



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  
A part of the MPO Chairs Coordinating Committee of West Central Florida

**Workshop**  
**November 20, 2020**  
**8:30 – 10:00 am**

### Virtual Meeting

To view presentations & participate from your computer, tablet or smartphone, go to:  
<https://attendee.gotowebinar.com/register/6354384870749043981>

Register in advance for a personalized link, which can be saved to your calendar.

Dial in LISTEN-ONLY MODE: 1-213-929-4232 Access Code: 754-988-098

Dial-in participants may refer to the agenda packet, presentations, and supplemental materials posted on the [host MPO's online meeting calendar](#).

This virtual meeting will be recorded and posted to [YouTube](#).

**2020 Chair:** Dave Eggers, Forward Pinellas

**2020 Vice-Chairs:** Jack Mariano, Pasco MPO & Kimberly Overman, Hillsborough MPO

### Meeting Objectives:

- Revise as needed and support the list of Major Regional Priorities
- Finalize the transit funding position statement discussed in September
- Learn about FDOT's May 2020 Policy on Managed Lanes

## Workshop Agenda

**I. 8:30 Welcome, [Pledge of Allegiance](#), and Introductions**

**Public Comment** – *Up to three minutes per speaker, please*

**Review [July 10 Meeting Summary](#)** – *Comments and corrections, if any, are requested*

**II. 8:45 [Major Project Priorities](#)** – *Chelsea Favero, Forward Pinellas*

**III. 8:50 [2021 Meeting Calendar](#)** – *MPO Directors*

- IV. 8:55 Draft Position Statement on Transit Funding** – *Beth Alden, Hillsborough MPO*
  
- V. 9:30 FDOT Managed Lane Policy & Upcoming Decision-Making Processes in Tampa Bay** – *Raj Pannaluri, FDOT Arterial Management Engineer, and Allison Stettner, FDOT Office of Policy Planning Director*
  
- VI. 10:00 Adjourn**

*Persons needing interpreter services or accommodations for a disability in order to participate in this meeting, free of charge, are encouraged to contact their MPO three business days in advance of the meeting. If a person decides to appeal any decision made by the board, s/he will need a record of the proceedings, and for such purpose 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.*



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

Representing the MPOs in Pasco, Pinellas, & Hillsborough Counties

Friday, July 10, 2020 – Virtual Meeting

| Meeting Summary & Action Sheet

[TMA Leadership Group Public Meeting Video](#)

[TMA Leadership Group Public Meeting Presentations](#)

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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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## **Tampa Bay Transportation Management Area (TMA) Leadership Group** **Representing the MPOs in Pasco, Pinellas, & Hillsborough Counties**

November 20, 2020

### Agenda Item II

#### Major Project Priorities

By working together, the MPOs and their member governments have been successful in winning discretionary funding for big-ticket transportation projects. A few recent examples include Florida New Starts and FTA Capital Investment Grant funding for the first fixed-guideway Bus Rapid Transit in the region, the Central Ave BRT; and last year's \$1.4 billion commitment by the State of Florida to rebuild the interchange outside Tampa International Airport, where the Suncoast/ Veteran's Exwy and I-275 Howard Frankland Bridge come together.

At the end of each year, the Chairs Coordinating Committee approves 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.

The TMA Leadership Group is asked to review the priorities in Hillsborough, Pasco and Pinellas Counties, prior to the CCC's review of the full list.

Attached is the latest update of regionally significant transportation projects that are ready for funding. Such incremental and continuous investment in the regional transportation network will benefit communities across the region. Outreach to legislative delegation members about these shared priorities demonstrates a coordinated, cooperative, well planned approach.

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.

