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

Friday, June 25, 2021 – 9:30 am
Florida Dept. Of Transportation Auditorium, 11201 N McKinley Dr, Tampa

Chair: Dave Eggers, Forward Pinellas
Vice-Chairs: Jack Mariano, Pasco MPO/ Kimberly Overman, Hillsborough MPO

Meeting Objectives:
- Review annual update of priorities for TRIP and SUNTrail grant programs
- Continue last meeting’s discussion of regional transit priorities

1. 9:30 Welcome and Introductions
   Public Comment
   Approval of March 12 Meeting Summary

2. 9:45 Election of 2021 Chair and Vice Chair(s)

3. 10:00 Regional Priorities in the Tri-County Area – Chelsea Favero, Forward Pinellas
   a. Transportation Regional Incentive Program (TRIP) grant priorities
   b. Regional Multi-Use Trail priorities

4. 10:15 Continued Discussion of Priority-Setting for Intercounty Transit
   Brief updates:
   a. Introduction – Beth Alden, Hillsborough TPO
   b. Perspectives on FDOT transit grant programs – Kenyatta Lee, FDOT Chief of Modal Development, and Chris Leffert, FDOT District 7 Transit Administrator
   c. Cross-Bay Ferry 2020/21 season recap – City of St Petersburg representative
   d. PSTA bus on shoulders pilot – PSTA representative
   e. HART Strategic Plan next steps – Lorena Hardwick and Justin Willits, HART
   f. Cost sharing methods for routes of mutual interest – Whit Blanton, Forward Pinellas

5. 11:15 Old or New Business

6. 11:20 Adjourn

Next Meeting: September 17, 9:30am
Pinellas Location TBD
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.

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The Tampa Bay Transportation Management Area (TMA) Leadership Group held this public meeting virtually on March 12, at 9:30 a.m. to ensure public safety in response to the COVID-19 pandemic.

**Housekeeping Items: Organization Name**
Hillsborough County MPO, Beth Alden

- In order to support and emphasize the importance we place on speaking as one voice in the region, the TMA Leadership Group agreed to develop and use the new regional brand, “Suncoast Transportation Planning Alliance.”

**Discussion:**
Commissioner Mariano asked for clarification from staff on the purpose of branding changes.
- Whit Blanton noted the need to highlight the visibility of regional cooperation and decision making while using a regional website to ensure consistent messaging. Forward Pinellas will take the lead on public participation including creating a website and branding.

**Funding for Intercounty Transit**
Hillsborough County MPO, Beth Alden

- Beth Alden reviewed the vital importance of public transit services and specified types of formula grants and discretionary grants, such as the Public Transit Service Development Program and the Transit Corridor Program, which are given for new transit services. Ms. Alden also provided descriptions of funding levels and various requirements for each including:
  - The Transit Corridor Program: This program is a 50/50 local and state match. The projects can be funded 100% by the state if it is designed to alleviate congestion.
  - The Park and Ride Lot Program: This program is a 50/50 local and state match.
New Starts Transit Program: This program is decided in the Central Office and focused on supporting projects that can compete at the federal level for FTA Capital Investment Grant program funds.

Intermodal Development Program: Though there are many eligible recipients and funding types for this program, it is extremely competitive.

- In District 7, the Florida Department of Transportation (FDOT) funded $2.4 million in Service Development Grant Projects during Fiscal Year (FY) 2019, including the Cross Bay Ferry, Streetcar Free Fares and Extended Hours, The Hernando Express (THE) Purple Route, Pinellas Suncoast Transit Authority (PSTA) St. Petersburg Downtown Circulator, and the Tampa Downtowner on-demand. In addition, FDOT funded $900K in Corridor Grant Projects, including two HART, two PSTA and one PCPT grants during FY19.
- Beth Alden noted that there are strategic opportunities for inter-county services to be operationalized through cooperation and collaboration and there is funding at the state level to help support it.

Discussion:
Commissioner Starkey asked why the HART 51X Bruce B. Downs route from Pasco to Hernando ceased.
- Ming Gao explained that the money was shifted to route 275 LX.

Commissioner Kemp clarified that route 275 LX connects Wesley Chapel and is not the same as HART 51X. She asked if the transit service development funding is always a 3 year program.
- Ming Gao confirmed that this is a 3 year program per Florida Statute but the Transit Corridor Program can be ongoing for any amount of time.

Commissioner Kemp expressed concern that there are times these routes build expectations and then cannot be maintained after the state funding goes away.

Commissioner Overman echoed concerns that if the idea behind a 3 year funding tool is to design a route to see how ridership could evolve, this route must be sustainable by the regional partners and agencies.
- Ming Gao noted that the purpose of the Public Transit Service Development Program is to help agencies create new routes and services. However, they rely on the agencies to do their due diligence before applying for the grant to ensure the route is sustainable. They monitor continuous performance of the projects selected for the Transit Corridor Program.

Commissioner Overman questioned if the grant is dependent on a single agency, is it really a regional service?
- Whit Blanton suggested creating a multi-county agreement when initiating a regional service to commit to ongoing operations of the service by local partners in the future.

