



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, February 8, 2019

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

Hillsborough Planning Commission Board Room

18th Floor, Hillsborough Government Center

601 E. Kennedy Blvd.

Tampa, FL 33602

Chair: Hillsborough MPO

Meeting Objectives

- Discuss Status of Regional Long Range Transportation Plan Development
- Begin Discussion on Regional Priorities
- Review Options and Next Steps for Strengthened Regional Coordination

9:30 Welcome and Introductions
Public Comment

9:45 Regional Long Range Transportation Plan Development – *Sarah McKinley, Hillsborough MPO*

10:15 Defining Regional Priorities – *Chelsea Favero, Forward Pinellas*

11:15 Approaches to Regional Coordination– *Beth Alden, Hillsborough MPO and Whit Blanton, Forward Pinellas*

11:45 Updates –
 Regional Vulnerability Assessment – *Allison Yeh, Hillsborough MPO*

Next Steps and Future Agenda Items

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.

Next Meeting:

Friday, April 5th

9:30 – 12:00

Pinellas Suncoast Transit Authority

3201 Sherer Drive

St. Petersburg, FL

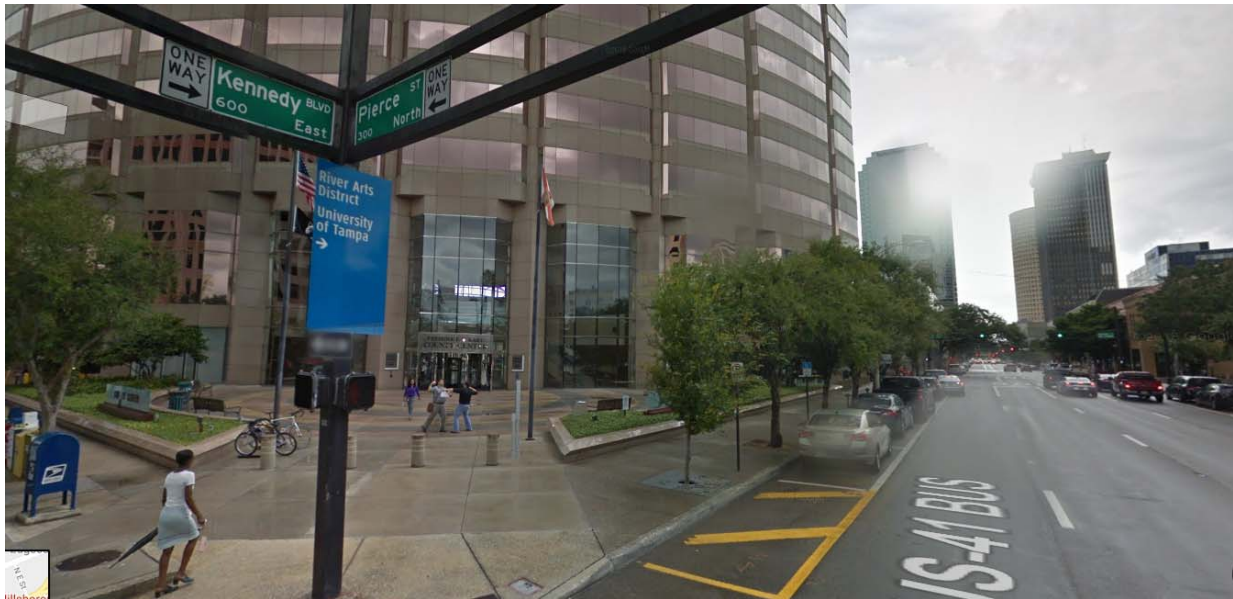
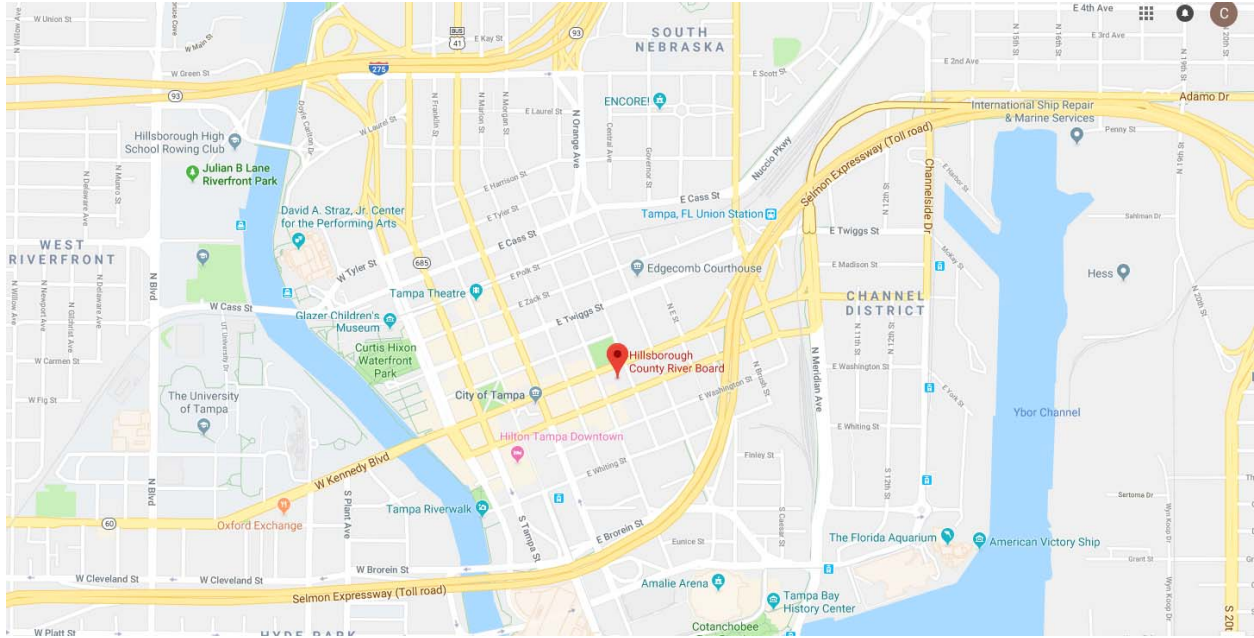
Location Map

