AGENDA

Presiding: Councilman Guido Maniscalco, Hillsborough MPO, Fall Quarter Chair

I. 10:00 CALL TO ORDER & PLEDGE OF ALLEGIANCE

II. 10:05 ROLL CALL – Cheryl Wilkening, Hillsborough MPO

III. 10:10 PUBLIC COMMENT – Up to three minutes per speaker, please

IV. 10:15 COMMITTEE REPORTS

a. Transportation Management Area Leadership Group – Dave Eggers, Forward Pinellas, 2020 TMA Chair
b. CCC Staff Directors – Beth Alden, Hillsborough MPO, Fall Quarter Chair

V. 10:20 CONSENSUS ITEMS – As this is a non-voting workshop, members are asked to individually identify any concerns or objections to these items.

a. July 2020 Meeting Summary
b. 2021 Meeting Calendar
c. Major Project Priorities – Chelsea Favero, Forward Pinellas
d. Regional Long Range Transportation Plan – Cyndi Raskin, Valerin Group

VI. 11:00 PRESENTATION & DISCUSSION

a. Legislative Update - Whit Blanton, Forward Pinellas
b. Gulf Coast Safe Streets Summit Recap – Dave Hutchinson, Sarasota/Manatee MPO

VII. 11:15 ROUND ROBIN

VIII. ADJOURN

Persons needing interpreter services or accommodations for a disability to participate in this meeting, free of charge, are encouraged to contact their MPO at the phone number at left, three business days in advance of the meeting. If a person decides to appeal any decision made by the board, s/he will need a record of the proceedings, and for such purpose 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.
The Tampa Bay Area Regional Transit Authority MPOs Chairs Coordinating Committee (TBARTA MPOs CCC) Board held this public meeting virtually on July 10, at 10 a.m. to ensure public safety in response to the COVID-19 pandemic, in order to conduct regular business of the Board and endorse the Multiuse Trail Program Priorities and the Transportation Regional Incentive Program Priorities.

Click here to view the CCC Board Public Meeting Video Recording: https://youtu.be/B5iYbWBN6Xg. All CCC Board Meeting presentations can be found here: https://forwardpinellas.org/june-10-2020-presentations/

I. CALL TO ORDER

1. Introductions and welcome to TBARTA MPOs CCC Members were given by Councilmember Darden Rice.
2. CCC voting members present were:
   i. Councilmember Darden Rice, Forward Pinellas
   ii. Commissioner Jack Mariano, Pasco MPO
   iii. Commissioner Kimberly Overman, Hillsborough MPO
   iv. Councilmember Charles Lake, Polk TPO
   v. Commissioner Vanessa Baugh, Sarasota/Manatee MPO
   vi. Commissioner John Allocco, Hernando/Citrus MPO

II. PUBLIC COMMENT

There were no public comments.

III. COMMITTEE REPORTS

1. Transportation Management Area (TMA) Leadership Group Committee Report – Councilmember Darden Rice

The TMA Leadership Group now serves as a subcommittee of the CCC. It is comprised of three board members each from Hillsborough, Pasco and Pinellas MPOs. The TMA
Leadership Group’s role is to develop consensus on transportation priorities important to the Tampa Bay area and speak with one voice on transportation matters.

2. CCC Staff Directors Committee Report – Chandra Frederick, Polk TPO

CCC staff directors meet monthly to discuss regional activities and share best practices. Completed actions include:

- Finalizing and adopting the interlocal agreement for facilitating and recording meetings
- Adding complementary language to our Unified Planning Work Programs to use resources for regional studies
- Reviewed and updated the regional priority lists
- Provided comments to TBARTA on the Regional Transit Development Plan
- Began planning a Gulf Coast Safe Streets Summit

The staff directors have also been discussing, and will continue to discuss, how we can best serve our community throughout the pandemic.

IV. CONSENSUS ITEMS

1. MULTIUSE TRAIL PROGRAM PRIORITIES, Pasco County MPO, Tina Russo

District I & VII have identified 26 Multiuse Trail Program Priority Projects.

Some of the District I top priority projects include:
- **Anna Maria Island Multi-use Trail**: 26-mile commuter route
- **Legacy Trail Extension Ringling Bikeway Connection**: Connects part of the Gulf Coast Trail from Ringling Blvd. and Palm Ave.
- **Fort Fraser Trail Extension**: Polk County 2.5-mile SUN Trail

Some of the District VII top priority projects include:
- **Pinellas Trail/Duke Energy Trail**: 22-mile gap of paved bicycle/pedestrian trail with amenities
- **Orange Belt Trail**: 37-mile trail connecting Starkey Trail to Withlacoochee State Trail. Scheduled for a route study to determine exact alignment. First segment funded for 2025.
- **Suncoast II**: Trail extension from Suncoast Trail to US 44. Funded through Turnpike Authority.
- **South Tampa Greenway**: Paved bicycle/pedestrian trail and boardwalk with amenities from Gandy Bridge to Bayshore Blvd.
- **Suncoast Trail/Good Neighbor Trail Connector; Coast-to-Coast Connector**: 6-mile extension from Suncoast Trail to Cobb Rd. of paved multi-use trail. Construction anticipated to begin in 2020.
- **Starkey Gap Pasco/Pinellas Coast to Coast Extension of the Starkey Blvd.**: Multi-use trail including 2.9-miles in Pasco and 4.9 miles in Pinellas, from SR 54 to the Pinellas Trail. Pinellas section is constructed. Pasco section is funded.
2. **2020 TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP) PRIORITIES**, Pasco County MPO, Tania Gorman

The Transportation Regional Incentive Program (TRIP) was created as a part of a major Growth Management Legislation Act enacted during the 2005 legislative session. The purpose of the program was to encourage regional planning by providing state matching funds for improvements to regionally significant transportation facilities.

