



Hillsborough MPO
Metropolitan Planning
for Transportation



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 Integrating Land Use & Transportation

Tampa Bay Transportation Management Area (TMA) Leadership Group

Representing the MPOs in Pasco, Pinellas, & Hillsborough Counties

Friday, June 2, 2017
9:30 a.m. - 12:30 p.m.

AECOM Offices
7650 West Courtney Campbell Parkway
Tampa Florida

Meeting Objectives:

- Review update on Regional Express Bus
- Discuss and approve updates to TMA Leadership Group priorities for 2017
- Review and discuss Atlanta Regional Commission experience with long-range priorities
- Review and discuss update on for Regional Transit Feasibility Plan
- Review outcomes of May 12, 2017 Regional Transportation Leadership Workshop
- Briefly review legislative updates as needed

9:30 Welcome and Introductions

Summary of April 7, 2016 Tampa Bay TMA Workshop
Public Comment

9:45 Regional Express Bus – *Whit Blanton, Executive Director, Forward Pinellas*

10:00 Discussion and Approval of Potential Updates to Priorities

10:45 Long-Range Priorities in Uncertain Times: Atlanta’s Approach – *David Haynes, Long-Range Planning Manager, Atlanta Regional Commission*

11:15 Regional Transit Feasibility Plan Status Report – *Katharine Eagan, CEO HART; Scott Pringle, Jacobs Engineering*

12:00 Updates

- May 12 Regional Transportation Leadership Workshop
- Legislative issues (as needed)

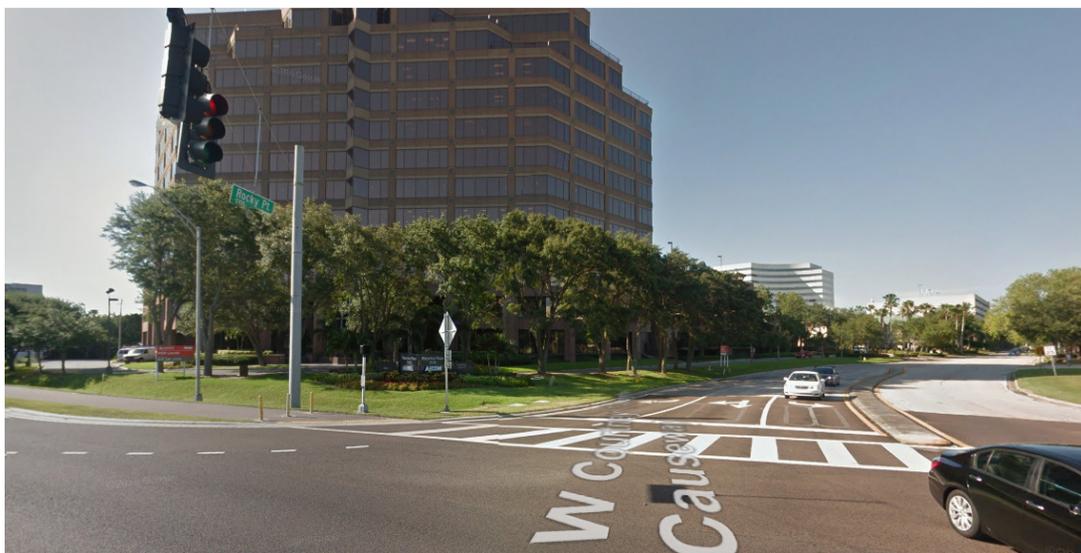
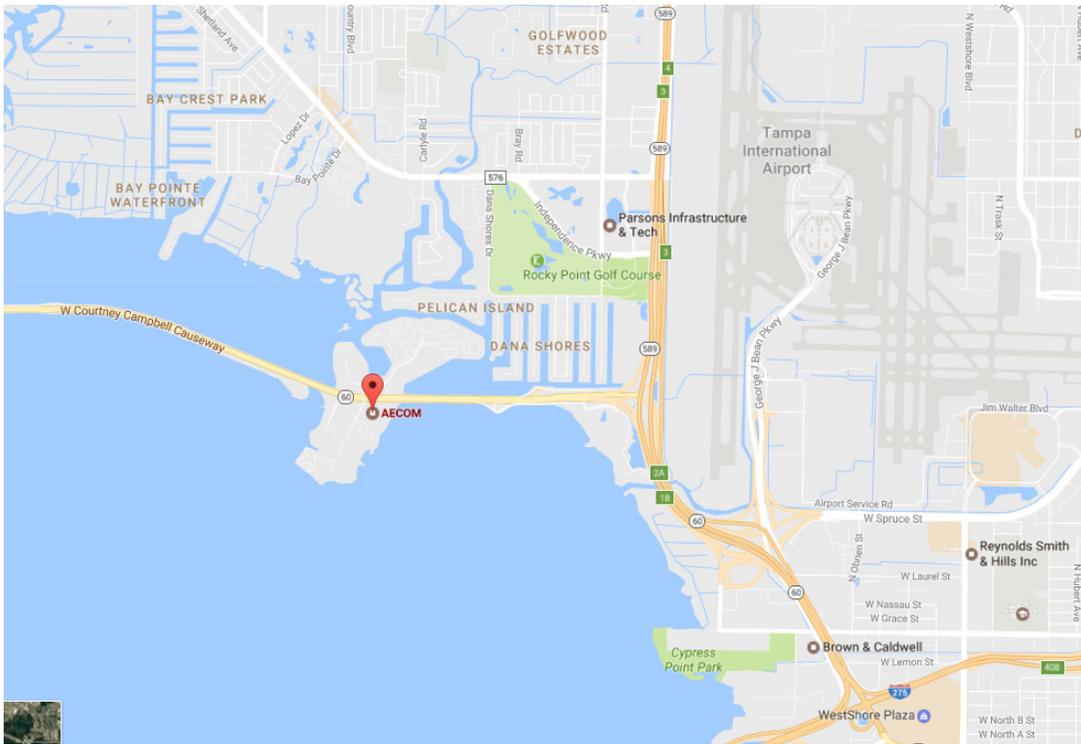
Next Steps

12:30 Adjourn

AECOM Offices - 7650 West Courtney Campbell Causeway, Tampa, FL 33607

Visitors may park in any unreserved space in the parking garage; there are designated spaces on the ground floor and overflow spaces are usually available on the top deck.

Upon arrival, all visitors should proceed directly to the 5th floor for the meeting.