Commissioner Overman agreed that having a road map for a Memorandum of Understanding for a regional service is critical. She also noted that if we can't get it right for a bus route, then we will never get it right for a rail route. The region needs an agreed
upon framework to handle cross-county transit services set up now so we are set up for success in the future.

Commissioner Kemp stated this conversation belongs between the transit agencies and not the TMA Leadership group because this group has no operating authority. She asked that as an MOU is created, we consider where the ridership is served and base the cost sharing agreement on a proportionate basis.

Commissioner Starkey felt that the location of the origination of ridership cannot be expressly determined.

Commissioner Overman agreed and noted that this is another reason for a more organized regional agreement between agencies. She encouraged staff to look at ways to collaborate and develop the MOUs and look at funding structures that could be agreed to for regional services going forward.

Commissioner Eggers noted that cost share options should not just be about where the rider began their route, but also about the roads affected and which businesses are benefitting from the route. He supports continuing an open discussion about these agreements.

**Regional Transportation Development Program Recommendations**

**TBARTA, Brian Pessaro**

- Brian Pessaro provided an overview of recommendations identified in Envision 2030, TBARTA’s Regional Transportation Development Plan (TDP) for long term and short term improvements to express bus services. These recommendations were based on public input identifying community needs and potential projects included in the TDPs for each of the five local transit operators, the Regional Transit Feasibility Plan and the Long Range Transportation Plans for each of the MPOs.

**Express Bus Concepts for Implementation**

**Forward Pinellas, Whit Blanton**

- Whit Blanton provided an overview of several major construction projects occurring now and in the near future, noting that FDOT is coordinating with regional agencies to proactively mitigate possible congestion delays caused by these projects. This is an opportunity for the TMA Leadership Group to provide input to that conversation and help to promote mitigating regional transit services.
- In addition, U.S. Congressional representatives have been given an opportunity to identify up to 10 congressional earmarks as part of the budgeting process. Local agencies would greatly benefit from more robust regional transit services that could receive earmark funding. Whit Blanton suggested beginning with the transit projects identified on the TMA Leadership Group’s Priority List, working to identify
complementary local services and developing necessary multi-county investment agreements.

- Whit Blanton discussed several potential options that could be considered for this regional transit service. He then asked for guidance from the TMA on what kind of criteria or considerations staff should be reviewing as we work to advance regional transit priorities.

Discussion:
Commissioner Overman noted that we've historically only looked at state funding for regional projects, but it is critically important to explore how federal funding can help with these regional projects.

Commissioner Mariano proposed that we consider supporting the Regional Rapid Transit (RRT) project as the number one priority.

- Whit Blanton responded that this is dependent upon TBARTA taking action to advance that project and define their strategic plan for the corridor. They’ll do that in April so we have some time to consider that and maybe take action at the July meeting.
- Beth stated that the TMA Leadership Group can take action on priorities and suggested staff develop some options for the group’s consideration in the summer.

Commissioner Kemp observed that there is very little Congressional support in Hillsborough for the capital cost of the RRT, however the CSX is supported and may be something else we want to look at.

Staff will explore sustainable, long-term services with cost-sharing agreements. In addition, the group will collaborate with partners and transit agencies to develop a framework for a Memorandum of Understanding.

Commissioner Overman stated that there is significant opportunity for us to move forward with MOUs so we can move initiatives forward together.

Commissioner Eggers concurred with Commissioner Overman and felt that further conversation with the TMA could help establish elements within an MOU. He suggested waiting until after this discussion to prioritize projects.

- Whit Blanton noted that, because the TMA represents three MPOs, we should identify regional priorities and we can lay the foundation to prioritize regional express bus along with other priorities each year. He agreed to do research on how other regions are creating agreements and MOUs and bring that information back for further discussion.

Commissioner Mariano suggested that if Hillsborough won't support the RRT then we should reconsider the CSX. Now is the time to speak with one voice and promote our regional transit assets and opportunities.
Whit Blanton agreed that there was a significant amount of unity around the CSX and would like to identify a way to work with partners to promote several regional projects because all may not come to fruition at the same time.

Commissioner Eggers noted that he would like to see an update on the CSX discussion at the next meeting along with continuing the “Roundtable on Priority Setting for Transit.”

**OTHER ITEMS**

The next TMA Leadership Group Meeting is to be determined.

**OFFICIAL ACTION ITEMS**

At its March meeting, the TMA Leadership Group took no official actions.

*Meeting Adjourned at 11:00am.*
AGENDA ITEM 2
Election of Officers

SUMMARY

Per the CCC Operating Procedures, the TMA Leadership Group annually elects a Chair and Vice Chair. In 2020, the group elected Commissioner Eggers as Chair, and Commissioners Mariano and Overman as first Vice Chair and second Vice Chair. In 2021, the group’s first-quarter meeting was held virtually, and official actions were taken. An election of officers for 2021 is appropriate if the group has a quorum.

