



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, February 9, 2018

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

Pinellas Suncoast Transit Authority

3201 Scherer Drive, St. Petersburg, Florida

Meeting will also be live streamed at www.psta.net.

Meeting Objectives:

- Review and discuss update on the Regional Transit Feasibility Plan Study, focusing on estimated catalyst project costs
- Discuss possible roles in catalyst project implementation
- Formulate short-term TMA Leadership Group outreach strategy
- Identify potential refinements to Leadership Group priorities for 2018, for discussion in March and May
- Review brief updates on TBARTA Regional Transportation Coordination Study and legislative issues

9:30 Welcome and Introductions

**Summary of January 19, 2017 Tampa Bay TMA Workshop
Public Comment**

9:45 Regional Transit Feasibility Study Update (continued from January 19, 2018 meeting)

- Catalyst project cost estimates – *Scott Pringle, Jacobs Engineering*
- Potential process for developing a funding strategy – *Beth Alden, Hillsborough MPO*

10:30 Potential roles and responsibilities in catalyst project implementation – *Ray Chiaramonte, Executive Director, TBARTA*

11:00 TMA Outreach strategy

- Review possible talking points and activities – *Whit Blanton, Forward Pinellas*
- Suncoast League of Cities – *Angela Crist, SLC Executive Director*
- Member discussion to develop strategies

11:30 Initial Identification of Potential Updates to TMA Leadership Group Priorities for 2018

Brief Updates

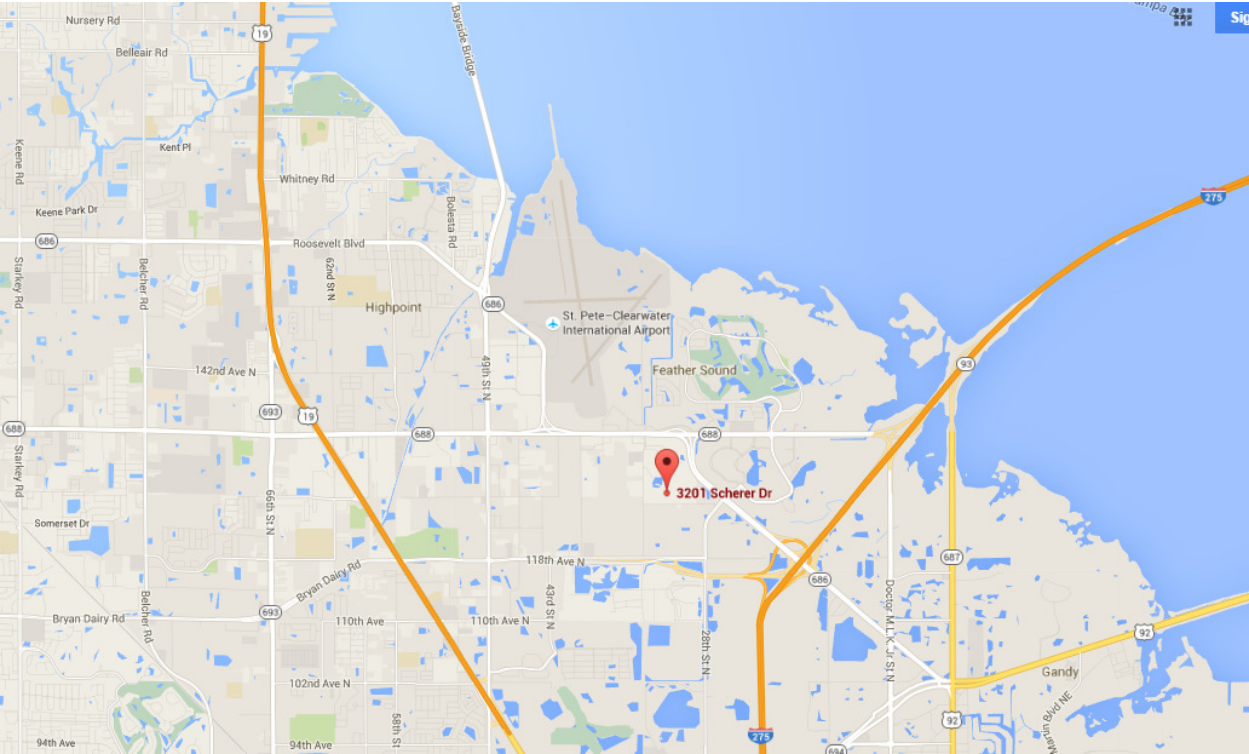
- Regional Transportation Coordination Study
- Legislative issues

Next Steps

12:30 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.

PSTA Offices - 3201 Sherer Dr., St. Petersburg, FL



**Highlights of the January 19, 2018
Tampa Bay TMA Leadership Group Meeting
9:30 a.m. – 2:00 p.m.
Pinellas Suncoast Transit Authority – 3201 Scherer Drive, St. Petersburg, FL**

Meeting Objectives:

- Review and discuss update on the Regional Transit Feasibility Plan Study
- Provide TMA Leadership Group input/recommendation on current phase of the Transit Study
- Formulate short-term TMA Leadership Group outreach strategy
- Identify potential refinements to Leadership Group priorities for 2018, for discussion in March and May
- Receive brief updates on TBARTA Regional Transportation Coordination Study and legislative issues

Welcome and Introductions:

Rafael Montalvo called the meeting to order at 9:35 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. The principal focus of the meeting will be the report on the ongoing Regional Transit Feasibility Plan Study. Some of the preliminary results will be presented to the group and will be reviewed in detail. The TMA will provide input in response to the presentation. This is the beginning of a public comment period that will extend for several months. Initial discussion will take place on an outreach strategy.