**Highlights of the April 7, 2017
Tampa Bay TMA Leadership Group
Meeting – 9:30 a.m.
AECOM Offices – 7650 West Courtney Campbell Causeway, Tampa, FL**

Meeting Objectives:

- Review and discuss TBARTA Priorities that affect the TMA
- Begin discussion of potential updates, if any, for TMA Leadership Group priorities
- Review and discuss outreach efforts for Regional Premium Transit Study
- Review update on Regional Express Bus
- Review agenda and logistics for regional transportation meeting
- Review legislative developments and requirements for TMA certification
- Review edits, pursuant to earlier TMA Leadership Group discussion, of TMA Purpose and Organization Statement

Welcome and Introductions:

Rafael Montalvo called the meeting to order at 9:33 a.m. He welcomed everyone and introduced himself to first time attendees. Everyone in attendance introduced themselves. Mr. Montalvo provided an overview of the meeting agenda.

Public Comment:

- Sharon Calvert, Hillsborough County citizen, expressed concerns regarding the Regional Transit Study. She suggested having a “Plan B” due to the possible loss or reduction of federal funding.
- Ed Turanchik commented on the feasibility of water ferry options from St. Petersburg into Westshore and the shortfall of a connecting service in Westshore. Water transportation provides a premium transportation option for communities that are on the water. He referenced the success of the Cross Bay Ferry Pilot. He hopes that people will consider water transportation as an option when planning.

TMA Purpose and Organization Statement

There was a brief discussion on staff edits presented in the meeting packet.

- An edit was suggested for a change to the word especially in the second line of the purpose: “especially in the allocation of federal & state funds.” Focus or including/including but not limited to were suggested.

The group expressed consensus on the edit.

- Commissioner Kemp mentioned due to the number of regional transportation issues the TMA is dealing with, the possibility of having monthly meetings.
- Councilmember Cohen pointed out if the group decides to meet monthly that there would have to be a change made in the TMA Organization Statement.
- Commissioner Murman stated that an evaluation would need to be done to see if there is enough substance for the group to meet on a monthly basis.
- Mr. Montalvo suggested deferring discussion of this possibility to the end of the meeting.

TBARTA Priorities Affecting the TMA

Mr. Ray Chiaramonte, Executive Director, TBARTA provided an update on TBARTA in or affecting the TMA.

- Howard Frankland Bridge - \$774 million to reconstruct the north bound span with express lanes.
- Rebuilding of the Memorial State Road 60 Interchange
- The Construction of Gateway Express
- Tampa Bay Express Starter Project
- Hwy 54/56 Corridor – Currently Under Study
- Westshore Intermodal Center
- People Mover Extension to the ConRAC at the Airport

He also provided an update on proposed legislation reconfiguring TBARTA 2017

- Proposed Name Change - Tampa Bay Area Regional Transit Authority
- Member Counties – Hernando being added
- Regional Transit Development Plan working with HART and PSTA
- Board Changes - TBARTA MPO Chairs Committee stays on as a subcommittee, but would not have representation on main board. Addition of PSTA board member and HART board member.

There were several comments following Mr. Chiamonte's update on the proposed legislation:

- Councilmember Caudell – Thanked Mr. Chiamonte for the update and for working so hard in Tallahassee. She expressed concerns that the CCC should be included in the new board and wanted to know if letters of support were needed from the MPOs.
- Beth Alden echoed concerns regarding CCC representation on the TBARTA Board. It provides an avenue for the cities to have representation on TBARTA. They would not have the ability to designate a representative. Clearwater and Manatee would not be represented at all. It has been a valuable voice to have on the regional board. Hillsborough MPO Board's Policy Committee met recently and is looking to add another regionally significant project onto the candidate list (I-75 and Big Bend Road). Provides a connection to one of our major port facilities, and asked the group to add it to the scoring matrix – put in consideration for this year's project list?
- Councilmember Cohen asked Mr. Chiamonte what happens if these changes occur and how soon would the changes take place? Mr. Chiamonte stated 45-days within July 1st, or once signed into law, a new board would be put into place. TBARTA would not be solely responsible for a master plan. Mr. Chiamonte stated that the focus would be changed more to transit.
- Commissioner Starkey – At their last board meeting, they discussed the request of providing someone from their PCTP on as well.
- Commissioner Murman – The TBARTA Legislation is definitely going to be a power shift. You can tell by the makeup and language that more authority is being delegated to TBARTA.
- Commissioner Eggers agreed with the comments suggesting the importance of an MPO Chairs Coordinating Committee Board member staying on the TBARTA Board. The proposed change will take away local representation of cities.
- Ray Chiamonte informed the group of the original makeup of TBARTA.
- Whit Blanton – The Regional Transit Development Plan is a very important step in the right direction, but the legislative intent and funding is unclear. There is a lack of regional transportation funding sources across the state. Pinellas has been communicating with its Legislative Delegation the message for a match with an incentive of a funding program at the state level that provides regional transportation dollars. It's good that there is more of a focus on transit. There are so many unanswered questions with the bill. It's incumbent on the Leadership

Group to prepare over the next six to eight months for the next legislative session with specific recommendations.

- Councilmember Caudell – Agreed with Mr. Blanton on the six to eight months to vet a message for the state level. She reiterated that it's critical that CCC is a part of the board.
- Commissioner Mariano – Make sure all of the major cities involved. In regards to the CSX Study that is going to run from SR 41 into Tampa and circle around the airport and Clearwater, he has not heard about rail going across and feels that a long term plan needs to happen. Also Clearwater and Pasco should be included on the new TBARTA Board if TBARTA is reconfigured.
- Commissioner Kemp – Expressed the importance of CCC representation on the new board proposed by legislation, and meeting needs both locally and regionally.
- Ray Chiaramonte – Takeaway suggestions – consensus that there should be a board member representing MPOs; Clearwater should be included as well as Pasco Transit.
- Commissioner Mariano made a motion to ask the Legislature to include the CCC member, Pasco County Transit member, and the City of Clearwater member. The motion was seconded by Councilmember Caudell. **(Rafael Montalvo noted that the TMA Leadership Group's normal decision-making procedures did not include motions or votes, and suggested that this item also be tabled for discussion at the end of the meeting)**
- Commissioner Murman – Stated that there is short window of time to make any changes and suggested emailing and faxing a letter today from the TMA Leadership Group and being very specific.
- Commissioner Starkey – Suggested mentioning funding in the letter.
- Councilmember Cohen – There is a danger that asking for three additional seats may make none of it happen; City of Bradenton and public transportation agencies in Manatee County are going to ask where they are on this.
- Beth Alden – Brought back a point of procedure for the group. The TMA Leadership Group functions as an advisory group to each of the MPO Boards and action that the group takes needs to be ratified by the respective MPO Boards. Even if the TMA Leadership Group approves the letter it would not be sent today.
- Commissioner Starkey – The Pasco County MPO Board requested PCPT involvement.

Rafael Montalvo stated in the past, the TMA Leadership Group “spoke with one message” through coordination of activities by individual members, as well as more formally through the coordinated efforts of the members jurisdictions. In the interests of time, the group postponed the issue until the end of the meeting.

