



Hillsborough MPO
Metropolitan Planning
for Transportation



**FORWARD
PINELLAS**
Integrating Land Use & Transportation

Tampa Bay Transportation Management Area (TMA) Leadership Group

Representing the MPOs in Pasco, Pinellas, & Hillsborough Counties

Friday, September 18, 2020

Virtual Meeting

To join the meeting, please click here:

<https://us02web.zoom.us/j/83538171031?pwd=WjhaYzF5NENSVFp3Y0ZMdHA1VWp0QT09>

Passcode: 537867

Chair: Dave Eggers, Forward Pinellas

Vice-Chairs: Jack Mariano, Pasco MPO/ Kimberly Overman, Hillsborough MPO

Meeting Objectives:

- Receive an update on tri-county coordination among transportation disadvantaged programs and local coordinating boards
- Discuss draft position statement on transit funding policy and legislative requests
- Review and discuss regional transportation priority projects

**1. 8:30 Welcome and Introductions
Public Comment**

2. 8:45 Tri County Local Coordinating Board Subcommittee – *Joshua Barber, Hillsborough MPO*

3. 9:00 Transportation Disadvantaged (TD) Tampa Bay – *TBARTA Representative*

4. 9:20 Draft Position Statement on Transit Funding and Roundtable Discussion– *Beth Alden, Hillsborough MPO and Whit Blanton, Forward Pinellas*

5. 10:15 Regional Priorities – *MPO Directors*

6. 10:25 Tentative 2021 Meeting Schedule – *MPO Directors*

7. 10:30 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.

**Next Meeting: December 4th
FDOT District 7 Office and/or Virtual**



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Friday, July 10, 2020 – Virtual Meeting

| Meeting Summary & Action Sheet

[TMA Leadership Group Public Meeting Video](#)

[TMA Leadership Group Public Meeting Presentations](#)

The Tampa Bay Transportation Management Area (TMA) Leadership Group held this public meeting virtually on July 10, at 9 a.m. to ensure public safety in response to the COVID-19 pandemic. Click here to view the TMA Leadership Group Public Meeting Video Recording: <https://youtu.be/eJcShAwfATQ> . All TMA Leadership Group presentations can be found here: <https://forwardpinellas.org/june-10-2020-presentations/>

2020 TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP) PRIORITIES

Pasco County MPO, Tania Gorman

- The Transportation Regional Incentive Program (TRIP) was created as a part of legislation enacted during the 2005 session. The purpose of the program was to encourage regional planning by providing state matching funds for improvements to regionally significant transportation facilities.
- 10 priority projects over all six participating MPOs have been identified, including projects such as:
 - The Westshore Interchange (FDOT), which has been fully funded (Hillsborough)
 - The ramp connector from the Gateway Expressway to Roosevelt (Pinellas)
 - Intersection improvements at Gulf to Bay Blvd and Belcher Road (Pinellas)
 - ADA compliance improvements at several intersections (Pasco)
 - Moccasin Wallow Road project with sidewalks and bike lanes (Manatee)

MULTIUSE TRAIL PROGRAM PRIORITIES

Pasco County MPO, Tina Russo

- 20 Multiuse Trail Program Priority Projects across the region have also been identified. Some of the top priority projects include:
 - **Pinellas Trail/Duke Energy Trail:** 22-mile gap of paved bicycle/pedestrian trail with amenities

- **Orange Belt Trail:** 37-mile trail connecting Starkey Trail to Withlacoochee State Trail. Scheduled for a route study to determine exact alignment. First segment funded for 2025.
- **Suncoast II:** Trail extension from Suncoast Trail to US 44. Funded through Florida’s Turnpike Enterprise.
- **South Tampa Greenway:** Paved bicycle/pedestrian trail and boardwalk with amenities from Gandy Bridge to Bayshore Blvd.
- **Suncoast Trail/Good Neighbor Trail Connector; Coast-to-Coast Connector:** 6-mile extension from Suncoast Trail to Cobb Rd. of paved multi-use trail. Construction anticipated to begin in 2020.
- **Starkey Gap Pasco/Pinellas Coast to Coast Extension of the Starkey Blvd.:** Multi-use trail, including 2.9-miles in Pasco and 4.9 miles in Pinellas, from SR 54 to the Pinellas Trail. Pinellas section is constructed. Pasco section is funded.