ATTACHMENTS: None

ACTION: Nominate and vote on officers
AGENDA ITEM 3
Regional Priorities in the Tri-County Area

SUMMARY

Each June, the Tampa Bay TMA Leadership Group approves transportation priorities for the urbanized area of the Tampa Bay region. These priorities are geared towards two specific programs. The Transportation Regional Incentive Program (TRIP) is a state-managed program that provides funding for regional projects that increase the capacity of transportation network. While the TRIP program provides a limited amount of funding, it has been critical in advancing many projects important to our partners. The Regional Multi-use Trail Priority List includes major regional trail projects that provide key connections throughout the region.

While these two priority lists include projects from the broader eight-county region, the TMA Leadership Group is asked to provide input on the priorities that directly impact the urbanized core. These priorities will be forwarded to the West Central Florida Chairs Coordinating Committee for final approval, and then transmitted to the Florida Department of Transportation for consideration during the development of the next Five Year Work Program.

ATTACHMENTS:
1. List of TRIP Priorities
2. Map
3. List of Multi-Use Trail Priorities
4. Map

ACTION: Recommend the CCC approve the updated priority lists
<table>
<thead>
<tr>
<th>Rank</th>
<th>Project Description</th>
<th>Agency</th>
<th>TRIP Request</th>
<th>Total Cost</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>I-275 (SR 93) I-275/SR 60 INTERCHANGE</td>
<td>New Interchange</td>
<td>FDOT</td>
<td>$5,000,000</td>
<td>$231.67m</td>
</tr>
<tr>
<td></td>
<td>I-275/SR 93 FM S OF SR 60 TO S OF LOIS, SR 60 FM S OF I-275 TO SR 589</td>
<td>Interstate Modification Section 4</td>
<td></td>
<td></td>
<td>$1,274.12m</td>
</tr>
<tr>
<td>2</td>
<td>SR 686 FROM W OF I-275 TO W OF 9TH ST N</td>
<td>New Road - Roosevelt Connector</td>
<td>Pinellas</td>
<td>$3,500,000</td>
<td>$99.2m</td>
</tr>
<tr>
<td>3</td>
<td>LITTLE RD ATMS SYSTEM EXPANSION (TRINITY BLVD TO SR 54)</td>
<td>Design</td>
<td>Pinellas</td>
<td>$50,000</td>
<td>$100K</td>
</tr>
<tr>
<td></td>
<td>Construction</td>
<td></td>
<td></td>
<td>$340,000</td>
<td>$680,000</td>
</tr>
<tr>
<td>4</td>
<td>TRINITY BLVD. ATMS SYSTEM EXPANSION (LITTLE RD. TO SR 54)</td>
<td>Design</td>
<td>Pasco</td>
<td>$95,000</td>
<td>$190,000</td>
</tr>
<tr>
<td></td>
<td>Construction</td>
<td></td>
<td></td>
<td>$601,000</td>
<td>$1,200,000</td>
</tr>
<tr>
<td>5</td>
<td>BARCLAY AVE FROM SR 50 TO POWELL RD</td>
<td>2 to 4 lanes</td>
<td>Hernando</td>
<td>$2,500,000</td>
<td>$11.72m</td>
</tr>
<tr>
<td>6</td>
<td>OLD PASCO RD (SR 54 TO SR 52)</td>
<td>Advance ROW</td>
<td>Pasco</td>
<td>$5,800,000</td>
<td>$12,000,000</td>
</tr>
<tr>
<td>7</td>
<td>SR 60/GULF TO BAY AT BELCHER RD.</td>
<td>Intersection Improvements</td>
<td>Pinellas</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>2021 Ranking</td>
<td>Trail</td>
<td>Jurisdiction</td>
<td>Regional/State Corridor</td>
<td>Project</td>
<td>2021 Scoring</td>
</tr>
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<td>-------------</td>
</tr>
<tr>
<td>1</td>
<td>Legacy Trail Extension Ring-a-ling Bikeway Connection</td>
<td>City of Sarasota</td>
<td>Gulf Coast Trail</td>
<td>Multi Use Trail on Ringlings Blvd. int the City of Sarasota from US 41 to Lime Ave</td>
