



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, January 19, 2018

9:30 a.m. - 2:00 p.m.

**Pinellas Suncoast Transit Authority
3201 Scherer Drive, St. Petersburg, Florida**

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
- Review brief updates on TBARTA Regional Transportation Coordination Study and legislative issues

9:30 Welcome and Introductions

**Summary of November 3, 2017 Tampa Bay TMA Workshop
Public Comment**

10:00 Regional Transit Feasibility Study Update

- Background and overview of options
- Small group discussions
- Review key questions from small group discussions

11:45 Box lunch and break

12:15 Regional Transit Feasibility Study Update (continued)

- Review technical recommendation
- Plenary discussion and Leadership Group input/recommendation
- Next steps

1:00 TMA Outreach Strategy

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

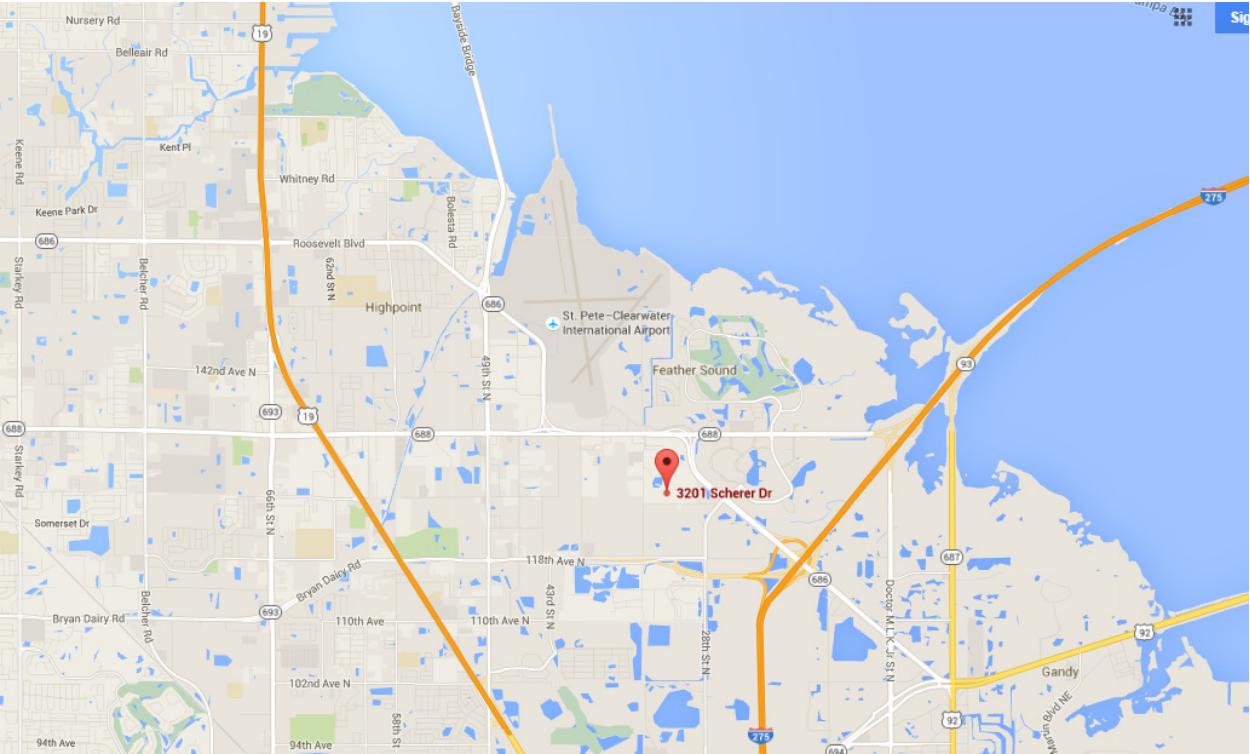
Brief Updates

- Regional Coordination Study
- Legislative issues

Next Steps

2:00 Adjourn

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



**Highlights of the November 3, 2017
Tampa Bay TMA Leadership Group
Meeting – 9:30 a.m.
AECOM Offices – 7650 West Courtney Campbell Causeway, Tampa, FL**

Meeting Objectives:

- Continue review of TMA project prioritization process for 2017-2018
- Receive update on the Regional Transit Feasibility Plan Study
- Discuss Tampa Bay Next and its relationship to TMA Leadership Group priorities
- Received update on regional transportation governance issue polling and study
- Receive brief updates on TMA outreach TBARTA reorganization, and other issues as needed

Welcome and Introductions:

Rafael Montalvo called the meeting to order at 9:37 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.

Public Comment:

- Sharon Calvert expressed concerns regarding FDOT's Work Program. She suggested that members look at the plan if they have not.
- Mauricio Rosas spoke about regional transportation and the burden it places on the City of Tampa. He recommended supporting the Boulevard idea to help traffic flow, and asking developers to incorporate transit as part of Pasco's development.

Correction to September 29, 2017 meeting highlights – Commissioner Dave Eggers was not present at the meeting. Comments were made by Councilmember Jim Kennedy.