Commissioner Janet Long informed the group that the meeting was being live streamed. She thanked PSTA Staff who worked quickly to make it possible.

Mr. Montalvo informed the group that a video recording will be made available later and based on the number of attendees in the room there is a large public interest. Public comment was limited to three minutes for each speaker.

Public Comment:

- 1) Barbara Haselden, a resident of Pinellas County, expressed concerns regarding hearing the same thing that's been heard for years. She stated that she attended a meeting eight years ago of the Transportation Task Force at the Collaborative Lab that Karen Seel put together along with several people who are in attendance for the meeting; it shows how long the citizens have been engaged. Everyone in the room, except for the citizens, are being paid. She hopes that light rail has officially been taken off the table. She is looking forward to discussion on the funding of transportation. The people of Pinellas County voted 62% against funding for light rail, and she hopes that citizens will not have to continue to pay to rehash discussions on it.
- 2) Tom Rask, Pinellas County resident, agreed with Ms. Haselden's comments. He distributed *Cold Hard Facts on a Cold Morning* to the group. He commented on HART and PSTA ridership data. He stated that changes need to be made at PSTA due to the decline of ridership. He expressed concerns about Jacobs playing "hide the ball" since he has not received the copy of Mr. Pringle's presentation that he requested through a public records request. He also stated that the presentation is not on the tbt regional transit's website. The public needs to be allowed to see the information.

- 3) Sharon Calvert, Pinellas County resident, agreed with Ms. Haseldon's comments, and agreed with Mr. Rask's comments about the difficulty of making comments on a presentation that they have not seen. Ms. Calvert suggested the group consider the "what ifs". "What happens if there is a failure?" "What if it does not become regional?" She suggested that federal money not be pursued, because once Federal money is taken, you're tied to what you have. There needs to be flexibility to move forward and optimize existing infrastructure, AV Technology, and future innovation. The elephant in the room is that there is no funding source available, and will taxpayers in Tampa Bay see another transit referendum in 2020?
- 4) Jim Davidson, Hillsborough County resident, stated that there have been multiple plans for transit going back to the 1990's and the elephant in the room is financing. The Federal Government wants you to use Value Capture and you should. He suggested looking at the entire tax package in the County. There's a way to collect six billion dollars in sales tax in Hillsborough County from 2030-2045 without raising the sales tax, and he looks forward to explaining it to the Hillsborough County Commissioners and the City of Tampa.
- 5) Tom Nocerra, Pinellas County resident, provided public comment. He represented BeachTran Clearwater, a company that's setup to develop Aerial Personal Rapid Transit. It's a free enterprise solution to the traffic congestion problem. They are striving to get a pilot project between Clearwater and Clearwater Beach as soon as they can get the technology implemented. They have reached out to Scott Pringle to get their project on the radar screen on assisting with a regional solution. He looks forward to the opportunity to present to the TMA Leadership Group.
- 6) Mark Sharpe, Director of Tampa IP (formerly Innovation Alliance), provided information on the agency he represented. It's a partnership with the University of South Florida, Moffitt Cancer, Busch Gardens, University Mall, Florida Hospital, and over 250 individual members, businesses, and citizens. There are 80,000 people who live in the University Area, and they are directly impacted by the quality of transportation and transit. Mr. Sharpe thanked the group for their perseverance and stated that their organization supports the study.
- 7) Dan Harvey, Jr., spoke on his own behalf; however, he is active with St. Pete Chamber of Commerce's Transportation Committee, he sits on the Edge District, and the Downtown Neighborhood Association. He sees the future of this area going to "Lexus Lanes" and toll lanes and the people that utilize them will pay for them. He reminded the group to keep the regional aspects in mind. I-4 and I-275 are going to have to be expanded to include toll lanes.
- 8) Ron Weaver, Hillsborough County resident, affiliated with Stearns Weaver Miller Law Firm, spoke in support of transportation funding courage with a ½ cent sales tax throughout the region. This plan should not be the 56th plan that is not funded; Fund it and don't wait for automated vehicles. Make sure that Bus Rapid transit has a 10 to 12 second stop, and a 10-minute guaranteed bus in dedicated lanes.
- 9) David Kovar, Pinellas County resident, he's on the PSTA Transit Riders Advisory Committee and Forward Pinellas Citizens Advisory Committee. He agreed with Ron Weaver's comments. In a few years, he will be totally dependent on HART and is concerned about the loss of potential dollars.
- 10) Kimberly Overman, Hillsborough County resident and member of Hillsborough MPO's Citizen Advisory Committee, stated that rail is the best solution for certain parts of the community. BRT is a wonderful solution, if you have the corridors that are protected to allow it to get through. Look for funding and find courage to look for dollars for a comprehensive plan, so we can competitively compete for dollars. As a community, we are losing economic opportunities in order to compete globally. Listen to what citizens are saying and don't exclude rail. Every other community that has a comprehensive system is economically benefiting.