<td>13</td>
</tr>
<tr>
<td>2</td>
<td>Palmetto Trail Network</td>
<td>City of Palmetto</td>
<td>Gulf Coast Trail</td>
<td>Multi Use Trail from US 41/Riverside Dr to Washington Park</td>
<td>12</td>
</tr>
<tr>
<td>3</td>
<td>Anna Maria Island Multi-Use Trail</td>
<td>Cities of Bradenton Beach &amp; Holmes Beach</td>
<td>Gulf Coast Trail (Proposed)</td>
<td>26-mile commuter route spanning five Manatee and Sarasota County island communities; $12,900,000 for extension from Longboat Key to Manatee Avenue parallel to SR 780/Gulf Drive including downtown</td>
<td>10.5</td>
</tr>
<tr>
<td>3</td>
<td>Sarasota - Fruitville to University Trails Study</td>
<td>Sarasota/Sarasota County</td>
<td>Gulf Coast Trail /SUNTrail</td>
<td>A study in the area between US 41 and I-75 as the West/East boundaries and Fruitville Rd and University Pkwy as the South/North boundaries for the feasibility</td>
<td>10.5</td>
</tr>
<tr>
<td>3</td>
<td>Manatee – Green Bridge to 75th St. Trails Study</td>
<td>Bradenton/Manatee County</td>
<td>Gulf Coast Trail /SUNTrail</td>
<td>A study for the feasibility of increasing connectivity to the SunTrail Network to the North and South of SR 64/Manatee Ave. Expanding the SunTrail Network in</td>
<td>10.5</td>
</tr>
<tr>
<td>4</td>
<td>US 41 Venice to Charlotte Trails Study</td>
<td>Venice/North Port/Sarasota County</td>
<td>Gulf Coast Trail /SUNTrail</td>
<td>A study for the feasibility of increasing connectivity to the SunTrail Network on US 41 in Venice to Charlotte County Line. Expanding the SunTrail Network in this</td>
<td>10</td>
</tr>
<tr>
<td>NR</td>
<td>Fort Fraser Trail Extension</td>
<td>Polk County</td>
<td>SUN Trail</td>
<td>2.5 mile trail connecting the Fort Fraser Trail and Circle-B-Bar Reserve to Lakeland’s Lake to Lake System of Greenways and Trails. Trail will cross under State Road 570 (Polk Parkway-toll)</td>
<td>No Request</td>
</tr>
<tr>
<td>NR</td>
<td>Panther Point Connector</td>
<td>Polk County</td>
<td>NA</td>
<td>1.0 mile trail corridor connecting the Turnpike’s Central Polk Parkway Trail (SR 570B) to the Panther Point Trail and Fort Fraser Trail.</td>
<td>No Request</td>
</tr>
<tr>
<td>NR</td>
<td>Lake Hunter Trail</td>
<td>City of Lakeland</td>
<td>NA</td>
<td>Critical 1.5 mile piece of Lakeland’s Lake-to-Lake Greenway and Trail System along State Road 563 between Ariana St. and Lime Street in Downtown Lakeland.</td>
<td>No Request</td>
</tr>
<tr>
<td>P</td>
<td>Legacy Trail Northern Extension</td>
<td>Sarasota County</td>
<td>Gulf Coast Trail</td>
<td>Critical 1.5 mile piece of Lakeland’s Lake-to-Lake Greenway and Trail System along State Road 563 between Ariana St. and Lime Street in Downtown Lakeland. 7.5-mile northern extension of existing 12-mile Legacy Trail; existing rails-to-trails corridor connecting Venice and Sarasota downtowns. Pedestrian Overpasses at Clark Rd and Bee Ridge Rd</td>
<td>No Request</td>
</tr>
<tr>
<td>P</td>
<td>Legacy Trail, Osprey Junction Trailhead</td>
<td>Sarasota County</td>
<td>Gulf Coast Trail</td>
<td>Legacy Trail at East end of Bay Street; Design and construct a 10-foot wide multi-use trail connecting Legacy Trail to Osprey Park, including parking, restrooms and additional amenities.</td>
<td>Under Construction</td>
</tr>
</tbody>
</table>
### Sun Coast Transportation Planning Alliance
#### 2021 Regional Multi-Use Trails Priority Projects