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

Representing the MPOs in Pasco, Pinellas, & Hillsborough Counties

Summary for 11.2.18 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](#). A video of the proceedings is also [available on YouTube](#).

The TMA Leadership Group spent much of the meeting discussing possible restructuring options after deciding to move away from a facilitated consensus model in September

- As discussed at the previous meeting, the group began its rotating chair structure, with Hillsborough County Commissioner Sandra Murman serving as the first chair
- Forward Pinellas Executive Director Whit Blanton presented the group with three options for a voting structure:
 - Option A, non-weighted voting with one vote per MPO, each MPO having three representatives
 - Option B, weighted voting by population, with Hillsborough having five representatives, Pinellas having three representatives, and Pasco having two representatives; a tie-breaker option would be having each MPO get one vote
 - Option C, a hybrid option where any vote would have to be agreed upon by weighted membership and by a non-weighted vote of the three MPOs
 - Other additional options included possibly allowing non-elected members of an MPO to serve as representatives to the TMA leadership group, and including other MPOs and independent transportation agencies as advisers who could give formal recommendations before votes
- Commissioner Murman said she preferred option B, but said she disliked the tie-breaker as pitting one MPO against another, and asked that Robert's Rules of Order be followed in regard to ties instead (with a tie meaning the motion fails or is taken up again later)
 - Pinellas County Commissioner Dave Eggers agreed and added that he felt each MPO should have a quorum of its own membership in order for a vote to be taken
 - Hillsborough and Pasco representatives (Pasco did not have an elected representative at the meeting) agreed that only elected officials should be allowed to serve
 - Members agreed additionally that the most important items brought before the group would be action items requiring a vote, and that these items would be noted on the agenda for the benefit of the public and the representatives attending the meeting
 - The option of having non-voting advisers offer recommendations was also popular
- Hillsborough and Pinellas representatives in attendance at the meeting agreed widely on the Option B structure with aforementioned changes, but said they would wait for Pasco representatives to weigh in
 - Absent Pasco Commissioners Jack Mariano and Kathryn Starkey communicated through staff that they would not support a weighted voting structure
 - Hillsborough and Pinellas representatives noted that with the current structure, several meetings were absent any representative from Pasco County, but agreed to table the structure decision to the next meeting

- In addition to re-addressing the voting structure, staff agreed to come back to the next meeting with bylaws and clarify some roles and responsibilities, including possible overlap with the TBARTA Chairs Coordinating Committee
 - Members also tasked staff with thinking about a possible slogan for the group

Consultant Jim Meyer from AECOM presented results from the It's TIME Tampa Bay MetroQuest regional survey conducted in August and September, conducted to help develop the regional element of the Long Range Transportation Plan

- The survey set a US MetroQuest Record with 9,575 participants
 - In terms of demographics, MetroQuest participants deviated from a representative sample that more identified as white, higher income, and living in Hillsborough than the mean
 - With almost 70 percent of respondents providing some zip code data, 61.3% of respondents lived in Hillsborough, 26.5% lived in Pinellas, and 12.2% lived in Pasco
- When respondents were asked to list their priorities, a few rose to the top among all counties
 - All counties prioritized 1) traffic jams and 2) alternatives to driving as top priorities, with second tier priorities of 3) open/green space and 4) shorter commutes
 - A few small deviations were visible per county
 - Pinellas ranked alternatives to driving over traffic jams, and also ranked storm vulnerability as a high priority
 - Pasco ranked shorter commutes over open/green space
- Survey respondents were asked to rank (from 1-5, 5 being the best) three scenarios for transportation, growth and development: Scenario A: New Technologies; Scenario B: Tolled Express Lanes; and Scenario C: Transit Focus
 - Of those, Scenario B had the lowest average rating (2.53)
 - Scenario A had a middling average rating (2.86)
 - Scenario C had the highest rating (4.08), with 75.8% of all participants rating the scenario 4 or 5 stars
- Participants were also asked to rank elements within each scenario, to drill down into the makeup of each scenario and help determine which elements should be included in the final hybrid plan
 - Elements included roadway, transit, community and funding options
 - The three highest ranked options were Statewide Rail, Rail (Local/Regional), and Preserve Neighborhoods
 - Of funding options, taxes/fees for rail and special district fees were the most popular, each with a majority positive (4 or 5) rating
 - Expanded Growth Area, an I-275 Boulevard concept, and Taxes/Fees for Roads were the three lowest ranking elements
- Meyer went over a few takeaways from the survey that could help guide the 2045 plan's hybrid scenario
 - Encourage reinvestment in neighborhoods, stronger downtown and minimal outward growth in local government comprehensive plans
 - Consider options for incorporating rail
 - Continue to explore elevated express lane projects, using tolls for congestion management rather than revenue
 - Several takeaways on the transportation elements, including expanded interchange ramps, importance of bike/ped, negative reaction to the I-275 boulevard, and needing to be convinced on the realism and safety of technology advances
- Group members praised the high response rate of the survey
 - Some reactions included:
 - Emphasis on people's desire to protect their neighborhoods