Mr. Montalvo thanked everyone for their comments and taking the time to come out and engage the group.

Regional Transit Feasibility Plan Study Update – Scott Pringle, Jacobs Engineering presented the update of the study and acknowledged the media coverage that has occurred over the past week or so. He recognized key team members: Bill Ball with Tindale Oliver and Don Skelton with H.W. Lochner. He provided the overview and progress; step three results; technical recommendation for plan and catalyst. He will collect TMA group input on the plan and catalyst draft before continuing public outreach. Outreach will begin in February and will consist of 1) Community vetting of the Draft Plan – Spring/Summer 2018, and 2) Incorporating public comment into the final Plan Summer/Fall 2018. He will present the plan to the TBARTA Board on January 26, 2018 and will continue to update the TMA Leadership group throughout the outreach process.

During the public outreach phase, a number of tools will be available: websites, speakers bureaus, and on-line surveys. In addition, street teams will go out to farmers markets to hear from the community regarding the recommendations presented in the plan. All information will be available at tbregionaltransit.com, along with the presentation and recording of the January 18th meeting.

Commissioner Jack Mariano wanted to know if the CSX dollars include what it will take to buy a new facility or lease a facility? Mr. Pringle stated that it does. Commissioner Mariano also wanted to know how liable the numbers are that are quoted? Mr. Pringle stated that he utilized numbers that were provided by CSX, and the costs are similar to Orlando's SunRail.

Councilmember Caudell, referencing Commissioner Mariano's question, wanted to know if that rules out CSX for other projects? Mr. Pringle stated, no it's a cost element.

Commissioner Starkey expressed frustration of not having a copy of the presentation available during the update and the difficulty of following along.

Councilman Cohen and Commissioner Kemp concurred with Commissioner Starkey.

Commissioner Kemp wanted to know if there would still be an opportunity for shoulder access on the Howard Frankland Bridge or for a dedicated bus lane. Mr. Pringle stated that the Value Engineering concept assumes that express lanes are in place and there will be an opportunity for faster travel times.

Councilman Harry Cohen wanted clarification on how the connections were going to work for the Airport and West shore area? In viewing the slide, it appears to be access to the airport directly and access to the Westshore Intermodal Center? His understanding was that it would be the Westshore Intermodal Center and the connection to the airport would be there and not on SR60? Mr. Pringle stated that the advantage of rubber tire is having a number of different service patterns to get people to their destination quickly.

Commissioner Mariano inquired about the rubber tire concept as it relates to US41 and the CSX Line that exists. He inquired how closely Mr. Pringle looked at people making the move to existing rail as opposed to rubber tire? Mr. Pringle stated that they reviewed the information as part of the vision. That is another opportunity for rubber tire on the interstate and there is opportunity to connect other modes in the future.

Whit Blanton inquired about the range of cost assumed for rubber tire shoulder running dedicated transit lane – flexibility in different bus options, does that range of cost account for different service options? Mr. Pringle said yes as it relates to infrastructure. The operations and ridership is based on stopping at every station along the corridor with the ability to make connections; it was a very conservative number and they would expect to see more ridership than they are predicting. Mr. Blanton also inquired about express

transit that may run without stops from one station down to another station - is that in addition to a local service, or stopping at all of the stops, or is that accounted for? Mr. Pringle said that the information accounts for stopping at every stop, but there is a large contingency, included in the cost models for the vehicles, that are costlier than the standard bus.

Commissioner Mariano wanted to know if there was a breakdown for cost savings on the Wesley Chapel connection where it intersects with US41 of the rail compared to other segments? Mr. Pringle will follow up and provide the information.

Commissioner Tornnga wanted confirmation on ridership and the different cost - using federal model? Mr. Pringle stated correct.

Commissioner Kemp wanted to know if there's anything in the federal model that measures transit oriented development? Mr. Pringle stated it's one of the evaluation criteria for the federal application. Ridership is based on jobs and population and does not account for future growth.

Commissioner Mariano inquired about the federal and state cost on the CSX Urban Rail Annual Cost Breakdown slide. He wanted to know when you use existing rail, netted out, what the increase in tax would be and the actual cost to taxpayers? Mr. Pringle stated that they have not qualified the return, they were focused on being competitive for federal and state dollars. Commissioner Mariano stated that he feels that is a major flaw for not quantitating that figure.

Beth Alden wanted to know if the capital portion of the annual cost was based on a 30-year bond? Mr. Pringle stated that it is.

Mr. Pringle is recommending the Catalyst Project use the shoulder running concept on I-275, and recognize the merit of the CSX Corridor as a future project. The Catalyst recommendation does not replace other future transit project needs. It supports the development of a regional transit network and is implementable in approximately five years.

Following the completion of the presentation, members provided comments and expressed concerns.

Commissioner Kemp provided comments regarding operating expenses and what the project does for the community. The bridge between counties dictates so much about what can be done. Think long and hard fundamentally about what kind of service is needed between Westshore and Busch. She expressed concerns regarding putting a lot of infrastructure and money into elevated stations.