Priorities Discussion

Beth Alden opened the discussion on the group's regional priority list with a review of the project scoring matrix and an overview of how the group has reached the point where they are in the process.

Mr. Montalvo informed the group that the current list reflects what rose to the top as a high priority. The matrix helps support decision making, but does not determine it.

- Commissioner Starkey had a question on the Initial Screening Questions/the blue column. East west movement on SR 54/56 – Is there a commitment to implement the project and the response shows no, but FDOT just put \$32M in their five-year work program for the 54/56 Corridor, so what does it need to be a "Y". Staff previously agreed to revisit the list and review the criteria and make any necessary changes. With the change in FDOT's work program, the project would qualify, and staff will make the change on the matrix.

Mr. Montalvo brought last year's discussion to the group's attention. Some participants that were new to the matrix discussion expressed wanting a better understanding of the document. Staff presented the document as a procedural item and will update details as needed in advance of the adoption of the priorities.

- Kris Hughes suggested that the language that is used accurately qualifies work that may occur in Pasco as central core activity. Make sure that the criteria that results in point scores are broader than they have been historically and include the full region. He mentioned clarifying what the region is and then what is adjacent. Pasco, Hillsborough, and Pinellas are considered the core, but traditionally Hillsborough and Tampa thought of themselves as the core, and then Pasco was thought of as an adjacent county. He wants to make sure that the language that is used and that a clear definition is used accurately, qualifies work that might occur within Pasco as central core activities – west corridor is the new growth center. Need to make sure that the criteria that result in point scores are broader than they have been historically, and they include the full region, and then adjacent becomes clear from that. Hernando and others to the north might make similar arguments. When we go back and reflect on this in terms of the impact of the overall rating, we need to make sure that everyone has equal access to the point scores. If you have an existing established transit corridor, with well-developed facilities, you're going to obviously score high and there's going to be an effort to try and solve problems for the existing population centers. As the new population centers emerge, the same problems and same challenges where transit concentrated development and density exist and occur, and should be equally rated, not be competing for what is just a historic pattern of development, so that everybody in the region has equal access through the points scoring and through these general criteria.
- Beth Alden responded to Kris Hughes' comments and agreed with his points. There was conversation earlier about economic centers in each of the counties and the need to connect those economic centers to each other, and that's also regionally significant. For the next set of questions on the scoring criteria, the objective is direct access to a regional activity/employment center. There are a couple of ways to get points under that criterion. Staff was trying to build in some flexibility.

Mr. Montalvo reminded the group that part of the intent is to revise the list if needed. Over the next couple of meetings, the group can revisit the information if additional criteria are suggested or need to be refined. We'll have to check with staff to see how long it will take to reflect the changes and bring back to the group. It would need to be timely for the group's decision making, but that's part of the purpose of the discussion.

- Councilman Cohen commented on the criteria and asked a question about the Westshore Multimodal Center to Downtown Tampa, Modern Streetcar Extension, PD&E funded study. The updates that he has seen of the study, do not include it anywhere of it going near the Westshore Multimodal Center, it only goes as far as up the middle of downtown Tampa. Is someone studying the middle piece?
- Beth reminded the group that the list was developed several years ago from the Long Range Transportation Plan. Hillsborough's Long Range Transportation Plan identifies the opportunity to connect Downtown and Westshore with modern streetcar technology. With new information coming out from the streetcar study, we're in the middle of conversation right now about how the streetcar extension fits into the regional system.
- Councilman Cohen – it would seem to me that the scope of that study would affect directly if it meets the criteria. Beth agreed.
- Commissioner Murman mentioned that she thought that BRTs were being considered to go from Downtown Tampa, and that the streetcar would connect to another mode that would then either go over the Howard Frankland, to Pinellas, to the airport, to Clearwater; and that BRT seemed to be the most feasible. She wanted to know if the Modern Streetcar Extension was going to remain on the matrix?

Mr. Montalvo stated that the wording on matrix is outdated and the wording will be updated to reflect current work.