ATTACHMENTS: CCC 2021 Regional Transportation Priorities (Draft)

ACTION: As this meeting is a virtual workshop, no action is recommended; members are encouraged to identify any concerns about the proposed priorities



## *Metropolitan Planning Organizations*

### *Chairs Coordinating Committee*

## **2021 Regional Transportation Priorities**

Hernando/Citrus MPO \* Hillsborough MPO \* Forward Pinellas

Pasco County MPO \* Polk TPO \* Sarasota/Manatee MPO

**DRAFT**

### **Funded Regional Priority Projects – *Thank you for your support!***

- ❖ Howard Frankland Bridge Replacement
- ❖ Gateway Expressway
- ❖ I-75 interchange at Overpass Rd (Phase I)
- ❖ I-275 Express Lanes from I-375 to Gandy Blvd.
- ❖ I-75 Interchange at Big Bend Road
- ❖ Suncoast Parkway 2 Expansion
- ❖ I-275/SR 60 Tampa Westshore District Interchange
- ❖ Central Avenue Bus Rapid Transit

### **Top Priorities for the Greater Tampa Bay Region**

- ❖ I-75 Interchange at Gibsonton Dr
- ❖ I-75 Interchange at Overpass Rd (Phase II)
- ❖ I-275 improvements north of Downtown Tampa (I-4 to Bearss Ave)
- ❖ Central Polk Parkway Segment 1
- ❖ US 41 from SR 44 to SR 200
- ❖ Desoto Bridge Replacement
- ❖ Bradenton-Palmetto Connector
- ❖ CR 557 from US 17/92 to I-4
- ❖ 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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**Tampa Bay Transportation Management Area (TMA) Leadership Group**  
Representing the MPOs in Pasco, Pinellas, & Hillsborough Counties

November 20, 2020

Agenda Item III

2021 Meeting Calendar

The CCC is proposed to meet twice in 2021, primarily to review and coordinate on shared regional priorities. The TMA Leadership is proposed to meet quarterly, and the staff directors monthly.

**ATTACHMENTS:** Draft meeting calendar for 2021

**ACTION:** As this meeting is a virtual workshop, no action is recommended; members are encouraged to identify any concerns about the proposed dates for the TMA Leadership Group

**Hernando/Citrus MPO**  
1661 Blaise Dr  
Brooksville, FL 34601  
352/754-4082 fax: 352/754-4420

**Hillsborough MPO**  
601 East Kennedy Blvd.  
18<sup>th</sup> Floor Tampa, FL 33602  
813/272-5940 fax: 813/272-6258

**Pasco County MPO**  
8731 Citizens Drive, Suite 360  
New Port Richey, FL 34654  
727/847-8140 fax: 727/847-8084

**Forward Pinellas**  
310 Court St  
Clearwater, FL 33756  
727/464-8250 fax: 727/464-8201

**Polk TPO**  
330 West Church St, Drawer TS05  
Bartow, FL 33830  
863/534-6486 fax: 863/534-6471

**Sarasota/Manatee MPO**  
8100 15<sup>th</sup> St SE  
Sarasota, FL 34243  
941/359-5772

**Florida Department of  
Transportation District 1**  
801 North Broadway Ave.  
Bartow, FL 33830  
800/292-3368 fax: 863/534-7172

**Florida Department of  
Transportation District 7**  
11201 N. McKinley Dr.  
Tampa, FL 33612  
800/226-7220 fax: 813/975-6443

**Tampa Bay Regional  
Planning Council**  
400 Gateway Center Blvd., Suite 219  
St. Petersburg, FL 33702  
727/570-5151; fax: 727/570-5118

**Southwest Florida Regional  
Planning Council**  
1296 Victoria Ave.  
Ft. Myers, FL 33901  
239/338-2550; fax 239/338-2560

**Central Florida  
Regional Planning Council**  
PO Box 2089  
Bartow, FL 33831-2089  
800/297-8041; fax: 941/534-7138

**Florida's Turnpike Enterprise**  
P.O. Box 1409  
Land O'Lakes, FL 34639  
813/558-1117

**Tampa Bay Area Regional Transit  
Authority**  
5100 Lemon St., Suite 209  
Tampa, FL 33609  
813/998-7433



West Central Florida Metropolitan Planning Organizations

## Chairs Coordinating Committee

**DRAFT**

### 2021 Regional Meeting Schedule

**Friday, March 12<sup>th</sup>**

*TMA Leadership Group Only*

*Pasco County Location or Online*

**Friday, July 16<sup>th</sup>**

*CCC Board & TMA Leadership Group*

*Manatee County Location*

**Friday, September 17<sup>th</sup>**

*TMA Leadership Group Only*

*Pinellas County Location or Online*

**Friday, December 10<sup>th</sup>**

*CCC Board & TMA Leadership Group*

*Hillsborough County Location*

**Staff Directors**

**All meetings  
virtual**

**Fridays, 1:30 pm**

January 15

February 12

March 12

April 16

May 14

June 11

July recess

August 13

September 10

October 15

November 12

December 17



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## **Tampa Bay Transportation Management Area (TMA) Leadership Group** Representing the MPOs in Pasco, Pinellas, & Hillsborough Counties