*Approved by the SCTPA on June 25, 2021 - Draft Updates for 2021*

**FDOT District 7 - Regional Multi-Use Trail Priorities (Citrus, Hernando, Hillsborough, Pasco, Pinellas)**

<table>
<thead>
<tr>
<th>2021 Ranking</th>
<th>Trail</th>
<th>Jurisdiction</th>
<th>Regional/State Corridor</th>
<th>Project</th>
<th>Total Request/Phases</th>
<th>2021 Scoring</th>
<th>2021 Request</th>
<th>Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Duke Energy Trail</td>
<td>Pinellas</td>
<td>Gulf Coast Trail</td>
<td>From the southern terminus of the Pinellas Trail at John Chestnut Sr. Park, extending south along the Duke Energy transmission corridor, to end at Weedon Island. SUN Trail program has funded design/build for portion from Enterprise Road to John Chestnut Park.</td>
<td>The Duke Energy Trail total length for the gap is 22 miles, for 12-15 wide paved bicycle/pedestrian trail with amenities. Request for $22M. John Chesnut Sr. Park to Enterprise Rd. is under construction. Enterprise Rd. to Haines Bayshore Rd. constructed. Haines Bayshore Rd. to 126th Ave. N. is funded</td>
<td>12.5</td>
<td>126th Ave. N. to Roosevelt Blvd. unfunded. Roosevelt Blvd. constructed. Roosevelt Blvd. to Weedon Island unfunded.</td>
<td>$22 million</td>
</tr>
<tr>
<td>2</td>
<td>South Tampa Greenway</td>
<td>Hillsborough</td>
<td>SUN Trail Network</td>
<td>Connection from Gandy Bridge (east of Friendship Trail bridge) to Bayshore Boulevard linear park. Connection 1: From Bridge St. at Tyson Ave east to Manhattan Ave, Trail along Tyson Ave - ROW .75 mile Connection 2: From Manhattan Ave. and Interbay Blvd. west to Picnic Island Park along MacDill Air Force Base north boundary (N Boundary Blvd.) - 3.2 mile Connection 3: From Manhattan Ave. and Interbay Blvd. east to Dale Mabry Hwy. along Interbay Blvd. and through publicly owned parcels to existing trailhead at Dale Mabry Hwy. - .8 mile Connection 4: From Gadsden Park at MacDill Ave east to Bayshore Blvd. along the north boundary of MacDill Air Force Base (N Boundary Blvd.) - .4 mile</td>
<td>Tampa requests funding for Connection 2 construction of 12-foot wide paved bicycle/pedestrian trail and boardwalk (where needed) with amenities including trailhead. Tampa requests $1.8M million for Connection 2 construction. Updated easement needed from MacDill AFB.</td>
<td>11.5</td>
<td>1,800,000</td>
<td>Request: $1.8M million Total Cost: $5.2 million</td>
</tr>
<tr>
<td>3</td>
<td>Tampa Bypass Canal Trail</td>
<td>Hillsborough</td>
<td>FGTS Opportunity Map</td>
<td>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 parks in Temple Terrace and the Florida State Fairgrounds areas as trailheads, the corridor expands future access via U.S. 301 to the Old Fort King and Withlacoochee State Trail.</td>
<td>Hillsborough County requests funding for Design &amp; CST of next phases of 12-foot wide paved bicycle/pedestrian trail.</td>
<td>11</td>
<td>None pending completion of PD&amp;E</td>
<td>TA Funded: PD&amp;E $379K PE Total Cost: $23.5M</td>
</tr>
<tr>
<td></td>
<td>Project Name</td>
<td>County</td>
<td>Trail Type</td>
<td>Description</td>
<td>Request</td>
<td>Notes</td>
<td>Score</td>
<td>Cost Estimate</td>
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<tr>
<td>3</td>
<td>South Coast Greenway</td>
<td>Hillsborough</td>
<td>Gulf Coast Trail</td>
<td>The South Coast Greenway would go from Adamo Drive and extend south to the Manatee County line. The entire trail has been broken up into six phases.</td>
<td></td>
<td>(1) Earmark of $500K to be used for Design on 19th Ave between US 41 and US 301 pending provisions of ROW documentation. (2) Phase V, VI, VII (Symmes Rd to SR60) Hillsborough County requests $700K for PD&amp;E (3) Phase IV (Manatee County Line to SR 674), county requests $371K for PD&amp;E</td>
<td>11</td>
<td>$5,444,685.66 ($1.9M Local, $3.5M Federal) TA Application Submitted</td>
</tr>
<tr>
<td>4</td>
<td>Joe's Creek Trail</td>
<td>Pinellas</td>
<td>FGTS Opportunity</td>
<td>Joe's Creek Trail is 0.9-miles around the lake. The Joe’s Creek Greenway Trail would run along Joe’s Creek corridor from US Highway 19 to Pinellas Trail through Lealman Area, 4.76 miles.</td>
<td></td>
<td>Request funding for CST</td>
<td>10.5</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Orange Belt Trail</td>
<td>Pasco</td>
<td>SUN Trail Network</td>
<td>The approximately 37 mile long trail would extend form the Starkey Trail (C2C) in the Trinity area of southwest Pasco County to the existing Withlacoochee State Trail trailhead (connects to Good Neighbor/South Sumter Connector) at U.S. Highway 301 in Trilby in northeast Pasco County. The planned trail alignment generally follows the historic Orange Belt Railroad line that crosses Pasco County in a southwest to northeast direction. The Orange Belt Trail is scheduled for a route study which will determine exact alignment and preliminary engineering funded ($1.9M) in 2017.</td>
<td></td>
<td>Segment 4: West of Little Rd (Pinellas County Line) on Trinity Blvd to Cool Springs. New 12ft wide MUP along Trinity Blvd 3.5 Miles D FY 21/22, C FY 24/25 Suntrail Segment 2: Trinity to Starkey Ranch to Cattle Gap Trail and Heart Pine Ave. Improvements to Cool Springs MUP, New MUP along Community Dr and SR54, New Mid Block Crossing at SR54/750’ East of Community Dr. 2.5 miles D FY21/C FY22/23 Suntrail/Penny</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>SR 54 Overpass at Starkey Blvd</td>
<td>Pasco</td>
<td>SUN Trail Network</td>
<td>The overpass would bridge SR 54, connecting the Starkey Gap Trail to the Starkey Boulevard multi-use path, providing bike/pedestrian users of both the trail and SR 54 with a safe grade-separated crossing of a busy, high-speed arterial highway.</td>
<td></td>
<td>Request funds for PE, ROW, CST</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Gandy Bridge</td>
<td>Pinellas/Hillsborough</td>