Initial Member Discussion of Potential Updates to Priorities

During the February 3, 2017 meeting, Mr. Montalvo polled the group for potential updates and additions to the priorities for future discussion. The group discussed the priorities that were previously suggested. The updated priorities will not be adopted until June.

- Commissioner Murman – Stated that FDOT probably has comments regarding the list, since TBX Phase I has been deferred.
- Ming Gao from FDOT informed the group that TBX is still a top priority, even though they have hit the reset button.

- Since there is no approval from the Federal Highway on the Tampa Bay Express Phase I, Commissioner Murman suggested moving it to the top of the 2nd Tier List. She also suggested incorporating the language "regional express bus with dedicated lanes" in future discussions, and she would like to have the ferry listed in the top 5 priorities, as a regional project.
- Ray Chiaramonte – Provided information on TBARTA’s priorities. Their 5-year priorities are not in any order. The future projects are smaller projects – in the 10-year realm. He feels that the ferry is considered as a smaller project.
- Beth Alden – Suggested taking the two items on the CSX rail corridors and Express bus and pulling them together as a single item dealing with the implementation of a regional transit feasibility plan. Also TBX Express phase one for I-275 SR 60 has been on the top priority for funding – would like to keep on priority list.
- Ming Gao (FDOT) – Strongly recommended keeping the TBX project as a top priority.
- Commissioner Kathryn Starkey – Pasco County recently passed 500,000 person mark and recently received approval for another interchange (**Overpass/I-75 Exchange**). They are seeking funding for the overpass exit and they are in the Senate for \$15 million. Commissioner Starkey would like this item added to the list as a regional priority.
- Commissioner Kemp – Echoed Commissioner Murman’s statement regarding funding for the ferry system and regional express bus system – with buses having right of way lanes set aside (BRT Lanes) TBX Phase. She is a critic of congestion pricing toll lanes.
- Commissioner Dave Eggers – He does not agree that ferry should become a top priority. He feels that we are all over the place in terms of creating priorities; less change on the priorities sends a better message. Deviating from priorities sends a mixed message. He does feel that there is a future in waterways. The message should be consistent, loud, and creative.
- Whit Blanton – Keep TBX as a top priority and change name. The conversation has shifted and range of alternatives that will be considered is much greater now. The Howard Frankland bridge replacement needs to go forward. He is for combining CSX and regional express bus, but is hesitant to wrap them in the language of recommendations coming out of the premium transit plan. He’s not sure that the Premium transit plan will prioritize regional express bus service - matter of semantics. Regarding the waterway, there are positive aspects and he supports adding to the list. Mr. Blanton agreed with Commissioner Eggers statement regarding consistency being critical.

Mr. Montalvo reminded the group that a decision is not being made today and staff will bring back language that reflects the discussion as a starting point for further refinement of the priorities.

- Councilmember Caudell – Look at TBX and rebrand it. We have an omni-modal future ahead – waterborne, elevated, autonomous, vanpools, bus rapids buses, sexy buses. The planning of land when in some counties, there is no right of way left.
- Councilmember Cohen – In favor of adding the ferry (something to directly serve MacDill Air Force Base). TBX – going to St. Louis on a trip being sponsored by Federal Highway – looking at new ways to approach express way expansions. He believes in reset, and also believes in order to take the reset seriously, recognition that the expressway is going to have to be widened is going to have to take place at some point.

- Commissioner Mariano – Refreshing to hear that the ferry is doing well – great asset. Relying on toll roads is a costly system and you don't move that much quicker – does not agree with congestion pricing.
- Councilmember Jonson – If you keep consolidating projects, it's going to be tough to get one project completed and off the list; Until there is a mode shift away from the one person in a vehicle, there's not going to be much progress.
- Ray Chiaramonte – A priority list that puts related items into one priority allows you to use money as it becomes available. There is no one single item in the bullet that you have to fund. Put in one priority description – these multi modal solutions are all a priority.
- Beth Alden – The list of priorities is going to be utilized in the funding for upcoming work program cycle. Items placed on the list should have specific “asks” associated with them and be ready to move forward. What is it feasible to advance for funding for the upcoming work program cycle?

Mr. Montalvo stated that there were three completely new projects (I-75/Overpass Road Interchange, I-75/Big Bend Interchange, and the Ferry) suggested during the discussion. There was no objection to staff going back and rating the projects using to the matrix to show where they land based on criteria.

There was a suggestion to combine the current items relating to the CSX Rail Corridor, Regional Express Bus, and waterborne transit into a single item dealing with implementation of premium transit, with the item description breaking out the components as well. There were no reservations regarding staff drafting the information as a single transit description for Leadership Group consideration. If the Leadership Group chooses to go this route, it will free up a space on the priority list.

The Leadership Group will need to discuss at the next meeting I-75/Overpass Interchange, the I-75/Big Bend Interchange, or the Ferry, merit rising up into the Top Five Priorities as separate items?

There were suggestions for language changes, discussing the value of dedicated lanes with Regional Express Bus, and there were no reservations about staff making the edits for Leadership Group consideration.

There was also a suggestion about moving Tampa Bay Express, although significant reservations were expressed about doing that.

- Commissioner Starkey – If the TBX project is not funded, should it be listed as a top five priority?
- Ming Gao (FDOT) – A project cannot be funded in one year. Big projects like Tampa Bay Express take multiple years to fund – they include different phases, design, and right of way. In order to program money on the project, it has to be on the top priority list or funding will go to other parts of the state. The money is not controlled by the district only. The project is partially funded. There also has to be a local match in order to move forward.
- Ed McKinney – Stated that completing the project is a process and the money is not just sitting there.
- Councilmember Cohen – Emphasized the importance of looking at the project from a regional perspective.

At the next meeting, there will be discussion with a draft list that will still have the first two priorities listed as the first two priorities and there will be a combined premium transit item that breaks out CSX Rail, Regional Express Bus, and potential waterborne transit. There will be a matrix that will include the I-75/Overpass Road, I-75/Big Bend, and the Ferry with descriptions listing them as potential fifth priorities.

In June, the group is scheduled to adopt its updated priorities. Mr. Montalvo reminded the group that they adopt priorities by consensus.

- Commissioner Eggers requested that priorities six through ten be included as a reference point.

Premium Transit Study Status Report

Katherine Eagan, CEO Hart, and Scott Pringle with Jacobs Engineering presented an update.

At the last meeting, Commissioner Eggers stressed the importance of communicating a clear message to the public and Mr. Pringle informed the group of the status on that part of the study.

Mr. Pringle communicated information on public outreach, which is part of their contract. Included in the study's public outreach efforts: electronic bulletins will be sent out; web surveys and social media, various public agency meetings, community meetings, workshops in each county, and the private sector. Every time a major milestone is completed, the information will be updated on the website and everyone will have access to it. The schedule is available on the website as well. Surveys have been sent out and responses are being received.