Councilmember Caudell thanked Mr. Pringle for his presentation. She asked how much FDOT is working on the project, utilizing existing roadways, and partnering together as one voice, one region to get things going? Enough studies have been completed and it's time to get to work.

Mr. Pringle stated that they realized how expensive projects would be and they began working even closer with FDOT. Through conversations with FDOT and working with designers, the concept of shoulder running took off. They could leverage the roadway for the benefit of transit.

Secretary David Gwynn commended Mr. Pringle and his team. FDOT has taken the stance from the beginning that they are not making a recommendation, although they funded the study and had HART manage the study. FDOT put aside \$5M should a project come out of the study to be taken to the next level in the process. That process would be to enter into the federal process and look for federal money, and then go into the preliminary engineering and environmental stage of the project. The money that FDOT is providing would be available July 2018. They've also made it clear that they do not want to spend a lot

of money if they don't feel that they have a project that will make it through the federal process. A federal approved project for transit can get 50% of capital cost and FDOT can match whatever the local government is able to put together. FDOT can match up to 25%. If the project is not entered into a federal process, the local government would have to come up with double. If it's a rail project and it does not have federal money, FDOT is limited to 12.5%, and the local government would have to pay 87.5%. FDOT has asked their designers that have been working with the Tampa Bay Next process to do whatever they can to help look for ideas to get synergies from projects that are already being worked on. They are already planning to invest in roadway improvements: Howard Frankland, Gateway, and some other areas that they are studying. He emphasized that this is not the ultimate end game for transit in the Tampa Bay region. FDOT is standing by ready to partner as much as they can.

Commissioner Tornga stated that we have to begin to move people, or we are going to get over capacitated. He is glad that the CSX portion is left open for consideration.

Commissioner Murman thanked Mr. Pringle for the presentation and Secretary Gwynn for being a solid partner. The project gets us started, has the catalyst project, and it's cost effective. She feels that it can be started fairly quickly, consider the big mac, and make sure that all connectors into the line are on the TDP and are ready to go. Provide critical connections. The plan unifies counties – One Voice. There's a lot more to do. She would like to come out with the public outreach stating that this is the people's plan; something that the public wants. She suggested that the group meet monthly over the next three months to discuss financing, direction, and the leadership to make it successful coinciding with public outreach.

Councilman Cohen said that there's a lot to like about the study and it seems doable from a financial perspective. The leadership group is unique and can be effective because it's made up of different jurisdictions with different unique problems. This plan would help solve the local transportation problem of congestion and would give people something to connect to. He encouraged for public outreach to begin soon and to be very robust.

Commissioner Eggers thanked the people who came out and may be listening in. It's important to get people involved in conversation and he's excited about the strong outreach program. It's refreshing to see a common-sense approach. It's extremely important to do the value engineering all the time and touch on the reality of federal government funding. Show what realistic projects that we can move forward with and connect reality. He suggested bringing to the table in conversation estimated revenue numbers, perspective for residents, and have a commodity project for the process. Perspective of population growth is really important. Technology and safety perspective. Concept of value capture.

Mr. Montalvo noted, for the record, that paper copies of the presentation have been distributed to TMA members.

Ray Chiamonte mentioned that he has been obsessed with rail since he was 13 years old; however, reality is what it is. Our area is not the same as other areas. The reality is we're not ready for it. He's impressed that the plan is using existing assets. It appeals to choice riders and helps with congestion; connects all areas people are wanting to go to; does not know that rail is going to be the future; has not seen other big rail projects coming up over the past five years. One project is not going to solve all of the problems. Look at policies in the comprehensive plans, and make sure that it meets the plan; if not fix the plan so that it does. There's a bill in the Senate and in the House for local match for innovative transit. There's a lot of opportunity to move forward.

Commissioner Starkey echoed all comments that were made. With the creativity of this project and utilizing the existing infrastructure, we can start something that we can all benefit from it. She suggested that

someone run the numbers prior to going out to the public on the potential increased land values around the stops, so people can have an idea of the impact and how it can offset costs. The major problem in Pasco is the east west traffic; BRT could be added to their new toll lane and another transit solution in the CSX Corridor as technology develops. She supports starting at Wesley Chapel and look forward to continued work on US41. She hopes that the federal dollars are requested. Question regarding the federal process: What does the competition look like and how can we move to the head of the line if possible? Should not use the word bus, because it gives people old fashioned connotations. She suggested coming up with a sexy, cool futuristic name for whatever is going to be used on the corridor. She's excited about the public outreach.

Commissioner Long agreed with comments made by other members. She commented on previous statements about who's in charge, who's going to lead it, and who's going to get it done. By statute, the Florida Legislature implemented the new TBARTA Agency, which several members serve on, and reminded the group that they are charged to lead and move projects to implementation. Some of the members have been very involved with bringing in new funding. They are further along in the federal process than any project in the Tampa Bay area has ever gotten. She's excited, very optimistic and hopeful that the federal dollars will be obtained, the match will be provided and moved forward in July.