District I & VII have identified 10 priority projects over all five participating MPO’s, including projects such as:

- The West Shore Interchange (FDOT) which has been fully funded
- The ramp connector from the Gateway Expressway to Roosevelt (Pinellas)
- Intersection improvements at Gulf to Bay and Belcher Road
- ADA compliance improvements at several intersections (Pasco)
- Moccasin Willow Road Project with sidewalks and bike lanes (Manatee)

V. **PRESENTATION/DISCUSSION ITEMS**

1. **TBARTA ENVISION 2030**, Tindale-Oliver and Associates, Bill Ball

Ball introduced and compared economic and financial impacts of three investment scenarios for Envision 2030: Scenario 1: Status Quo; Scenario 2: Low-Impact; Scenario 3: High-Impact. TBARTA adopted the unfunded Regional Transportation Vision Network, the Status Quo Scenario, and continued evaluation of calls to action in collaboration with local partners.

Members agreed that they would like to see TBARTA have an advocacy role on applying for state funding programs, encouraging the selective use of earmarks and communicating the impact legislative earmarks can have on a local level, and working with local counties and governments on expanded local funding importance.

2. **REGIONAL LONG RANGE TRANSPORTATION PLAN STATUS REPORT**, Hillsborough MPO, Sarah McKinley

The Regional 2045 CCC Long Range Transportation Plan (LRTP) is in the Summary Brochure Document Design phase, defining the theme, layout, and content formatting. The Regional 2045 LRTP will be finalized by the end of 2020.

**OFFICIAL ACTION ITEMS**

At its July meeting, the CCC Board took no official actions. The following recommendations were made by consensus:

- **December 2019 Meeting Summary**
  The CCC Board unanimously supported the December 2019 Meeting Summary.
• **2020 Transportation Regional Incentive Program (TRIP) Priorities**
  The CCC Board unanimously supported the 2020 Transportation Regional Incentive Program (TRIP) Priorities.

• **Multiuse Trail Program Priorities**
  The CCC Board unanimously supported the Multiuse Trail Program Priorities.
Agenda Item V-b
2021 Meeting Calendar

The CCC is proposed to meet twice in 2021, primarily to review and coordinate on shared regional priorities. The TMA Leadership is proposed to meet quarterly, and the staff directors monthly.

ATTACHMENTS: Draft meeting calendar for 2021
ACTION: None; identify any concerns about the proposed dates
DRAFT

2021 Regional Meeting Schedule

Friday, March 12th
TMA Leadership Group Only
Pasco County Location or Online

Friday, July 16th
CCC Board & TMA Leadership Group
Manatee County Location

Friday, September 17th
TMA Leadership Group Only
Pinellas County Location or Online

Friday, December 10th
CCC Board & TMA Leadership Group
Hillsborough County Location

Staff Directors

All meetings virtual

Fridays, 1:30 pm

January 15
February 12
March 12
April 16
May 14
June 11
July recess
August 13
September 10
October 15
November 12
December 17
Agenda Item V-c
Major Project Priorities

By working together, the MPOs and their member governments have been successful in winning discretionary funding for big-ticket transportation projects. A few recent examples include Florida New Starts and FTA Capital Investment Grant funding for the first fixed-guideway Bus Rapid Transit in the region, the Central Ave BRT; and last year’s $1.4 billion commitment by the State of Florida to rebuild the interchange outside Tampa International Airport, where the Suncoast/Veteran’s Exwy and I-275 Howard Frankland Bridge come together.

At the end of each year, the Chairs Coordinating Committee approves a list of major regional transportation priority projects for the Tampa Bay area. These priorities are then approved by each of the member MPOs and transmitted to the Florida Department of Transportation for funding consideration during the annual development of the Work Program.

Attached is the latest update of regionally significant transportation projects that are ready for funding. Such incremental and continuous investment in the regional transportation network will benefit communities across the region. Outreach to legislative delegation members about these shared priorities demonstrates a coordinated, cooperative, well planned approach.

The staff directors are not recommending that any changes be made to the priority projects this year, as several unfunded priorities remain on the list and in need of the collective advocacy of the region.
The Tampa Bay Transportation Management Area (TMA) Leadership Group is considering the priorities included in Hillsborough, Pasco and Pinellas Counties in their meeting immediately preceding this CCC meeting.

ATTACHMENTS: CCC 2021 Regional Transportation Priorities (Draft)
ACTION: None; identify any concerns about the proposed priorities
2021 Regional Transportation Priorities

Hernando/Citrus MPO * Hillsborough MPO * Forward Pinellas
Pasco County MPO * Polk TPO * Sarasota/Manatee MPO

Funded Regional Priority Projects – *Thank you for your support!*

- Howard Frankland Bridge Replacement
- Gateway Expressway
- I-75 interchange at Overpass Rd (Phase I)
- I-275 Express Lanes from I-375 to Gandy Blvd.
- I-75 Interchange at Big Bend Road
- Suncoast Parkway 2 Expansion
- I-275/SR 60 Tampa Westshore District Interchange
- Central Avenue Bus Rapid Transit

Top Priorities for the Greater Tampa Bay Region

- I-75 Interchange at Gibsonton Dr
- I-75 Interchange at Overpass Rd (Phase II)
- I-275 improvements north of Downtown Tampa (I-4 to Bearss Ave)
- Central Polk Parkway Segment 1
- US 41 from SR 44 to SR 200
- Desoto Bridge Replacement
- Bradenton-Palmetto Connector
- CR 557 from US 17/92 to I-4
- Regional Rapid Transit in the I-275 Corridor
- Support HART’s exploration and negotiation for use of the CSX right-of-way for passenger transportation

DRAFT
Agenda Item V-d
Regional Long Range Transportation Plan

Evaluating regional connections, and integrating regionally significant improvements into the transportation system within each county, is an essential part of each MPO’s long range transportation plan (LRTP).

