



**Hillsborough MPO**  
Metropolitan Planning  
for Transportation



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PINELLAS**  
Integrating Land Use & Transportation

## **Tampa Bay Transportation Management Area (TMA) Leadership Group**

**Representing the MPOs in Pasco, Pinellas, & Hillsborough Counties**

**A brief tour of the new Consolidated Rental Car Facility and SkyConnect people-mover will be offered at 9:00 a.m., and again after the meeting adjourns.**

**Friday, March 9, 2018**

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

**Aviation Authority Boardroom  
Tampa International Airport  
Tampa, Florida**

### **Meeting Objectives:**

- Begin discussion of potential refinements to Leadership Group priorities for 2018, for further development in May
- Review and discuss update on the Regional Transit Feasibility Plan Study, focusing on information requested by members at February 9 meeting
- Review brief updates on TBARTA Regional Transportation Coordination Study, legislative issues, and other items as needed

### **9:30 Welcome and Introductions**

**Summary of February 9, 2017 Tampa Bay TMA Workshop  
Public Comment**

### **10:00 Initial Discussion of Potential Updates to TMA Leadership Group Priorities for 2018**

- Recap of 2017 Priority List – Rafael Montalvo
- Status of Regional Express Bus initiatives (5-minute updates)
  - 100X extension and Clearwater-Airport service – PSTA Representative
  - 275LX, 360LX, Regional Farebox – HART Representative
  - Regional intermodal centers – FDOT Representative
  - Connecting downtown Tampa: streetcar extension – Milton Martinez
- Right-of-way preservation opportunities with CSX – Craig Casper
- Right-of-way for transit in the interstate: Minneapolis, Miami – Beth Alden
- Initial member discussion of refinements to priorities for 2018

### **11:30 Updates**

- Information requested at February 9 meeting – Scott Pringle, Jacobs Engineering
- MPO Regional Coordination Best Practices Study – Ray Chiaramonte
- Legislative session wrap-up
- Other

### **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.*

## Location Map

TMA Leadership Group

March 9, 2018

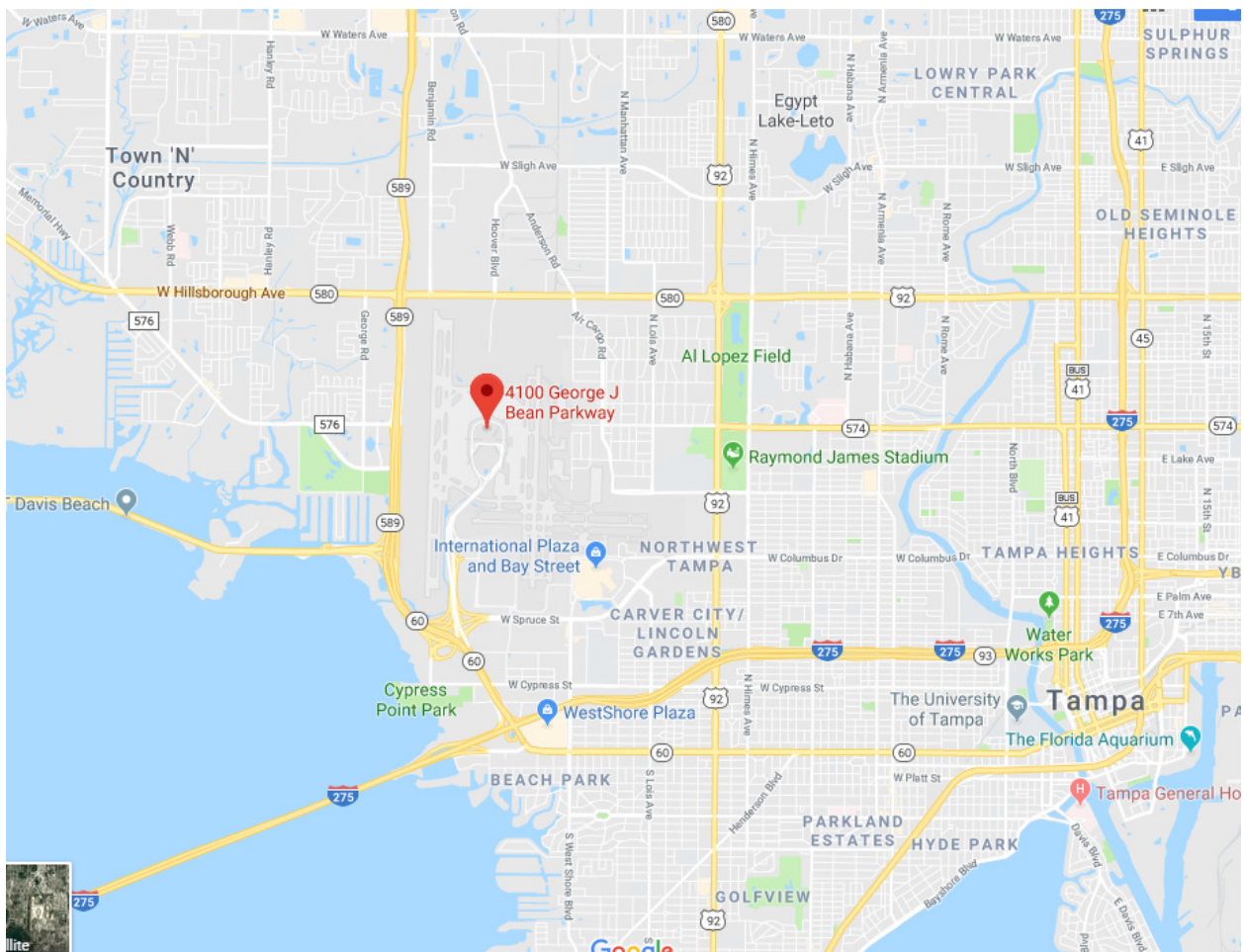
9:30 – 12:30 a.m.