Commissioner Mariano inquired about details for possible cost savings. He asked about the cost of the land – it was stated that the cost was allocated at the same rate SunRail paid for in Orlando for the CSX corridor? Mr. Pringle stated that they assumed a similar price structure that was established for the SunRail. Commissioner Mariano stated that negotiations should be made to find out what the value of the land is. There should be differences all the way down from Hernando to Tampa. The federal government has great rules in place protecting the rail lines, and it has put the counties in a bad place to negotiate and try to get the best value for the dollars. Is there a way to talk to federal legislatures and request a review of the rules and request a special exemption for underutilized rail line? Is there some type of law that can be crafted? The dialogue needs to take place. The rail numbers to go across SR56 over to US41; 5-year plan to develop bus rapid transit, but it was 10-years to complete the CSX Retrofit, the numbers do not seem correct? Mr. Pringle stated that they are approximate timeframes and it has a lot to do with how partnerships are leveraged moving forward. With the CSX Corridor, the dialogue needs to take place and he cannot put a timeline on that. Commissioner Mariano stated that he struggles going to the public without knowing some of the details. Regarding who's going to run the project, he suggested TBARTA, HART, PSTA, Pasco Transit, and Hernando County be involved.

The meeting reconvened at 12:49 p.m. after the lunch and break.

During the break, there was a request for an additional public comment opportunity; therefore, 15 additional minutes were provided, with the previous guidelines of three minutes per person.

Regional Transit Feasibility Study Plan Discussion Continued

Sean Sullivan complimented Mr. Pringle and his team. The uniqueness of the presentation is clear partnership between the federal government, state government, and the many local governments in the region. He referenced an article where Amazon listed the top 20 cities in the United States to locate their next plant. It was disappointing that the Tampa Bay Area did not make the cut. Present to the public and come back with final recommendations. TBRPC's job is to help stimulate economic growth, present forecast for economic growth, and help the region create well-paying jobs. A robust public transit system must be a component of successful economic growth. In terms of public outreach, he asked that Mr. Pringle and his team attend the TBRPC February 12th meeting at 10:00 a.m. in Pinellas Park.

Mr. Montalvo checked with staff and members who had not commented.

Whit Blanton said that going for federal money is a very competitive and risky process. We may have a very good project, but we may get passed over. We have a project that lowers risk and there's a better opportunity for success.

Beth Alden expressed how valuable having FDOT as a willing partner, from the capital match point of view, and a very active partner in planning, strategizing and figuring out how to lead transit into the right of way.

Craig Casper stated that Scott succeeded in identifying the project that will compete in the new dynamic of federal funding. The next step is the key - does the public feel that the project is worth funding? Be sure to present the best case and show the benefits.

Jeff Seward – from the very beginning, the catalyst project was to get a regional effort that could meet all the requirements for a federal program and to move forward, but for the first time in the region, he feels there is the ability to proceed. Current HART projects with FDOT's support ducktail very well into the catalyst project. HART will do everything in their power to support moving the project forward.

Commissioner Mariano said that Sean brought up a great point about Tampa not being listed in the top 20 for Amazon, and that should tell us something. Funding is going to be critical when it comes to public outreach and he suggested getting the numbers together as quickly as possible.

Commissioner Tornga emphasized having a lot of questions answered before going out to the public and speaking with a unified voice.

Mr. Montalvo asked Mr. Pringle how feasible is it to say more about funding and funding approaches before going out to the public?

Scott Pringle stated they would definitely need help. It was clearly defined to him that he was to focus on the technical part and not get involved in the funding element. They are more than happy to provide whatever technical information that is needed to go forward and support the conversation, but he doesn't know how much he can get into what the funding mix will look like. He will take some time with his team and with the project stakeholders and talk to them about this and will come back with more information.

Mr. Montalvo clarified that the group wanted additional information on funding options/more detailed information about funding options, but not a funding proposal for the next phase of public outreach. Members provided comments regarding this.

Commissioner Murman – if you're going out to the public, you need to completely have your ducks in a row. Have every answer to every conceivable question that's going to come up. If we're not clear on the funding yet, we can't go out to the public. The leadership issue of where the plan is going to go for execution. I believe that's the conversation that we need to have here, because they would then be charged with trying to figure out bringing in the right people to work with Jacobs to figure out the funding piece. Maybe it's HNTB or maybe it's FDOT; maybe FDOT has comments/suggestions on this. She stressed again her thoughts that the group needs to meet every month for the next three months, because of the critical juncture the group has reached.

Commissioner Murman made a motion to voice approval of the plan that was presented and then the next phase of that would be the funding element for the plan. The motion was seconded by Councilmember Caudell and additional discussion took place.

Commissioner Kemp agreed with Commissioner Murman's suggestions. In terms of the cost, it's complicated due to the number of counties represented. Relatively speaking, the costs for transit appear to be low. For the amount of money that is needed, she does not see where referendums will be needed. There are funds available in Hillsborough County Countywide funds that should be dedicated to transit. There's only two counties in the State of Florida that do not put countywide dollars into transit as a general operating expense. Those two counties are Pinellas and Hillsborough and that should change. There's only one county in Florida that has a sales tax for transit and that's Miami-Dade and it's only a ½ cent. The other counties are paying for it with countywide dollars.

Commissioner Starkey asked Mr. Pringle if a different contract would be needed to get more detailed information on the financials, and what could be generated with the increase in land values around some of the stops? Who's capable of informing the group on this discussion?