The CCC members worked together extensively during the LRTP updates of 2004, 2009, and 2014-15 to analyze regional travel and highlight important projects for the region. The 2019-20 LRTP updates have been guided by these previous efforts and by a MetroQuest public survey on regional growth and transportation priorities that was created and distributed by the TMA Leadership Group.

The attached document summarizes for the public some of the MPOs’ regional collaboration initiatives and regionally significant transportation projects now included in each LRTP.

ATTACHMENTS: Regional Long Range Transportation Plan summary document (draft)

ACTION: None; identify any concerns about the attachment
Planning for Tomorrow

Tampa Bay is growing up. Already among the top 20 most populated regions in the country, the Tampa Bay area is also one of the fastest growing. Visit any part of the region and you’ll experience growth firsthand. Construction is booming in St. Petersburg, Wesley Chapel, Bradenton, and many other areas. We feel it every day as traffic congestion worsens and commutes get longer. Add another one million people to the area over the next 20 years and it’s easy to see why we need a sustainable plan. The transportation investment decisions we make today will have a direct impact on the future safety, prosperity, health, and happiness of our region’s residents, businesses, and visitors.

Metropolitan Planning Organizations (MPOs) and Transportation Planning Organizations (TPOs) are councils of local governments and transportation agencies that come together to plan, prioritize and fund the improvements that will shape our shared future. If you live in an urbanized area in the U.S., there is an MPO or TPO that serves you and your municipality.

Because transportation doesn’t stop at county lines, the MPOs and TPOs of West Central Florida, each of which represent hundreds of thousands of citizens from Brooksville to Sarasota and Clearwater to Winter Haven, meet regularly to coordinate plans and priorities. Known as the MPO Chairs Coordinating Committee (CCC), the chairpersons of these MPOs and TPOs convene two to four times per year, and their support staff coordinates even more often.

This Regional Long Range Transportation Plan is one of the CCC’s key work products. It identifies transportation improvements that are significant to the region as a whole. Agencies in this region have committed to plan for, design, and construct these improvements over the next two decades, supporting their shared vision. The regular update of this regional plan coincides and coordinates with Long Range Plan updates in each of the MPOs/TPOs.

What is a Long Range Transportation Plan?

A Long Range Transportation Plan (LRTP) directs federal and state dollars toward transportation investments we value in our community. It looks out at least 20 years and must be updated every five years. It is based on forecasts of future growth, on analysis of existing and future needs for many types of improvements, and on the opinions and feedback of people in the community. Ultimately, it is adopted by vote of an MPO or TPO governing board at a public hearing.

In recent LRTP updates, the MPOs and TPOs in West Central Florida have focused on:
• Increasing the transportation choices available in the region;
• Expanding use of technology & innovative solutions;
• Balancing development with environmental preservation; and
• Using performance measures to prioritize investments.
Transportation Planning as a Region

The MPO Chairs Coordinating Committee (CCC) of West Central Florida is the longest-standing regional transportation planning compact among MPOs in the State of Florida, and its members are Hernando/Citrus, Hillsborough, Pasco, Pinellas, Polk, and Sarasota/Manatee. The group also includes advisors from the Tampa Bay Area Regional Transit Authority (TBARTA), the Florida Department of Transportation (FDOT), the Tampa Bay Regional Planning Council (TBRPC), Pinellas Suncoast Transit Authority (PSTA), and Hillsborough Area Regional Transit (HART).

Together they prepare plans, studies, and priorities for regionally significant projects, review the impact of significant land use decisions, share current travel data and trends, and adopt regional transportation plans and priorities for highway, public transportation, and multiuse trail improvements.

- **29,880 Road Miles**
- **8 Counties**
- **4,000,000 (Current Population)**
- **3,093,435 Projected Jobs - 2045**
- **8,000 square miles**
- **51.6% Projected Population Increase**
- **1,144 Multi-Use Trail Miles**
- **7,266,100 2045 Regional Population**
- **6 Census-designated urbanized areas**
- **2 FDOT Districts**
RESILIENT TRANSPORTATION
The Tampa Bay region is the metropolitan area ranked most vulnerable to storm surge in the U.S., with $175 billion in potential losses. To address this challenge, the CCC collaborated with the Tampa Bay Regional Planning Council and the Florida Department of Transportation (FDOT) to win a grant from the Federal Highway Administration Resilience and Durability to Extreme Weather program. The intensive two-year planning project, which wrapped up in 2020, evaluated scenarios of severe inland flooding, coastal storm surge, and sea level rise. The study identified strategic investments that will preserve transportation lifelines through post-disaster reconstruction, supporting economic recovery and public health.

SAFE STREETS: THE GULF COAST SUMMIT
West Central Florida continues to unfortunately lead the nation in crashes with deaths and incapacitating injuries. Though rates are high for all types of crashes, pedestrians are particularly vulnerable, and Sarasota-Bradenton, Lakeland-Winter Haven, and Tampa-St Petersburg-Clearwater all were listed among the nation’s top ten most dangerous metro areas for walking in 2019.

To address this issue, the CCC organizes an annual Gulf Coast Safe Streets Summit. This preeminent educational event encourages the implementation of Complete Streets, or streets that are planned to be safe and accessible for all people regardless of mode of transportation. The events have featured national speakers as well as the region’s mayors and commissioners, and have recognized outstanding projects in every county. The event complements, connects and elevates the local and regional safety planning and investment programs.

“Vision Zero,” a long-term vision of zero deaths on our roads, has been adopted by many regional cities and counties.

REGIONAL FREIGHT LOGISTICS ZONE
The transportation infrastructure needed to bring goods to our residents and distribute products from our businesses is critical to the continued economic prosperity of the region and all of Florida. Efficiencies jumped when the Central Florida Intermodal Logistics Center (ILC) opened in 2014 in Polk County, featuring almost two miles of rail lines and three cranes that can process 300,000 containers per year. Port Tampa Bay has grown steadily and handles more than 36 million tons of freight annually, and our two international airports handle significant freight traffic as well. The Tampa Bay area also includes a Foreign Trade Zone and 14 logistics clusters with a variety of manufacturing, warehousing, intermodal operations, and distribution centers. In 2017, regional collaboration brought home federal strategic freight grant dollars for big-ticket projects like a new rail overpass near Port Tampa Bay.

