



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, September 7, 2018

9:30 a.m. - 12:00 p.m.

Florida Department of Transportation District 7

11201 N. McKinley Dr.

Tampa, FL 33612

Meeting Objectives

- Discuss Refinements to the Leadership Group Structure
- Review major outcomes of the MPO Regional Coordination Best Practices Study
- Review and provide comment on the Strategic Intermodal System Cost Feasible Plan
- Review status of regional outreach for development of the Long Range Transportation Plans
- Review brief updates on regional planning efforts

9:30 Welcome and Introductions

**Summary of May 9, 2018 Tampa Bay TMA Workshop
Public Comment**

9:45 2019 Legislative Roundtable with Senator Darryl Rouson – MPO Staff Directors

10:15 Restructuring Options for the TMA Leadership Group – MPO Staff Directors

11:00 MPO Regional Coordination Best Practices Study – Workshop #2 Major Outcomes
– Jeff Kramer, CUTR [possibly with Scott Lane by phone]

11:30 Strategic Intermodal System 2045 Cost Feasible Plan – Sarah McKinley, Hillsborough MPO, and Chelsea Favero, Forward Pinellas

11:45 Updates

- Tri-County Long Range Plan Outreach: It's Time Tampa Bay! – MPO Staff Directors
- Update on Hillsborough County Peer Review of Regional Transit Feasibility Plan - Beth Alden, Hillsborough MPO
- Other

Next Steps

12:00 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.

Location Map

TMA Leadership Group

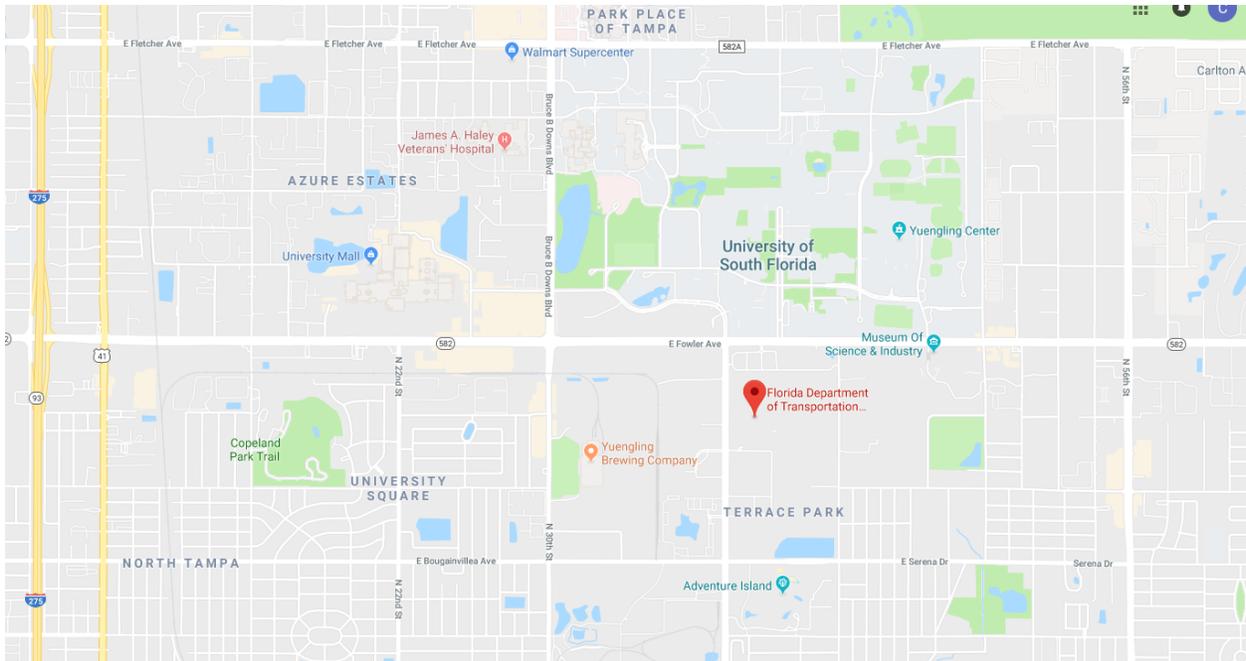
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Tampa Bay Transportation Management Area (TMA) Leadership Group Executive Summary

Representing the MPOs in Pasco, Pinellas, & Hillsborough Counties

Summary for 5.11.18 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](#). This meeting was also videotaped and is available on [YouTube](#).