Mr. Pringle stated that they are capable of looking into data, but they would not make a recommendation on how the project is funded. They can come back with options that are available based on existing data. That decision needs to come from the Tampa Bay TMA Leadership Group.

Commissioner Starkey understands what Commissioner Murman is saying about having all the financials in place, but that's complicated and how long is it going to take? Do we want to know if we are on the right track for the public before going down that road? Maybe more discussion needs to take place on that.

Mr. Pringle said that maybe it's another opportunity for a partnership, and suggested working with MPO Directors/staff to begin answering questions?

Commissioner Murman stated that she believes that's an excellent idea.

Craig Casper said as part of the Long Range Transportation planning process, there are plans for funding discussions for the next 2045 plan, so maybe there are some synergies for starting that discussion now.

Whit Blanton noted the standing agenda item on every agenda, "the Kennedy Report" for Commissioner Jim Kennedy who served on the TMA Leadership Group since conception – keeping the conversation of funding going. Funding decisions reside with county commissioners when it comes to commitment. The MPOs have some ability to engage that conversation, but we need to go to the public simultaneously, as discussion is taking place about funding and gauge the public's willingness to begin investing in this type of transportation project. Provide them options about how the investment can occur. If all the details and all of the answers have been worked out, we run the risk of saying we have it all figured out and we don't need your input. We need that input on what the options are.

Mr. Montalvo noted that Commissioner Murman needed to leave shortly, due to another engagement. He polled the group for support on the concept of the plan as presented by Mr. Pringle.

Ray Chiaramonte - Yes

Commissioner Mariano expressed concerns again about the CSX numbers and land values being used.

Commissioner Starkey - Yes

Commissioner Kemp - Yes, but agrees that the CSX numbers do need to be reviewed

Commissioner Murman – Yes

Councilman Cohen – Yes, with caveats

Beth Alden – Yes

Whit Blanton – Yes

Councilman Caudell – Yes, agreed with Commissioner Murman on the additional monthly meetings and stressed one voice

Commissioner Eggers – Yes

Commissioner Tornnga – Yes

Sean Sullivan – Yes

Secretary Gwynn – Yes, but with direction from TMA

Mr. Montalvo stated that the that the group clearly supports the concept. Discussion was held on the right time to present to the public.

Secretary Gwynn provided comments about assistance from FDOT. They have staff available who can provide technical assistance. Ming Gao and Ed Coven can assist. If they do not have the answers, they can assist with finding out the information. He reiterated that the federal process will require a commitment from local maintaining agencies.

Mr. Montalvo stated that the original request from the group was for the plan to go out to the public for comment as a concept and not as a proposal yet, and inquired about funding options be included.

Roundtable:

Commissioner Murman responded no.

Ray Chiamonte – if the funding options are to be included, it would not go out for public comment for quite a while. Every County is in a different situation to the type of financial commitment they can make. The issue is, will the cost be split three ways or will each County pay for their part as it is phased? Everyone needs to begin thinking about these questions.

Mr. Montalvo asked Mr. Chiamonte how much information on the suggested questions and the possible answers would he have go out with the concept?

Ray Chiamonte stated that we do not have a lot of information to go out with because you don't know if the County Commission is willing to commit the funds. The County Commissioners should be the next group that is informed about the plan since they control the funds.

Craig Casper – thinks that it's ready to go out, but what goes out needs to be thought about more than it has. Transportation isn't about buses or trains, it's about people. We need to tell a story that people will identify with to help them figure out if what is being proposed is worth their funding it. The story needs to be about the people and not buses and trains.

Councilman Caudell reminded the group not to utilize the word "bus"

Commissioner Mariano stated that it is a big risk going out too soon. Numbers and funding should be presented at one time. Without that information, you don't know if it will be affordable. He suggested going out with one package.

Commissioner Starkey said that she has heard good points from both sides, and suggested taking outreach to elected bodies before moving forward and then refine the presentation.

Commissioner Kemp stated that she thinks it's already in the public, and she feels that it would be a mistake not to move forward. Move forward and hear from people. We should not just be thinking of only one project that can be moved ahead, the focus should be on more. Put general dollars in and don't be afraid of a sales tax.

Commissioner Murman said that it's out there so we better get out there behind it and explain it. Work on the funding aspect and figure out what each county is going to be responsible for. This will have to be done internally with FDOT and the MPOs.

Councilman Cohen – this discussion is not happening in a vacuum and there are other things in the community that are going to be competing for dollars. There are a lot of other needs and as we go forward, one of the principal arguments will be why we are we going for BRT over a rail project as a catalyst? It is because it's much more cost effective. Have at least the basis to support that this is a cost-effective solution. This is the period where the group needs to meet more often and figure out the answer to the funding questions that we can as quickly as possible. The public is not going to give the greenlight without an understanding of the cost. Don't be afraid of the numbers and be able to show how it stacks up against other community needs.