For the Federal process they are using evaluation criteria to satisfy major purpose of the plan and identifying projects that would compete well for state and federal dollars.

In June, there will be continued dialogue about connections and what serves the connections the best. There were comments during the presentation.

- Commissioner Mariano – Suggested the blue line should run up to SR 52 at a minimum.
- Commissioner Starkey – Commented that Pasco is VERY important for hurricane evacuation. People come across and get onto Suncoast Pkwy. Pasco is helping community in large evacuation
- Commissioner Kemp - Be aware as a group and look at identified commuter patterns and previously identified planned corridors (something that could be changed). She is concerned about not taking a fresh look as the region moves forward and wondered about mapping and taking a look at commuter connections.

Mr. Pringle presented information on how top performing corridors scored based on developed evaluation criteria.

As questions are answered in Step 2 and 3 of the process, a target date for project implementation should be put into place, and clear path on where to begin building.

- Councilmember Caudell – There's a lot of work to do; we cannot delay any longer. We need these modes to accommodate young professionals.

- Councilmember Bill Jonson – Would like to have the information presented to the PSTA Board.
- Commissioner Kemp – Would like matrix results for CSX tracks from Clearwater to St. Petersburg (travel connections).
- Commissioner Mariano commented on autonomous vehicles connecting cities and looking at that a little further.
- Commissioner Kemp – Suggested taking a look at travel and commute patterns. Mr. Pringle informed the Commissioner that they will come back with additional information on travel market patterns.

Framework for Regional Transportation Planning

- Planning for May 12 Regional Meeting, including meeting objectives, topics and logistics
- Agenda for May 12 Regional Meeting

Mr. Montalvo opened discussion of the draft agenda for the Regional Meeting

- It was recommended to make additional efforts to circulate the information about the meeting
- Anyone is welcome to participate in the meeting (not just observe), although an RSVP is requested if you are planning to do so
- Use your networks to make sure that the right people attend the meeting
- The study is going to get underway after July 1, 2017

There was a quick round the table discussion for the group to respond to Commissioner Kemp's suggestions regarding meeting on a monthly basis.

- Sean Sullivan – The Regional Planning Council is open to the idea
- TBARTA – Enough meetings
- Councilmember Jonson – Do not have strong feelings on increasing the number of meetings
- Whit Blanton – There are a lot of meetings
- Councilmember Caudell – Already have a lot of meetings
- Commissioner Tornga- Already have a lot of meetings
- Commissioner Eggers – Already have a lot of meetings
- Commissioner Kemp – Really important time
- Beth Alden – Hard to add more meetings
- Councilmember Cohen – Open to it
- Katharine Eagan – It would take a lot of time to provide the additional updates
- Commissioner Mariano – Keep the same schedule
- Commissioner Starkey – Already have all that they can handle
- Commissioner Kemp stated that she recognized the suggestion did not enjoy the support of the group at this time, although she hoped members might reconsider if circumstances warrant in the future.

Commissioner Mariano made a motion to ask the Legislature to include the CCC member, Pasco County Transit member, and the City of Clearwater member. The motion was seconded by

Councilmember Caudell. **(This item was tabled earlier for discussion at the end of the meeting). The possibility was raised of the group drafting a letter, but it would have to be approved by the participating MPOs and time is an issue. It was also requested to include funding in the letter.**

Following the Commissioner Mariano's and Councilmember Caudell's suggestions, each Leadership Group member offered comments in turn.

- Commissioner Starkey – I would like to see Hernando Citrus at the table.
- Commissioner Mariano – 3 things to go forward – ask for all 3 and keep simple. Feel that Pasco Board would be comfortable in moving forward.
- Katharine Eagan deferred to next group.
- Councilmember Cohen – Does not feel that he has authorization to approve such a letter or request without taking it to the Hillsborough MPO.
- Beth Alden – Would need MPO approval to support
- Commissioner Kemp – Agrees with Councilmember Cohen.
- Commissioner Eggers – Wording on local representation to include CCC, Pasco, then Clearwater
- Commissioner Tornga – Support for Pasco (have communicated). CCC really important.
- Councilmember Caudell – only option (add CCC...hits all MPOs under the TBARTA umbrella and cities)
- Whit Blanton – Will take up at next Board Meeting (has time to communicate); further separate – in favor of advocating for CCC representation on the new TBARTA board.
- Councilmember Bill Jonson – inaudible.
- Ray Chiaramonte – Has not taken to Board...will try to communicate to TBARTA board that this discussion has taken place.
- TBRPC – supports the MPO.
- **Commissioner Mariano withdrew the motion**

Following the round table, Mr. Montalvo acknowledged that it does not sound like it would be logistically possible to draft and send a letter from the TMA Leadership Group in the time available.

Commissioner Starkey would like the February 2017 minutes to reflect her correct title. The minutes stated Councilmember Katherine Starkey, but should state Commissioner.

Mr. Montalvo stated that the correction will be made along with a correction to some of the discussion points. Commissioner Starkey requested more informative minutes.

Sean Sullivan informed the group of the Regional Planning Council's Future of the Region Awards breakfast being held on Friday, April 28, 2017. There were 27 applicants. There is a link on The Tampa Bay Regional Planning Council's website to register.

Commissioner Starkey informed the group of the State's discussion on how they are going to treat trails on limited access roads. There have been two fatalities on 54 and Suncoast. Discussion is being held for those who would like to weigh in.

Look at packets in advance of the June meeting.

Next Steps:

The next meeting is June 2, 2017.

Adjournment:

The meeting was adjourned at 12:24 a.m.

Attendees:

Members:

Commissioner Dave Eggers	Pinellas MPO (Pinellas County BOCC)
Commissioner John Tornga	Pinellas MPO (Dunedin City Commission)
Councilmember Doreen Caudell	Pinellas MPO (Clearwater City Council)
Commissioner Pat Kemp	Hillsborough MPO (Hillsborough County BOCC)
Commissioner Sandra Murman	Hillsborough MPO (Hillsborough County BOCC)
Councilmember Harry Cohen	Hillsborough MPO (Tampa City Council)
Commissioner Kathryn Starkey	Pasco MPO (Pasco County BOCC)
Commissioner Jack Mariano	Pasco MPO (Pasco County BOCC)

Others:

Rafael Montalvo	Facilitator (Consensus Center)
Casey Cursey	AECOM
Ed Turanchik	Akerman
Michael Adams	ATKINS
Diane Jones	B2 Communications
Tom Whalen	City of St. Petersburg
Kyle Caudell	Clearwater Regional Chamber
Bob O'Malley	CSX
Sharon Calvert	Eye on Tampa Bay/Lutz
Bob Esposito	FDOT
Brian Beaty	FDOT
Ed McKinney	FDOT
Ming Gao	FDOT
Roger Roscoe	FDOT
Carol Scott	FDOT
Doreen Caudell	Forward Pinellas
Whit Blanton	Forward Pinellas
Sam Gibbons	Forward Pinellas
Hilary Lehman	Forward Pinellas

Sarah Ward	Forward Pinellas
Chelsea Favero	Forward Pinellas
Katharine Eagan	HART
Steve Feigenbaum	HART
Marco Sandusky	HART
Beth Alden	Hillsborough MPO
Wanda West	Hillsborough MPO
Johnny Wong	Hillsborough MPO
George Walton	HNTB
Danielle Moran	HNTB
Eric Heinz	Jacobs
Scott Pringle	Jacobs
Jennifer Straw	Jacobs
Travis Mitchell	LBA
Commissioner Jack Mariano	Pasco County BOCC
Kristen Hughes	Pasco County
Jacob Labutka	PSTA
Heather Sobush	PSTA
Councilmember Bill Jonson	PSTA/City of Clearwater
Jim Bleyer	Tampa Bay Beat
Dave Sobush	Tampa Bay Partnership
Michael Case	TBARTA
Hugh Pascoe	TBARTA
Ray Chiaramonte	TBARTA
Anthony Matonti	TBARTA
Sean Sullivan	TBRPC
Bill Ball	Tindale Oliver
Ann Kulig	Westshore Alliance
Christina Kopp	WSP Parsons Brinckerhoff



Tampa Bay Transportation Management Area (TMA) Leadership Group

DRAFT 2017 Top Five Priorities

❖ **I-275 Capacity Projects**

Status: Funding is requested for reconstruction of two interchanges, I-275/SR 60 and I-275/I-4; construction of I-275 express lane segments; and for locational studies for transit centers in the Gateway and Fletcher/Fowler areas. Environmental impact studies are underway, and construction is funded for the Howard Frankland Bridge replacement

❖ **Regional Farebox System** - Standardized fare payment media across the counties in Tampa Bay will allow passengers more seamless regional transportation trips. Total implementation cost is \$12 million, only \$5 million of which is funded.

❖ **Regional Transit Catalyst Project(s) which may include:**

- a. CSX Rail Corridors – potential commuter transit route;
- b. Westshore Multimodal Center with fixed-guideway connections to downtowns and airports;
- c. Development of new multimodal center sites;
- d. Regional Express Bus – opportunities on SR 60, the Veterans/Suncoast, Selmon Expressway and as a part of TBNext; or
- e. Elevated transit in the SR 60 corridor - pilot project from downtown Clearwater to Clearwater Beach.

❖ **Interstate Interchanges in High Growth Areas:**

- a. I-75 at Overpass Road
- b. I-75 at Big Bend Road

❖ **Waterborne Transportation Projects** – Funding for regional waterborne transportation priority projects, which could include the Cross-Bay Ferry and waterborne service from south Hillsborough County and MacDill Air Force Base.

----- Tampa Bay TMA Leadership Group Purpose -----

There is a role for a TMA-focused group, not currently performed by any existing transportation organization. That role includes developing regional consensus priorities for the TMA, especially in the allocation of federal & state funds. The group will focus on major cross-county transportation markets and traffic movements, and on helping the Tampa Bay metropolitan area speak with one voice in discussions of regional transportation prioritization issues and financial resources.



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DRAFT 2017 Top Priorities for Multi-Use Trails

- ❖ **Duke Energy Trail** - The trail is partially funded with two gaps needing design and construction. The north gap is from John Chesnut Park to Bright House Field and the south gap is from Belleair Rd to the San Martin Bridge. Once completed, the Duke Energy trail will link with the Pinellas Trail to create a 70-mile loop that includes a connection to Hillsborough County via the Courtney Campbell Trail.
- ❖ **Starkey Trail Connector** - Connection from Pinellas Trail to the Starkey Wilderness Trail through the Brooker Creek Preserve. Approximately eight miles bridging a vital gap between Pasco and Pinellas Counties. Request/Status: \$4m for Construction; Planning & Alignment Studies Complete
- ❖ **South Coast Greenway Phase 1** - part of the Gulf Coast Trail, the South Coast Trail would go from Adamo Drive and extend south the Manatee County line. The entire trail has been broken into six phases. Phase I is funded with immediate potential for extension through Waterset Community. Request/Status: funding for PD&E and design of Phases III and IV.
- ❖ **Bypass Canal Trail** – A 17+ mile trail southward from Flatwoods Park, 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 to the Old Fort King and Withlacoochee State Trail. Request/Status: Hillsborough County requests funding for the design and construction of the next phase.
- ❖ **Orange Belt Trail** – The approximately 37 mile long trail would extend from the Starkey Trail (C2C connector) 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. Request/Status: Pasco County requests \$15.5M for right-of-way acquisition and construction.

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There is a role for a TMA-focused group, not currently performed by any existing transportation organization. That role includes developing regional consensus priorities for the TMA, especially in the allocation of federal & state funds. The group will focus on major cross-county transportation markets and traffic movements, and on helping the Tampa Bay metropolitan area speak with one voice in discussions of regional transportation prioritization issues and financial resources.

Long-Range Plans & Priorities in Uncertain Times: Atlanta's Approach

The Atlanta Regional Commission recently completed an 18-month scenario planning process to refine the vision for the future of the 20 county Atlanta metropolitan planning area. That vision, dubbed "Winning the Future", was adopted in February 2016 and aims to achieve three interrelated outcomes: world class infrastructure, a competitive economy, and healthy livable communities.

In today's rapidly changing world, the policies and strategies which must be implemented to achieve those outcomes could be radically different from the same approaches which served the Atlanta region well over the past several recent decades. From autonomous and connected vehicles to the greying of our population to uncertainties surrounding climate change and finance, planners and elected officials are faced with enormous challenges in determining the types and locations of transportation investments which can meet the needs of today, as well as those of tomorrow.

ARC's approach involved the identification of nine key "drivers of change" which have the greatest potential to shape the region's long term future, then weaving those disruptive influences into four distinct alternate futures. In this session, you'll learn about the process used to develop those scenarios, how they were analyzed, and major themes which emerged during outreach with key stakeholder groups. The benefits and challenges of this type of scenario planning, based on ARC's experiences, will be highlighted. And as the agency turns its focus to the next major update of its multi-disciplined long range plan, hear how this information will be used to inform and guide policy discussions with elected officials, agency partners, and the general public.