REGIONAL TRANSIT DEVELOPMENT PLAN AND TRANSIT FUNDING ROUNDTABLE

Forward Pinellas, Whit Blanton and TBARTA, David Green

- TBARTA has adopted the first Regional Transit Development Plan for Tampa Bay – *Envision 2030*.
- TBARTA adopted the unfunded Regional Transportation Vision Network, the Status Quo Scenario, and continued evaluation of calls to action in collaboration with local partners.
- The two facilitated a brief discussion among the members about how best to advance the conversation about growing the funding pie for transit both locally and regionally.

How do you all see the relationship evolving between regional and local transit service in Tampa Bay and how do we provide sufficient funding for both?

- Members agreed that they would like to see TBARTA have an advocacy role on applying for state funding programs, while being transparent about the use of earmarks and communicating the impact legislative earmarks can have on a local level, and working with local counties and governments on the importance of expanded local funding for maintenance, operations and capital projects.
- TBARTA should be the voice of the region that has a focus on connecting Tampa Bay and speaking with one message to get additional state funding for regional and local projects.

Due to time constraints, discussion on this topic will be continued at the next TMA Leadership Group Meeting.

OTHER ITEMS

Interactive Regional Trail Map

- MPOs will work with partners to create an Interactive Regional Trail Map in Fall 2020. An update will be provided at the next TMA Meeting.

The next TMA Leadership Group Meeting will be held on September 18, 2020.

OFFICIAL ACTION ITEMS

At its July meeting, the TMA Leadership Group took no official actions. The following recommendations were made by consensus:

- **February Meeting Summary**
The TMA Leadership Group unanimously supported the February Meeting Summary.
- **2020 Transportation Regional Incentive Program (TRIP) Priorities**
The TMA Leadership Group unanimously supported the 2020 Transportation Regional Incentive Program (TRIP) Priorities.
- **Multiuse Trail Program Priorities**
The TMA Leadership Group unanimously supported the Multiuse Trail Program Priorities.



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Agenda Item 2

Tri County Local Coordinating Board Subcommittee

Joshua Barber, Hillsborough MPO, will provide an overview of the activities of the Tri County Local Coordinating Board Subcommittee. The committee has been meeting regularly over for many years to coordinate on transportation disadvantaged issues that cross county lines. The MPOs have previously sponsored tri-county plans to investigate gaps in service for the transportation disadvantaged; the most recent Tri-County Access Plan is posted here: <http://www.planhillsborough.org/tri-county-access-plan/>, and highlights, among other things, reduced access to regional medical facilities due to lack of paratransit services crossing county lines.

The group has predeveloped an approach to continue to regularly coordinate and provide regular updates to the TMA Leadership Group on their activities.

ATTACHMENTS: N/A

ACTION: None required; informational item only



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Agenda Item 3 TD Tampa Bay

The Tampa Bay Regional Transit Authority (TBARTA) has been working with a vendor on developing a proposal to provide trips to the transportation disadvantaged population of the Tampa Bay area that can cross county lines. UZURV Holdings, Inc has submitted an application for the Service Innovation Grant from the Commission for the Transportation Disadvantaged to provide cross-county transportation disadvantaged trips throughout Pasco, Pinellas, Hillsborough, Hernando and Manatee counties. Representatives from TBARTA and UZURV will provide an overview of the project proposed to be funded by the grant and seek support from the TMA Leadership Group for the application.