- Commissioner Murman suggested an update of I-75 Express Lanes to reflect FDOT's current projects. She also wanted to know if the Intermodal Center from Westshore to the Airport referenced was a new center, or the same one that is going to downtown Tampa? It was stated that it is the same one.
- Commissioner Jack Mariano wanted additional information on the meaning of the question referenced in the initial screening question, "Is there a commitment to implement the project?"
- Beth stated, if we were to put on the priority list an Express Bus or BRT of some kind running in the I-275 corridor and connecting the three counties, the next question is who's going to operate that, who's sponsoring the project, whose project is this? A "yes" is needed in the column for that reason.
- Commissioner Mariano requested that the commitment of the Ridge Road Extension be changed to Yes, because Pasco is committed to the project.
- Councilmember Caudell commented on the management of the BRTs and recommended not moving priorities around. For the PSTA Airport Express Bus, it's going to the beach and TIA (it covers two counties – it's partly HART and PSTA, should it be stated at Airport Express Bus Service, because we can look at Uber, Lyft, autonomous, vanpool, elevated, bus, all within PSTA and HART'S service model. We need to look at omni-modal and make sure we coordinate priorities of projects across the counties. When titling items, be sure to title with all counties in mind.
- Whit Blanton responded, until we nail down a specific project, it's fair to keep it as broad as possible.
- Commissioner Eggers agreed with Mr. Blanton to either leave blank or keep the information general until the specifics can be filled in.
- Marco Sandusky provided a thought for consideration about the question, is there a commitment to implement the project? It may be helpful to the group to be able to see where the priority lives, because in some instances, it may be a priority for multiple entities like PSTA, HART, and FDOT. The TMA criteria do a good job elevating things.
- Commissioner Murman noted that right of way acquisition is extremely important, especially with the prioritization of projects. Staff needs to review and re-word that criterion.
- Commissioner Mariano wanted to know what the bonus was, or if points were received for the criterion labeled "Funding with user fees (Toll Roads, Farebox)"? Beth stated yes, that criterion gives points for projects that are not all coming out of public dollars.
- Craig Casper stated that in looking at the criteria, he doesn't see any that are performance based, per the FTA and FHWA required performance metrics. Beth stated that this is covered in the next bullet.

Rafael stated that staff will be updating the wording and the scores. Members were requested to review the criteria prior to the next discussion of the priorities, and consider if the criteria are still adequate and if additions need to be made, or does anything need to be taken take off? Comments regarding wording refinement can be sent to staff prior to the next meeting, so that they can come prepared for the next meeting.

- Whit mentioned that later in the agenda, there will be discussion on development of the next long range transportation plan for the region and you may want to hold off on some of your thoughts on the criteria as discussion takes place on a regional long range transportation plan and how that relates to the individual counties. Decisions must be made in the next year or so on what projects fit into the regional long range transportation plan, that we would all agree to vote on and support. If someone wants to make an amendment to a regional project, maybe we all need to vote to approve that amendment. Conversely, what would constitute a county-specific transportation project – if Pinellas

makes a change to the project, Hillsborough and Pasco wouldn't have to vote on it. So, when thinking about the criteria, think about that relationship as well; because, that will be an important consideration.

- Beth responded to Craig's question regarding performance base planning. There has been a lot of conversation about performance based planning and setting targets, as required under the new federal regulations at individual MPOs and at the level of the MPOs Chair's Coordinating Committee (CCC). We've been talking about that as the directors come together from the six MPOs of the region, and looking at how we stack up as a group. The larger group also sets priorities, and has a short list like our top five list, and staff have been doing shuttle diplomacy between the TMA Leadership Group and the MPO Chair's Coordinating Committee. It's time for the groups to all talk with each other about our regional priorities and priority setting and to do that at the level of the region that was created two decades ago. The December 1st meeting of the MPO Chairs Committee would typically be the time when we review our major priorities and major projects, prior to the legislative session. Beth proposed that TMA members attend the December 1st meeting. The voting structure will remain the same, one MPO, one vote, but we will all be in the room and will be able to discuss what the priorities are. The meeting is being held at PSTA at 10:00 a.m.

Mr. Montalvo conducted a brief round table discussion regarding how do we work together promote regional priorities? He stated that the comments would be helpful in the combined discussion with the CCC.

- Commissioner Mariano suggested a better structure in the way meetings are set up with the various counties on transportation and regional planning. Have core meetings, maybe annually, instead of quarterly.
- Commissioner Murman said that the TMA group got the regional discussion started with regionalizing. Since then, a lot of things have happened. For example, TBARTA has been restructured. The group's big accomplishment would be the Regional Transportation Plan. How is the group going to advocate the plan and get it approved? Go to county commissioners and members for agreement and support and really push what the TMA Leadership Group is advocating.
- Whit suggested getting commissioners who are not at the table to better understand. He suggested Commissioners Murman, Starkey, or Mariano join a Pinellas TMA Leadership Group member and attend a Pinellas County Commission meeting, and brief the commission. And vice versa-- to show how the group is working together. The best next step is to cross county lines to advocate for the group and its process.
- Councilmember Caudell agreed with Commissioner Murman's suggested next step on advocating along with the restructure of TBARTA Board. The meeting really needs to take place; whatever structure the three MPO Directors come up with a collaborative way to put commissioners together. Maybe the three MPO Directors can put together a presentation for all three county commissions and the councils and invite them. They need to understand how this was created. There are many elected officials that do not understand what the TMA Leadership Group is about and what the group is advocating for and they need to be aware of it. She suggested that the group move quickly, because this region does not need to be overlooked.
- Janet Scherberger suggested having representatives from all three counties, cities, economic development agencies, tourism bureaus, everyone advocating together with lawmakers in Tallahassee and in D.C. on a project in support of something. Currently, we don't really have anything to advocate for. Should the projects be narrowed down to three or five projects that the group is

speaking with one voice about, with letters, presentations, or visits, or is the group waiting for the completion of the Premium Transit Study? What are we advocating for? It seems premature to go out and start talking.