David Haynes has been with the Transportation Division of the Atlanta Regional Commission since June 2001. In his current role as the Long Range Planning Manager, he is responsible for overseeing development of the Regional Transportation Plan for the 20 county Atlanta metropolitan planning area and coordinating those efforts with other agency initiatives. The group he manages works directly with city, county, state and federal agencies, transit operators, elected officials, consultants and the public to define regional goals, policies and priorities for transportation funding.

David has recently played a lead role in developing and testing four possible futures for the Atlanta region through a federal planning grant. The scenarios are based on nine major drivers of change identified through an extensive engagement process. An online gaming tool has been developed to share analysis results and allow stakeholders to create and explore their own futures. This work will form the foundation for the next major transportation plan update due in 2020.

Prior to joining ARC, David worked in the private sector as a transportation planning consultant with the firms of PBS&J and Day Wilburn Associates for a combined nine years. David earned his Bachelor's and Master's degrees in Civil Engineering, with an emphasis on transportation, from Auburn University.

Long Range Plans and Priorities in Uncertain Times Atlanta's Approach

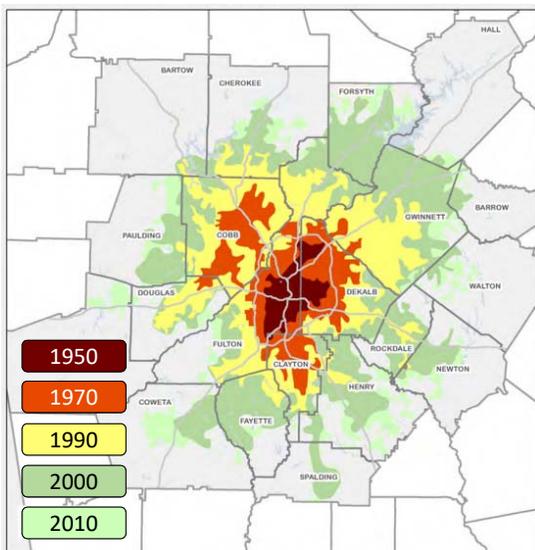


David Haynes

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dhaynes@atlantaregional.com



Rapid growth - the history and the future of Atlanta



ATLANTA TODAY
5.6 million people
2.9 million jobs

ATLANTA 2040
8.1 million people
4.0 million jobs



The Region's success rests on our ability to achieve three related outcomes



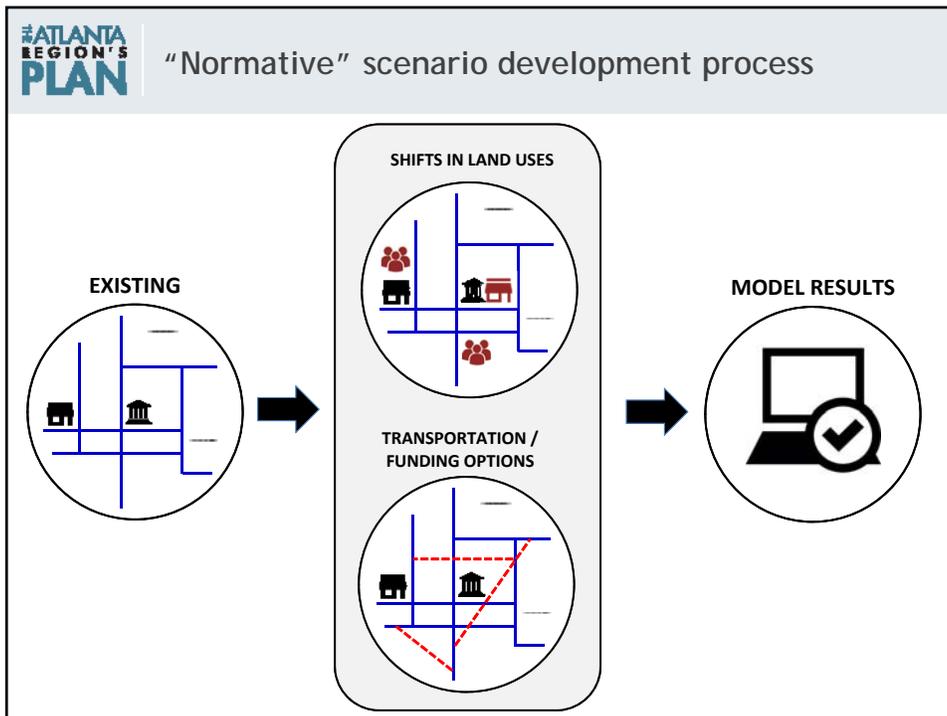
Atlanta is one of the world's most dynamic metropolitan areas, competing globally on the strength of our diverse population, robust economy, myriad cultural assets and attractive lifestyles. We will "win the future" through intensive collaboration that honors and leverages the uniqueness of our communities.

*Atlanta Region's Plan Policy Framework
August 2015*



There is no single path to "Win the Future"