<td>FGTS Opportunity</td>
<td>Hillsborough &amp; Pinellas connection across Tampa Bay along the Gandy Bridge</td>
<td>Request trail to be included with bridge construction</td>
<td>Pending outcome of bridge PD&amp;E Study</td>
<td>8.5</td>
<td>$12,000,000</td>
</tr>
<tr>
<td>6</td>
<td>Three Sisters Springs Trail</td>
<td>Citrus</td>
<td>FGTS Opportunity</td>
<td>2.4 mile trail connection from CR 486/SR 44 to the Crosstown Trail that leads into Three Sisters Springs</td>
<td>Request funding for ROW and CST</td>
<td>Keep for now, possibly replace with fort island trail in future (not on SUNTrail)</td>
<td>8.5</td>
<td>$2.6 million</td>
</tr>
<tr>
<td>7</td>
<td>Adamo Drive</td>
<td>Hillsborough</td>
<td>SUN Trail Network</td>
<td>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.</td>
<td>Request funds for PE, ROW, CST</td>
<td>Needs to be added to Hills MPO Priority List</td>
<td>8</td>
<td>$2,117,392</td>
</tr>
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<td>7</td>
<td>Dale Mabry Overpass</td>
<td>Hillsborough</td>
<td>Gulf Coast Trail</td>
<td>East-West connection over Dale Mabry; alignment study complete.</td>
<td>Request inclusion with adjacent segments of interstate.</td>
<td>Request inclusion with adjacent segments of interstate.</td>
<td>8</td>
<td>$5,919,242</td>
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<tr>
<td>NR</td>
<td>Project Description</td>
<td>Location</td>
<td>Network</td>
<td>Details</td>
<td>Status</td>
<td>Total Cost</td>
<td></td>
<td></td>
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<td></td>
<td>Upper Tampa Bay Trail - Suncoast Trail Connection (UTBT Phase IV)</td>
<td>Hillsborough</td>
<td>SUN Trail Network</td>
<td>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. Hillsborough County has no request this year pending alignment decision.</td>
<td>11</td>
<td>No Request 6000000</td>
<td></td>
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<td>P</td>
<td>Suncoast Trail/Good Neighbor Trail Connector (Coast-to-Coast Connector - Good Neighbor Gap)</td>
<td>Hernando</td>
<td>Coast-to-Coast</td>
<td>From the Suncoast Trail, extending east along SRS 50 to Cobb Rd. for approximately 6 miles. Phase I - 10 to 12-foot wide paved multi-use trail from Suncoast Trail to Cobb Road. In production and construction.</td>
<td>P</td>
<td>Programmed Total Cost: $10,600,800</td>
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<td>P</td>
<td>Suncoast Trail/Good Neighbor Trail Connector (Coast-to-Coast Connector - Good Neighbor)</td>
<td>Hernando</td>
<td>Coast-to-Coast</td>
<td>From the Suncoast Trail, extending east along SRS 50, and thru the City of Brooksville for approximately 2.2 miles to connect with the Good Neighbor Trail. This segment of the Coast-to-Coast Trail will be built from west of the intersection of SRS 50 and SR 50A along SR 50A/Jefferson St. to and thru Tom Varn Park, then along US 41/Broad St. to Main St., along Main St to Russell St. to the Good Neighbor Trailhead at Russell Street. In Construction</td>
<td>P</td>
<td>Programmed Total Cost: $25,800,500</td>
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<td>P</td>
<td>Withlacoochee State Trail Extension</td>
<td>Pasco</td>
<td>SUN Trail Network</td>
<td>Withlacoochee State Trail Extension from the existing Trilby/Lacoochee trailhead along US 301, south to SR 56 (south of Zephyrhills). Includes Hardy Trail/Hardy Trail Extension North in Dade City. Approximately 13 miles. 10 to 12-foot paved bicycle/pedestrian trail paralleling the US 301 corridor.</td>
<td>P</td>
<td>Funded by Penny for Pasco will come off list. $7,738,427</td>
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<td>P</td>
<td>Courtney Campbell Trail Overpass</td>
<td>City of Clearwater</td>
<td>Gulf Coast Trail</td>
<td>Overpass at SR 60 (Gulf to Bay) in Clearwater, connecting the Courtney Campbell Trail to the Bayshore Trail, approximately 0.25 miles. Construction of an overpass at the terminus of the Courtney Campbell Trail. Funded for CST in FY 2024</td>
<td>P</td>
<td>Fully Funded, cst 2024 Total Cost: $8,075,488 SUN Trail: $1.3M PE</td>
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<td>P</td>
<td>Howard Frankland Bridge and Connections</td>
<td>Pinellas/Hillsborough</td>
<td>FGTS Opportunity Map</td>
<td>A separated bicycle/pedestrian facility as part of the rebuild of the north bound section of the Howard Frankland Bridge. This also includes development of connections to existing trail networks in Pinellas and Hillsborough Counties. Continuing coordination between FDOT, Tampa/Hillsborough, and St. Petersburg/Pinellas on connections.</td>
<td>P</td>
<td>None, Funded $864 Million Total Cost of Bridge Rebuild with Bike/Ped Facilities - Fully Funded</td>
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<td>P</td>
<td>Suncoast II</td>
<td>Citrus</td>
<td>FTE Trail extension</td>
<td>From the northern terminus of the existing Suncoast Trail at US 98, north through Citrus County; terminating at US 44. 12-foot wide paved bicycle/pedestrian trail.</td>
<td>P</td>
<td>Total Cost: $4 million</td>
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<td>Project Description</td>
<td>Location</td>
<td>Description</td>
<td>Status</td>
<td>Cost</td>
<td></td>
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<td>Withlacoochee State Trail - Dunnellon Trail Connector</td>
<td>Citrus</td>
<td>Heart of Florida Loop</td>
<td>Multi-use trail crossing via an underpass under US41. Construction is underway.</td>
<td>Programmed</td>
<td>$5.6 million</td>
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<td>Maydell Bridge</td>
<td>Hillsborough</td>
<td>Gulf Coast Trail</td>
<td>Under Construction</td>
<td>Request/Total Cost: $991,760</td>
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AGENDA ITEM 4
Continued Discussion of Priority-Setting for Intercounty Transit

