Pat Kemp asked to add an item to the list: support for HART as it begins to explore and negotiate with CSX for joint use or purchase of the rail lines from downtown Tampa to USF for passenger service
  - The other Hillsborough representatives in attendance, Commissioner Kim Overman and Tampa Councilmember Luis Viera, were supportive of the ask, as was Pasco County Commissioner Jack Mariano
    - The Hillsborough MPO board had unanimously agreed to support HART’s negotiations with CSX at its meeting that week
- Pinellas County Commissioner Dave Eggers, as well as St. Petersburg Councilmember Darden Rice, expressed concern that the project was not well-defined enough to receive FDOT funding in the near future
Additionally, they expressed surprise at the last-minute nature of the request and wanted to seek additional input from the full Forward Pinellas Board.

FDOT Modal Development Administrator Ming Gao said he felt HART was in a poor position to negotiate without a clearly defined project for the CSX tracks.

Hillsborough MPO Executive Director Beth Alden said Hillsborough has several studies on the CSX corridor, including a completed Environmental Impact Statement, and that the issue in the past had not been studies, but funding.

Now, with the Hillsborough sales tax for transportation, that funding is close to being available.

She also said that she felt if the priority list discussion was delayed until the next TMA meeting in March, it would be a missed opportunity to ask for legislative and FDOT assistance with the negotiations.

Alden reiterated that the ask was for moral support as a region to begin the process of negotiating, which can take several years before reaching agreement.

Councilmember Rice made a substitute motion to add both the HART ask and support for the 41-mile TBARTA Regional Rapid Transit project to the priority list, saying that it would be counterintuitive to speak to legislators about the CSX lines and not the RRT project.

While also not yet a fully defined project, Rice noted the RRT project has been in discussions for years, with legislative funding for the PD&E study currently underway and would be confusing if not included.

This motion passed unanimously.

Scott Pringle of WSP consulting gave an update on the TBARTA RRT study.

TBARTA is studying the 41-mile rapid transit on I-275, targeting summer 2021 for FTA submittal.

Of 21 original proposed station locations, the study group decided to keep seven, remove five, and prioritize nine.

The seven must-have stations were:

- In Pinellas:
  - 4th Street in St. Petersburg
  - Tropicana Field
  - Gateway/Carillon

- In Hillsborough:
  - Westshore
  - Downtown Tampa
  - USF Area

- In Pasco:
  - SR 56

Going forward, the study team will recommend five alternatives to enter the 10% design phase.
Commissioner Kemp, who had previously been critical of the study, said fewer stations was a move in the right direction and reiterated her opposition to creating more parking in service to the project.

HART and the study team have already scheduled meetings to discuss how current service intersects with the proposed service.

**FDOT District Seven staff gave an update on TBNext projects**

- Transportation Development Director Richard Moss lauded the group’s prioritization of the Westshore Interchange, noting that a $1.4B funding lump sum is unheard of.
  - The Tampa Bay next projects that are already at least partially funded in the work program - the Gateway Expressway, Howard Frankland Bridge, I-275 North Corridor, the Westshore Interchange, and I-275 in Pinellas - amount to $3.2B in funding.
  - Construction on the Westshore Interchange will begin in late 2023.
- Still awaiting funding:
  - I-275 north of Hanna Avenue
  - The I-275/I-4 Interchange
  - Sections of I-75 and I-4

**Staff members provided an overview of proposed changes to TMA and Chairs Coordinating Committee Operating Procedures**

- Procedure changes include:
  - MPOs now providing staff support to the CCC, with responsibility rotating quarterly with a different MPO “chair”
  - The TMA being incorporated as a subcommittee of the Chairs Coordinating Committee
  - A yearly elected chair and vice chair of the TMA
  - Several staff teams under the CCC, including a multi-use trails team, Transportation Regional Incentive Program (TRIP) Team, and Regional Big Data Working Group
- Group members did not have comments, and each MPO in the CCC will receive the procedure changes on its board meeting agenda for approval.
- The TMA Leadership Group will select a chair and vice chair at its first meeting in 2020.

**HART staff discussed plans for its investments with the All for Transportation Surtax, which is currently being collected but has spending on hold due to legal battles**

- HART has three buckets of projects that will be funded by the surtax:
  - 45% goes to enhancing bus service
    - This will focus on restoring service from previous cuts, improving weekend frequency, and improving weekday frequency
  - 35% goes to expanding fixed-guideway public transit options
• This will focus on corridor assessments, future streetcar extensions, CSX evaluation, InVision Tampa Streetcar, and Marion Transitway corridor assessment

• 20% to remaining funds

• Highlights of planned investments in 2020:
  • $32M to frequency improvement and service expansion, including 86+ route miles of restored service
  • $5.9M in amenity improvements for customers
  • $6.6M to a regional electronic payment system
  • $46M to buying vehicles
The following information is provided as additional background for the 11:00 agenda item regarding the phasing of regional transit projects.

Any large metropolitan area is likely to have multiple needs for improvement in its transit system, and the greater Tampa Bay region is no exception.

Today’s presentation will demonstrate how three independently-developed projects are being coordinated with each other. Each serves a different purpose, such as downtown circulation vs. long-distance express trips. Designed to connect with one another, they can create an integrated system similar to a roadway network composed of local streets, collectors, arterials, and freeways.

Coordination will also be needed in approaching the state and federal governments to seek grants to build the projects. Multiple grant applications submitted from the same region at the same time may suggest to federal reviewers that the local governments do not have a larger vision and plan for a holistically connected system; this could reduce the likelihood of successful grant awards for all the projects.

FTA Capital Investment Grant potential candidates from this region may include:

1. PSTA Central Ave BRT
   - Already applied for FTA grant
   - Currently on the Tampa Bay TMA’s and CCC’s regional priority list for funding
2. Tampa Streetcar Extension & Modernization
   - Project development phase to be completed 2020
   - Likely to apply for FTA grant in 2020
   - Currently on the Hillsborough MPO’s priority list, and should be added as next priority for Tampa Bay TMA Leadership Group
3. HART Arterial BRT
   - Project development phase, if approved by board to begin in spring 2020, to be completed in 2021
   - Could apply for FTA grant in 2021
4. TBARTA Regional Rapid Transit
   - Project development phase to be completed by summer 2021
   - Could apply for FTA grant in 2021 or a later year
   - Funding needed at time of Tampa Bay Next (TBN) construction, to include transit stations & rolling stock
   - TBN sections 4-5: 2024-2029 construction
   - TBN section 7: funding being sought, construction year to be determined

Other potential projects with timelines still to be determined:

- Bus Rapid Transit in the 34th Street South corridor in St. Petersburg
- Further streetcar extensions
- Water transit
- Passenger service on CSX-owned track