November 20, 2020

### Agenda Item IV

#### Draft Position Statement on Transit Funding

At the TMA meetings of July and September, the group discussed the challenges created when state budget earmarks must be accommodated within the current funds available to FDOT District 7. The group agreed to finalize a position statement -- with input from the individual MPOs and the legislative committees of HART, PSTA, and TBARTA -- and to communicate that position to members of the legislative delegation. Attached is an updated position statement, inclusive of feedback received to date.

**ATTACHMENTS:** Draft position statement on transit funding

**ACTION:** As this meeting is a virtual workshop, no action is recommended; members are encouraged to identify any concerns about the proposed position statement

# Transit Funding Position Statement



The TMA Leadership Group supports the need to **expand funding for the region's woefully underfunded transit agencies, rather than reallocating resources.**

State legislative budget earmarks **do not result in new funding for transit** unless they are specifically funded through state general revenue.

Instead, budget earmarks **shift limited dollars away from the essential transit services** that are a high priority to HART, PSTA, PCPT, and TBARTA.

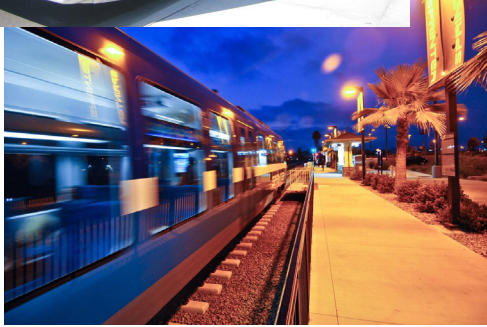
- A 2020 \$1.5 million earmark for TBARTA operations required that work on HART's maintenance facility be postponed.
- A 2020 \$1 million earmark for TBARTA to conduct studies of innovative transit solutions took funds assigned to improve PSTA's 100X express bus service that connects Pinellas to Tampa.
- The FDOT chose these projects for postponement in the context of raising questions about whether the local agencies had additional funds in place to complete those particular projects. But in the absence of earmarks, the funds would likely have been used for projects similar to the above.

The shift of state dollars away from essential transit services **worsens existing transit revenue shortfalls.** Worth noting, Tampa Bay spends far less on transit than any other major metro area, providing service on par with Sheboygan, WI and Chattanooga, TN, communities one-fifth our size.

Tampa Bay Partnership has identified poor workforce access to jobs, education, and upward mobility, resulting from the lack of adequate essential transit services, as one of the region's **greatest obstacles to prosperity.**



# The TMA provides the following suggestions to address these challenges.



## 1. Use state general revenue (not the transportation trust fund) to support TBARTA

- TBARTA's regional tasks and responsibilities were mandated by the state legislature without state funding. If it is up to the local governments to fund them, the local governments, facing shortfalls, need more tools; see #4.

- Provide \$1.5 million for annual operations directly to TBARTA - - which was created as an agency of the state -- and not as part of the FDOT's budget.
- If general revenue is not available, specify that funding for TBARTA is to be taken off-the-top of the transportation trust fund statewide, rather than falling entirely on the FDOT District 7 budget and thereby the local transit agencies.

## 2. Provide greater flexibility in the use of transportation trust fund dollars

- Make transit an eligible and prioritized use of funding allocated to the Strategic Intermodal System (SIS) and the state highway system.
- Direct the FDOT to allocate no more than the statutory minimum to the SIS.
- This is especially important in sub/urbanized areas where highway expansion will impact adjacent communities. Transit expands the capacity to move people with much less impact.