- The Premium Transit Study will be available in January, and from January to approximately September the plan will be vetted to the community.
- Commissioner Murman wanted to know if the group could use the draft to begin advocating.

Rafael pointed out that members of the group have in the past worked across county lines to advocate. This conversation will continue at the next meeting.

- Commissioner Kemp understands the sense of urgency but does not believe that the group should advocate with the draft of the Premium Transit Study. Look at how local projects are part of regional connections. She would like to see the adjacent county definition better defined.
- Commissioner Mariano stated that there must be a good spine to connect everything together. If the deal works out with CSX, to get the existing facility, it saves time and money. He feels that it's time to make group presentations about what the group is working on to build consensus momentum, and regionally work and pull together.
- Beth said that we may not be ready to advocate for a particular project yet, but there are policy changes that can be discussed to lay the ground work for some of the projects that have been discussed. Maybe the policy changes can be brought back for discussion on the agenda.
- Commissioner Starkey elaborated on Commissioner Kemp's statements. What is the right path? It seems that we need a big audacious plan and go for bites at a time. She referenced Wesley Chapel to St. Pete and vice versa as an example – go for funding piece by piece and have the big plan identified.
- Commissioner Eggers agreed with comments from Pasco and feels that the real legacy is one region one voice and it may involve transit with TBARTA in the equation. The big spine project and chase with one voice. One voice is critical and that commissioners buy in.
- Janet said that the Wesley Chapel to St. Pete project is a good foundation, and we're a year away from the Premium Transit Study, and we will have something to advocate for in a year or so. In the meantime, if the group would like to start having some plans in working together to advocate, they can identify three or so initiatives/projects that are almost completed (Central Ave BRT, or something that's exclusive to Pasco County) so that we are all working together to get something done. Start working on it this coming year. The legislative session is coming up in January. Is there a way to come together and start making something happen now?
- Commissioner Murman said that there's enough information from the premium transit plan and from the prioritized top projects to begin advocating. She would like to see on the agenda an advocacy section so that the group can began putting a plan together to get the word out.

There was consensus among the group to continue with the advocacy discussion. Rafael wanted the group to also focus on something that can be done in the short term

- Commissioner Mariano said the cross-county discussion should begin with two nonaffiliated counties' MPO Directors going to a different commission and presenting to each County Commission Board. Initial presentations to get ideas going.
- Beth noted this group oversaw a study, before the Regional Transit Feasibility Plan, of how to create express bus service on the I-275 Corridor from Wesley Chapel to St. Pete. It included ridership, cost estimates, service plans, different options, and the cost. The information is still available and can be

brought forward as a point of discussion. It would be a way to implement the top two corridors that are being recommended.

- Councilmember Caudell suggested we take the directors of the MPOs and put them in front of the county commissions with a presentation that all three directors come up with that is strong enough for the county commissions, City of Tampa, City of St. Pete, City of Clearwater, not excluding other cities...do the presentation, revisit and provide a report/update to TMA and go forward. A regional “ask” is very important, and the presentation of one voice. The presentation would be an overview of direction the TMA Leadership Group is going and the accomplishments.

There were no reservations of staff presenting the information to the entities as suggested by several of the members.

- Commissioner Murman would like to see elected officials there during the presentation.
- Marco recommended that the group hear Scott’s presentation before continuing discussion. There will be robust dialogue on the Transit Feasibility Plan in January. The plan will be presented to TBARTA in early January as well.

Commissioner Murman and others would like for elected officials to go with staff from the other counties.

- Janet said she likes the idea, but feels that the group should discuss the content of the presentation. Should it be what Commissioner Murman suggested, the Regional Transit Feasibility Plan, or is it some other priority? It needs to be very specific when the group goes out to speak, what they are asking for, and what the goal is.
- Councilmember Caudell - Overview of the Regional Transit Feasibility Plan – one voice.
- Councilman Cohen said there are so many different conversations going on regarding a wide variety of a different things – conversation out of control and going nowhere – he recognizes that there’s a sense of urgency and there’s no specific ask, but we have these different studies that are coming out. We should provide context and explain the different pieces and explain how the group is going to get through the process of determining regional priorities. He’s concerned if the information is not specific that people will be left as confused as we found them.
- Commissioner Mariano suggested getting the conversation going.
- Councilmember Jonson said we should define the compelling regional need that we are trying to satisfy.
- Commissioner Tornga said the premium transit study seems to be the thing that’s holding us back. We have the top 5 priorities – we need to talk with one voice – can be done as a video.

Regional Transit Feasibility Plan

Scott Pringle with Jacobs Engineering provided an update on the progress of the Regional Transit Feasibility Plan. He will be coming back in January with a draft implementation plan, and presenting the same plan at the TBARTA Board. He would like to have some of the TMA members with him during the presentation on January 26th. Jacobs will provide the speaking points and data. He discussed the process of identifying the projects and who will fund the projects. They have had a lot of different workshops, and comments have been provided on their website. They have completed step one and two of the planning process.

