



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, May 11, 2018

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

Pasco County Utilities Administration Building

Cotee room

19420 Central Blvd

Land O' Lakes, Florida, 34637

Meeting Objectives

- Adopt potential refinements to Leadership Group priorities for 2018
- Review and discuss alternative LRTP population scenarios
- Review brief updates on Regional Transit Feasibility Plan, TBARTA Regional Transportation Coordination Study, legislative issues, and other items as needed

9:30 Welcome and Introductions

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

10:00 Adoption of updates to TMA Leadership Group Priorities for 2018

- Review process for adopting updates to priorities
- Review and summary of top priorities discussed at March 9 TMA Meeting
- Recap of additional discussions since March 9 meeting
- Discussion of TMA Leadership Group priorities for 2018
- Consensus-test possible updates
- Adopt consensus updates

11:00 Review and discussion of LRTP Growth Concepts

11:30 Updates

- Regional Transit Feasibility Plan – Jacobs Engineering
- MPO Regional Coordination Best Practices Study – Ray Chiaramonte, TBARTA
- Update on Gulf Coast Safe Streets Summit – Beth Alden, Hillsborough MPO
- Update on Resilience and Durability to Extreme Weather grant – Beth Alden, Hillsborough MPO
- Grant for cross-county trips for Transportation Disadvantaged – Beth Alden, Hillsborough MPO
- Federal Transportation Bill implications – Whit Blanton, Forward Pinellas
- Other

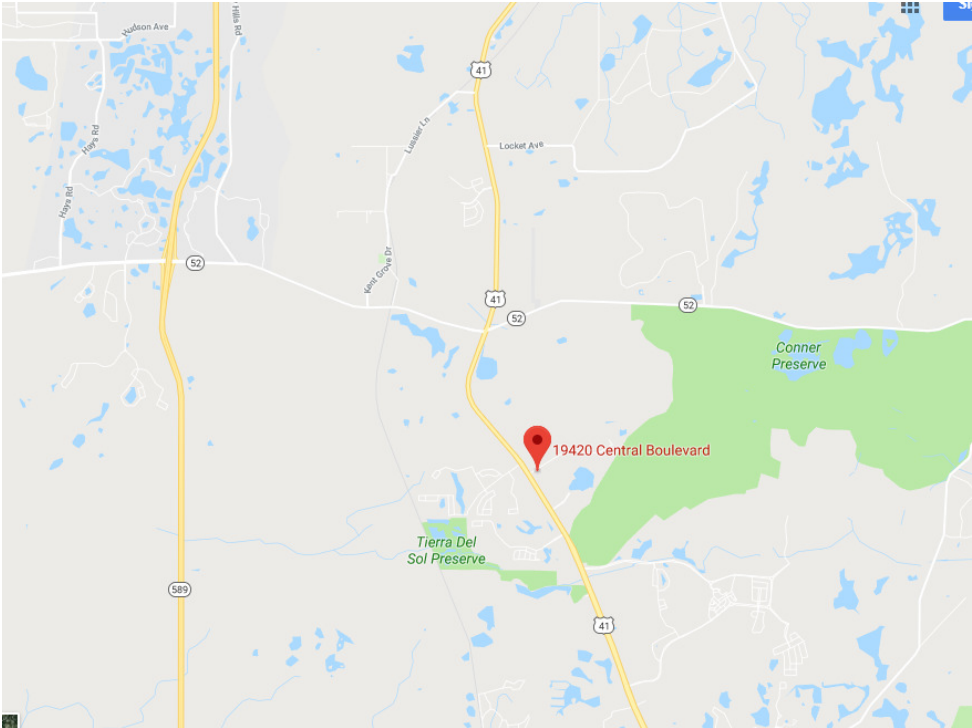
Next Steps

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

**Pasco County Utilities Administration Building
Cotee room
19420 Central Blvd
Land O' Lakes, Florida, 34637**





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

Representing the MPOs in Pasco, Pinellas, & Hillsborough Counties

Summary for 3.9.18 meeting

Based on the importance and reach of the conversations that happen at the TMA Leadership Group, we are looking to keep our stakeholders aware of the outcomes of these meetings. The following is a summary of the most recent meeting highlights; you can find the full agenda [online](#). This meeting was also videotaped, which you can [watch on YouTube](#).