## 3. Allow bus rapid transit (BRT) to be an eligible expense under 341.303 FS

- Change "intercity rail" to "fixed-guideway transit," and define "fixed-guideway" as being at least 50% in dedicated ROW.
- This puts BRT on a level playing field with Miami's TriRail and Orlando's SunRail, including state match of local construction funds, plus 7 years of operations.

## 4. Allow local communities to invest in their future

- Transportation funding shortfalls in Florida's major metros, including Tampa Bay, are in the hundreds of millions of dollars, affecting maintenance and safety too.
- Consider indexing the local-option fuel tax to inflation, similar to the state fuel tax. Consider expanding the Charter County & Regional Transportation System Surtax to allow municipalities over 150,000 in population (or the largest municipality in a county) to enact a surtax by referendum.
- Importantly, do not put restrictions on local governments' existing tools.

## 5. Consider surcharges on activities that would benefit from expanded transit

A rental car surcharge to fund regional transit was approved by the legislature previously but vetoed by the governor. Other suggestions include a vehicle registration surcharge and/or a voluntary specialty license plate to improve transit in the Tampa Bay area.



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## Tampa Bay Transportation Management Area (TMA) Leadership Group Representing the MPOs in Pasco, Pinellas, & Hillsborough Counties

November 20, 2020

### Agenda Item V

#### FDOT Managed Lane Policy and Upcoming Decision-Making Processes in Tampa Bay

The FDOT [Express Lanes website](#) describes that express lanes are optional travel lanes, located on an interstate or toll road, that customers can choose to use when they want a more predictable travel time. Tolls are collected electronically with an active, properly mounted SunPass or another interoperable transponder. Upon entering the express lanes you will pay the rate displayed on the sign until you reach the next decision point. You never will pay a higher toll amount than the rate you saw on the sign. If the toll decreases after you enter the express lanes, you will pay the lower amount.

Any two-axle vehicle equipped with SunPass can use the express lanes. Vehicles with three or more axles and passenger cars pulling trailers or boats are not permitted. The following vehicles qualify for a toll exemption on Florida's Express Lanes, but they must first register and then renew annually:

- Public transit buses
- School buses
- Over-the-road buses
- Vanpools

In previous years, FDOT policy was to consider implementing tolls whenever new lanes were being added on limited-access highways. A [more recent policy](#) issued by FDOT in May 2020 focuses on "appropriate facilities that currently, or are expected in the future, to experience significant congestion." The new policy further states, "Because every corridor or facility is different with its own unique operating characteristics, the Department will operate managed lanes in a manner individually designed to maximize throughput on the specific facility."

An example of a documented approach to express lane management that responds to the local area's unique operating characteristics is the [Southeast Florida Express Lanes Regional Concept for Transportation Operations](#).

ATTACHMENTS:        Presentation slides

ACTION:                None; for information and discussion

# FLORIDA MANAGED LANES

## Managed Lanes Policy Overview

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**RAJ PONNALURI, PhD, P.E., PTOE, PMP**

Connected Vehicles, Arterials & Managed Lanes Engineer

**ALISON STETTNER, AICP**

Director, Office of Policy Planning



# FDOT'S MANAGED LANES POLICY

## Key Features



Provides safe travel choices



Offers predictable travel times




Prioritizes long distance trips

Vehicle  
Eligibility

Access  
Control

Congestion  
Management



**Florida Department of Transportation**  
605 Suwannee Street  
Tallahassee, FL 32399-0450

RON DESANTIS  
GOVERNOR

KEVIN J. THIBAUT, P.E.  
SECRETARY

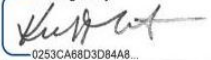
**POLICY**

Effective: May 7, 2020  
Office: Engineering and Operations  
Topic No.: 000-525-045

**MANAGED LANES POLICY**

In support of the Department of Transportation's (Department) vision of providing a safe and congestion free transportation network, the policy of the Department is to employ managed lanes on appropriate facilities that currently, or are expected in the future, to experience significant congestion. Because, every corridor or facility is different with its own unique operating characteristics, the Department will operate managed lanes in a manner individually designed to maximize throughput on the specific facility. The Department will prioritize congestion management and maximize throughput on these key facilities through managed lane vehicle eligibility standards, access control, pricing, incentives and other available techniques.