1. According to an insurance industry group (Tampa Bay Times, 10/5/18)
2. Dangerous By Design, Smart Growth America
WORKING TOGETHER & WINNING
As our region continues to grow, it will be more important than ever for us to coordinate plans as a region and agree on priorities for an integrated, multimodal regional network. Thanks to the CCC partnership, the region has moved forward on many high-priority projects in each county.

ALREADY FUNDED
These projects have been awarded federal, state, and/or local dollars, and are in various stages of engineering and construction:

- I-275 Westshore Interchange and Howard Frankland Bridge Reconstruction (Hillsborough and Pinellas County)
- Gateway Expressway (Pinellas County)
- I-75 Interchange at Overpass (Phase I – Pasco County)
- I-275 Express Lanes from I-375 to Gandy Blvd. (Pinellas County)
- I-75 Interchange at Big Bend Road (Hillsborough County)
- Suncoast Pkwy Extension (Citrus & Hernando)
- I-75 Widen to 6 Lanes (Hernando County)
- Central Avenue Bus Rapid Transit (Pinellas County)

FUTURE FUNDING
The region is working together to get federal, state, and/or local funding for these projects so they can be constructed in the future:

- De Soto Bridge Replacement (Manatee County)
- Bradenton-Palmetto Connector (Manatee County)
- Central Polk Parkway Segment 1 (Polk County)
- I-75 Interchange at Gibsonton Drive (Hillsborough County)
- I-75 Interchange at Overpass (Phase II – Pasco County)
- Support HART’s negotiation for use of CSX Rail right-of-way for passenger transport (Multiple Counties)
- Regional Express Bus on I-275 (Pinellas, Hillsborough & Pasco County)

REGIONAL TRAIL FUNDING
These regional multi-use trails are in various stages in the funding process:

- Coast to Coast Trail & Connectors (Hernando, Pasco Cos.)
- Gulf Coast Corridor: Legacy Trail & Willow-Ellenton Gwy (Sarasota, Manatee)
- Gulf Coast Corridor: Duke Energy Trail (Pinellas Co.)
- Gulf Coast Corridor: South County Gwy (Hillsborough Co.)
- Peace Riv. to Nature Coast: Teneroc Trail (Polk Co.)
Forward Pinellas serves as the MPO for Pinellas County, guiding land use and transportation decision making as one dynamic system to strengthen economic value by connecting the communities of Pinellas County and the Tampa Bay region. As the most densely populated county in the state with little remaining vacant land, and having 588 miles of coastline, we have to plan carefully for redevelopment and resilience to sustain our diverse economy and support it with good transportation choices.

Projects of Regional Significance:
- Howard Frankland Bridge Replacement
- Central Avenue Bus Rapid Transit
- US 19 Interchange at Curlew Road
- Pinellas Trail Loop

The SunRunner is Tampa Bay’s very first Bus Rapid Transit (BRT) project offering a modern, fast transportation service designed to quickly get residents, employees and visitors to downtown St. Petersburg or our world-famous beaches. With vehicles arriving every 15 minutes during the day and every 30 minutes in the evening, limited stops, transit signal priority and the use of Business-Access-Transit lanes, this BRT service will reduce congestion and harmful emissions while enhancing property value, promoting tourism and improving travel options for workers. The project will also widen existing bicycle lanes and enhance the safety of crosswalks in key areas along the corridor - making the SunRunner a true multimodal enhancement for the region.

AT-A-GLANCE

Pinellas 2019 Population
- 978,045

Pinellas 2045 Population
- Low 1,683,200
- High 2,407,000

Projected Jobs 2045
- 653,799

Road Miles Totals
- 3,500

Multi-use Trail Miles
- 138
The Hernando/Citrus Metropolitan Planning Organization (MPO) was formed in 2014 and includes the two counties at the north end of the Tampa Bay area. Both Hernando and Citrus counties have similar socioeconomic makeup with a combined population of approximately 330,000 people in approximately 1,245 square miles that have a mixture of rural lands and suburban areas. The MPO includes the Spring Hill Urbanized Area of Hernando County and the Homosassa Springs-Beverly Hills-Citrus Springs Urbanized Area of Citrus County.

Projects of Regional Significance:
- Coast-to-Coast Trail (SUNT rail Funded)
- Suncoast Parkway Extension to SR44
- SR50 Widening to Hernando/Sumter County Line
- US19 Widening in Citrus County which includes multi-use path on east side

The Coast to Coast Connector, often referred to as simply “Connector,” is a 275 mile network of trails that provides a safe and continuous multi-use trail from the Gulf of Mexico to the Atlantic through Central Florida that allows residents and visitors to explore Central Florida by bicycle or on foot. The Connector includes portions of the developing 51-mile East Central Regional Rail Trail, the longest single rail-trail corridor ever acquired by the state. The completed Coast to Coast Connector will link all or part of the many existing multi-use trails, developed and managed by a broad range of communities and agencies, including Fred Marquis Pinellas Trail, Starkey Trail, Suncoast Trail, Good Neighbor Trail, Withlacoochee State Trail, Gen. James A. Van Fleet State Trail, South Lake Trail, West Orange Trail, Clarcona-Ocoee Trail, Pine Hills Trail, Seminole-Wekiva Trail, Rinehart Trail, Spring to Spring Trail, and East Central Regional Rail Trail.
Hillsborough County is at the crossroads of the region’s primary east-west and north-south interstate highways, and home to the University of South Florida, Tampa International Airport, Port Tampa Bay, the Lightning and the Buccaneers. While integrally linked to the other counties of the region, by itself it is more populous than nine states and the District of Columbia. It is home to a range of communities from the historic urban neighborhoods of Tampa to the rapidly growing suburbs and freestanding rural towns. These different growth patterns mean a multi-layered approach to transportation is needed.