- Emphasis on what they felt was confirmation of the conventional wisdom that millennials do not want to live somewhere they feel car-bound
- Emphasis on a further need for a plan that connects transit elements rather than having them included but not showing the connectivity between them

Hillsborough and Pinellas staff went over the Strategic Intermodal System Cost Feasible Plan for 2045

- The SIS Cost Feasible Plan is the list of projects that FDOT submits as highest priority for economy and mobility statewide
 - The MPOs are in the process of sending comments to FDOT on the SIS, with major comments including:
 - Pinellas County:
 - Asking FDOT to modify plans for US19 interchanges at Alderman and Tarpon or remove the specific interchange projects from the SIS plan
 - Advance construction of the connection between the Gateway Express and Roosevelt Boulevard
 - Advance Construction of Gandy Bridge replacement
 - Hillsborough:
 - Advance interchanges at SR60/Memorial, I-75 at Gibsonton Drive, and I-75 at Big Bend Road
 - Provide justification of current inclusion of SR60 from Dover Road to Polk County (other higher priorities)
 - Pendola Point Road to South of Causeway Boulevard is constrained in the Hillsborough County Comprehensive Plan
 - Clarify scopes for interchanges on I-275 (MLK to Fletcher, Bearss) and I-4 (Mango Road to Park Road)
 - Pasco:
 - I-75 improvements (phasing/timing issues)
 - Add CSX Line in Pasco County to the SIS
- FDOT District 7 Secretary David Gwynn asked that county commissions and MPO boards send letters supporting the Westshore /I-275 Interchange as the number one regional priority, saying that he felt the possibility of getting that funding would be high if there was agreement among all three counties (a representative of the Westshore Alliance also gave public comment at the beginning of the meeting asking that the SR60 interchange be moved up in the plan)
 - Forward Pinellas has already done so, Pinellas County Commissioner Janet Long said she would ask the County Commission to do so as well, and Commissioner Murman noted she would support the Hillsborough MPO and County Commission doing the same
- Much of the discussion on the SIS plan focused on FDOT's request that officials avoid the legislative earmark process to try to move projects up in the process
 - If earmark projects get put into the state budget but are vetoed by the governor, that money is not only removed from the budget, but FDOT cannot put the project into a work program for a full year
 - Earmarks come out of the Department's budget, meaning another project on the priority list may get deferred or under-funded to compensate.
- Forward Pinellas is requesting that SIS funding should be available for transit in the right of way for SIS roads
 - This would include capital and operating, including in managed lanes; currently the SIS requirement is that funds may only be used for transit in fixed guideway
 - Hillsborough County Commissioner Pat Kemp did express concern that the SIS was overfunded at the expense of non-SIS arterial roadways and projects, and said she was unsure she could

support removing the fixed guideway requirement, specifically citing her opposition to the Regional Transit Feasibility Plan proposed bus project on I-275

- Group members also said they would like to hear more expert input about managed express toll lanes, on both sides of the congestion management and equity issues

The TMA Leadership Group meets next on February 8 at the Hillsborough Government Center.



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Tampa Bay Transportation Management Area (TMA) Leadership Group

Each year, the TMA Leadership Group develops consensus on a list of top transportation priority projects for the Tampa Bay TMA. This list has typically included five projects that each MPO would support seeking a funding commitment through the FDOT Work Program. Over the last couple of years, this list of priority projects has expanded to include projects that are not completely ready for funding, muting the positive impact that having a single, focused list of regional transportation priorities could have for the urbanized area.

The staff of each MPO have worked together to develop a recommended approach for the TMA Leadership Group to develop a single list of transportation priorities that can be advanced for funding consideration in 2019. At the February 8th meeting, staff will present this approach for consideration by the Leadership Group and seek feedback on how best to advance projects to support the important transportation needs of our region.

2018 Top Priorities

Approved by consensus May 11, 2018

❖ Interstate Modernization Projects

Status: Funding is requested for reconstruction of two interchanges, I-275/SR 60 and I-275/I-4 pending completion of the reevaluation of Tampa Interstate Study EIS, which is underway; 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