



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, July 10, 2020

Virtual Meeting

To join the meeting, please click here:

<https://us02web.zoom.us/j/82376335190?pwd=ZEc4ME9JZ1I2K05qMnZiNVk3eThnQT09>

Password: 887507

Chair: Dave Eggers, Forward Pinellas

Vice-Chairs: Jack Mariano, Pasco MPO/ Kimberly Overman, Hillsborough MPO

Meeting Objectives:

- Endorse TRIP and MUT Priorities within the TMA area
- Determine shared perspectives on funding transit projects in the region

**9:00 Welcome and Introductions
Public Comment**

9:15 Transportation Regional Incentive Program Priorities - *Tania Gorman, Pasco MPO*

9:20 Multiuse Trail Program Priorities – *Tina Russo, Pasco MPO*

9:30 Regional Transit Development Plan and Transit Funding Roundtable Discussion – *Whit Blanton, Forward Pinellas and David Green, TBARTA*

9:55 2020 Meeting Schedule and Work Plan – *MPO Directors*

10:00 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: September 18th
PSTA Headquarters
3201 Sherer Drive
St. Petersburg, FL**



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Summary for 03.06.2020 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 (<https://youtu.be/CmSY7BYOHe4>).

Public Comment:

Tom Nocera made a presentation to the group concerning SkyTran. He reported that on February 5th, SkyTran met with regional leaders, to discuss relocating their world headquarters from California to the Tampa Bay region. Nocera said SkyTran is currently in the process of building a demonstration track, with new technology, in San Antonio. Leaders from SkyTran visited two sites, one in Hillsborough (MOSI site) and one in Pinellas, for future locations.

Rick Homans, CEO of the Tampa Bay Partnership, made a presentation in support of two regional transit projects. One is the 41-mile regional bus rapid transit which uses the I-275 corridor, linking St Pete/Tampa to Wesley Chapel, and which depends on two critical factors, a dedicated transit lane for the entire 41 miles, and second community-based stations that connect to county-based transit systems. The other is acquisition of the CSX rail corridor for passenger service linking USF to Downtown Tampa as the first phase of 100+ miles of rail connecting Pinellas, Hillsborough, Pasco and Hernando Counties. Both projects will expand regional transit. The Partnership sent letters of support to the MPOs, and Mr. Homans provided a generic copy of the letter.

Regional Interlocal Agreement Status: Beth Alden

Update: Formalizing the Leadership Group's status, the interlocal agreement that creates the MPO Chairs Coordinating Committee has now been to all three MPO boards for approval. The updated interlocal agreement now includes a standing committee establishing the status of the TMA Leadership Group as part of the regional framework. The agreement also calls for moving forward with electing a chair and vice chair, establishing leadership for the year.

The election of the chair and vice chair was administered by Whit Blanton, who noted that the Legislature has wanted a point person for regional transportation issues and having a chair and vice chair would help with communication efforts.

Nominations for Chair and Vice Chair.

Recommendation for one from each MPO, so that a three-person executive committee could be established.

Chair: Pinellas County Commissioner Dave Eggers

- Nominated
- Motion passed unanimously

1st Vice Chair: Pasco Commissioner Jack Mariano

- Nominated
- Motion passed unanimously

2nd Vice Chair: Hillsborough Commissioner Kimberly Overman

- Nominated
- Motion passed unanimously

TB Next SEIS Update: Kirk Bogen, FDOT D7

The SEIS is a supplemental environmental impact study of I-275 from the Howard Frankland Bridge to North of ML King Jr. Blvd, and of I-4 from the Downtown Interchange to 50th St. Public hearings and workshops are being held with communities, to provide results and take comments, and FDOT will go on to develop a final SEIS and hopefully receive a record of decision by the end of the year.

The Department of Transportation has recommended a locally preferred alternative to the Federal Highway Administration, in the draft SEIS document, and also presented it at the public hearings. The recommendation includes the complete reconstruction of the State Road 60 interchange in the Westshore Area, with the addition of two express lanes in each direction from the Howard Frankland Bridge, continuing east towards the river and including a direct connect ramp into Downtown. The recommendation also includes revised safety and operations in the downtown interchange. The state has funded the Westshore portion of the recommended project. All reports are on the website: <http://tampainterstatestudy.com/>.

