



Tampa Bay Transportation Management Area (TMA) Leadership Group

Representing the MPOs in Pasco, Pinellas, & Hillsborough Counties

Friday, April 8, 2016

9:00 a.m. - 12:00 p.m.

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

Meeting Objectives:

- Review and comment on draft Regional Premium Transit Study scope
- Report on Transit Referenda from around the country
- Possible revisions to TMA Leadership Group Major Project Priorities
- Initial discussion of TA, SUNTrail and CCC Regional Multi-Use Trail priorities
- Provide updates on legislative issues affecting the TMA, as needed
- Confirm clarifications to Operating Procedures, and process for MPO endorsement of TMA actions

9:00 Welcome and introductions

Summary of February 5, 2016 Tampa Bay TMA Leadership Group Workshop

9:15 Regional Premium Transit Study Draft Scope – *HART Representative*

- Review draft scope
- Discuss and provide input

10:00 Transit referenda around the country – *Jason Jordan, Government Affairs Director, American Planning Association*

11:00 Break

11:15 Initial discussion of refinements to 2016 TMA Leadership Group priorities

- Review criteria and project ranking matrix (as a starting point for discussion)
- Discuss possible changes
- Review proposed TA, SUNTrail and CCC Regional Multi-Use Trail Priorities

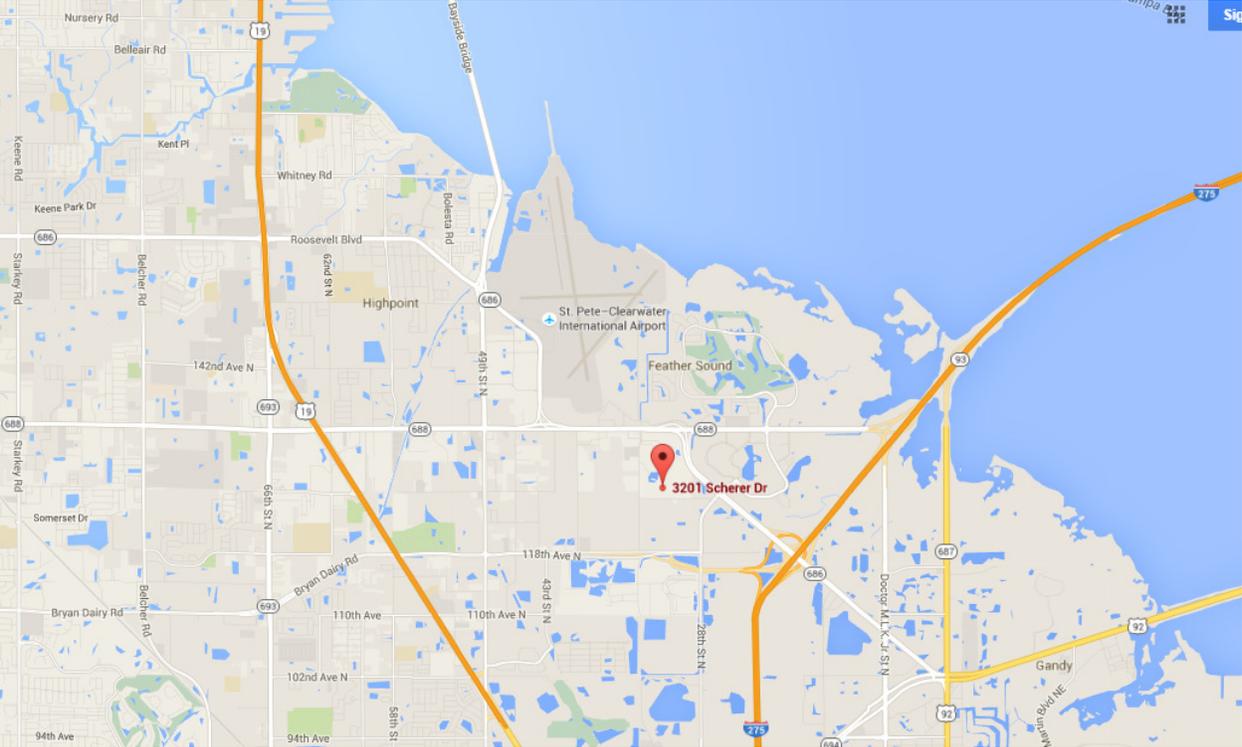
Updates

- Status of clarifications to TMA Leadership Group Operating Procedures agreed at February meeting
- Review revised 2016 TMA Workplan
- Spring Break Traffic Discussion
- Legislative updates as desired by members

Next Steps

12:00 Adjourn

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



**Transportation Planning in the Tampa Bay Metro Area
Fifteenth Meeting of the Tampa Bay Transportation Management
Area (TMA) Leadership Group**

Friday, February 5, 2016
9:00 a.m.-12:00 p.m.
Pinellas Suncoast Transit Authority
3201 Scherer Drive, St. Petersburg, Florida

EXECUTIVE SUMMARY

Prepared by Rafael Montalvo, Facilitator



CONSENSUS CENTER

“Facilitating Consensus Solutions, Supporting Collaborative Action.”