SUMMARY

This agenda item is to provide a series of brief updates pertinent to the Leadership Group’s discussion last quarter of collaborating to better align the limited resources available for intercounty transit.

a. Introduction – Beth Alden, Hillsborough TPO

Last quarter, staff provided an overview of FDOT transit grants that have been used to support some intercounty transit services. The slides are included in the attachments for reference.

b. Perspectives on FDOT transit grant programs – Kenyatta Lee, FDOT Chief of Modal Development, and Chris Leffert, FDOT District 7 Transit Administrator

FDOT District 7 has begun an evaluation of the projects funded through the above grant programs. Chris Leffert with District 7, and Kenyatta Lee, FDOT’s new statewide Chief of Modal Development, will share perspectives about these programs.

c. Cross-Bay Ferry 2020/21 season recap – City of St Petersburg representative

One of the projects receiving a FDOT Corridor grant recently was the Cross-Bay Ferry. The City of St. Petersburg led the intercounty initiative and will summarize the outcomes.

d. PSTA bus on shoulders pilot – PSTA representative

PSTA and FDOT District 7 have worked together to implement a transit-supportive strategy used in many other US metro areas. “Bus on shoulders” allows buses to bypass traffic congestion by using the shoulders of limited-access highways, when traffic slows to a designated speed such as 35 mph. PSTA staff will provide observations on the first few weeks of operation along I-275.
e. HART Strategic Plan next steps – Lorena Hardwick and Justin Willits, HART

HART has recently launched a strategic planning process to guide HART and determine its focus areas. The plan is at a preliminary stage, and will shape how HART participates in regional partnerships in the future.

f. Cost sharing methods for routes of mutual interest – Whit Blanton, Forward Pinellas

Forward Pinellas staff will briefly share some examples from other regions.

ATTACHMENTS: Presentation slides from last quarter

ACTION: None; for information and discussion
Funding for Intercounty Transit
Public Transit is a service provided by local agencies. State financial assistance typically comes in the form of grants.

**Formula Grant**
Funding is provided through an *allocation* process.

**Discretionary Grants**
Funding is provided through a *competitive* process.
FDOT Formula Grant Program

State Block Grant Program

FDOT Discretionary Grant Programs

Public Transit Service Development Program
Transit Corridor Program
Intermodal Development Program
Park and Ride Lot Program
New Starts Transit Program
Allocations
Allocations are distributed by formula or program target.

• District Allocated Funds
  • State
  • Federal

• Central Office Managed Funds
  • State
  • Federal

Funds distributed to districts by formula. Programmed onto projects at a district level.

Funds are programmed directly onto projects at a statewide level by program or formula.
District Managed Funds

**District Managed State Funds**

Common Examples:
- Flexible Funds - DDR/DS
- In House – DIH
- Bridge Rehabilitation – BRRP
- Transit/Planning – DPTO/DU
- Fixed Capital Outlay – FCO
- Small County Outreach (grant) - GRSC/SCED/SCOP/SCWR
- Transportation Regional Incentive Program (grant) - TRIP/TRWR

**District Managed Federal Funds**

Common Examples:
- Surface Transportation Block Grant (STP) - SA, SU, SL, SN (population based)
- Transportation Alternatives - TALT, TALU, TALL, TALN (population based)
- Congestion Management - CM
- Resurfacing (National Hwy) - NHRE
- MPO Planning - PL
Statewide Managed Funds (Central Office)

**Statewide Managed State Funds**
Common Examples:
- Strategic Intermodal System (SIS) – DI/DIS
- Rest Areas - DRA, ITS - DITS
- Growth Management - GMR
- Bridge Replacement – BRP
- Sun Trail – TLWR
- Seaport – PORT/POED

**Statewide Managed Federal Funds**
Common Examples:
- SIS Advance Construction – ACNP
- Safe Routes to School – SR2T
- Safety – HSP/HSID/HSLD
- Planning – HP
- Rail crossings/safety – RHP/RH
- Airport – FAA
- Transit – FTA
- Freight – NFPD
- Bridge Replacement – BRT/BRTZ
- Bridge Replacement Local - ACBR/ACBZ
Service Development Program
Eligible Recipients: Transit Agencies and Community Transportation Coordinators

Purpose
To provide a resource for local transit agencies to determine whether a new or innovative technique or measure can be utilized to improve or expand transit service.

Eligible Costs
Any allowable capital costs defined by the Federal Transit Administration (FTA), and operating costs less federal funds, fares, or other sources of project income.