- Michael Case stated that the timing of the Regional Transit Feasibility Plan is also going to coincide with TBARTA developing the regional transit development plan.
- Commissioner Mariano wanted to know how much right of way the CSX line has reserved on both sides of the tracks? Scott stated that it varies throughout the corridor, but they have approximately 100 feet in the cross section. He also stated that what can fit in that space depends on the mode, and safety must be considered.
- Has anyone considered autonomous vehicles running as a separate path alongside? Scott said that's something that they are looking at. They are looking at the concept of temporal separation, and the discussion has come up over the last few weeks.
- Commissioner Eggers said the study is reaffirming paths that have been discussed. Do we have any way to use infrastructure that we have now to create exclusive lanes – add HOV lanes (so that people can see that we are moving something forward with transportation planning now); set the tone for our residents now...conversation to get people motivated now.
- Scott responded yes to Commissioner Eggers. There has been a lot of coordination with TBNext.
- Whit commented on advocacy and going around with presentations, and stated that the timing is important, because in FY 19 there is up to 5 million dollars for the next phase of the project. FDOT has inquired about how to have conversation regarding local commitment for operating cost. When the group goes to County Commissions for cost conversations, we need to be clear about the message. FDOT has set the table for some of the hard decisions better than it has been set in the past. Need to make the local commitment.
- Beth built on Whit's comments about presentations to County Commissioners, asking what would it mean for each county to contribute to one of the projects that are being proposed? Make it real.
- Commissioner Kemp said a big number is missing, the transit operating expenses. We need to look to the State for resources for express routes.
- Councilmember Caudell would be happy to be at the TBARTA meeting and advocate to the new Board. In order to go out with messaging on the express bus concept, we must figure out how to "sexy up" the bus system so the system is used. The word of mouth on the street is "I'm not riding that".
- Scott suggested looking for opportunities to get bus service into its own lane.
- Commissioner Mariano commented on express bus and the big picture with CSX. We need to structure an agreement to keep operating cost down; have any negotiations started? Discussions regarding the needed segments need to take place. Scott could not speak regarding negotiations.
- Commissioner Tornga stated that there is a great team working together. Let's continue to work with FDOT and get the study done. Scott agreed that there's no stronger statement than one voice regarding the vision and the catalyst.
- Marco made comments regarding the importance of the vision and moving forward. The BRT Project in Pinellas is an important step for Pinellas as well as the region. Data works in real life when solutions are put out there.

The group recapped on short term advocacy.

- Janet said in January there's going to be actual projects. Go out and start talking then, because there will be more specifics to discuss.

- Whit said there are only two meetings left for the Pinellas County Commission for the current year. The soonest we could get on their agenda will be after January 18th or maybe in February.
- Commissioner Starkey wanted clarification that all TMA members should plan to attend the TBARTA meeting on January 26th.

There will be hefty discussion at the January 19th TMA Leadership group meeting. The meeting will take place from 9:30 until 2:00 and lunch will be ordered in.

- Beth wanted to know if Scott's presentation on January 19th will get into funding approaches, and suggested at least talking about it.
- Scott stated that they are providing cost, but they are not having conversation on how to generate the revenue.
- Beth stated that the group needs to figure out what the funding approach is for one of the catalyst projects; we must come up with funding strategies for the catalyst projects.
- Whit stated that it's an introductory conversation with the County Commissioners, and he does not feel that the group must present a funding plan. We should begin setting the context for the conversation. There has not been enough conversation with FDOT. Funding is a potential discussion for the end of 2018.
- Councilman Cohen emphasized the importance of discussing what things are going to cost and the options. This is a critical piece of the discussion.
- Commissioner Mariano said when you get funding, every option should be on the table.
- Sean Sullivan said FTA will want to see the local commitment.
- Janet said, in January when the presentations are being made, general comments regarding funding should be made, and this is what you can expect from the State and Federal government, and this is what needs to come from the local government.
- Commissioner Eggers said the critical point is, what is our spine that the group is prioritizing? We don't have the picture painted well enough for people to embrace.
- Commissioner Mariano – Tie in the spine project where we want all of the federal help, and what we can do with regular local budget.

Rafael summarized the group's discussion. The group agrees on waiting until after the January presentation to the group and the availability of options to have a clearer idea of what the group will present to the county commissions and other entities. The presentation will provide an overview and will focus on options. At the January meeting, discussion will take place on funding. Staff will begin thinking about the issues and where to begin discussion.

- Janet said that assuming that the group likes what they see on January 19th, the group will support the presentation at TBARTA on January 26th and then schedule various presentations. Things are not standing still even though the group is awaiting next steps. The group may want to advocate for the Central Avenue BRT, at least in terms of writing letters and including in personal legislative agendas when meeting with lawmakers regarding federal funding.
- Commissioner Eggers suggested painted a broader picture. FDOT's role is incredibly important in the presentations and it should be mixed in.
- Councilman Caudell said we should support the efforts of HART, PSTA, the ports, and TIA, etc., and all work together so that we are not a donor state to other states. Bring the money in to support FDOT.