The Florida State University
<http://consensus.fsu.edu>

EXECUTIVE SUMMARY

The fifteenth workshop of the Tampa Bay TMA Leadership Group was held on Friday, February 5, 2016 in St. Petersburg. The principal objectives of the workshop were to:

- Review status of Regional Premium Transit Study
- Review presentation on THEA Strategic Plan
- Discuss legislative issues affecting the TMA
- Begin discussion of needed refinements to TMA Leadership Group priorities
- Review and revise as needed 2016 Workplan, Operating Procedures, and process for MPO endorsement of TMA actions

Board members and staff from each member Metropolitan Planning Organization (Hillsborough County, Pasco County and Pinellas County MPOs) participated. Staff from the Florida Department of Transportation District 7, Tampa Bay Regional Transportation Authority, Pinellas Suncoast Transit Authority and Hillsborough Area Regional Transit also participated.

Rafael Montalvo, facilitator, summarized discussions at the December 11, 2015 TMA meeting, focusing on the Leadership Group's continuing interest in the Regional Premium Transit Study, and the input provided to HART regarding the potential parameters of the scope.

Beth Alden, Hillsborough MPO, provided a status report on the Regional Premium Transit Study. She noted that consideration is being given to calling the study the "Tri-County Premium Transit Study" and that funds for the study are included in the FDOT Tentative Work Program beginning July 1. Ming Gao, FDOT District 7 noted that while FDOT is try to move quickly with the study because of the time needed to finalize the scope and select a consultant, it may still take several months to begin the study itself. Whit Blanton, Pinellas MPO, noted that Jason Jordan of the American Planning Association will be presenting information to the TMA Leadership Group on transit referenda around the country in April or June.

Beth Alden, Hillsborough MPO, indicated that the Hillsborough MPO Board asked for clarification on how the tri-county process works. Leadership Group members discussed and agreed upon several proposed clarifications to the Group's Purpose and Organization statement to clarify that the group is advisory, that it's recommendations are by consensus, and that Leadership Group actions approved by the member MPOs to take effect.

The Leadership Group then briefly reviewed its adopted 2015 project priorities to set the stage for considering revisions to them at the April and June meetings, and concluded with a discussion to suggest additions or revisions to its 2016 Workplan.

Key points agreed upon by participants at the meeting included the following:

- The Leadership Group will offer comment on the Premium Transit Study expeditiously to allow the study to proceed to consultant selection quickly. If the Premium Transit Study draft scope is ready in time, the participating MPOs will review it in March, and Leadership Group members will come to the April meeting prepared to offer additional comments.
- Approaching the legislature for support for the Premium Transit Study or premium transit itself would be premature during the 2016 legislative session.
- Proposed clarifications to the Group's Purpose and Organization statement to clarify that the group is advisory, that it's recommendations are by consensus, and that Leadership Group actions approved by the member MPOs to take effect.

**Highlights of the February 5, 2016
Tampa Bay TMA Leadership Group
Meeting – 9:00 a.m.
PSTA Conference Room – 3201 Scherer Drive, St. Petersburg, FL**

Meeting Objectives:

- Review status of Regional Transit Study
- Begin discussion of needed refinements to TMA Leadership Group priorities
- Review presentation on THEA Strategic Plan
- Review and revise as needed TMA Leadership Group Purpose and 2016 Work Plan

Welcome and Introductions:

Rafael Montalvo welcomed everyone and asked everyone in attendance to introduce themselves. After the introductions, Rafael explained his role as an unbiased facilitator in leading the group's discussions. He provided an overview of the agenda and the four meeting objectives.

Tampa Hillsborough Expressway Authority Strategic Plan:

Joe Waggoner, Tampa Hillsborough Expressway Authority (THEA) Executive Director, reviewed a PowerPoint presentation that provided an overview of THEA's history, FDOT projects, property THEA owns, partnerships, and the THEA strategic plan. He provided detailed information regarding the Selmon Extension project to build a two-lane elevated bridge over the existing Gandy Boulevard to help with moving commuter travel in that area but still allow access to the local businesses. He explained the benefits of the Selmon Extension project especially for evacuation purposes. The project will include business and community outreach and input.

- Councilman Kennedy indicated St. Petersburg's excitement for the Selmon Extension project noting Gandy Boulevard is a major evacuation route for St. Petersburg.
- Mr. Waggoner explained the concept for bus tolling that is being considered working with FDOT. He indicated it would increase the project by approximately \$30 million from \$165 million to \$195 million in order to buy rolling stock and build park-and-ride facilities.