Projects of Regional Significance:
- I-275/ SR 60 Interchange Reconstruction in Westshore Business District
- I-75 Interchange Improvements at Big Bend Road and Gibsonton Drive
- HART Maintenance Facility
- Streetcar Modernization & Extension
- Bus Rapid Transit
- Reuse of CSX Rail Corridors for Passenger Rail
- Water Transit
- Gulf Coast Trail (including I-275 Greenway, Downtown Riverwalk and South Coast Greenway)
- Tampa Bypass Canal Trail
- Upper Tampa Bay Trail
- Safety projects to reduce deaths and serious injuries, in support of Vision Zero

AT-A-GLANCE

Hillsborough 2019 Population
- 1,444,870

Hillsborough 2045 Population
- Low 1,590,200
- High 2,314,000

Projected Jobs 2045
- 1,235,300

Road Miles Totals
- 5,318

Multi-use Trail Miles
- 160

photo courtesy of City of Tampa
Pasco County is one of the fastest growing counties in the state and is located at the north end of the Tampa Bay metro area. By 2045, it’s projected that the population will grow to 785,428 people with a workforce of 266,516. A significant contributor to the Tampa Bay economic workforce, a full 45% of Pasco County’s workforce commutes into Pinellas and Hillsborough Counties, accounting for many of the transportation needs of the region.

Projects of Regional Significance:
- SR 52 widening from US 41 to Bellamy Brothers Blvd
- SR 52 extension (Clinton Avenue) to US 98
- US 41 and SR 54 Intersection
- I-75 & Overpass Road Interchange
- I-75 & SR 56 Divergent Diamond Interchange
- US 301 widening from Kossik Road to SR 56
- Suncoast Trail Overpass at SR 54
- Withlacoochee State Trail Extension
- Orange Belt Trail
- Suncoast Parkway II

The intersection of US 41 and SR 54 is a strategic point in the Tampa Bay Region that links Pasco County with the surrounding area, serving north-south traffic along US 41 with access to Tampa, Land O’ Lakes, and Brooksville, and east-west traffic along SR 54/56. With connections along major state routes such as the Suncoast Parkway and I-75 along SR 54/56, this intersection will receive significant improvements to increase capacity and reduce traffic congestion as population and employment continues to grow.

AT-A-GLANCE

Pasco 2019 Population
- 527,122

Pasco 2045 Population
- Low 605,200
- High 833,900

Projected Jobs 2045
- 255,653

Road Miles Totals
- 3,300

Multi-use Trail Miles
- 114
Considered the “crossroads of central Florida,” Polk County serves as an important freight and logistics center for the Tampa Bay region and the state of Florida. Planning for the entire 2,011 square mile county is conducted by the Polk Transportation Planning Organization (TPO). Polk has the most rail miles (145) on Florida’s Strategic Intermodal System (SIS), is home to Florida’s only Intermodal Logistics Center, and has the second most highway centerline miles (190) on the SIS, including I-4, State Road 570 (Polk Parkway), State Road 60, US 27, and portions of US 98 and US 17.

Projects of Regional Significance:
- Central Polk Parkway between State Road 60 and SR 570
- I-4 at State Road 33 Interchange Reconstruction
- I-4 Beyond the Ultimate from west of US 27 to Champions Gate
- Northeast Polk County Mobility Study
- Fort Fraser Trail Extension

Northeast Polk County US 27 Mobility Study
For the past 15 years, the TPO’s Long Range Transportation Plan (LRTP) has emphasized transportation needs along US 27 and in Northeast Polk County. The employment and residential growth in this area has put tremendous strain on many of the local transportation facilities, as has expanded freight traffic from the Central Florida Integrated Logistics Center (ILC). In 2018, the Florida Department of Transportation (FDOT) commissioned a study to evaluate short and long-term transportation needs in Northeast Polk County between State Road 60 and US 192. FDOT’s study is ongoing, and is considering a number of transportation improvements along and adjacent to the US 27 corridor including adaptive signal control, road widening, access management, construction of parallel frontage roads, enhanced transit services, interchange improvements, and the feasibility of a new limited access highway providing a connection to the planned Poinciana Parkway Extension in Osceola County.

AT-A-GLANCE
Polk 2019 Population
- 690,606

Polk 2045 Population
- Low 748,800
- High 1,038,401

Projected Jobs 2045
- 348,903

Road Miles Totals
- 7,981

Multi-use Trail Miles
- 110
The Sarasota/Manatee MPO is the regional transportation planning entity for Sarasota and Manatee Counties. The Sarasota/Manatee MPO is governed by a 17-member apportioned Board comprised of elected officials representing both counties, nine cities, and a representative of the Sarasota Manatee Airport Authority. The Sarasota/Manatee region is the fifth largest federally designated Transportation Management Area (TMA) in Florida. The 2010 urban population of 643,260 has grown to an estimated 813,700, and is projected to grow to nearly 1.1 million by 2045. Growth has recently occurred and may continue in/around areas such as those east of I-75, Fort Hamer, Lakewood Ranch, North Port, Parrish, and Venice. The Sarasota/Manatee area generally has an aging population, yet both retirement-age and working-age populations are anticipated to be sizable in the future. Transportation needs for both of these populations, including hazards planning and evacuation transportation that includes needs for aging populations and commuter transportation, must be met.