Tampa International Airport

4100 George J Bean Parkway

Tampa, FL 33607

*Instructions: Park in Short Term Parking and proceed to the Hillsborough County Aviation Authority Board Room on the 3<sup>rd</sup> Floor near the Airside A shuttle. Please bring your parking ticket to the meeting to be validated.*



**Highlights of the February 9, 2018  
Tampa Bay TMA Leadership Group Meeting  
9:30 a.m. – 12:30 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, 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
- Receive brief updates on TBARTA Regional Transportation Coordination Study and legislative issues

**Welcome and Introductions:**

Rafael Montalvo called the meeting to order at 9:37 a.m., and informed the group that the meeting was being live streamed. 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 February meeting was not originally on the 2018 meeting schedule; however, the meeting was scheduled as a continuation of the January meeting. This provided an opportunity for the group to receive additional information and further discuss the cost and fiscal implications of the technical recommendation for the Regional Transit Feasibility Plan. The plan is currently in the early stages of public discussion.

On behalf of PSTA, Commissioner Janet Long thanked Brad Miller for hosting the TMA Leadership meeting.

**Public Comment:**

No one from the public signed up to offer public comment.

**Regional Transit Feasibility Plan Study Update** – Scott Pringle, with Jacobs Engineering presented information on the catalyst project cost estimates.

- Mr. Pringle reminded the leadership group and the audience of the two phases of the plan. The first phase was to utilize a data driven technical approach to produce a draft recommendation. The second phase, which will be worked on through the summer, is the vetting of the draft with the community. They will listen to the concerns, address them, and incorporate them into the plan.
- Concerns have been expressed that the rubber tire concept is going to do very little for traffic in the region and all of the stations are in the interstate and elevated and very difficult to access. The majority of the stations will be at street level. Jacobs has reached out to the Urban Land Institute to have them review the proposal and provide input on the potential of economic development around the stations.
- Another misconception is that there will not be another opportunity for future projects. The plan includes a number of different projects in the vision.
- The presentation is available at [tbrregionaltransit.com](http://tbrregionaltransit.com).
- Mr. Pringle provided breakdowns of the cost structures for the I-275 Shoulder Running Rubber Tire project concept and the CSX Urban Rail project concept.