Regional Transit Study

• **Status Report**

Beth Alden, Hillsborough MPO, reported that they've met with Katharine Eagan of HART a couple weeks ago to discuss the next steps for the regional premium transit study. They discussed calling the study "tri-county premium transit study" to clarify connecting the three counties. They would like to talk to Hernando County about extending the project northward in the future. The funds for the study are included in the FDOT Tentative Work Program, which begins July 1. They are in the process of developing a Scope of Work with FDOT and would like to come back to the TMA group in April as the scope is better developed and to discuss the Leadership Group's role and participation with that study. They discussed the benefits of including the MPOs, such as connections to local streets, assist with coordination with the bus systems, connection to land uses, and public engagement. Ms. Eagan had suggested that, as the study is complete and a letter is being transmitted to the Federal Transit Administration (FTA) to enter into the Project Development phase, each MPO should be invited to support the application with a letter of support. They will continue discussions with HART.

- **Transit Referenda across the country**

Whit Blanton, Pinellas MPO, explained that the next step will include how to fund the project once the study is complete and the project moves into Project Development. Staff will bring back a summary of transit referenda around the country. There is data that goes back to 2000. Staff will include information as to what was being asked, what was the funding source, what went before the voters, the geographic scale, and the range of components funded. He would like Jason Jordan, Public Affairs Director of the American Planners Association, to present the information at the April or June TMA Leadership Group meeting.

Ming Gao, FDOT, provided additional comment that they are moving forward with HART on scoping the project. They met with HART on Monday and discussed strategizing scoping efforts as well as planning stakeholders to be involved. They will need to involve FTA early on in the process that they are moving forward with this effort so FTA can provide guidance.

In response to Commissioner Mariano, Whit indicated he was not involved in the SunRail feasibility study but was involved in the station area planning. MetroPlan and Lynx teamed up to look at 14 different corridors that paralleled the SunRail effort. He thought the focus was on the CSX alignment due to the economic development strategy to create a multi-modal station in that area. This followed the Alternatives Analysis that identified light rail as the Locally Preferred Alternative; however, it was decided to not contribute financially and the project didn't go anywhere at that time. Later, other governmental entities came forward and they piggybacked on the premium alternative study and the project moved forward.

Commissioner Mariano noted the concern is how to pay for it; therefore, he suggested putting an overlay along the CSX rail line and the economic development that would be generated to determine the tax revenue that would be generated.

Ming explained that the Central Florida Commuter Rail Commission and Lynx did the study in late 1990's and 2000 and FDOT completed the study in 2002/03. The study determined that the Locally Preferred Alternative was the SunRail (CSX) corridor. The MPO prioritized the project and FDOT worked with the local governments to move the project forward. The end project of the tri-county premium transit study is to determine the preferred alternative in order to pursue federal and state funds.

Rafael stated this will be a major focus for the April TMA meeting.

TMA Leadership Group Purpose and Organization:

Beth Alden, Hillsborough MPO, indicated that the Hillsborough MPO Board asked for clarification on how the tri-county process works. The Hillsborough MPO Board had on its agenda the discussion from the previous TMA meeting about moving forward with an appraisal study for the CSX rail corridor. The Board felt it was not ready to move forward at this time but to wait until the tri-county premium transit study was complete and then to have time to consider the ramifications from the study. There are still discussions in Hillsborough as to what is the right funding level for transit. The Hillsborough MPO Board asked Beth to discuss with the TMA Leadership Group as to how decisions are made and the process for the TMA Leadership Group. The intent when the TMA Leadership Group was originally formed was that it would be advisory to each MPO Board. The work products from the TMA would go to each MPO Board for ratification or endorsement before being circulated as a work product of the TMA group. Since it was not clear in the TMA Leadership Group Purpose and Organization, language has been added to make it clear. It is suggested that the wording should read "The TMA Leadership Group acts in an advisory role to each of the three MPOs, which will have final approval of TMA work products." Beth briefly highlighted the other changes.

Rafael agreed that was the original concept for the TMA leadership group and the TMA Group has made recommendations that have been ratified by each MPO and incorporated into the individual MPO priorities and then that action is reported back to the TMA Leadership Group.

Rafael gave each person at the table an opportunity to provide comment:

- Ming indicated that the TMA Group acts in an advisory role and noted that, as the study moves forward, FTA will be looking for support from a regional perspective.
- There isn't any other group that builds regional consensus for transportation issues.
- General comments on the group's regional purpose and how it relates to TBARTA and projects in surrounding counties.
- The new federal transportation bill, FAST ACT, includes all modes of transportation.
- The TMA Leadership Group should be able to have a strong, unified voice if their mission is to have one vision and one mission and be able to speak with one voice or many voices/one message.
- There has been consensus to date and that a focus on the three-county area has been missing and the TMA Leadership Group provides a good forum and that the three counties are treated equally.
- The TMA is a model for regional discussions and this is the only group with a multi-modal priority list that the MPOs concurred with and that the TMA should be strengthened.
- There is a need to focus on the core urban area but keep in mind how it connects to the larger region.
- There is an opportunity through a Memorandum of Understanding to refine the role of the TMA for individual projects.
- Mr. Klug stated that the role of the TMA is to make recommendations to the MPOs and suggested that the second sentence under "Members" should be changed to "Recommendations will be by consensus" to clarify its role.
- The TMA group has been successful and has allowed for interactive discussions.
- The issue is that not all MPO members attend the TMA meetings so there isn't always an unanimous agreement with the TMA recommendations that can cause heated discussions at the MPO boards.
- If the idea is to go back to the individual MPO boards with each talking point, then nothing will get done.
- The TMA Leadership Group was formed due to discussions regarding a regional MPO and the TMA Group was a compromise.
- If there is a regional MPO, then the populated counties will have a higher weighted vote.
- The TMA has a different focus than individual MPOs or a regional MPO and allows for free flowing and less formal discussions.
- **The TMA Leadership Group will be updating the regional priorities at their June meeting.**
- Whit noted he discussed the CSX rail corridor with the Pinellas Board of County Commissioners noting the economic development benefits and that he will be bringing back information comparing the CSX corridor with other corridors – the TMA Leadership Group will be involved in the tri-county premium transit study scope and information on the scope will be brought to the next TMA meeting for discussion.
- Commission Mariano talked to developers where one or two stops could be located and suggested reaching out where key locations could occur to determine the development that could be generated – need to determine whether the rail line will work and what are the costs and then how to pay for it - tax increment plans could be an option but need information first.
- The possibility of utilizing the 1990's CSX study.

- Regarding the schedule for the scope, Ming responded that the three MPOs and transit agencies will need to provide comment on the Scope and it takes a month or two for the procurement process – he emphasized the need to review the scope quickly to provide input – he will get the schedule at Monday’s meeting but looking at the April meeting for the TMA Group’s review and comment.
- It was suggested FDOT provide the scope to the staffs in March, staff would provide comment at the April TMA meeting, ask the TMA endorse the scope and provide additional comment to the MPOs and then the individual MPOs would take action on the TMA Leadership Group’s recommendations possibly at their May meetings and then allow time for the consultant selection process – Ming will distribute the schedule once it’s finalized and ask for the staffs to review for initial feedback possibly in September.
- It was clarified that FDOT will be providing the funds to HART and HART will be letting the contract – FDOT has prequalified vendors, which will shorten the bid process.
- Marcos Sandusky, HART, concurred that they will consider all comments and work with FDOT in establishing a timeline to move forward – Ed McKinney, FDOT, agreed that they could use FDOT’s list of prequalified consultants and they will work with HART to condense the process.
- Ming clarified that the SUnRail went through the Alternatives Analysis process effort and completed a feasibility study and then focused on one corridor to move forward.
- It was emphasized that the TMA Leadership Group wanted the study to move forward as quickly as possible without delay and suggested creating a simple chart with the timing and the necessary steps – **Rafael stated this will be part of the discussion at the April TMA meeting.**

At this time, the Leadership Group took a break

Following the break, the group continued discussion on the modifications to the group’s purpose and organization. It was decided to keep the changes included in the agenda packet but to change the second sentence under “Members” to “Recommendations will be by consensus.”

It was the consensus of the group to approve the changes as modified above.

Initial discussion of refinements to 2016 TMA Leadership Group Priorities:

Rafael indicated that the agenda includes modifications to the top five priorities that the TMA Group developed last June. The modifications were based on discussion at the last TMA meeting. A broader matrix and longer list of projects will be reviewed at the next TMA meeting for further discussion. The third bullet was reworded to be consistent with the premium transit study that is moving forward. He asked whether there were any other changes that should be considered as part of the next meeting’s discussions. The following comments were received:

- Rewording the third bullet, CSX Rail Corridors, to acknowledge that FDOT has earmarked funds for a premium regional transit study to be conducted by HART and to make it clearer that it’s a study for premium transit for the corridor;
- Adding regional express bus as a priority;
- Revising the heading of the third bullet to identify the premium transit study and to put the U.S. 41 corridor specifically in the body and to include Hernando County;
- Subheadings under the first bullet and provide an updated status for each;
- Provide an updated status for the second bullet;
- Not change the third bullet to make the premium transit study as the priority since the priority is premium transit;
- Connections to northwest Hillsborough and Pasco County; and

- Add express bus service to Clearwater Beach and Tampa International Airport as a priority.

Rafael summarized that the staffs will look at updating the language of the 2015 top five priorities for discussion at the April TMA Leadership Group meeting and include the matrix for further discussion and then the TMA Leadership Group will approve the recommendations at their June meeting that will be transmitted to each MPO for action.

Review draft Work Plan for 2016:

Rafael indicated the current version of the group's Work Plan is included in the agenda packet that includes the schedule for adoption of the TMA's priorities that includes the Transportation Alternatives priorities; more detailed discussion and/or presentations on several topics; and FDOT's return of investment methodology. The following comments were received:

- Consider rescheduling the September 2 TMA Leadership Group meeting due to the fact that it's the Friday before Labor Day – staff to follow-up;
- Add Clearwater Beach to the Tampa International Airport express bus presentation;
- Add automated vehicles and how that technology might impact projects;
- Include the subject matter on technology looking into the future 20 years or longer;
- Veterans Suncoast demonstration project – won't be ready for discussion until the summer – remove from the April meeting to the June or September meeting;
- SunTrail allocation criteria – discussion on criteria for selection of projects eligible for funding – it was noted this is already scheduled for the April meeting; and
- Add an update from the Port of Tampa Bay on their Master Plan – Mr. Klug added that they are in the process of updating their Master Plan and will receive public comment and have workshops in April so possibly the June or September TMA meeting.