This is a key policy used to achieve one of the vital few principles of the Department's mission.

DocuSigned by:  
  
0253CA68D3D84A8...

Kevin J. Thibault, P.E.  
Secretary

# GOALS OF MANAGED LANES

- Offer safe choice to bypass congestion
- Reduce congestion and improve traffic flow
- Ensure efficient use of road capacity
- Provide innovative travel alternatives



# BENEFITS OF MANAGED LANES

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Provides drivers with safe travel choices



Offers a more predictable travel time



Reduces fuel consumption



Decreases air pollution



Supports transit usage



# MANAGED LANES NETWORK



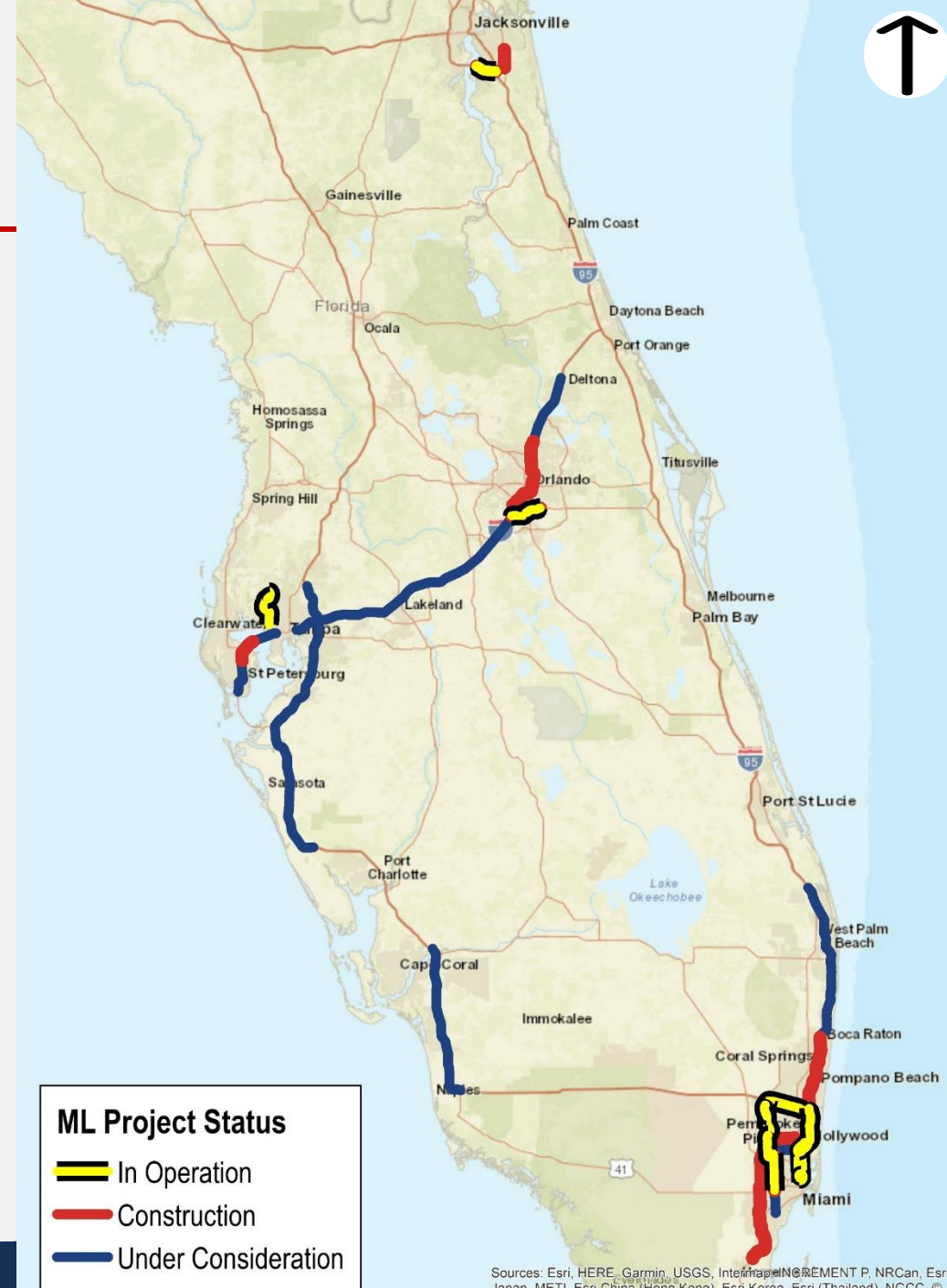
**In Operation – 80 miles**



**Under Construction – 100 miles**



**Under Consideration – 400 miles**





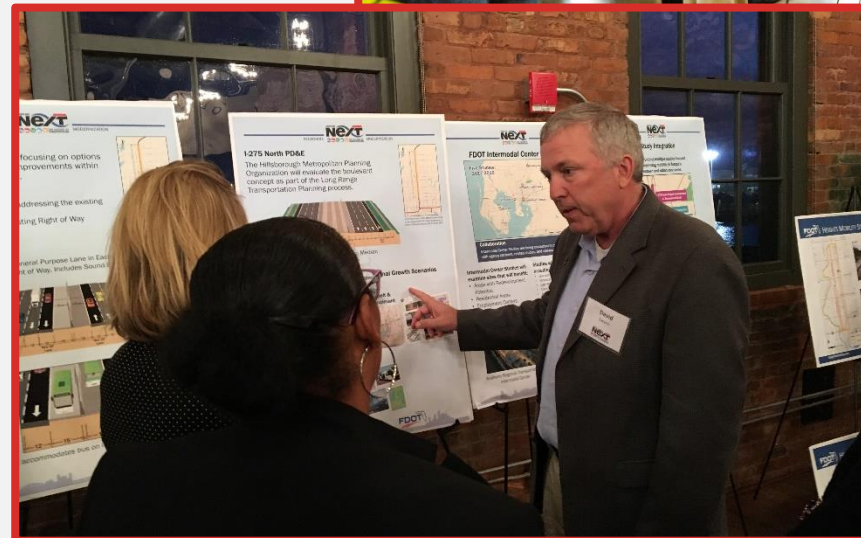
# ALISON STETTNER, AICP

DIRECTOR of the OFFICE OF POLICY PLANNING



# PUBLIC ENGAGEMENT

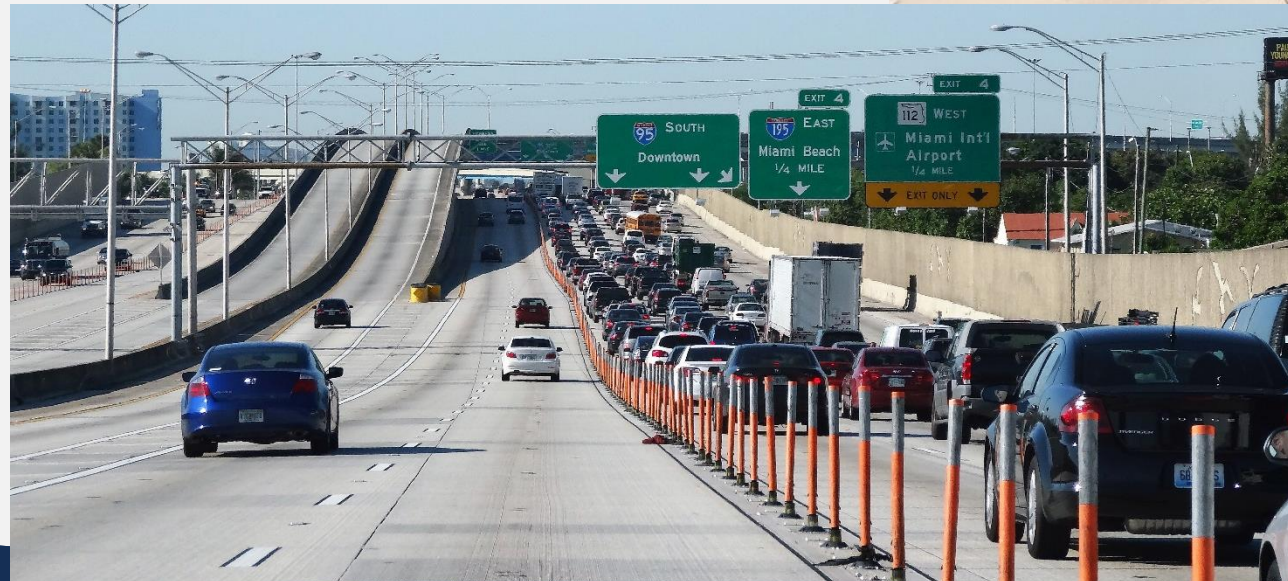
- Continuous public engagement throughout life of the project
- Align with community vision
- Match the strategy for community and facility
- Solutions must be adaptable and developed collaboratively