- During the presentation, Commissioner Kemp asked for clarification of the cost of the rubber tire project, shouldering, and roadway dollars.
- Secretary Gwynn informed Commissioner Kemp that for some of the synergies, the funds would come from FDOT's interstate modernization. He also noted that there are different funding sources.
- Commissioner Mariano stated that all cost should be disclosed and put into the proposal.
- Mr. Pringle stated that he will work with FDOT on including the information.
- Mr. Blanton wanted to know if the cost of the CSX tracks includes an upgrade to the tracks. Mr. Pringle stated that the costs of refurbishing the tracks were included.
- Commissioner Mariano wanted to know if the numbers were factored in on the cost of owning and what CSX will pay back for leasing. Mr. Pringle stated that he did not have those numbers, but they are actively working on net value figures that were requested at the last meeting. Mr. Pringle stated that determining the terms of CSX are not within the scope of their efforts. Commissioner Mariano expressed the importance of being able to evaluate true numbers.
- Commissioner Kemp expressed concerns about complete data, inaccurate bus shouldering information and the disingenuous comparison between a 9-mile and a 41-mile project. She also expressed concerns of the previous cost estimates that were completed in a 2012 study by Jacobs. She stated that parallel corridors were not studied mile for mile.
- Mr. Pringle will provide the comparison of the 41-mile route that touches three counties that Commissioner Kemp has requested. Mr. Montalvo said that there will be discussion on the information when Mr. Pringle brings the information back to the leadership group.
- Mr. Pringle stated the 2012 study did not include the level of detail as included in the two cost estimates that are being presented, and right of way costs were not included.
- Mr. Pringle stated that both rubber-tire and CSX urban rail projects have merit.
- Mr. Pringle reiterated that there are 20-miles of dedicated lanes separated from automobile traffic. The lanes will be painted, divided, and specifically for transit only.
- Commissioner Kemp commented on considering that shouldering is dedicated right of way. She does not feel that this is accurate.
- Mr. Pringle stated that they will continue to work with Commissioner Kemp to make sure that they understand her concerns.
- Councilmember Caudell stated that she understood Commissioner Kemp's frustrations; however, all modes of transit and one voice is needed in order to move forward.
- Commissioner Long expressed point of order regarding live microphones, and she was under the impression that Ms. Alden was chairing the meeting.
- Mr. Montalvo clarified that Beth was not chairing the meeting and was only assisting with the navigation of the microphone system and speaker order.
- Commissioner Eggers agreed with Commissioner Long. He also stated the importance of a three-county catalyst project for the Tampa Bay region. He requested Mr. Blanton provide information on Pinellas County's effort to try and deal with TOD, economic development and land use changes all incorporated within one of the highest manufacturing areas in the state. It's an important piece of the entire spine that is being discussed. Each County has individual responsibilities.
- Mr. Blanton provided brief comments on Pinellas County's Master Plan for the Gateway/Mid County area. This plan will support that Tampa Bay Next effort and the Regional Transit Feasibility Plan.
- Commissioner Tornga commented on the CSX project corridor and technology.
- Secretary Gwynn stated that Mr. Pringle has done a good job with what he was tasked to do. The plan looked at whether a project can be competitive for federal funding, and how to bring cost down into federal guidelines. The stations will be combined in order to get more synergy out of the system. The local systems can feed into the regional system. The rail project could be pursued

separately. \$5 million dollars becomes available this summer. FDOT is standing by and willing to do what they can to help.