Rafael reviewed the items that are being considered for the April 8 TMA Leadership Group meeting:

- Review and comment on draft Regional Transit Study scope (if ready)
- Report on transit referenda from around the country
- Initial discussion of TA, SUNTrail and CCC regional multi-use trail priorities
- FDOT Work Plan Update (Beth indicated staff can coordinate with FDOT to update the status of TMA priorities)
- Veterans Suncoast demonstration project – defer to June or September TMA meeting
- City of Tampa streetcar modernization and extension (Milton Martinez was in the audience and asked to provide an update) – defer to September TMA meeting

Milton Martinez, City of Tampa Transportation, indicated they recently went through their procurement process for selection and are getting ready to begin negotiations with the top-ranked consultant. They need to have an agreement with FDOT for funding so they plan to bring the information before their board prior to June to begin the study process. This will be a two-step process where they will go through a feasibility analysis and then submit a letter to FTA to go into the PD&E phase. The first step is a six to eight month process. Once they receive approval from FTA to begin the PD&E phase, it will take 12 months for that process. It will be a total of 18 to 20 months and will begin in June.

Rafael indicated that staff will update the work plan based on today's comments.

Councilmember Montelione noted that the Go Hillsborough update is scheduled for the September 2 TMA meeting and asked if it could be on an earlier agenda. Beth responded that it

Tampa Bay TMA Leadership Group Meeting of February 5, 2016

will be placed on a TMA agenda as soon as possible and that she will coordinate with the County Administrator regarding the timeframe.

Following discussion, Rafael clarified that the April agenda will include the following:

- The regional premium study scope
- Transit referenda around the country
- Continued discussion on the regional priorities
- Initial discussion on the TA and SunTrail/CCC regional trail priorities

Summary of December 11, 2015 Tampa Bay TMA Leadership Group Workshop:

The executive summaries from the last two meetings were distributed during the break and a modified November summary and the December summary were included in the agenda packet. He asked that he be notified if there are any changes or corrections.

Next Steps:

There was nothing further to discuss.

Adjournment:

The Group adjourned at 11:57 a.m.

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Tampa Bay TMA Leadership Group Meeting of February 5, 2016

Attendees:

Members:

Councilman Jim Kennedy	Pinellas MPO
Commissioner Karen Seel	Pinellas MPO
Councilmember Doreen Hock-DiPolito	Pinellas MPO
Commissioner John Tornnga (alternate)	Pinellas MPO
Commissioner Jack Mariano	Pasco MPO
Councilmember Kathryn Starkey	Pasco MPO
Councilmember Lisa Montelione	Hillsborough MPO
Commissioner Sandra Murman	Hillsborough MPO

Others:

Rafael Montalvo	Facilitator
Ray Chiaramonte	TBARTA
Ed McKinney	FDOT
Ming Gao	FDOT
Beth Alden	Hillsborough MPO
Whit Blanton	Pinellas MPO
Jim Edwards	Pasco MPO
Ronnie Duncan	TBARTA
Ray Chiaramonte	TBARTA
Brad Miller	PSTA
Cassandra Borchers	PSTA
Heather Sobush	PSTA
Tim Schock	Lighting Capital Consulting
Charles Klug	Port of Tampa Bay
Roger Roscoe	FDOT
Bob Esposito	FDOT
John Patrick	Hillsborough County
Michael Adams	Atkins
Alice Price	FDOT/GEC – Atkins
Christina Kopp	Parsons Brinckerhoff
Dave Sobush	Tampa Bay Partnership
Sean Sullivan	Tampa Bay Regional Planning Council
David Bredahl	American Consulting
Marco Sandusky	HART
Milton Martinez	City of Tampa
Sharon Calvert	City of Tampa
Ann Kulig	Westshore Alliance
Scott Pringle	Jacobs
Kyle Simpson	City of St. Petersburg
James Fogarty	JRB Solutions, LCC
Clarence Eng	Kimley-Horn
Caitlin Johnsten	Tampa Bay Times
Sarah Ward	Pinellas MPO
Carolyn Kuntz	Pinellas MPO
Chelsea Favero	Pinellas MPO
Joe Waggoner	Tampa Hillsborough Expressway Authority
Bob Frye	Tampa Hillsborough Expressway Authority
Gina Evans	Tampa International Airport



Tampa Bay Transportation Management Area (TMA) Leadership Group

2015 Top Five Priorities

- ❖ **Tampa Bay Express Phase 1** - New express toll lanes with dynamic pricing and express bus service in the medians of I-275, I-4, and I-75.