The project is widely supported, said Beth Alden, citing the Hillsborough MPO's It's TIME Hillsborough survey with more than 5000 responses. Ms. Alden asked for information on regional trails and Westshore access. Part of the Florida SUNtrail system, the Gulf Coast Trail corridor runs through this area; specifically, the Courtney Campbell Causeway Trail connects to Cypress Point Park, and the next step is to figure out how to connect to Downtown, running generally alongside I-275.

Kirk gave the latest thinking. There will be bike/ped connections along Reo Street, and then along the south side of the interstate, using local streets. FDOT is working with the City of Tampa. There is a proposed bike/ped overpass at Dale Mabry Hwy, and the connection to Downtown may also use existing trails on the north side of the interstate. Discussion followed regarding: coordination of several projects and timelines; funding; the need for educating our citizens on the huge investment. Leadership Group members asked the MPO staff directors to draft an op-ed letter and circulate it to the members for comment.

Tampa Streetcar Update: Milton Martinez, City of Tampa

Milton Martinez provided some history of the streetcar system. Tampa's current Feasibility Study to modernize and extend the current system began in 2016 with a FDOT grant. The study is being conducted by HDR, in two phases: feasibility and project development. The streetcar is currently operating as a free fare system with extended hours of service, with the support of another FDOT grant.

Steve Shukraft, project manager at HDR, gave an overview of the project now, key decisions made and process coordination. The study is a joint project with the City of Tampa, FDOT and HART. The service supports the Downtown's satellite parking opportunities and provides a connection to regional transit express routes at the Marion Transit Center. There has been an increase in the number of riders. The preferred alternative route for extension has been defined, along with modernization improvements for the existing line. The project is now at the 30% design phase. All materials are on the website, including from several public workshops. The website is: https://www.tampagov.net/capital_projects/studies/streetcar_extension_study

Phasing of Regional Transit Projects: Sarah McKinley, Hillsborough MPO

To recap, the TMA's Tri-county Vision plan was developed as part of the 2045 LRTP. The tri-county vision included several transit projects that connect with each other, including bus rapid transit on I-275, reuse of freight tracks, modernizing and extending the Tampa Downtown Streetcar so it connects to the regional system, and several other projects.

TBARTA, the City of Tampa, and HART are independently developing three separate transit projects, but ultimately, they will all connect to each other, will serve different travel markets, and the planning for them is being coordinated. Over time, the TMA will consider moving the projects into the regional priority list. Timing and coordination are important for federal funding, so that projects in this region are not perceived to be competing with each other. The Tampa Streetcar project is likely to be the next project that is ready to compete for federal funding, coming after PSTA's Central Ave BRT project. The TBARTA BRT project will need to compete for funding in the mid 2020's, when it comes closer to the time of construction of the express lanes on I-275.

The group discussed the importance of considering project readiness for moving into the federal grant process, rather than a pre-determined order. It was agreed by the group to revisit the regional transit phasing topic at two TMA Leadership Group meetings each year to ensure all partners were updated on the readiness of various projects and the potential timing of federal and state grant applications to avoid competition internal to the region.

Roundtable Discussion with Tri-County BPAC

Following the completion of the TMA Leadership Group's main agenda, the chair invited members of the Tri-County Bicycle and Pedestrian Advisory Committee to the table to have a roundtable discussion of regional trail and supporting bicycle/pedestrian projects. The Tri-County BPAC is comprised of members of each MPO's BPAC and meets periodically to coordinate inter-county trail projects and related activities.

Wade Reynolds, Hillsborough MPO, presented the most recent list of project priorities for creating a connected network of regional multiuse trails. Whit Blanton gave a presentation on state legislative efforts to turn the yellow Rectangular Rapid Flashing Beacons (RRFBs) red, which would have the likely effect of removing many of those devices and the mid-block crosswalks they support. There was discussion of the regional Multi-Use Trails network and regional bike/ped priorities within each county. Representatives of the Tri-County BPAC expressed a desire to have an interactive on-line and printed map of the regional trail network for distribution. The existing map is maintained by Hillsborough MPO in support of the Chairs Coordinating Committee, and efforts are underway to create an updated map. The discussion also included safety

considerations and tying the expanding regional and statewide trail network to regional tourism marketing and promotion.

At the end of the roundtable discussion there was general agreement among Tri-County BPAC members and the TMA Leadership Group members to continue meeting as a group once or twice per year.

Next meeting; July 10th, 2020, Trinkle Center, Hillsborough Community College – Plant City

April 15th, Ribbon Cutting for Starkey Gap Grand Opening