- Commissioner Kemp suggested raising the profile of ferries as part of the transportation solution.

Growth Forecasts for 2045 Scenarios

- Hillsborough growth perspectives – Melissa Zornitta, Executive Director for the City-County Planning Commission presented information on growth forecasts.
 - Following the presentation, Commissioner Tornnga inquired about green fields. Ms. Zornitta stated that there will be some type of development based on its land use and that most of it is occurring in south county.
 - Councilman Jonson asked about the hashing on the map. Ms. Zornitta stated that is the area where they are expanding the service area.
- Pinellas growth perspectives - Whit presented information on the Long Range Transportation Plan and how it's going to be developed for Pinellas County. There were no questions.
- Pasco growth perspectives - Craig provided the current plans for Pasco. They are trying to target growth in designated areas and trying to get more jobs.
- Growth scenarios for the tri-county area - Beth presented concepts for growth scenarios for the tri-county area. Our transportation investment decisions have different effects on growth, traffic, access to jobs, other factors. A variety of very different ideas are being floated for discussion and ultimately public outreach.
- Following the presentation, Commissioner Eggers inquired about the “three ring binder” plan, which Whit mentioned earlier, and making regional decisions versus individual county commission decisions.
- Whit stated that the TMA Leadership Group would be the recommending body. Each MPO board would vote approve to recommendations or send them back to the TMA group for additional discussion. All of the MPOs would have to agree that it is a good strategy.
- Councilmember Caudell recommended members look at miamidda.com and bring comments back to the group.
- Kris suggested that the group expand the view beyond the region, beyond the boundaries of the Pinellas and Hillsborough. Good starts, but expand view to look at the entire region.
- Commissioner Starkey provided an update on what's going on east of Wesley Chapel and connecting I-4.
- Commissioner Kemp expressed her interest in accounting for Oldsmar and future development. She also mentioned that MacDill workforces are not shown on the map.

Rafael stated that there will be a couple of opportunities for continued discussion on the growth forecasts over the next few months.

Tampa Bay Next

Ed McKinney with FDOT provided the Tampa Bay Next Update. Ed stated that the Department is working on developing consensus for the issues that the region is facing. They realize that building bigger roads will not solve the congestion problem. FDOT is actively trying to get people engaged and have regional conversation. They have public workshops coming up on November 14th and 16th one in Tampa and in Pinellas. He encouraged everyone to attend. The \$5M PD&E Study requires a commitment to advance to the next phase.

- Councilmember Caudell commented on high speed rail and wanted to know if Bright Line will be connected to the Howard Frankland bridge.
- Ed stated that high speed rail could not be done across the bay.

Regional Transportation Governance – This item was postponed until the next meeting.

Mr. Montalvo informed the group that 2018 meeting locations will rotate between PSTA and FDOT District 7. The January 19th meeting will be held at PSTA Headquarters.

Next Steps:

The next meeting is January 19, 2018.

Adjournment:

The meeting was adjourned at 12:30 p.m.

Attendees:

Members:

Commissioner John Tornga	Forward Pinellas (Dunedin City Commission)
Councilmember Doreen Caudell	Forward Pinellas (Clearwater City Council)
Commissioner Dave Eggers	Forward Pinellas (Pinellas BOCC)
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

Others:

Michael Adams	AIM Engineering
Ed Turanchik	Akerman
Councilmember Bill Jonson	City of Clearwater/PSTA
Sharon Calvert	Citizen
Tom Whalen	City of St. Petersburg
Milton Martinez	City of Tampa
Darryl Henderson	Clearwater Regional Chamber of Commerce
Rafael Montalvo	Consensus Center (Facilitator)
Brian Beaty	FDOT
Stephen Benson	FDOT
Ming Gao	FDOT
Bill Jones	FDOT
Ed McKinney	FDOT
Carol Scott	FDOT
Whit Blanton	Forward Pinellas
Bill Jonson	Forward Pinellas
Chelsea Favero	Forward Pinellas
Lari Johnson	Forward Pinellas
Hillary Lehman	Forward Pinellas

Marco Sandusky	HART
John Patrick	Hillsborough County
Melissa Zornitta	Hillsborough County Planning Commission
Mauricio Rosas	Hillsborough County Resident
Beth Alden	Hillsborough MPO
Wanda West	Hillsborough MPO
Sarah McKinley	Hillsborough MPO
Danielle Moran	HNTB
Scott Pringle	Jacobs
Jennifer Straw	Jacobs
Clarence Eng	Kimley-Horn
Bill Oliver	Kittelson
Lee Beasley	LRB Consulting
Kris Hughes	Pasco County
Commissioner Jack Mariano	Pasco MPO (Pasco County BOCC)
Commissioner Kathryn Starkey	Pasco County BOCC
Craig Casper	Pasco County MPO
Brad Miller	PSTA
Dave Sobush	Tampa Bay Partnership
Sean Sullivan	Tampa Bay Regional Planning Council
Michael Case	TBARTA
Hugh Pascoe	TBARTA
Bill Ball	Tindale Oliver
Anthony Matonti	Urban Seed LLC
Rich Reace	WGF
Christina Kopp	WSP Parsons Brinckerhoff