FDOT Participation
- State participation of more than 50% of the non-federal share must have statewide significance
- State participation cannot be more than the local share

Projects Examples
Projects Involving New Technologies, Services, Routes, Or Vehicle Frequencies
- Purchase Of Special Transportation Services
- Techniques For Increasing Service To The Public
Transit Corridor Program
Eligible Recipients: Transit Agencies and Community Transportation Coordinators

**Purpose**
To relieve congestion and improve people carrying capacity within a identified transportation corridor.

**Eligible Costs**
Any allowable capital or operating project that is identified in a Transit Development Plan (TDP), Congestion Management Plan or other formal study completed by a public agency.

**FDOT Participation**
- 50% of the non-federal share
- Projects designed to alleviate congestion in a region may receive funding at up to 100%

**Projects Examples**
- New Or Expanded Transit Services
- Improvements To Bus Operations
- Access To/From Facilities Within A Corridor
Purpose
Provide for the purchase and/or leasing of private land for the construction of park and ride lots or the promotion of park and ride lots to encourage the use of transit, carpools, vanpools, and other high occupancy modes.

Eligible Costs
Projects with a reasonable expectation of at least an average of 60 percent occupancy

FDOT Participation
- Up to 50% for non-federal share
New Starts Transit Program
Eligible Recipients: Local Governments in Metropolitan Areas

**Purpose**
To assist local governments in developing and constructing fixed guideway and bus rapid transit (BRT) projects to accommodate and manage urban growth and development, and leverage state funds to generate local transportation revenues and secure Federal Transit Administration (FTA) New Starts funding for Florida projects.

**Eligible Costs**
Capital projects that support the Strategic Intermodal System (SIS). Funds can be used for final design, right-of-way acquisition, and construction. Program follows FTA 5309 New Starts selection guidelines.

**FDOT Participation**
- Transit Capital Projects - Up to 50% of the non-federal share
- Individual Fixed Guideway Projects not approved for Federal Funding – Up to 12.5% of the costs of final design, right-of-way acquisition, and construction

Projects Examples
Fixed Guideway Transit
- Bus Rapid Transit
Intermodal Development Program

Eligible Recipients: Counties, Municipalities, Transit Agencies, Other Governmental Agencies, Ports, Airports, Seaports, and Rail Authorities, and Non-profits recognized by State Agencies as intermodal service providers.

Purpose
To provide investments in fixed-guideway transportation systems, access to seaports, airports and other transportation terminals; provide for construction of intermodal or multimodal terminals; and to otherwise facilitate the intermodal or multimodal movement of people and goods.

Eligible Costs
Projects that are capital investments in public rail and fixed guideway transportation facilities, and systems which provide intermodal access; road, rail, intercity bus, or fixed guideway access to/from/between seaports, airports, and other transportation terminals; construction of intermodal or multimodal terminals; development and construction of dedicated bus lanes; and projects that otherwise facilitate the intermodal or multimodal movement of people and goods.

FDOT Participation
- Up to 50% of the non-federal share for local projects
- Up to 100% of the project cost for regional projects

Projects Examples
Fixed Guideway Transportation Facilities & Systems That Provide Intermodal Access
- Road, Rail, Or Fixed-guideway Projects Providing Access To/From Seaports, Airports And Other Transportation Terminals
- Construction Of Intermodal Or Multimodal Terminals
- Development And Construction Of Dedicated Bus Lanes
Service Development Grant Projects in D-7

• Cross Bay Ferry  FDOT funding, $thousands
  $438 in FY19

• Streetcar Fares & Ext. Hours
  $890 in FY19 (ongoing)

  $156 in FY19

• PSTA St Pete Downtown Circulator
  $900 in FY19

• Tampa Downtowner on-demand
  $450 in FY17, $380 in FY20

FY19 total  ~ $2.4 million
Corridor Grant Projects in D-7

- HART 20x Pasco-Downtown-MacDill AFB
  - FDOT funding, $thousands
  - $252 in FY19 (ongoing)
- HART 51x B.B. Downs Blvd, Pasco-Hillsb.
  - $412 in FY18 (ceased)
- PCPT 54x SR54/56, Zephyrhills-US 19
  - $296 in FY19 (ongoing)
- PSTA 100x Gandy/Selmon, Gateway-Tampa Dtn
  - $168 in FY19 (ongoing)
- PSTA 300x Ulmerton/I-275, Starkey-TIA-Dtn
  - $175 in FY19 (ongoing)

FY19 total ~ $900 k
Some Ridership Highlights

2019

• HART 20x Pasco-Downtown-MacDill AFB 18,870
• PCPT 54x SR54/56, Zephyrhills-US 19 100,800
• PSTA 100x Gandy/Selmon, Gateway-Tampa Dtn 45,900
• PSTA 300x Ulmerton/I-275, Starkey-TIA-Dtn 29,070
• PSTA 52LX 96,135
• HART 360LX 187,545
• HART 275LX 91,890

High-ridership local routes (HART 1,6, 400, PSTA 18, 52) ~1,000,000
Questions?