The May 11 Tampa Bay TMA Leadership Group meeting was spent in intense discussion of the Regional Transit Feasibility Plan and its place on the regional priority list

- The draft priority list came into the meeting as follows:
 - Interstate Modernization Projects
 - Regional Transit Catalyst Project(s), which may include:
 - a. Central Avenue BRT, St. Petersburg downtown to St. Pete Beach
 - b. Westshore Multimodal Center with fixed guideway connections to downtowns and airports
 - c. Further development of the Regional Transit Feasibility Plan
 - d. Regional Express Bus - opportunities include SR 60/Gulf-to-Bay Blvd, the Veterans Exwy/Suncoast Pkwy, the Gandy/Selmon Exwy corridor, the SR 54/56 corridor, and as a part of Tampa Bay Next; and expansion of regional farebox system to adjoining counties
 - e. Elevated transit in the SR 60 corridor – pilot project from downtown Clearwater to Clearwater Beach
 - f. CSX Rail Corridors – Funding is requested for right-of-way preservation for development of potential commuter routes
 - g. Waterborne Transportation Projects – Funding is requested for regional waterborne transportation priority projects, which could include the Cross-Bay Ferry, waterborne service from south Hillsborough County to MacDill Air Force Base, and other regional projects
 - SR 54/56 Corridor, from US 19 to Bruce B. Downs – Funding is requested to complete a Multimodal Concept and Corridor Assessment/Impact Study
 - I-75 Improvements
 - a. I-75 at Overpass Road – new interchange (funding requested for construction)
 - b. I-75 at Big Bend Road – interchange reconfiguration

The originally identified catalyst project for the Regional Transit Feasibility Plan - for which the stated purpose was to identify a project competitive for federal funding - was a shoulder-running BRT system along I-275 from St. Petersburg to Wesley Chapel that would coordinate with the Florida Department of Transportation's planned interstate modernization projects

- A second catalyst project was using the CSX lines from downtown Tampa to USF for urban commuter rail, but the initial cost-per-trip numbers were not as competitive for Federal Transit Administration funding
- At its meeting the week prior to the TMA meeting, the Hillsborough MPO board had decided to request USF's Center for Urban Transportation Research to perform a peer review of the RTFP, which among other outcomes would determine its benefits and connectivity for Hillsborough County
 - As a result of that decision, Hillsborough MPO Director Beth Alden suggested an addition to item c in the regional catalyst project section of the priority list
 - The addition would prioritize phased implementation of the RTFP project with an initial segment from downtown St. Petersburg to Tampa International Airport/Westshore on I-275 in order for the MPOs to put the project on the regional priority list without waiting for the results of the peer review study

Feelings on the BRT project differed by county, and the priority list required consensus - defined as no member of the group disagreeing strongly enough to block action - to have any changes made

- From Hillsborough County, Commissioner Pat Kemp said she could not, at this time, support any priority list that advanced the BRT plan's progression in Hillsborough, while Commissioner Sandra Murman said she supported the RTFP and the process behind it moving forward but also wanted to see the results of the peer review before fully committing to the project as proposed in Hillsborough County
 - Kemp said she would support the addition of phrasing to allow implementation from St. Petersburg to Westshore/TIA
- Among the Pasco County representation, Commissioner Jack Mariano wanted to see more research on the CSX lines as an urban rail alternative, while Commissioner Kathryn Starkey wanted to see the BRT project progress
 - Both commissioners felt it essential that Pasco County be included in any project that goes forward
- Both Forward Pinellas MPO representatives in attendance (County Commissioner Dave Eggers and Dunedin Commissioner John Tornga) uniformly supported the BRT catalyst project, or in the absence of the full group supporting the entire project, they supported advancing a segment of the project from St. Pete to Westshore/TIA
 - County Commissioner Janet Long, in attendance representing the Tampa Bay Regional Planning Council, also strongly supported the plan as proposed
- FDOT District Seven Secretary David Gwynn expressed concern that a phased PD&E study to move into design and engineering for the regional project might not be acceptable for FTA funding and that a full regional show of support would be necessary

- Gwynn also expressed concern about continuing to set aside \$5M for the RTFP PD&E study when there didn't appear to be regional consensus for the project
- In response to a question from Forward Pinellas Executive Director Whit Blanton, Gwynn and other FDOT staff indicated that the PD&E could resolve questions about mode, technology and other aspects as part of its evaluation of the full corridor from St. Petersburg to Wesley Chapel
- Alden felt that a PD&E that is already occurring for Hillsborough MetroRapid in a parallel corridor would overlap with a PD&E specifically for the RTFP
- Despite Secretary Gwynn's concern about phased implementation of the PD&E effort, there did seem to be group consensus about the addition to item c
 - Gwynn noted that, ultimately, the decision about how to go forward with the implementation of the project belongs to the Tampa Bay Area Regional Transit Authority (TBARTA)
 - He said that phased implementation of the project would be acceptable based on local funding commitments for capital and operating costs, but that the three counties would need to state their policy commitment to supporting the project toward the end of 2018 for it to move into the next phase for the PD&E study.