Beth Alden – There's a lot of great information to go out to the public with right now; like the cost effectiveness of the plan. She supports taking the plan out as soon as possible. She suggested an entrepreneurial approach for the next step. Ask organizations that would be most likely to apply for a federal grant and operate the service, come up with a concept of what they would like to roll out. The concept may be staged incrementally, it may be a piece of a corridor to go forward with because that's what we could build right now. And then as more of the interstate modernization projects move into the work program, then sink up transit projects with that. Suggested inviting TBARTA, HART and PSTA to come back with some concepts on how they might put together a package and work with some of the local governments to come up with a funding approach.

Whit Blanton – In favor of Beth's suggested approach and get more specific as projects go forward. The more we can think about real ways to get the plan funded through work programs and advancement, makes a ton of sense.

Councilmember Caudell – Agreed with directors as it relates to Pinellas, Pasco and Hillsborough's entrepreneurial approach. The TMA needs to meet with all three MPOs together on the next phase. Have Jacobs give the presentation to the highly populated cities in order to begin educating elected officials. Continue to share one voice. Agrees with Commissioner Murman on meeting every month for the next three months. Suggested that MPO Directors meet with FDOT and TBARTA to begin conversation on funding and marketing. Mark Sharpe is the type of voice that we need throughout the region.

Commissioner Eggers – Thinks we should go out and start having conversation with the residents, county commissioners, and city councilmembers as well. Context is very important when the group goes out. Talk with residents about the future and the money will take care of itself if they buy into what is being done.

Commissioner Tornga – Have enough information when we go out. Efficiency of the program and the issue of how compacted traffic will be in two to three years is compelling. We should be able to discuss what we're recommending – who's going to pay for it? The MPO's need to discuss this information. He would hate to see the group run into a wall right away. Need to have some information about the financial advantage.

Sean Sullivan – Today's progress is a milestone; share the milestone. The financial component is very important, but premature. The February 12th meeting with TBRPC would be a great start.

Mr. Montalvo summarized – overall there is enthusiastic support of the concept by the group and a lot of things are liked about the plan. The information in the presentation regarding cost was not clear. On the question of whether this needs to go out for public comment, many made the point that it's already out there, go out and get responses from the public on the draft with as much information about cost and funding options as is feasible if Scott work with FDOT, staff and other organizations. Before going out with a proposal, the group needs to know how it will be funded and necessary conversations for that.

Mr. Montalvo – given the amount of exposure that the plan has had today, are you comfortable with Scott going out soliciting additional public input, with three caveats 1) presented as a draft concept; 2) additional/clearer information on costs; 3) some discussion on funding approaches? Mr. Montalvo asked the group if they had any reservations about Scott moving forward on the basis of working with staff and FDOT in the immediate future to put together in a clearer form the cost and some of the funding options.

Ray Chiamonte suggested including what the local cost are. Make it clear that local government will have to pay for 25%.

Commissioner Kemp – feels that there's not a lot of knowledge in the area in terms of transit. People don't know options about transit. Getting into details adds a level of complication. Go and get people's ideas and discuss cost effectiveness.

Beth Alden – there is a lot of details that go into creating a funding strategy and it will need plenty of time to be worked out for the agencies involved. Let's discuss the ideas and make sure everyone's at the same point of understanding the concept.

Commissioner Mariano – Loves what he is hearing, and let's get the concept out.

Mr. Montalvo – there seems to be consensus to get information out on the concept, clearer information about the cost, and what might wind up in a funding strategy, but minimize and have available when asked.

At least four members suggested monthly meetings in the immediate future. Mr. Montalvo stated staff will follow up on a date in February that works for the majority. There were no reservations expressed regarding the scheduling of additional meetings.

Commissioner Mariano said the idea Commissioner Tornga suggested about a video last month would be a good idea. It would be nice to have a one-minute video to post.

Whit Blanton – reminded the group that there was conversation about going out to the County Commissioners with representatives from the MPOs and discussing the status of the TMA Leadership Group. He thinks there's a lot of value in doing that; it builds credibility and trust. Staff are willing to meet as frequently as we need to, but he wondered if too many meetings of the group could end up being counterproductive. There are other forums, such as TBARTA and the TBRPC to keep the conversation going with a different group of elected officials. The Suncoast League of Cities has asked for time on the agenda of a future meeting and they are willing to help with public outreach and communication.

Councilmember Caudell – proposed having the February meeting on the 9th. Staff will follow up on the suggestion.

Additional Public Comment

- 1) Mauricio Rosas, Hillsborough County resident, is a proponent for BRT. He stated that he supported the plan. If tax payers need or want something we have to find a way to pay for it.

- 2) Tom Rask, Pinellas County resident, thanked staff for streaming the meeting, addressing his concerns and providing him a copy of the presentation. He provided individual comments to the members of the group. He also stated that he does not think the group complied with Florida Statute 286.011 on the way the meeting was conducted after lunch.

No additional items were discussed since the group will be meeting in February.

The meeting adjourned at 1:56 p.m.

Time was not allotted for discussion on Initial Identification of Potential Updates to TMA Leadership Group Priorities for 2018 and Brief Updates

Next Steps:

The next meeting is February 9, 2018.

Adjournment:

The meeting was adjourned at 1:56 p.m.