The group heard several updates on the status of Regional Express Bus initiatives, and other topics relating to transit connections

- Members had stated at a previous meeting that they would like to see more regional express bus routes developed as soon as possible
- Starting in June, PSTA will extend its existing express route from the Gateway to Tampa International Airport via the Howard Frankland Bridge, and will extend another express route from downtown St. Petersburg to downtown Tampa via the Gandy
 - The services will run during peak travel times with the intent to seek funding to expand
- HART discussed its planned park-and-ride express route from Wesley Chapel to Tampa International Airport
 - There was some confusion about the overlap between this route and the planned BRT route in the RTFP
- The City of Tampa presented its plans for the new streetcar route study, which identified a preferred north-south extension from Tampa Heights through the center of downtown, serving numerous businesses and city parking garages
 - The city is requesting approval into FTA's Small Starts Project Development this month
- FDOT discussed its intermodal studies throughout the region, which look to identify ideal transfer points between various modes of transportation
 - Also mentioned was an FDOT pilot study of shoulder-running express bus in Pinellas County that is nearing completion

An initial discussion of transportation project priorities for funding in the coming year was taken up and final decisions on priorities will be made at the May meeting

- Group members discussed whether to take off projects that were funded, or leave the projects on the list until construction is complete
- The group also discussed how to define priorities

- The MPO directors noted that the priority list has been integrated into the priority lists of the MPOs, and that list is transmitted to the Florida Department of Transportation for funding
- However, there were members who felt the priorities should include big-picture vision projects and also legislative asks that may not be under the purview of FDOT
- The group tentatively agreed to put both the CSX project and the BRT project from the Regional Transit Feasibility Plan on the priority list, although the scale/phasing and order of those projects will be determined in May

Scott Pringle of Jacobs, the consultant for the Regional Transit Feasibility Plan, provided a response to requests for information group members had made at the previous meeting in February

- For the past few months, the Regional Transit Feasibility Plan discussion has revolved around two possible catalyst projects:
 - Shoulder-running bus rapid transit along the I-275 Corridor including Wesley Chapel, USF, Tampa, Gateway, St. Petersburg
 - This was the consultant’s suggested catalyst plan due to cost effectiveness and coordination with Tampa Bay Next interstate modernization.
 - Commuter rail in the northern corridor following the CSX rail line, from Downtown Tampa to USF
 - This project is preferred by some members due to its potential for passenger rail service linking Hernando and Pasco County with Tampa, and transit-oriented development possibilities along the route
- At the March meeting, Pringle brought back information in response to several requests, but two main ones: To look at the US 41 corridor and a 41-mile CSX route to be able to compare to the 41 miles along the I-275 corridor, and to look at a 12-mile CSX project with a connection directly to USF
 - Original CSX suggested route (downtown Tampa to USF)
 - 9-mile route
 - \$620 million estimated capital cost
 - 3.6 million annual ridership
 - \$11 cost per trip
 - Tampa with direct connection to USF
 - 11.2-mile route
 - \$780 million estimated capital cost
 - 3.7 million annual ridership
 - \$11 cost per trip
 - Tampa to SR 54 near US 41
 - 16-mile route
 - \$1.19 billion estimated capital cost
 - 4.6 million annual ridership
 - \$13 cost per trip
 - Tampa to Brooksville

- 45-mile route
 - \$2.62 billion estimated capital cost
 - 4.7 million annual ridership
 - \$28 cost per trip
 - Tampa to Oldsmar, Clearwater, and St. Petersburg
 - 50-mile route
 - \$3.32 billion estimated capital cost
 - 7.8 million annual ridership
 - \$22 cost per trip
- Pringle also clarified the full costs from various funding sources in the I-275 concept, which includes between \$920M and \$1.15B in money that FDOT would spend in the future interstate modernization projects to accommodate shoulder-running BRT
- The discussion that resulted from this presentation focused mainly on how relevant the numbers from the CSX routes were to the eventual actual costs
 - Pasco Commissioner Jack Mariano felt that the numbers should take the possibility of private investment and resulting development around rail stations into account
 - Pringle noted that the study had requested that the projects be looked at using criteria for funding established by the Federal Transit Administration to compare applications from across the country, and that the FTA criteria was what he focused on
 - FDOT District 7 Secretary David Gwynn clarified that the formula for FTA funding was very specific and is only calculated based on the elements that Pringle had looked at