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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

**Hillsborough County City-County Planning Commission and
Hillsborough County Metropolitan Planning Commission
Summary of 2018 Legislation (alphabetical order)
December 22, 2017**

Autonomous Vehicles—HB 353 (Reps. Fischer/Brodeur and **SB 712** (Senator Brandes) Although these bills are not identical, **SB 712** would exempt an autonomous vehicle being operated in autonomous mode from a certain prohibition on the operation of a motor vehicle if the vehicle is actively displaying certain content that is visible from the driver’s seat while the vehicle is in motion; authorize a fully autonomous vehicle to operate in this state regardless of whether a licensed human operator is physically present in the vehicle; authorize the Secretary of Transportation to enroll the state in any federal pilot program or project for the collection and study of data for the review of automated driving systems. **HB 353 has passed the House Transportation and Infrastructure Subcommittee and will be considered next by the full Appropriations Committee.**

Budget—Governor Scott’s Recommended Budget includes: \$1 Billion for Transportation System Expansion; \$1 Billion for Maintenance and Operations; \$616 Million for Resurfacing; \$568 Million for Transit Program Improvements; \$67.7 Million for Bridge Repairs and Replacement; \$186 Million for Safety Initiatives; \$151.3 Million for Bicycle & Pedestrian Trails.

Charter County & Regional Transportation System Surtax—HB 243 (Reps. Avila/Perez) and **SB 688** (Senator Garcia) While 31 counties are eligible to levy the surtax, it is only levied in Duval and Miami-Dade counties. **HB 243** would allow Miami-Dade County to use surtax proceeds for specified purposes related to fixed guideway rapid transit systems and bus systems; would authorize use of surtax proceeds for refinancing existing bonds; and would prohibit use of such proceeds for non-transit purposes. **To date, both bills have passed by the first referenced committees.**

Community Redevelopment Agencies—HB 17 (Rep. Raburn) and **SB 432** (Senator Lee) Although these bills are not identical, **HB 17** would provide reporting requirements; revise requirements for operating community redevelopment agencies; prohibit creation of community redevelopment agencies after date certain; would provide phase-out period; create criteria for determining whether community redevelopment agency is inactive; provide hearing procedures; authorize certain financial activity from inactive community redevelopment agencies; revise requirements for use of redevelopment trust fund proceeds; revise county and municipal government reporting requirements. **SB 432** would prohibit a person from lobbying a community redevelopment agency until he or she has registered as a lobbyist with that agency; authorize community redevelopment agencies to adopt rules to govern the registration of lobbyists; and would require ethics training for community redevelopment agency commissioners. **HB 17 has passed all referenced committees and has been placed on the House Calendar.**

Developments of Regional Impact (DRIs)—SB 1244 (Senator Lee) would revise statewide guidelines and standards for DRIs, specifying that amendments to a development order for an approved development may not alter the dates before which a development would be subject to downzoning, unit density reduction, or intensity reduction, except under certain conditions; and would require local governments to file a notice of abandonment under certain conditions.

Growth Management—HB 207 (Rep. McClain) and SB 362 (Senator Perry) These bills would require local governments to address the protection of private property rights in their comprehensive plans; requiring the comprehensive plan to include a private property rights element that sets forth principles, guidelines, standards, and strategies to achieve certain objectives; provide a deadline by which each local government must adopt a private property rights element; require the state land planning agency to approve the private property rights element adopted by each local government if it is substantially in a specified form.

Impact Fees—HB 697 (Rep. Miller) and CS/SB 324 (Senator Young) **CS/SB 324** was amended to specify that a local government may not collect impact fees prior to the issuance of a building permit and to codify existing case law on the validity of impact fees. **CS/SB 324 will next be considered by the Senate Appropriations Subcommittee on Finance and Tax.**

Local Tax Referenda—HB 317 (Rep. Ingoglia) and SB 272 (Senator Brandes) Although these bills are not identical, **SB 272** would revise the voter approval threshold required to pass a referendum to adopt or amend local government discretionary sales surtaxes to at least 60% of the electors voting on the ballot when the referendum is held at any date other than a general election. **HB 317 is now in House Ways and Means Committee, and SB 272 is in the Senate Subcommittee on Finance & Tax.**