There was also a brief presentation at the end of the meeting on the MetroQuest survey for the regional Long Range Transportation Plan, which will be rolled out to the public in the coming months to gauge their desires about transportation investments and regional growth

The next TMA meeting is scheduled for September 7 at FDOT District 7 Headquarters



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TRANSITION CONSIDERATIONS

Recent developments have raised the question of whether the TMA Leadership Group needs additional or different ground-rules or bylaws in order to effectively carry out its mandate. Members will engage in a preliminary discussion of whether and how to make such a transition at the September meeting. If consensus is reached, changes would occur at the November meeting. A second discussion of these issues may occur at the November meeting if necessary.

Below are some of the issues and considerations that would have to be addressed in such a transition. Listed after each issue or consideration are possible components (some mutually exclusive, some not) of restructured ground-rules or bylaws. MPO staff directors will present a recommended approach as an interim strategy for at least 2019 to address some of the issues presented below. Further changes will be considered pending completion of the MPO Regional Coordination and Best Practices Study.

Representation and voting for purposes of adopting recommendations

- Continue with equal representation for each MPO (currently three members each), with one vote per member
 - TMA Leadership group may require at least one member of each member MPO's delegation to concur for a recommendation to be approved
 - TMA Leadership group may require a majority (currently two of three members) of an MPO's delegation to concur for a recommendation to be approved
- Continue with equal representation for each MPO, with one vote per MPO
 - Each MPO may inform the TMA Leadership group as to how its vote will be determined
- Population-weighted representation, and or voting

Chair

- Set term?
- Rotating -- yearly, semi-annually, each meeting?
- Co-Chairs or Chair and Vice Chair?
- Guidelines or rules for who may serve

Providing for Order and Inclusion

- Any structure must ensure that all perspectives can be heard, while providing enough guardrails to allow majority decision-making when needed
- Pros and cons of continuing to work with facilitator
- Round-robins and other tools to ensure all voices are heard

Purpose of the Group

- To what degree is it important for the group to remain a sounding board and source of initiative for regional issues?
- Continuing agenda set-aside for regional initiative/perspectives

Staff Directors Recommendation: The staff directors recommended moving to a rotating chair (and vice-chair) for each meeting, with the vice-chair being the chair at the subsequent meeting. They further recommend that each MPO be given one vote whereby at least two of the three members must be in agreement in order to cast the vote.



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Tampa Bay Transportation Management Area (TMA) Leadership Group

Purpose

There is a role for a TMA-focused discussion forum, not currently performed by any existing transportation organization. That role includes developing regional consensus priorities for the TMA, including in the allocation of federal & state funds. The group focuses 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.

Members

The Tampa Bay TMA Leadership Group is comprised of three members of each MPO board (Hillsborough, Pasco & Pinellas) as voting members, and non-voting advisors from Hernando/Citrus MPO, FDOT, TBARTA, and the TBRPC. TMA recommendations are by consensus. The staff support group is comprised of staff of each MPO, the agencies identified above and the transit agencies.

Organization

Meetings of the Tampa Bay TMA Leadership Group are held approximately every other month. Meetings of the TMA staff support group are held periodically by conference call. Each participating MPO or agency has a meeting notification list by mail or e-mail, and interested parties may request to their respective MPO to be notified of meetings.

The TMA Leadership Group acts in an advisory role to each of the three participating MPOs. The MPOs have final approval of TMA work products. Leadership members are responsible for conveying concerns of their respective MPOs to the TMA group, and for conveying TMA group discussion and recommendations back to the MPOs.

This group's work is staffed jointly by the staff of the three MPOs. Public notice for meetings is provided by all three MPOs according to their typical procedures.



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**Proposed 2019 Meeting Dates
Meeting Locations To Be Determined**

February 8th

April 5th

June 7th

Sept 13th

Nov 8th