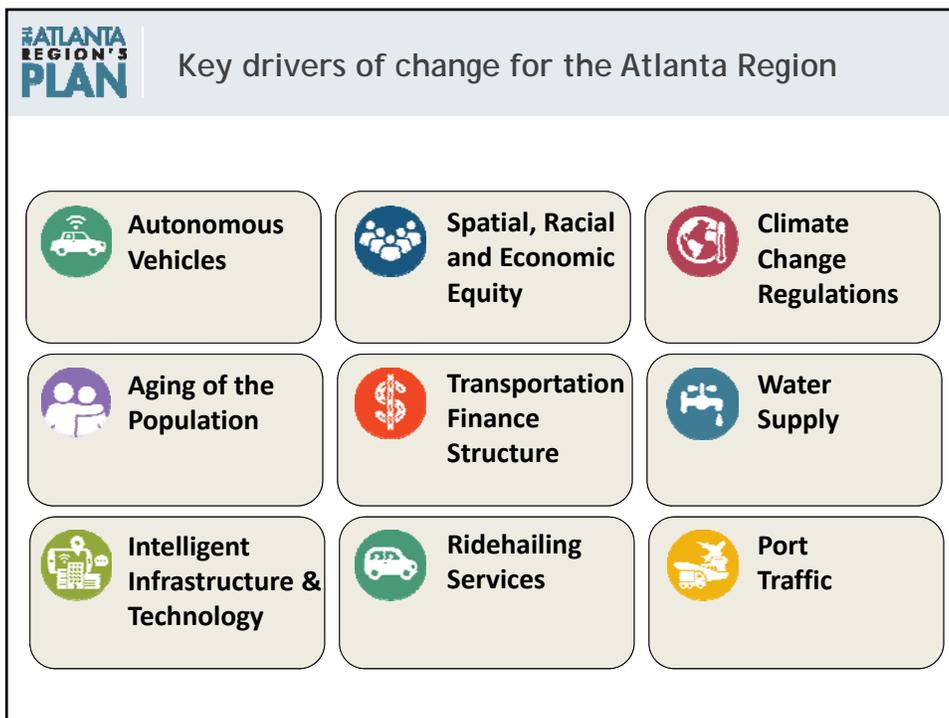
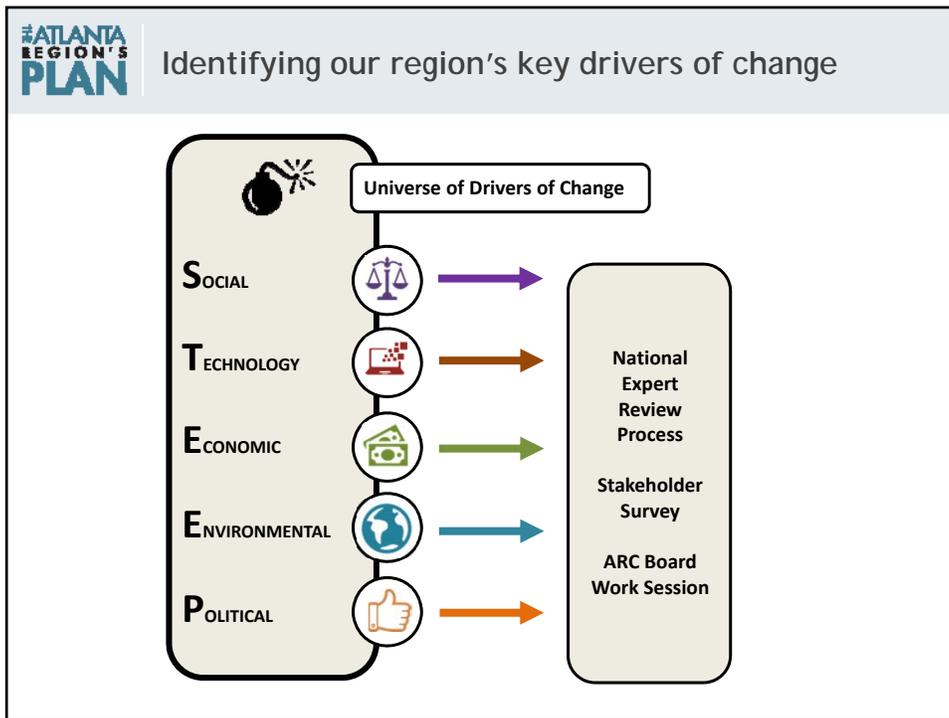


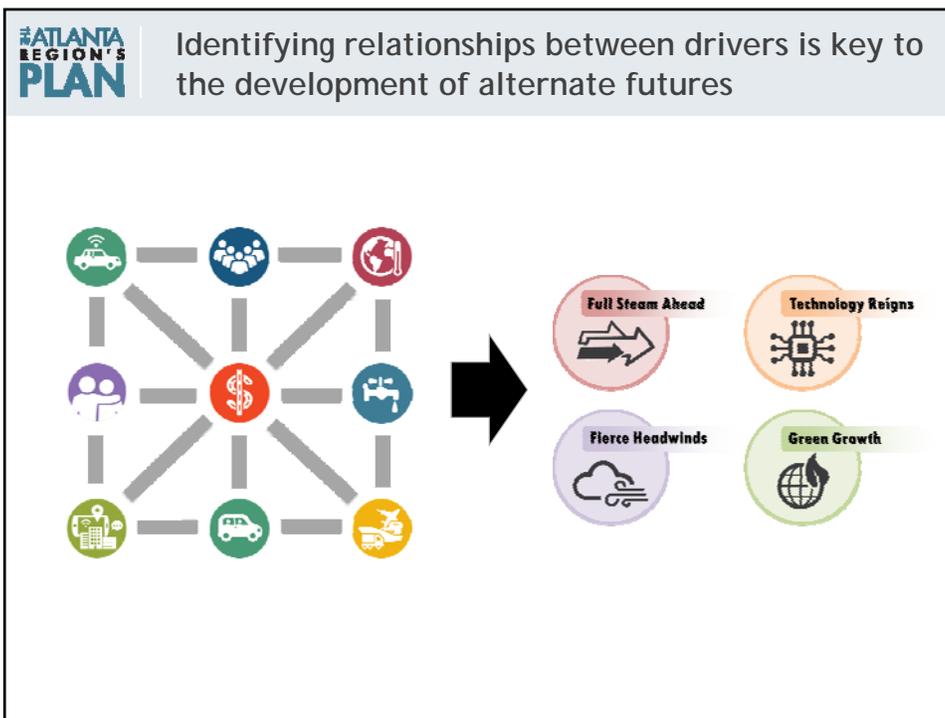
ATLANTA REGION'S PLAN The value of exploratory scenario planning

Looking at a wide range of issues from multiple "what if" perspectives...

...helps ensure our plans are resilient and responsive to change.

The slide features the Atlanta Region's Plan logo and the title "The value of exploratory scenario planning". Below the title is the text "Looking at a wide range of issues from multiple 'what if' perspectives..." followed by a photograph of a line of white seagulls standing on a wooden pier over the ocean. Below the photograph is the text "...helps ensure our plans are resilient and responsive to change."

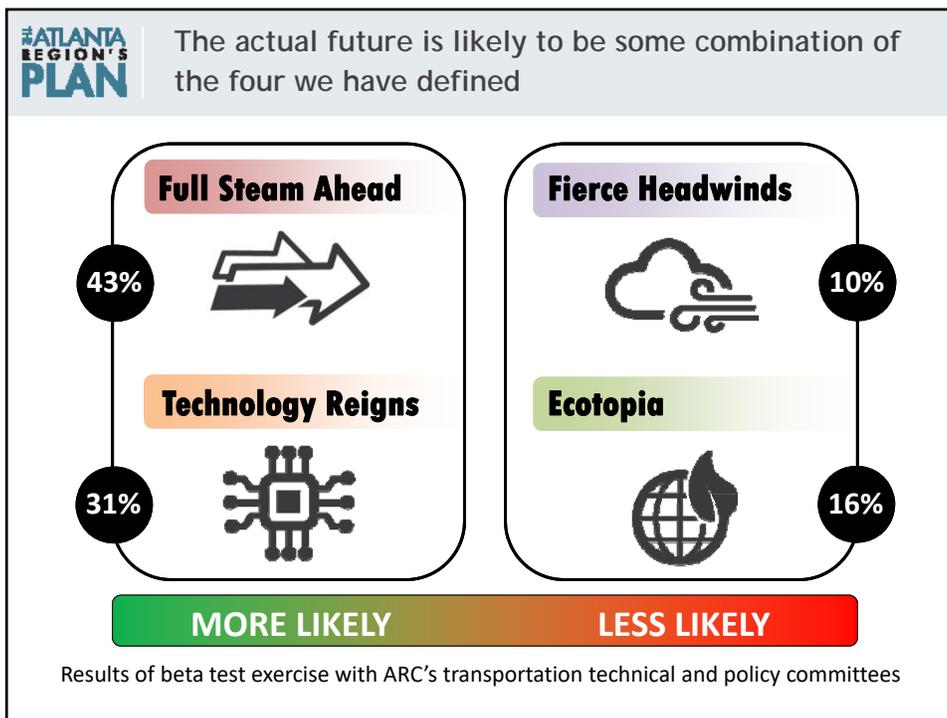




ATLANTA REGION'S PLAN Plausibility is the key to building alternate futures

plau·si·ble
 /'plôzəb(ə)l/
 adjective
 (of an argument or statement) seeming reasonable or probable.
 "a plausible explanation"
 synonyms: credible, reasonable, believable, likely, feasible, tenable, possible, conceivable, imaginable; convincing, persuasive, cogent, sound, rational, logical, thinkable
 "a plausible explanation"