# MANAGED LANES GUIDEBOOK

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- Provides direction for the implementation of the Managed Lanes Policy
- Currently under development
- Anticipated publication in mid 2021





# MANAGED LANES GUIDEBOOK CONTENT

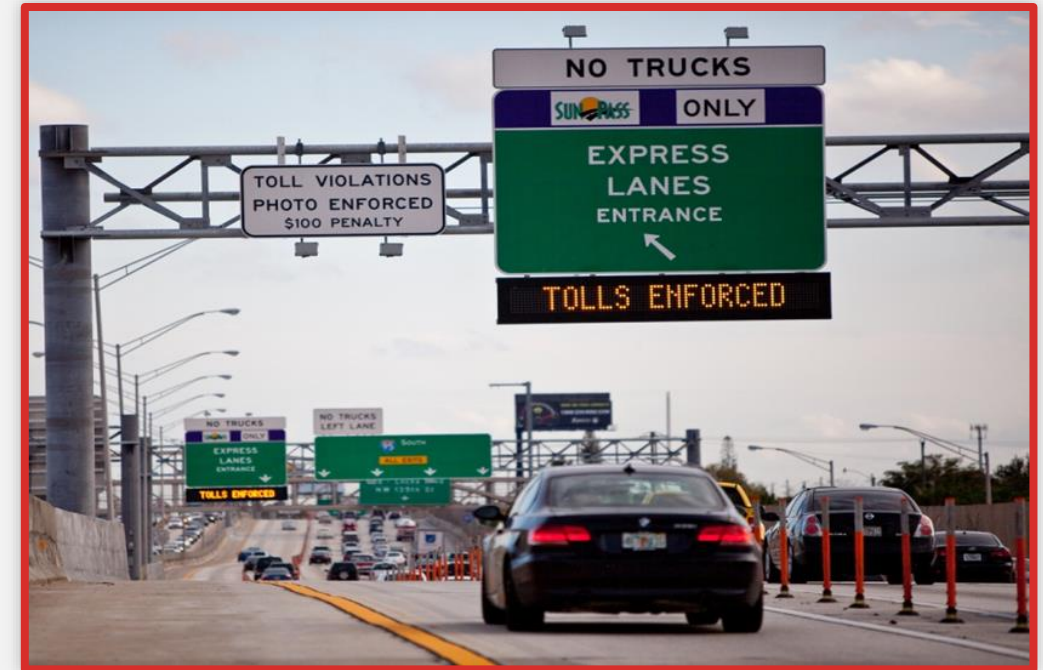
- Project Identification
  - Public and partner outreach
- Project Development
- Alternatives
- Design Considerations
- Operations & Maintenance





# ADDITIONAL POLICY FACTORS

- Governed by Chapter 338.166, Florida Statutes & Rule 14-100.003 of the Florida Administrative Code
- Considers
  - Vehicle eligibility
  - Pricing
  - Exemptions
- Inclusive public engagement process
  - Public workshop(s)
  - Public hearing



# KEY TAKEAWAYS

- Tailored to community and facility
- Include an open and collaborative process
- Apply holistic approaches to manage congestion
- Dynamic and flexible
- Follow a consistent process documented by the Managed Lanes Guidebook





TOLL VIOLATIONS  
PHOTO ENFORCED  
\$100 PENALTY

# QUESTIONS?

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FDOT