- Commissioner Mariano wanted to know how fast the BRT can move if there's a traffic jam. Mr. Pringle stated that the rubber-tire vehicle could drive around since it is not fixed to the track. Commissioner Mariano also inquired about existing rail line and BRT from USF area to downtown. Secretary Gwynn stated that FDOT provided funding to HART for a PD&E study, that will include an economic analysis as part of the study. Commissioner Mariano feels that opportunities are being missed.
- Commissioner Long stated that she is hearing bold and visionary ideas getting tamped down because the focus is on cost instead of visionary bold leadership that focuses on doing the right thing for the future of the region. She is excited about TIA's Sky Connect and she met a gentleman from Mitsubishi who could bring the same concept to some of the corridors. She also referenced private partnerships to assist in funding the bold and visionary ideas.
- Secretary Gwynn responded to Commissioner Long and stated that FDOT is not a transit provider and suggested that TBARTA take the role of putting something together on the private partnership that Commissioner Long referenced.
- Mr. Chiamonte informed the group that the Tampa Bay region is not the same as other regions.
- Councilman Cohen referenced the timelines for the BRT and the CSX projects. Given the population growth estimates he feels that the group should look at both proposals to go forward and get more concrete cost estimates. It's important that whatever is done connects all areas of the region.
- Commissioner Kemp expressed concerns about the misinformation being shared.
- Mr. Montalvo attempted to get clarification on Commissioner Kemp's specific concerns. Commissioner Kemp's concern was regarding shouldering and dedicated right of way. Does the rubber tire vehicle only use the lane when the traffic drops below a certain speed? Mr. Pringle stated that is not their expectation. Mr. Montalvo stated that a better explanation of this concept can be placed on an agenda of a future meeting.
- Mr. Montalvo clarified Commissioner Kemp's concern regarding elevated stations. She feels that there should not be any elevated or attached stations at all. Mr. Montalvo placed this issue on the table for future discussion.
- Commissioner Murman echoed Councilman Cohen's comments and stated that the leadership group has come a long way and should go back to the mission and purpose of the group. She would like to see CUTR and some other transportation experts included with the ULI peer review. She feels that it would give the group comfort and validation on everything that is being said. She stated that job centers that exist in Hillsborough, Pinellas, and Pasco counties should be looked at with an overlay to see if connections exist. She would like to see more data and facts on the job centers. The community needs to see a vision/connection with PSTA and HART and that things are moving forward in a big way and the plan for the future. People want to see the whole transit vision.
- Mr. Pringle stated that they have looked at the I-275 Corridor and the information will be brought back to the group. The corridor is listed as part of the vision.
- Commissioner Starkey stated that Pasco constituents are not going to want to pay the high price to ride the line. It's time to move forward! It doesn't solve all of the problems of the region, but the group needs to get moving with once voice. It's affordable, timely, and has great vision. She thought that the group was ready to go out for public discussion but feels that the group's discussion has taken the group backwards. She agreed with Commissioner Kemp on the maximizing investment from the private sector.

- Commissioner Mariano wanted to know when the numbers would be coming back. Mr. Pringle stated the numbers will be available at the next TMA meeting, which is scheduled March 9.

### **Potential process for developing a funding strategy**

Ms. Beth Alden provided information on possibilities for regional funding of transit projects including:

- Incremental investments over time, starting with express bus service as soon as possible;
- Regionwide prioritization for grants; and
- Asking local governments to begin setting aside funds for transit in a future budget year.

Mr. Montalvo suggested holding off extensive discussion until a future meeting.

Commissioner Kemp stated that she feels that there is a need for express buses right away.

Ms. Alden said, maybe that is something that should move to the top of the TMA Priority List this year.

Mr. Montalvo stated that express bus service would be tabled on the list for TMA Leadership Group priority refinement.

Councilman Cohen commented about asking for resolutions of support from local governments on the Regional Transit Feasibility Plan. They will need additional information in order to sign off on something more concrete.

Councilmember Caudell agreed with the need for express buses right away but stated that it needs to be a joint PSTA and HART effort. She stated that the MPO Directors from Pinellas, Pasco, and Hillsborough should be working on the concept of express bus service, especially to the airport.

Mr. Blanton reminded the group of last year's presentation on the regional express bus network, and said the regional express bus should be under the responsibility of TBARTA. He feels that it would be a challenge for PSTA and HART with the local issues that they already are working on in each county. There are opportunities to build on.

Commissioner Murman stated that there should be more of a formal relationship with PSTA and HART.

Mr. Montalvo began a roundtable to check in with members who have not commented.

Mr. Brad Miller stated that PSTA does not have the money to run the bus to the airport. If FDOT would fund it, they will provide the service.

Mr. Joe Lopano said, don't let money and equipment get in the way of a good idea. Excited about the airport's people-mover and excited about how it can be translated in the rest of the region.