ARC



ATLANTA REGION'S PLAN | Pivoting to the next major plan update



What is your reaction to the alternate futures?

 Will they be helpful in your planning efforts and initiatives?

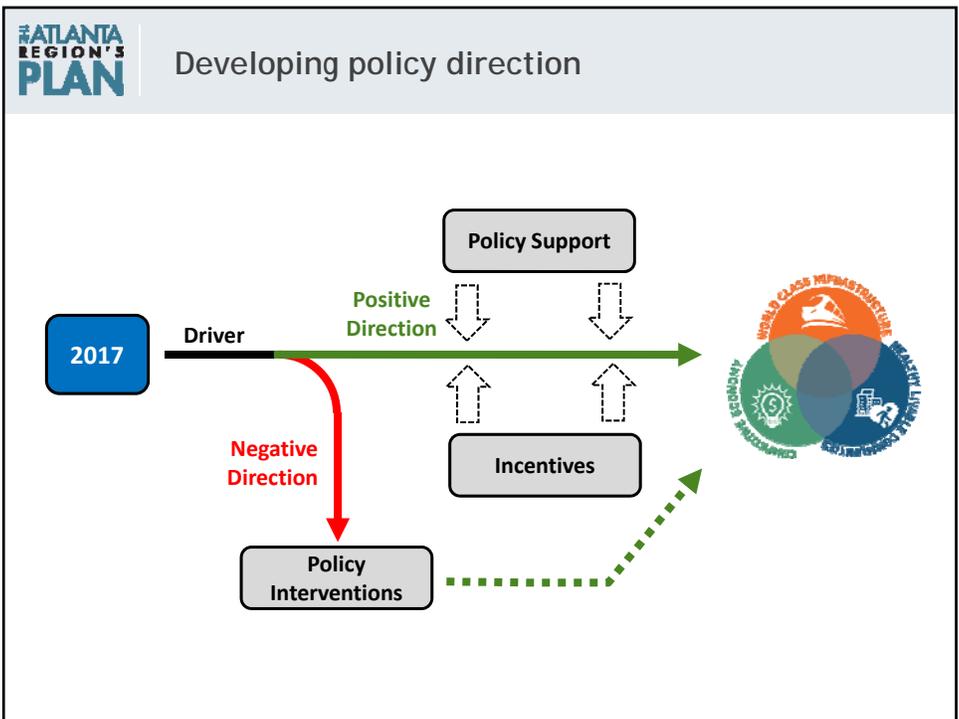
 What about exploratory planning in general?

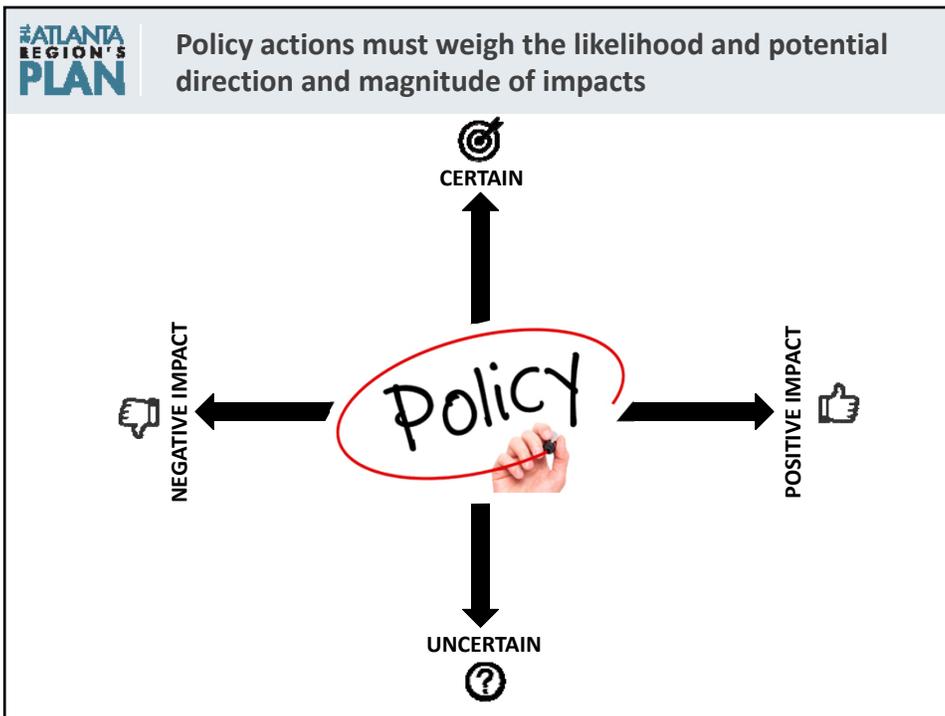
 What drivers of change are most relevant to your work?

 How much control or influence do we actually have over the drivers of change?

 What policies could help/hinder achieving your work program goals?

 How should this work be integrated into the Atlanta Region's Plan?



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- ATLANTA REGION'S PLAN** Potential policy actions (examples)
-  Incorporate the use of technology into project prioritization and programming processes. Give priority or higher score rankings to projects that demonstrate applications of new technologies.
 -  Address options for adaptive reuse of parking structures for both existing parking structures and newly planned structures.
 -  Identify and develop programs to support access to new mobility services (such as Uber and Lyft) by unbanked and low-income households and reduce the likelihood of not being picked up due to driver based on race and/or gender discrimination.
 -  Create a regional task force dedicated to regional collaboration and development of pilot projects for technology deployment. Work with key partners, such as the Metro Atlanta Chamber of Commerce, universities, and lead private sector firms to develop this group and spearhead program efforts.

**"EVEN IF YOU'RE ON THE RIGHT TRACK, YOU'LL
GET RUN OVER IF YOU JUST SIT THERE."**

- Will Rogers