Projects of Regional Significance:
- Bradenton-Palmetto Connector
- Port Manatee Access Enhancements
- I-75 Interchange and Lane Enhancements

The Bradenton-Palmetto Connector project was developed out of the Central Manatee Network Alternatives Analysis (CMNAA) a study brought forward by FDOT and the Sarasota/Manatee MPO. The purpose of the project is to evaluate all possible alternatives related to the movement of people and goods across the Manatee River. Through ongoing cooperation and coordination with valued stakeholders this project will determine the best possible way to improve capacity, access, and quality of life for all users utilizing these facilities. A potential new interchange along I-75 in northern Manatee County will work in conjunction with several access enhancements which will improve the operational capacity and efficiency of Port Manatee. Future planned development in the area will increase demand for this potential interchange and the expansion of the surrounding road network will be necessary in order to maintain traffic flow. These road projects will support future growth of Port Manatee and continue to facilitate the movement of goods and people throughout the region.
Rapid transit is essential in fast-growing regions like ours, providing an alternative to congested highways. Though today our counties and voters have not yet decided to invest in such a system, the preliminary planning has been done. The CCC will continue to bring opportunities forward to strengthen transit systems within communities and link them across county lines.

SCENARIOS FOR REGIONAL GROWTH: “IT’S TIME TAMPA BAY”

In 2018, the Hillsborough, Pinellas and Pasco County MPOs asked their citizens to identify priorities for land use and transportation and consider several very different scenarios for future growth. Nearly 10,000 citizens responded to the online survey, setting a national record for participation in an online interactive survey.

Our residents overwhelmingly supported expanding local, regional and statewide rail and bus transit services. Current and future opportunities include:

**Bus Rapid Transit**

PSTA was recently awarded funding for the first Bus Rapid Transit (BRT) corridor in the region with the Central Avenue BRT, known as the Sun Runner. HART is currently looking at a BRT corridor connecting the University area and downtown Tampa, and TBARTA is working on a 41-mile regional BRT line running from Wesley Chapel through the USF area and Downtown Tampa before crossing Tampa Bay into the Pinellas Gateway area and ultimately Downtown St. Petersburg. These BRT routes will provide more accessibility and connectivity throughout the region, and include possible future expansion to Lakeland, Winter Haven, and along US 41.

**Reusing Freight Rail Tracks**

The region has an extensive network of freight rail lines that have potential for commuter passenger rail. With the support of the CCC, HART is studying the feasibility of adding passenger service on the CSX-owned freight corridor from Downtown Tampa to the University Area. Future opportunities include expansions to Land O’ Lakes and Brooksville; Oldsmar, Clearwater, and St Petersburg; South Tampa; Plant City and Lakeland; and Bradenton and Sarasota.

**Water Transit**

Since Hillsborough, Pinellas and Manatee Counties are largely separated by Tampa Bay there’s a great opportunity for water transit with the implementation of ferry service. During 2017-2020, a Cross Bay Ferry connecting Downtown Tampa and St. Petersburg, evenings and weekends during the tourist season, had very successful ridership and public attention. A commuter ferry route has been proposed to connect South Hillsborough County with MacDill Air Force Base, and a connection to Bradenton has also been studied.

**Light Rail Transit**

The City of Tampa is currently working with HART to modernize and extend the TECO Historic Streetcar, through the Downtown business core and connect to the bus transit hub next to I-275. This has been named a regional priority for future Federal Transit Administration (FTA) grants, assuming local matching funds can be raised. Future extensions could connect to Tampa neighborhoods, the Westshore Business District and Tampa International Airport.
Since its formation in 1993, the CCC has placed significant emphasis on trails planning. When the Florida SUNTrail grant program was established after a statewide referendum, CCC planning and coordination made it easy to make the case for regionally significant projects here in West Central Florida—such as the Pinellas Trail Loop, Courtney Campbell Causeway Scenic Trail, Suncoast Trail and Coast-to-Coast Trail. The CCC’s Regional Multi-Use Trails Working Group continues to coordinate cross-county connections, build consensus on priorities, and bring home funding to build the vision.

FEATURED TRAIL SUCCESSES

**Suncoast Trail**
Suncoast Trail is a 42-mile paved multi-use trail parallel to the Suncoast Parkway in Hillsborough, Pasco and Hernando Counties. The Suncoast Trail serves as a transportation corridor and recreational facility for the region by providing an important north-south connector between public lands, parks and greenways.

**Emerson Point Trail**
Emerson Point Trail is located in the west central portion of Manatee County. Current plans include the continuation of the trail through the City of Palmetto thanks to an interlocal agreement between the city and county.

**Upper Tampa Bay Trail**
Upper Tampa Bay Trail is located in northwest Hillsborough County and currently runs 7.25 miles from Memorial Highway to Peterson Road (located one mile north of Ehrlich Road). The trail will eventually connect to the 42-mile Suncoast Trail.

**Fred Marquis Pinellas Trail (Pinellas Trail)**
Pinellas Trail’s first segment opened 30 years ago to connect the cities of Largo and Seminole. It now extends 47 miles from East Lake to Tarpon Springs to downtown St. Petersburg and passes through eight cities and several unincorporated communities. Pinellas Trail is both a linear park and multi-use trail, providing a corridor of protected green space throughout a highly urbanized section of Florida’s west coast.

**Fort Fraser Trail**
Fort Fraser Trail is a recently completed trail stretching 7.8 miles between Bartow and State Road 540 in south Lakeland. This trail includes two covered bridge crossings (at Bear Creek and Banana Creek) and wood rail fencing along much of the trail’s length.

Check out our trail maps at https://bit.ly/TBARTA-Brochure
From St. Pete Beach to Daytona Beach, the cities and towns of central Florida are interconnected and growing. Interstate 4, Interstate 75, State Road 60, rail lines and many other corridors link the Orlando region and greater Tampa Bay. Together, we make up one of the largest economic markets in the US.

The CCC and the Central Florida MPO Alliance meet annually to share challenges and collaborate on major projects. Notable successes include:

- A joint resolution advocating for the Coast to Coast Trail, which is now the #1 priority for the State of Florida SUNTrail program.