Status: Funding is requested for reconstruction of two interchanges, I-275/SR 60 and I-275/I-4; construction of I-275 express lane segments; and for locational studies for transit centers in the Gateway and Fletcher/Fowler areas. Project Development and Environmental (PD&E) studies are underway, and construction is funded for the Howard Frankland Bridge replacement – including express lanes and transit – and express lanes on I-4 east of the Selmon Connector and on I-275 north of ML King Blvd.

- ❖ **Westshore Multimodal Center & Connections to Downtown & Airport** - A regional intermodal transfer center, with connections to the Tampa International Airport people-mover and to Downtown Tampa via extended, modernized streetcar.

Status: The intermodal center is in a right-of-way negotiation phase, and funding is requested for future design and construction. The airport people-mover is being extended to within 1½ miles of the proposed center, by HCAA. Tampa is studying the feasibility of the TECO Historic Streetcar extension and modernization with rapid trams; funding for a future design phase is requested.

- ❖ **CSX Rail Corridors** - Potential regional commuter transit route. Two CSX-owned rail lines can accommodate passenger service and make regional connections between Hillsborough, Pasco, and Pinellas Counties. Funding for a 2017 corridor study has recently been announced by FDOT.

- ❖ **Regional Farebox System** - Standardized fare payment media across the counties in Tampa Bay will allow passengers more seamless regional transportation trips. Total implementation cost is \$12 million, only \$5 million of which is funded.

- ❖ **Duke Energy Trail** - The trail is partially funded with two gaps needing design and construction. The north gap is from John Chesnut Park to Bright House Field and the south gap is from Belleair Rd to the San Martin Bridge. Once completed, the Duke Energy trail will link with the Pinellas Trail to create a 70-mile loop that includes a connection to Hillsborough County via the Courtney Campbell Trail.

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

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

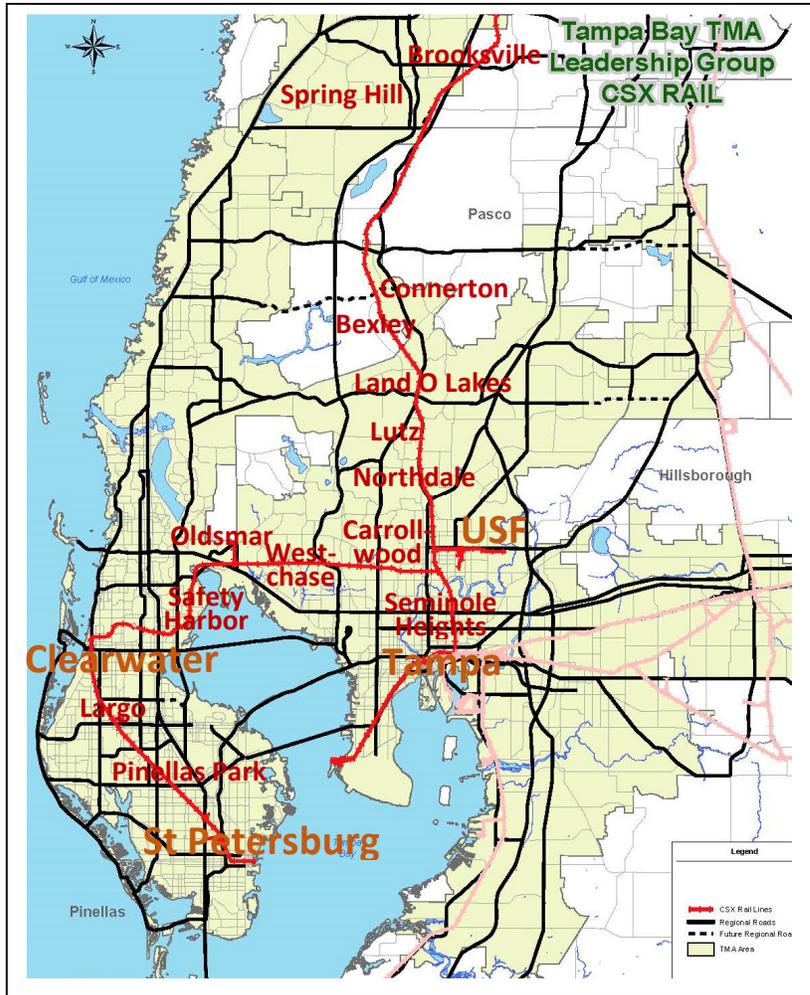
CSX Rail Corridor Opportunities

In September 2015, CSX Corporation announced at the TMA Leadership Group meeting that CSX is willing to sell two Tampa Bay corridors (shown in dark red, at right) in an arrangement similar to that reached for Orlando's SunRail commuter service. Freight trains would continue to use the rail at specified times of day.

The concept of shared passenger and freight use of these tracks has been studied in previous years by the Tampa Bay Commuter Rail Authority, TBARTA, and the MPOs. Forecasts of potential ridership indicate there is demand for the service.