Commissioner Murman pointed out that several members spoke with the representative from Mitsubishi that is interested in helping with the community's transit needs. If the group feels that the discussion should take place, direct Mr. Pringle and Secretary Gwynn to meet with or talk to them. Mr. Lopano agreed and suggested that the conversation should take place. He thinks the group should get as much input as they can from others that have great ideas.

Secretary Gwynn clarified FDOT's role. They are not a transit provider and do not want to be the lead in the transit discussion. They will help support ideas brought to them. TBARTA and local transit agencies need to lead the conversation. They will help and assist with funding where they can.

### **TBARTA Memorandum of Understanding (MOU)**

Mr. Chiaramonte pointed out that one project is not going to solve all of the problems. He distributed for the group's review and provided an overview of TBARTA's proposed memorandum of understanding. The MOU reflects 2017 legislation that restructured TBARTA. TBARTA will work closely with FDOT to advance the Regional Transit Feasibility Plan. TBARTA's authority comes from the collaborative partnership with MPOs.

Commissioner Kemp raised concerns about not being able to get an express bus from downtown St. Pete to the airport. Small and practical problems should be solved first. Federal funding will be predicated on what exists.

Secretary Gwynn commented on what local agencies are willing to commit to provide local funding. To date, FDOT has not received any indication that there is local funding. FDOT is providing a lot of funding and will continue to do so.

Councilmember Caudell made comments regarding the senate bill that changed TBARTA's structure. TBARTA is now the authority and the TMA is a structure of the MPO's. The TMA Leadership Group, with the direction of TBARTA, needs to move forward not only at the state level but at the federal level. The District Secretary is looking for the TMA to provide direction. She stressed one voice on the MPOs under TBARTA. Stop being a donor state and get busy in the region.

Mr. Lopano was in agreement with express bus service to the airport. He asked TBARTA, the HART Board, or PSTA if the State can match an amount, to please bring back to the group next month the amount that can be budgeted, and then all agree on whether or not the State or anyone else can help. He suggested that someone come to the next meeting with an action plan.

Mr. Miller commented on the MOU that Mr. Chiaramonte presented. The MOU is trying to design how the transit agencies work with TBARTA. TBARTA would be responsible, as the MOU lays out, for the structure of the regional transit services. Mr. Miller responded to Mr. Lopano's comments regarding services to the airport. PSTA is prepared to do what they can do to implement service to the airport, but with the strengthened TBARTA and with FDOT resources, the services can be even better.

Commissioner Mariano expressed concerns that the CSX numbers have not been negotiated. HART, PSTA, Pasco, and Hernando should work together and have one bus ticket go anywhere in the region. Everything should be worked around the spine.

Mr. Montalvo confirmed with the group that they were comfortable with the MOU that Mr. Chiaramonte presented.

Mr. Lopano commented on the airport's rental car center that the airport just opened. It was built based on future transit to the airport. Mr. Lopano announced that he would like to host the leadership group at the Airport for their meeting next month and show the group the system. Mr. Montalvo deferred to staff on Mr. Lopano's request and noted that express bus and express bus to the airport has been put on the table for priorities discussion by Commissioner Kemp and other members.

Commissioner Murman stated that BRT is the only way to go. She feels that the MOU is very important. Leadership and having one voice will help take the projects to the next level. She believes that the MOU will reinforce alignment on the regional approach in formalizing the partnership in order to be successful.

Commissioner Kemp spoke in reference to the local funding piece again. She hopes that the group will have a presentation on what other counties are doing to fund transportation. HART will start running a bus service from Wesley Chapel to the airport.

Mr. Chiaramonte reminded the group that there are two pieces of legislation going forward right now. One is a million dollars for TBARTA to draft a regional transit development plan, and the second is a source of money that local governments can match up to \$25 million dollars from the Florida Rail fund. Both bills are still alive in the legislature and could help with future regional transit funding if they pass.

Councilmember Caudell suggested a change to the last sentence of item I. Parties of the MOU to state after Forward Pinellas (Pinellas MPO) for consistency with the other agencies that are listed.