- A joint resolution advocating for rapid transit in the I-4 corridor, where FDOT has set aside right-of-way in the median. While nothing is committed yet, investors such as Brightline and Hyperloop have continued to express interest in public-private partnerships for the first high-speed transit across central Florida.

- A Memorandum of Understanding for coordinated traffic operations and safety in the I-4 corridor, where high congestion leads to frequent severe crashes. The I-4 Corridor Coalition is a newly formed, workgroup focused on Transportation Systems Management and Operations an emerging discipline that uses technology and real-time multi-agency responsiveness to reduce the congestion and risk caused by crashes, special events, theme park activities, and weather.
In Conclusion

The CCC supports local, regional and statewide projects that improve access to transportation opportunities in the West Central Florida region. Through the hard work of this collaborative team of transit and transportation-minded individuals, the CCC has been successful in these efforts. As the region stands to see continued growth in population, economy and travel, the CCC will provide sound, forward-thinking transit and transportation options to help promote and sustain this growth.

To learn more about the CCC, please visit https://www.tbarta.com/en/boards-committees/mpos-chairs-coordinating-committee/

Voting Members

- Hernando/Citrus MPO
- Forward Pinellas MPO
- Hillsborough MPO
- Polk TPO
- Pasco MPO
- Sarasota/Manatee MPO

Non-Voting Advisors

- Central Florida Regional Planning Council
- Southwest Regional Planning Council
- Tampa Bay Regional Transit Authority (TBARTA)
- Tampa Bay Regional Planning Council
- FDOT District One
- FDOT District Seven
- Florida’s Turnpike Enterprise

MPO Staff Directors

- Steve Diez - Hernando/Citrus MPO
- Chandra Frederick - Polk TPO
- Nectarios Pittos - Pasco MPO
- Beth Alden - Hillsborough MPO
- Whit Blanton - Pinellas MPO (Forward Pinellas)
- David Hutchinson - Sarasota/Manatee MPO
Contact Us

MPO Chairs Coordinating Committee

Forward Pinellas • 727.464.8250 • forwardpinellas.org

Hernando/Citrus • 352.754.4082 • www.hernandocounty.us

Plan Hillsborough • 813.272.5940 • www.planhillsborough.org

Pasco • 727.847.8140 • www.pascompo.net

Polk • 863.534.6486 • www.polktpo.com

Sarasota/Manatee • 941.359.5772 • www.mympo.org
Agenda Item VI-a
Legislative Update

In preparation for the upcoming Florida legislative session, staff will provide an overview of topics that may surface affecting the MPOs and this region.

ATTACHMENTS: Legislative priorities of the FL MPO Advisory Council
ACTION: None; for discussion
2020 Legislative Policy Position:

1. Expands transportation revenue sources and stabilizes transportation funding levels.

Key Recommendations:

- Expand the Charter County and Regional Transportation System Surtax to allow municipalities over 150,000 in population (or the largest municipality in a county) and all counties located in MPO areas to enact up to a one cent local option surtax by referendum.
- Index local option fuel taxes to the consumer price index in a manner similar to the current indexing of state fuel taxes.
- Identify potential revenue replacement sources for the current motor fuels tax which is no longer able to fully support the current or future needs of the transportation system.
- Charge alternatively fueled vehicles a fee equal to the fuel tax paid by gasoline or diesel fueled vehicles.
- Use the existing MPO and local planning processes to select individual transportation projects rather than legislative appropriations (commonly referred to as earmarks). Ensure that all legislative appropriations that are passed come from non–transportation funding sources (i.e. general revenue funds).
- Fund the Transportation Regional Incentive Program (TRIP) at a predictable level of $250 Million per year.

MPOAC Staff Directors’ Advisory Committee Recommended Language for 2021: Recommends bringing the TRIP funding language up into this policy position as a bullet point. Recommended language: Fund the Transportation Regional Incentive Program (TRIP) at a predictable funding level of $250 million per year.
2020 Legislative Policy Position:

2. Regulates distracted driving by prohibiting the handheld use of electronic wireless communication devices and other similar distracting devices while operating a motor vehicle on any roadway.

The 2018 Florida legislature enacted the “Wireless Communications While Driving” law that makes texting while driving a primary offense. One of the expressed concerns of opponents of this law is the potential for racial profiling during enforcement. This legislative proposal would increase roadway safety by prohibiting the handheld use of electronic wireless devices for any purpose, making enforcement easier and reducing the potential for racial profiling.

Discussion points:

The 2019 legislature approved texting while driving as a primary offense. In addition, the law provided a ban of handheld devices in school and work zones. The Senate bill sponsor was Wilton Simpson who stated that he wanted a full ban on handheld electronic devices while driving. Senator Simpson is slated to be the next Senate President and it is likely that he will be interested in passing a ban on handheld electronic devices while driving and would appreciate support from the transportation community.

MPOAC Staff Directors’ Advisory Committee Recommended Language for 2021: Move this policy position into the 2nd place in our brochure. No other changes recommended.
2020 Legislative Policy Position:

3. Add provisions to Florida’s Sunshine Law to allow all government entities to hold virtual meetings during a declared emergency plus a period of 90 days past the declared emergency dates.

We have learned during this time of COVID that the ability of government to hold meetings virtually is a benefit to Florida. Upon the declaration of an emergency by the Governor of Florida or the federal government, units of government may meet virtually so long as there is an opportunity for the public to participate virtually. Recognizing that some declared emergencies can take some time to recover, an additional 90 days are sometimes needed to repair damage to government facilities used to hold meetings or to transition from meetings that have been already advertised as virtual back to in-person meetings.

Discussion points:
The transition period of 90 days allows for good meeting planning. A meeting scheduled for two weeks from now may be problematic if an existing emergency order is revoked prior to the meeting date. Allowing a 90-day extension allows for ease of meeting planning and public notice of the meeting. It is very undesirable to advertise a meeting as virtual and at the last minute have to change it to in person.