Further, reuse of existing track can substantially reduce the construction cost to one-half to one-third the cost of building new light rail lines. Vehicles must be rated crash-safe to share track with freight. The last decade has seen real progress in manufacturing safe, sturdy cars that are nearly as compact and agile as light rail-- like this one now operating in the Dallas-Fort Worth area.

The TMA Leadership Group finds the concept of adding passenger service on these existing tracks to have merit in adding cost-effective capacity for metro area commuting.



**Tampa Bay TMA
Leadership Group
Candidate Priority Projects
Tampa Bay
TMA
Leadership Group
Candidate Priority Projects**

Revised April 2016

Initial Screening Questions							Regional Connectivity (9 points)												Multi-Modal Character (9 points)						Leveraging of Resources (10 points)												
Project Name	Project Description	Current Status	Funding Requested (\$ Millions)	Is project segment defined?	Has project cost been determined?*	Is there a commitment to implement the project?	Number of Yes Answers	Major Corridor for Transit, Freight or Motorists				Direct Access to Regional Activity / Employment Center				Consistent with TBARTA Master Plan		Transit / Rideshare Incentive		Improved non-SOV access to regional facilities		Improved connection between modes on the regional network		Is a phase of project underway?			Public Commitment		Private Investment								
								Y	N	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
Westshore Multimodal Center to Downtown Tampa	Modern Streetcar Extension	PD&E funded, ext to MTC		Y	N	N	20	Y	N	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	Y	Y	Y	Y	Y	N	Y	N	N	Y	N
I-275 @ SR 60	Interchange Modification	PE funded 2019, ROW funded 2017-21		Y	Y	Y	19	Y	Y	Y	N	Y	Y	N	Y	Y	Y	N	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	Y	N	N	N	N				
Howard Frankland Bridge	Bridge Replacement with Transit and Express	Construction Funded 2019		Y	Y	Y	18	Y	Y	Y	Y	Y	Y	N	Y	Y	Y	N	N	Y	N	Y	Y	N	Y	Y	Y	N	N	Y	N	N	N				
PSTA Airport Express Bus	Express Bus Service from TIA to Clearwater Beach			Y		Y	18	Y	Y	Y	Y	Y	Y	Y	N	Y	Y	N	N	Y	Y	Y	Y	N	Y	N	Y	N	N	Y	N	N	N				
118th Ave Expressway	Gateway Express	Construction Funded 2017		Y	Y	Y	17	Y	N	Y	Y	Y	Y	N	Y	N	Y	N	Y	Y	Y	Y	Y	Y	Y	N	Y	N	Y	N	N	N					
I-275 S. of Lois Ave to N. Boulevard	Interstate Express Lanes with Express Bus	PD&E and bus feasibility study		Y	N	Y	17	Y	Y	Y	Y	Y	Y	N	Y	N	Y	N	Y	Y	Y	N	N	Y	Y	Y	Y	N	N	Y	N	N	N				
I-275 from N of MLK Blvd to N of Busch Blvd	Interstate Express Lanes with Express Bus	PD&E Re-eval underway; PE & CST funded 2021		Y	Y	Y	16	Y	Y	Y	Y	Y	Y	N	Y	Y	Y	N	Y	Y	Y	N	N	Y	N	Y	Y	N	N	Y	N	N	N				
I-275 4th Street to Gandy Blvd	Interstate Express Lanes with Express Bus Connection to St. Pete	PE & CST funded in 2018-2020		Y	N	Y	16	Y	Y	Y	Y	Y	Y	N	Y	N	Y	N	Y	Y	Y	N	N	Y	Y	Y	Y	N	N	Y	N	N	N				
I-4 east of I-75 to Polk Pkwy	Interstate Express Lanes with Express Bus	PD&E and bus feasibility study underway		Y	N	Y	15	Y	Y	Y	Y	Y	Y	N	Y	N	Y	N	Y	Y	Y	N	N	N	N	Y	Y	N	N	Y	N	N	N				
Westshore Multimodal Center to Airport	New Intermodal Center & People Mover Connection	ROW acquired for intermodal center		N	N	N	15	Y	N	N	Y	Y	Y	Y	Y	Y	Y	Y	N	Y	Y	Y	Y	Y	Y	N	N	Y	N	N	Y	N	N				
I-275 @ I-4	Interchange Modification	ROW funded 2015-17; PD&E Re-eval underway; PE 2018 & 21		Y	Y	Y	14	Y	N	Y	N	Y	Y	N	Y	N	Y	N	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	N	N	N	N	N				

**Tampa Bay TMA
Leadership Group
Candidate Priority Projects
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Leadership Group
Candidate Priority Projects**