Commissioner Mariano asked Commissioner Kemp how the bus from Wesley Chapel to the airport is going to travel? Commissioner Kemp stated, from Wesley Chapel into Bruce B Downs, through the University, and then over and across to I-275.

### **TMA Outreach Strategy – Suncoast League of Cities**

Angela Crist, the Executive Director for the Suncoast League of Cities and Heather Gracy, a City Commissioner from Dunedin (Commissioner in Dunedin) with Suncoast League of Cities presented their concept for a Transportation Advocacy Group, which is modeled after Houston's TAG. The website for the model can be viewed at TagHouston.org. Elected officials are getting together to express the "one voice" that the TMA Leadership Group has mentioned. The draft concept is that there are members of the advocacy and there are partners. Examples of the partners are FDOT, the MPOs, and PSTA. The members would include the 25+ cities within Hillsborough, Pasco, and Pinellas who are members of the Suncoast League. They would like to get the counties involved. They would like to have the Tampa Bay Partnership involved. Collectively advocating together has a better impact.

Commissioner Murman said that it's a good idea and the group should consider the strategy as a joint effort with TBARTA.

Mr. Casper stated that it's a good idea to include County Commissioners.

Commissioner Mariano inquired about going to DC collectively. Ms. Crist responded, absolutely.

Commissioner Tornga spoke in support of the strategy.



Mr. Montalvo asked the group how they would like to continue the conversation and if they would like to have staff continue coordination.

Angela Crist stated that they will continue to work with Mr. Blanton and will work with the individual organizations.

There was consensus among the group that they were comfortable with the effort.

Commissioner Caudell suggested including TBARTA and TMA Board members in the outreach efforts.

Commissioner Long suggested coordination with the Florida Association of Counties.

### **TMA Outreach Strategy – Review possible talking points and activities.**

Mr. Blanton presented a list of outreach goals for 2018 regional projects and possible consensus talking points. In order to have talking points there has to be consensus. There will be further discussion on these projects and talking points at the next meeting. The presentation is available on the Forward Pinellas website and will be shared with the group so they have an opportunity to provide feedback.

Commissioner Kemp would like to see premium transit included, and dedicated right of way, under federal guidelines.

Councilmember Caudell stated that as Whit's presentation relates to the TMA's strategy, it should include agreement that all modes of transit need to be considered. State and federal dollars have to be accessed. Work with some of the products that are being used throughout the country.

Commissioner Long followed up to Commissioner Kemp's comments on premium transit regarding BRT elevated to "gold standard."

Commissioner Eggers liked the information Mr. Blanton presented. The message needs to be presented to the public loud and clear and have consensus as the group moves forward. Listen to the constituents.

Commissioner Kemp responded to Commissioner Long's gold-standard BRT comments. She stated that what's being presented should not be defined as gold-standard BRT when going out to the public since it does not meet the standard or definition.

Mr. Blanton stated that it's critical to align what Jacobs is going to do with outreach. Staff needs to have an idea on where the group wants to go.

Commissioner Mariano suggested again to get the numbers together and look at the US 41 corridor. It's going to be difficult for Pasco County residents to support the plan as presented. Think about the spines that are in place and make connections to Clearwater and St. Pete.

Commissioner Long communicated that the goal is to hold the system accountable to the gold standard as we move along.

Commissioner Murman provided comments to Commissioner Mariano's point. People need to see the complete vision.

Commissioner Kemp agreed with Commissioner Murman's comment regarding looking at the job centers information.

Commissioner Murman said that the information was presented on the job centers, but the information needs to come back to the group.

Councilmember Caudell stated that the work centers are in all of the counties equally.

Mr. Montalvo stated that the discussion will be continued in March and staff will work with Mr. Pringle to bring back the information that was requested during the meeting.

Secretary Gwynn stated after listening today, he's not sure what going forward looks like. They have the \$5 million dollars set aside for the next phase of the study, but he is very hesitant to commit the \$5 million dollars to a project if there is not a form of consensus in the region. He requested that the group coordinate with TBARTA.