ATTACHMENTS: Draft Letter of Support for the TBARTA Regional Transportation Disadvantaged Grant Application

ACTION: As deemed appropriate, based on discussion



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September 18, 2020

David Darm, Executive Director
Florida Commission for the Transportation Disadvantaged
605 Suwannee Street, MS-49
Tallahassee, FL 32399

RE: UZURV Holdings, Inc's, Application for Commission for the Transportation Disadvantaged's Service and Innovation Grant

Dear Mr. Darm:

The Tampa Bay Transportation Management Area (TMA) Leadership Group represents the MPO's of Pasco, Pinellas, and Hillsborough Counties and is responsible for ensuring that the region speaks with a single voice in regards to transportation investments. To that end, the TMA Leadership Group would like express its strong support for UZURV Holdings, Inc's application for the Service and Innovation Grant from the Commission for the Transportation Disadvantaged to provide cross-county transportation disadvantaged trips throughout Pasco, Pinellas, Hillsborough, Hernando, and Manatee Counties.

Regional and cross-county transportation services in Tampa Bay, specifically for the transportation disadvantaged, is a well-documented need supported by a variety of local and regional plans and entities. Most recently, the Tampa Bay Area Regional Transit Authority (TBARTA) identified in their 2030 Transit Development Plan the need for regional Transportation Disadvantaged services within the five-county area. The Local Coordinating Boards (LCBs) of Pinellas, Pasco, and Hillsborough counties developed a tri-county LCB subcommittee nearly 10 years ago, which has continuously reaffirmed the need for regional trips across counties to serve individuals who are transportation disadvantaged. Indeed, many avenues for providing these types of trips have been explored with the Florida Department of Transportation through JARC and more recently with the Section 5310 Program, but with little success.

These needs were originally established in the February 2014 Tri-County Area Regional Mobility Needs Study which identified the need for regional paratransit services across county lines for older adults and individuals with disabilities to access specialized services in other counties; additional transportation services to support quality of life and social activities; and services connecting to major hospitals and hubs. These needs have also be reaffirmed annually in the Transportation Disadvantaged Service Plans in Pinellas, Pasco, and Hillsborough Counties.

UZURV Holdings, Inc., in coordination with TBARTA, has submitted a grant application to the Florida Commission for the Transportation Disadvantaged that would provide the type of cross-county TD trips identified as necessary for the region in the 2014 Tri-County Study, the Tri-County LCB Subcommittee, each counties' TDSP, and a variety of other documents.

As such, the TMA-LG strongly supports UZURV Holdings, Inc.'s application for the Service and Innovation Grant as it supports regional mobility and recommends approval of this grant application. Thank you for your consideration.

Sincerely,

Pinellas County Commissioner Dave Eggers
Chair, Tampa Bay Transportation Management Area Leadership Group

Cc: Tampa Bay Transportation Management Area Leadership Group Members



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Agenda Item 4

DRAFT POSITION STATEMENT ON TRANSIT FUNDING

One of the stated goals of the TMA Leadership Group is to strengthen the region's ability to speak with one voice regarding transportation funding, particularly in communications with state and federal agencies. Over the past couple of years, state legislative earmarks bypassing the MPO priority-setting process have had a growing impact on the state's funded work program, and have negatively affected funding for projects which are identified priorities of the MPOs. The situation is likely to be exacerbated by the current state budget shortfall. It is particularly challenging for transit projects, which compete for less than 15% of state transportation dollars.

Leadership Group members have previously expressed an interest in communicating with the state legislative delegation about challenges related to transit funding. The attached position statement is a first draft at such a communication.

Staff recommends that the draft be circulated to the transit agencies' legislative committees after today's initial discussion.

ATTACHMENTS: Draft Position Statement on Transit Funding

ACTION: None recommended; revised draft to be considered at next TMA meeting



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POSITION STATEMENT ON TRANSIT FUNDING PRELIMINARY DRAFT FOR DISCUSSION

For our legislative delegation, transit agencies, and others, the TMA Leadership Group respectfully highlights **drawbacks of state legislative earmarks for public transit projects**.

- State legislative earmarks, unless they are specifically funded through state general revenue, **do not result in new funding for transit**.
- Instead, they shift funds that can be spent on transit away from the essential services that are a high priority to HART, PSTA, PCPT, and TBARTA.
- The shift of state dollars away from essential services aggravates existing shortfalls in transit funding.
- A lack of adequate essential transit services, resulting in poor workforce access to jobs, education, and upward mobility, has been identified by the Tampa Bay Partnership as one of the region's greatest obstacles to prosperity.