							Principal or minor arterial (Federal Functional Classification)	Cross-county transit route	Part of Strategic Intermodal System	Provides a new link connecting major regional facilities	Center is identified in TBARTA Master Plan as Tier 1 or 2	Center is identified locally as an activity or economic center	Center is locally identified for Transit Oriented Development / transit supportive policies in place	Included in TBARTA priority list	Identified on TBARTA networks	Transit operating in dedicated transit right-of-way	Price-managed shared lanes with priority access for express bus	Express lanes project with Toll incentive for rideshare	Corrects problematic condition at freight hot spot location	Provides modal alternative on/parallel to congested regional road	Future multi-modal consideration	Project enhances existing regional intermodal center or is a new center	Provides direct connection with a regional intermodal center	Improves/enhances modal transfers	Design funded or Right-of-Way 100% funded for Design Build	At least 50% of Right-of-Way funded	Environmental document has been accepted	Project determined feasible	Existing local revenues committed to project	Implementing agency financing (public bonds)	Funding with user fees (Toll Roads, Farebox)	Private preservation of right-of-way	Financing/bonding by private partner	Joint station area development with private partner	Other private commitment
Central Ave BRT	BRT Service from downtown St. Pete to the beach	Project Development Funded 2016/2017	Y		Y	14	Y	N	N	Y	Y	Y	N	Y	Y	N	N	N	Y	Y	N	N	Y	N	N	Y	Y	N	Y	N	N	N	N		
I-75 US 301 to N. of BB Downs Blvd	Interstate Express Lanes with Express Bus	PD&E Re-eval underway	Y	Y	Y	12	Y	N	Y	Y	N	Y	N	Y	N	Y	N	Y	Y	Y	N	N	N	N	Y	Y	N	N	Y	N	N	N	N		
I-75 from Moccasin Wallow Rd. to US 301	Interstate Express Lanes with Express Bus	PD&E Re-eval underway	Y	Y	Y	12	Y	N	Y	Y	N	Y	N	Y	N	Y	N	Y	Y	Y	N	N	N	N	Y	Y	N	N	Y	N	N	N	N		
US 41 Rail Corridor Joint Use	Premium Transit	Regional Transit Study Funded and in Scope	N	N	N	12	N	Y	Y	Y	Y	N	N	N	Y	N	N	N	Y	Y	Y	Y	Y	N	N	N	N	N	Y	N	N	N	N		
SR 54/56 Corridor - US 19 to US 301	Multimodal Corridor Assessment	Concept Study underway	Y	N	N	9	Y	U**	Y	Y	N	Y	Y	Y	U	U	U	Y	U	U	N	N	U	N	N	N	U	U	U	U	Y	U	U	U	
US 19 N of SR 580 to Pasco Co.	Partially Controlled Access	Some Segments Funded	Y	Y	Y	8	Y	Y	Y	N	Y	Y	N	Y	N	N	N	Y	N	Y	N	N	N	N	N	N	N	N	N	N	N	N	N	N	
Ridge Road Extension - Moon Lake Road to US 41	New Road Extension	Environmental Permitting Underway	Y	Y	N	7	Y	N	N	Y	N	Y	N	N	N	N	N	Y	N	N	N	N	N	Y	N	U	Y	U	U	Y	U	N	N		
New Tampa (East West Road) I-275 to Commerce Park Blvd	New Toll Road	Right-of-Way acquired	Y	Y	Y	4	N	N	N	Y	N	N	N	N	N	Y	N	N	N	N	N	N	N	N	N	N	N	N	Y	Y	N	N	N		

* project cost developed beyond estimate for LRTP
**Undetermined

Tampa Bay Transportation Management Area (TMA) Leadership Group

Representing the MPOs in Pasco, Pinellas, & Hillsborough Counties

2016 WORKPLAN

D R A F T

April 8, 2016

- Review and comment on draft Regional Transit Study scope (if ready)
- Report on Transit Referenda from around the country
- Initial discussion of TA, SUNTrail and CCC Regional Multi-Use Trail priorities
- Possible revisions to TMA Leadership Group Major Project Priorities

June 3, 2016

- Update on Regional Transit Study
- Express bus service on I-95 in Southeast Florida (unconfirmed)
- Port Tampa Bay Master Plan Update
- SR 54/56 Status
- Clearwater Beach to TIA Express Bus
- Go Hillsborough Update (?)
- Adoption of revised TMA and TA regional priorities

September 2, 2016

- Update on Regional Transit Study
- Update on FDOT ROI methodology (?)
- US 19 Corridor Vision
- City of Tampa Streetcar modernization and extension
- Veterans SunCoast Demonstration Project
- Short updates, as needed:
 - PSTA's Central Avenue BRT
 - Coast-to-Coast Trail update

November 2016 (Optional)

Future Agenda Topics:

- Impacts of Automated Vehicles
- Waterborne Transportation



Tampa Bay Transportation Management Area (TMA) Leadership Group

2016 Meeting Calendar

Staff Support Group Meetings

January 8th

February 12th, March 11th

April 8th, May 13th

June 10th, August 12th

September 9th, October 14th

3:30 p.m.

Meetings via Teleconference

TMA Leadership Meetings

February 5th**

April 8th**

June 3rd**

September 2nd**

OPTIONAL: November 4th**

9:00 a.m.

****PSTA Board Room**

3201 Sherer Dr., St. Petersburg