Commissioner Eggers totally supported Secretary Gwynn's comments and observation. Consensus is absolutely critical. He thought the group was on board and ready to move forward. He agrees with crawl, walk, run. The group needs to learn how to crawl together, then walk together. The group must have the talking points that Mr. Blanton discussed.

Mr. Montalvo stated that Mr. Pringle will be bringing back information at the March meeting to address concerns that were raised.

Councilmember Caudell stated that the group needs to listen to what Secretary Gwynn stated. It is important, prior to the March meeting, that the MPO Directors are empowered to go back to their boards to come back with a clear concise message of one voice. The project that Jacobs was hired for needs to go forward with public outreach.

Commissioner Mariano expressed concerns about Jacobs leaving prior to the end of the meeting. This information will be relayed to them.

Commissioner Murman clarified that she was for public outreach from the beginning. Public outreach needs to go forward and start to get feedback from the public.

Mr. Montalvo suggested to members if there are any reservations about the catalyst projects that members put questions in a way that staff can respond to.

**Next Steps:**

The next meeting is March 9, 2018.

**Adjournment:**

The meeting was adjourned at 12:36 p.m.

**Attendees:**

**Leadership Group Members:**

Commissioner Dave Eggers  
Commissioner John Tornga  
Councilmember Doreen Caudell  
Commissioner Pat Kemp  
Commissioner Sandra Murman  
Councilmember Harry Cohen  
Commissioner Kathryn Starkey  
Commissioner Jack Mariano

Forward Pinellas (Pinellas County Commission)  
Forward Pinellas (Dunedin City Commission)  
Forward Pinellas (Clearwater City Council)  
Hillsborough MPO (Hillsborough County BOCC)  
Hillsborough MPO (Hillsborough County BOCC)  
Hillsborough MPO (Tampa City Council)  
Pasco MPO (Pasco BOCC)  
Pasco MPO (Pasco BOCC)

**Others:**

Alice Price  
Kyle Parks  
Steve Henley  
Tom Nocera  
John E. Tewksbury  
Chali Valery  
Sharon Calvert  
Kyle Simpson  
Milton Martinez  
Darryl Henderson  
Rafael Montalvo  
Secretary David Gwynn  
Brian Beaty  
Kris Carson  
Bob Esposito  
David Gwynn  
Roger Roscoe  
Al Bartolotta  
Whit Blanton  
Chelsea Favero  
Lari Johnson  
Hillary Lehman  
Sarah Ward  
Chris Cochran (Filled in for Jeff Seward)  
Laura Lawson  
Beth Alden  
Wanda West  
Sarah McKinley  
Claire Apaliski  
Scott Pringle  
Jennifer Straw  
Clarence Eng  
Don Skelton  
Craig Casper

Atkins  
B2 Communications  
BeachTran Clearwater, LLC  
BeachTran Clearwater, LLC  
BeachTran Clearwater, LLC  
BeachTran Clearwater, LLC  
Citizen  
City of St. Petersburg  
City of Tampa  
Clearwater Regional Chamber of Commerce  
FCRC Consensus Center (Facilitator)  
FDOT  
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Forward Pinellas  
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HART  
Hillsborough County BOCC  
Hillsborough MPO  
Hillsborough MPO  
Hillsborough MPO  
HNTB  
Jacobs  
Jacobs  
Kimley-Horn  
Lochner  
Pasco County MPO

Commissioner Janet Long  
Brad Miller  
Cassandra Borchers  
Angela Crist  
Janelle Irwin  
Dave Sobush  
Caitlin Johnston  
Joe Lopano  
Janet Scherberger  
Ray Chiaramonte  
Bill Ball  
Ann Kulig  
Bob Clifford  
Christina Kopp

PSTA/Pinellas County BOCC  
PSTA  
PSTA  
Suncoast League of Cities  
Tampa Bay Business Journal  
Tampa Bay Partnership  
Tampa Bay Times  
Tampa International Airport & Hillsborough MPO  
Tampa International Airport & Hillsborough MPO  
TBARTA  
Tindale Oliver  
Westshore Alliance  
WSP | Parsons Brinckerhoff  
WSP | Parsons Brinckerhoff

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



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 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