Metropolitan Planning Organizations—HB 575 (Rep. Beshears), SB 984 (Brandes), HB 807 (Rep Diamond) **HB 575** would reduce the maximum number of MPO voting members from 25 to 15 for those MPO's with populations over 500,000, with the exact number determined on an equitable geographic-population ratio basis, based on an agreement among the affected units of general-purpose local government and the Governor, as required by federal regulations. All MPO's would be required to comply with changes by July 1, 2019. **SB 984** would provide an incentive to merge MPO's by removing the cap on the maximum number of voting members (currently twenty-five) while maintaining the base number of voting members (currently five members) serving on the MPO, after July 18, 2018; and would preserve current law with the number determined on an equitable geographic-population ratio basis. **HB 807** is similar to **SB 984**, and would provide an incentive to merge MPO's by removing the cap on the maximum number of voting members (currently twenty-five) while maintaining the base number of voting members (currently five members) serving on the MPO, after July 18, 2018; would preserve current law with the number determined on an equitable geographic-population ratio basis. **HB 575 has passed by the House Transportation and Infrastructure Subcommittee.**

Private Property Rights—SB 292 (Senator J. Rodrigues) would exempt from the definition of “public utility” a property owner who owns and operates on that property a renewable energy source device with a capacity of up to 2.5 megawatts and who produces and provides or sells renewable energy from that device to users located on the property.

School Hazardous Walking Conditions—SB 188 (Senator Steube) would require district school boards to provide transportation to certain students; revise the speed and road conditions that meet the requirements for a hazardous walking condition; require a district school superintendent to request a review of a hazardous walking condition upon receipt of a written request from a parent of a student.

Smart City Challenge Grant—SB 852 (Senator Brandes) and **HB 633** (Rep. Fischer) would create a new program within the Department of Transportation with an appropriation of \$15 million to encourage communities to implement technology solutions to the most pressing mobility challenges; would qualify any governmental agency responsible for the movement of goods and services in Florida, including local governments, transportation planning organizations (TPOs) and state universities as eligible for receiving funding. **HB 633 is now in the House Transportation and Infrastructure Subcommittee.**

Statewide Alternative Transportation Authority—CS/HB 535 (Reps. Avila and J. Grant) and **SB 1200** (Senator Young) would rename the Florida Rail Enterprise (FRE) as the Statewide Alternative Transportation Authority; would revise annual allocations for the Transportation Regional Incentive Program (TRIP) beginning FY 2021-22 from FRE to provide the first \$60 million in documentary stamp taxes for alternative transportation systems, of which \$25 million would be allocated to TBARTA for the design and construction of alternative transportation systems on a local or private fund 50/50 matching basis; and \$35 million to the Statewide Alternative Transportation Authority, of which \$25 million would be used in Miami-Dade County. The remaining \$10 million would be available for use in any county or counties. **HB 535 was substantially amended and passed the House Transportation and Infrastructure Subcommittee.**

Strategic Intermodal System (SIS)—SB 1188 (Senator Rouson) would authorize rapid bus service operating in express toll lanes on the interstate highway system as an eligible expenditure for SIS funding; would not increase SIS funding for Tampa Bay but would provide a new opportunity to access greater capacity and faster service from existing transportation assets.

TBARTA—HB 2451 (Rep. Gruters) would provide a non-recurring appropriations of \$1 million to TBARTA from the State Transportation Trust Fund. **HB 2451 is now in the House Transportation and Tourism Appropriations Subcommittee.**

Texting While Driving—HB 33 (Rep. Toledo) would strengthen the current ban on texting, emailing, and instant messaging while driving, by changing the current enforcement of the ban from secondary to primary. Any violation of the ban that causes a crash would result in the addition of six points to the offender’s driver license record. **HB 33 is comparable to SB 90 (use of wireless communication devices).**

Tourist Development Tax—SB 658 (Senator Brandes) and **HB 585** (Rep. Fine) would authorize counties imposing the tourist development tax to use revenues from the tax to acquire, construct, extend, enlarge remodel, repair, improve, maintain, operate or finance public facilities if the public facilities are needed to increase tourist-related business activities and are recommended by the county tourist development council. **SB 658 is now in the Senate Appropriations Subcommittee on Finance and Tax.**

Traffic Infraction Detectors—SB 176 (Senator Hutson), **HB 6001** (Rep. Avila), **SB 548** (Senator Campbell) would repeal provisions relating to the definitions of “local hearing officer” and “traffic infraction detector,” respectively and relating to the installation and use of traffic infraction detectors to enforce specified provisions when a driver fails to stop at a traffic signal, provisions that authorize the Department of Highway Safety and Motor Vehicles, a county, or a municipality to use such detectors and that cap fines and provide for the deposit and use of fines, and the distribution of penalties. **HB 6001 has passed all referenced committees and has been placed on the House Calendar.**

Transportation Disadvantaged—SB 770 (Senator Garcia) would authorize community transportation coordinators, in cooperation with the coordinating board, to plan for and use regional fare payment systems under certain circumstances which enhance cross-county mobility for specified purposes for certain persons who are unable to transport themselves or to purchase transportation.

Using Wireless Communication Devices While Driving—SB 90 (Senator Perry) is similar to **HB 33 (texting while driving)** and would revise the legislative intent relating to the authorization of law enforcement officers to stop motor vehicles and issue citations to persons who are texting while driving; would require deposit of fines into the Emergency Medical Services Trust Fund. **SB 90 is now in the Senate Transportation Committee.**