Further, the TMA Leadership Group highlights the need to **expand funding for woefully underfunded transit agencies, rather than reallocating the scarce existing resources**. The Group recommends:

- Use of state general revenue (not the transportation trust fund) to support agency operations and new and/or expanded transit opportunities.
- Greater flexibility in use of transportation trust fund dollars, making transit an eligible and prioritized use of funding allocated to the Strategic Intermodal System and state highway system; this is especially important in sub/urbanized areas where highway expansion will impact adjacent communities, while transit can expand the capacity to move people with less impact.
- Removal of the 50/50 match requirement from the State Public Transit Block Grant for a set period of time, with a sunset provision.
- Establish a current-year competitive grant program to explore innovative delivery of transit services, so that rapidly evolving technologies need not wait through the five-year cycle for FDOT Work Program funding through the FDOT.
- Provide local governments more flexibility in raising and investing local dollars to improve transportation choices – again, especially in larger urbanized areas, where the ability to expand highway capacity is limited.

Finally, the TMA Leadership Group respectfully requests that the transit agencies inform us and each other when they seek federal discretionary grants, such as CIG or BUILD grants, to enable the region to speak with one voice in communicating with the FTA. The TMA offers to provide letters of support for regionally significant projects, on behalf of the three MPOs.



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Agenda Item 5 **REGIONAL PRIORITIES**

In December of each year, the TMA Leadership Group approved a list of major regional transportation priority projects for the Tampa Bay area. These priorities are then approved by each of the member MPOs and transmitted to the Florida Department of Transportation for funding consideration during the annual development of the Work Program. Given that this is the last meeting of the Leadership Group before the priorities are to be approved in December for the 2021 Work Program development cycle, the Regional Priorities approved last year are being presented to the Leadership Group at this time.

The staff directors are not recommending that any changes be made to the priority projects this year, as several unfunded priorities remain on the list and in need of the collective advocacy of the region. It should be noted that the list includes a number of funded priorities, highlighting the success of the Leadership Group in developing consensus on major regional transportation priorities throughout the region. The approved priorities are included here for reference and discussion and will be brought back for formal action at the December TMA Leadership Group meeting.

ATTACHMENTS: 2020 Regional Priorities

ACTION: None required; informational item



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2020 Top Priorities

Approved on November 8, 2019

Funded Priorities

- ❖ **Howard Frankland Bridge Replacement**
- ❖ **Gateway Expressway**
- ❖ **I-75 interchange at Overpass (Phase I)**
- ❖ **I-275 Express Lanes from I-375 to Gandy Blvd.**
- ❖ **I-75 Interchange at Big Bend Road**
- ❖ **I-275/SR 60/Westshore Interchange**
- ❖ **I-275 Operational Improvements north of downtown Tampa**

Top Priorities for the Tampa Bay Region

- ❖ **I-75 Interchange at Gibsonton**
- ❖ **I-75 Interchange at Overpass (Phase II)**
- ❖ **Central Avenue Bus Rapid Transit**
- ❖ **Regional Rapid Transit in the I-275 Corridor**
- ❖ **Support HART's exploration and negotiation for use of the CSX right-of-way for passenger transportation**



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Agenda Item 7

TENTATIVE 2021 MEETING SCHEDULE

Each fall, the staff directors propose meeting dates for the upcoming year to reserve time on the calendars of Leadership Group members and facilitate the reservation of appropriate meeting space. The proposed meeting dates for the 2021 calendar year are being provided for review and approval. Upon approval, staff will send out calendar appointments via email to secure the dates and times.

ATTACHMENTS: Tentative 2021 Meeting Schedule

ACTION: Approval of the 2021 Meeting Schedule



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TENTATIVE

2021 TMA Leadership Group Meeting Schedule

Friday, March 12th

Pasco County Location

Friday, July 16th

Immediately Preceding CCC Board Meeting

Location TBD

Friday, September 17th

Pinellas County Location TBD

Friday, December 10th

Immediately Preceding CCC Board Meeting

Hillsborough County Location TBD