Pasco MPO Director Craig Casper and Hillsborough MPO Director Beth Alden discussed right-of-way for CSX and interstate transit, respectively

- A few highlights of the CSX presentation:
 - There are two major CSX subdivisions that are up for sale:
 - One from Hernando County to Busch Boulevard in Tampa
 - One from Busch Boulevard west to Clearwater and curving south into St. Pete
 - There may be additional available subdivisions, including one in South Tampa, but that remains unknown
 - The CSX line cannot accommodate light rail within existing right-of-way, only commuter rail and CSX would retain usage of the tracks for freight service
 - Gwynn noted that, were the region to agree on the need to purchase CSX right-of-way, that would not be within FDOT's purview and would need an act of the state legislature
 - He also noted the legislature wouldn't make that purchase without a project to go with it
- Alden's presentation focused on how right-of-way on the interstate has been handled in other communities
 - Communities included South Florida and Minneapolis/St. Paul
 - In South Florida, express bus service was added in managed lanes on I-95 between Miami and Ft. Lauderdale, and ridership increased 22% year-over-year

- In the Twin Cities, bus-only shoulders (of which there are now 334+ miles constructed) provided 9 minutes of travel time savings on average. Ridership also increased 9 percent over two years.

TBARTA Executive Director Ray Chiaramonte gave an update on the MPO Regional Coordination Best Practices Study

- The study is moving from Phase I, which examined existing conditions and directions, to Phase II, which will identify best practices from peer regions and develop case studies
- A second workshop will be held June 1 at Collaborative Labs, and a third workshop is tentatively planned for September
- The study is scheduled for completion in December

The group also decided to meet in Pasco at the next meeting May 11



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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



Tampa Bay Transportation Management Area (TMA) Leadership Group

2017 Top Priorities for Multi-Use Trails

Approved by consensus June 2, 2017

- ❖ **Duke Energy Trail** - The trail is partially funded with two gaps needing design and construction. The north gap is from John Chesnut Park to Bright House Field and the south gap is from Belleair Rd to the San Martin Bridge. Once completed, the Duke Energy trail will link with the Pinellas Trail to create a 70-mile loop that includes a connection to Hillsborough County via the Courtney Campbell Trail.
- ❖ **Starkey Trail Connector** - Connection from Pinellas Trail to the Starkey Wilderness Trail through the Brooker Creek Preserve. Approximately eight miles bridging a vital gap between Pasco and Pinellas Counties. Request/Status: \$4m for Construction; Planning & Alignment Studies Complete
- ❖ **South Coast Greenway Phase 1** - part of the Gulf Coast Trail, the South Coast Trail would go from Adamo Drive and extend south the Manatee County line. The entire trail has been broken into six phases. Phase I is funded with immediate potential for extension through Waterset Community. Request/Status: funding for PD&E and design of Phases III and IV.
- ❖ **Bypass Canal Trail** – A 17+ mile trail southward from Flatwoods Park, on the banks of the Bypass Canal per agreement with the Southwest Florida Water Management District. Using existing parks in Temple Terrace and the Florida State Fairgrounds areas as trailheads, the corridor expands future access to the Old Fort King and Withlacoochee State Trail. Request/Status: Hillsborough County requests funding for the design and construction of the next phase.
- ❖ **Orange Belt Trail** – The approximately 37 mile long trail would extend from the Starkey Trail (C2C connector) in the Trinity area of southwest Pasco County to the existing Withlacoochee State Trail trailhead (connects to Good Neighbor/South Sumter Connector) at U.S. Highway 301 in Trilby in northeast Pasco County. The planned trail alignment generally follows the historic Orange Belt Railroad line that crosses Pasco County in a southwest to northeast direction. The Orange Belt Trail is scheduled for a route study which will determine exact alignment and preliminary engineering funded (\$1.9M) in 2017. Request/Status: Pasco County requests \$15.5M for right-of-way acquisition and construction.

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

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



Tampa Bay Transportation Management Area (TMA) Leadership Group

Purpose

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

Members

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

Organization

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

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

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