MPOAC Staff Directors’ Advisory Committee Recommended Language for 2021: List this policy position in the 3rd position in our list. Change language to state: Direction was given to staff to coordinate the MPOAC effort with the Florida DOT’s effort on this issue. The Florida DOT has not released their legislative policy position related to this issue yet.
2020 Legislative Policy Position:

4. Allows Strategic Intermodal System (SIS) funds to be used on roads, transit, and other transportation facilities not designated on the SIS if the improvement will enhance mobility or support freight transportation on the SIS.

Current state law does not permit SIS funds to be spent on roads, transit, or other transportation facilities that are not part of the SIS, even if proposed improvements would directly benefit users of SIS facilities by enhancing mobility options or supporting freight movement in a SIS corridor. Additionally, the newly created Federal Transportation Performance Measures (TPM) apply to a larger network than just the Strategic Intermodal System. Therefore, it is appropriate to direct SIS funding to transit and roadway projects that relieve the SIS.

MPOAC Staff Directors’ Advisory Committee Recommended Language for 2021: Recommend approval with a minor revision to language from last year. Remove “…..and are part of the federal TPM system” from the end of the policy position. The Staff Directors feared the last portion may be construed in a way that would restrict funding to some facilities.
2020 Legislative Policy Position:

5. Establishes flexible and predictable funding for transit projects (capital and operating) identified through the metropolitan transportation planning process by removing various funding limitations for the State Transportation Trust Fund (STTF).

Current state law limits the amount of funding that can be made available from the STTF for transit projects for both capital and operating expenses. These limitations, which are not in place for roadway funding, makes transit funding from the STTF less predictable for the purposes of planning and project implementation and artificially limits the ability of MPOs to implement priority transit projects. This proposal recognizes the critical role transit plays in moving people and goods within and between Florida’s metropolitan areas by removing the distinction between transit and highway projects for the purpose of spending funds from the STTF.

Additionally, state law should be changed to:

- Make FDOT and TDTF Grants more flexible:
  - Extend TDTF Grants for Each County to the next year
  - Allow TDTF Funds to be used for Meal, Grocery, and Prescription Deliveries
  - At a minimum, earmark the TDTF dollars to ensure the Funds go back to the TD Trust Fund and not moved elsewhere
  - Allow other FDOT Grants to be used on Transit Improvement and Operating Funds.
- Waive the 50/50 match for the State Public Transit Block Grant for a set period of time and include a sunset provision.

MPOAC Staff Directors’ Advisory Committee Recommended Language for 2021: Keep the policy position. The Staff Directors committee discussed that several transit agencies and the Florida Public Transportation Association will be asking for the local match to be waived on transit funds for a few years, presumably to get through the pandemic, and MPOAC should develop supporting language in the explanatory paragraph after seeing policies from transit agencies and FPTA. I have reached out to Lisa Bacot at FPTA to insure consistency with our policy position and theirs. Lisa Bacot shared with me the following legislative policy position that FPTA will be taking:

- Make FDOT and TDTF Grants more flexible:
  - Extend TDTF Grants for Each County to the next year
  - Allow TDTF Funds to be used for Meal, Grocery, and Prescription Deliveries
  - At a minimum, earmark the TDTF dollars to ensure the Funds go back to the TD Trust Fund and not moved elsewhere
  - Allow other FDOT Grants to be used on Transit Improvement and Operating Funds.
- Waive the 50/50 match for the State Public Transit Block Grant for a set period of time and include a sunset provision.
2020 Legislative Policy Position:

6. Recognizes that federal metropolitan transportation planning funds shall not be regarded as state funds for purposes of expenditure.

The United States Department of Transportation (USDOT) provides funding to Metropolitan Planning Organizations (MPOs) to carry out their federally required duties. Those federal funds are given to states who in turn distribute them to MPOs based upon a formula agreed upon by the Florida Department of Transportation (FDOT) and the Florida MPOs and then approved by the Federal Highway Administration (FHWA). The Florida Department of Financial Services (DFS) has determined that the expenditure of federal funds by MPOs shall be subject to all state requirements, laws and regulations even where such laws conflict with federal laws, regulations and requirements. This limits the ability of the Florida MPOs to use federal funds for their intended purpose and impinges on their ability to carry out their responsibilities as outlined in federal rule. This proposal would clarify that federal monies passed through the State of Florida to MPOs and the Florida MPO Advisory Council (MPOAC) shall not be regarded as state funds for purposes of expenditure.

MPOAC Staff Directors’ Advisory Committee Recommended Language for 2021: Keep this policy position without change.
2020 Legislative Policy Position:

7. Supports the advancement of innovative transportation mobility solutions and policies that promote creative approaches to addressing transportation needs, while simultaneously protecting citizens from malicious tampering with such technologies by making tampering a punishable offense.

Transportation technologies have undergone a revolutionary leap forward over the past several years. A variety of transportation technologies are under development including autonomous vehicles and the hyperloop. It is the responsibility of the Florida legislature to ensure that state laws and funding mechanisms support the development and implementation of these technological advances in the way people and freight will move in and between our metropolitan areas. At the same time, it is incumbent upon the Florida legislature to ensure that the health and welfare of Florida’s citizens and visitors are protected from possible harm presented by these new technologies, including the malicious and intentional interference of the proper functioning of transportation vehicles and systems. This proposal supports legislative efforts to implement innovative mobility solutions and polices while protecting the health and welfare of Florida’s citizens and visitors.

MPOAC Staff Directors’ Advisory Committee Recommended Language for 2021: Keep this policy position without change.
Agenda Item VI-b
Gulf Coast Safe Streets Summit Recap

The third annual Gulf Coast Safe Streets Summit is a wrap! This year’s summit was organized and hosted online by the Sarasota/Manatee MPO. Director Hutchinson will provide a few highlights of the 2020 event as we prepare to hand off to the next MPO host for 2021.

ATTACHMENTS: Website
ACTION: None; for discussion