Attendees:**Members:**

Commissioner Dave Eggers	Pinellas MPO/Forward Pinellas
Commissioner John Tornga	Forward Pinellas (Dunedin City Commission)
Councilmember Doreen Caudell	Forward Pinellas (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)
Alternate Member Janet Scherberger	Hillsborough Co. Aviation Authority & Hillsborough MPO
Commissioner Kathryn Starkey	Pasco MPO (Pasco BOCC)
Commissioner Jack Mariano	Pasco MPO (Pasco BOCC)

Others:

Chris Curry	83 Degrees Media
Jim Meyer	AECOM
Alice Prince	Atkins
Diane Jones	B2 Communications
Kyle Parks	B2 Communications
Steve Henley	BeachTran Clearwater, LLC
Tom Nocera	BeachTran Clearwater, LLC
John E. Tewksbury	BeachTran Clearwater, LLC
Chali Valery	BeachTran Clearwater, LLC
Christina Barker	City of Tampa Mayor's Office
Sharon Calvert	Citizen
David Kovar	Citizen
Jim Davison	Citizen
Daniel M. Harvey, Jr.	Citizen
Sam Jordan	Citizen
Tom Rask	Citizen
Gisela Laubitz	Citizen
Ron Weaver	Citizen
Zain Adam	City of Clearwater
Tom Whalen	City of St. Petersburg
Milton Martinez	City of Tampa
Darryl Henderson	Clearwater Regional Chamber of Commerce
Kim Greenleaf	Commissioner Egger's Office
Chloe Kessock	Congressman Charlie Crist
Rafael Montalvo	Consensus Center (Facilitator)
Bill Oliver	Consultant/Engineer
Dan Harvey	EDGE
Frank Peterson	Emerging Leaders of Tampa Bay
Brian Beaty	FDOT
Stephen Benson	FDOT
Kris Carson	FDOT
Ed Coven	FDOT
Bob Esposito	FDOT
David Gwynn	FDOT

Bill Jones	FDOT
Ed McKinney	FDOT
Roger Roscoe	FDOT
Mitch Perry	Florida Politics
Whit Blanton	Forward Pinellas
Chelsea Favero	Forward Pinellas
Vice Mayor Lari Johnson	Forward Pinellas (City of South Pasadena)
Hillary Lehman	Forward Pinellas
Councilmember Darden Rice	Forward Pinellas (City of St. Petersburg)
Sarah Ward	Forward Pinellas
Chris Cochran	HART
Steve Feigenbaum	HART
Kenyatta Lee	HART
Jeff Seward	HART
Steven Schukraft	HDR
Mauricio Rosas	Hillsborough County Resident
Beth Alden	Hillsborough MPO
Rich Clarendon	Hillsborough MPO
Wanda West	Hillsborough MPO
Johnny Wong	Hillsborough MPO
Sarah McKinley	Hillsborough MPO
Kimberly Overman	Hillsborough County MPO Citizens Advisory Committee
Claire Apaliski	HNTB
Len Becker	HNTB
Danielle Moran	HNTB
Scott Pringle	Jacobs
Brandie Miklus	Jacobs
Jennifer Straw	Jacobs
James Fogarty	JRB Solutions
Don Skelton	Lochner
Lee Beasley	LRB Consulting
Barb Haselden	No Tax For Tracks
Ali Atefi	Pasco MPO
Craig Casper	Pasco County MPO
Commissioner Karen Seel	Pinellas County BOCC
Commissioner Janet Long	PSTA/Pinellas County BOCC
Cassandra Borchers	PSTA
Cindy Raskin Schmitt	PSTA
Brad Miller	PSTA
Heather Sobush	PSTA
Mark Sharpe	Tampa !p (Tampa Innovation Alliance)
Rick Homans	Tampa Bay Partnership
Dave Sobush	Tampa Bay Partnership
Jennifer Mikosky	Tampa Bay Partnership
Sean Sullivan	Tampa Bay Regional Planning Council
Caitlin Johnston	Tampa Bay Times
John Hill	Tampa Bay Times
Rick Fernandez	Tampa Heights Civic Association

Ray Chiaramonte	TBARTA
Michael Case	TBARTA
Jim Holton	TBARTA
Hugh Pascoe	TBARTA
Bill Ball	Tindale Oliver
Anthony Matonti	Urban Seed LLC
Dennis Hinebaugh	USF – Center for Urban Transportation Research
Meredith Wheeler	VFO
Christine Acosta	Walk Bike Tampa
Ann Kulig	Westshore Alliance
Jeff Diemer	WSP Parsons Brinckerhoff
Christina Kopp	WSP Parsons Brinckerhoff

Please note, the list of attendees may be inaccurately stated. Some names were inaudible, and some attendees did not sign.



Hillsborough MPO
Metropolitan Planning
for Transportation



**FORWARD
PINELLAS**
Integrating Land Use & Transportation

Tampa Bay Transportation Management Area (TMA) Leadership Group

2017 Top Priorities

Approved by consensus June 2, 2017

❖ Interstate Modernization Projects

Status: Funding is requested for reconstruction of two interchanges, I-275/SR 60 and I-275/I-4; interstate modernization including technology; reevaluation of Tampa Interstate Study EIS; 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 Transit Catalyst Project(s) which may include:

- a. Central Avenue BRT, St. Petersburg downtown to beaches;
- 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