

New North Transportation Alliance (NNTA)
 Advisory Board Meeting Minutes
 Wednesday, March 14, 2018 8:00-9:30 a.m.
 USF Center for Urban Transportation Research

Attendance

Francis Morgan	USF Office of Student Affairs
Ray Chiaramonte	TBARTA
Steve Feigenbaum	HART
Barbara Donerly	USF Facilities Management
Rebecca Hessinger	Hillsborough County Economic Development
Anita Ivey	Regions Bank
Charles White	Hillsborough County
Phil Winters	CUTR
Mark Sharpe	Tampa Innovation Alliance
Eric Larson	Tampa Innovation Alliance
Dr. Fredric Zerla	University Square Civic Association
Jim Davison	citizen
Robert Zimprich	UACDC
Dennis Hinebaugh	CUTR
Steve Polzin	CUTR
Steve Feigenbaum	HART
Scott Pringle	Jacobs
Sara Hendricks	CUTR/NNTA

Welcome/Introductions

The meeting was called to order at 8:11 am by NNTA Co-Director Sara Hendricks, who welcomed members and visitors.

Approval of Minutes

There was a motion that was seconded to approve minutes from the January 10, 2018 NNTA meeting. The board approved the meeting minutes as submitted.

Presentation: HART Route 275LX Plan

Steve Feigenbaum, Director of Service Development, Hillsborough Area Regional Transit Authority

The existing 51X New Tampa Express and the 20X Lutz Express have been poorly performing routes, even before the nationwide general trend of transit ridership decline. These routes have been funded by FDOT Urban Transit Corridor Grants. HART is proposing to replace the 51LX with the 275LX. Three alignment alternatives are being considered. Handouts were provided illustrating these. All three options would start at the Wiregrass Park-n-Ride where it connects with PCPT Route 54. The routes would follow Bruce B. Downs Blvd. southbound to the Lowes Park-n-Ride in New Tampa, then on to the University Area Transit Center (UATC), Marion Transit Center in downtown Tampa, and then to the

Tampa Int'l Airport. Option 1 would operate seven days per week with 60 minute frequencies from 6 a.m. to 10 p.m. Option 2 would be similar except it would terminate at the Marion Transit Center. Option 3 would be similar to Option 1, except on weekends, it would go from Wesley Chapel just to the UATC. The proposed 275LX seeks to leverage improvements made to the Bruce B. Downs Corridor and complement the eventual services resulting from the Premium Regional Transit Feasibility Study, presently underway. Outreach for community input for the 275LX is ongoing through March with a public hearing on March 28.

Presentation: Regional Transit Feasibility Plan: A Route Map to Implementation

Scott Pringle, Jacobs Engineering

The purpose of this two-year study has been to define a regional transit vision and identify a catalyst project that can most successfully compete for state and federal funds. The catalyst project would not replace other future transit projects, nor is it the only transit recommendation for the Tampa Bay area. Step 1 was identifying top performing route alignments that provide regional connections and serve the most residents and job locations. Step 2 evaluated different transit technologies, including steel wheel or rail transit, rubber tire rapid transit, ferries and autonomous vehicles. Step 3 more closely evaluated alignment and transit mode combinations for improving mobility, reducing congestion, environmental benefits and cost effectiveness. The alternatives compared the I-275 and the CSX corridors. The evaluation recommends the I-275 rubber tire option for the catalyst project that minimizes the need for additional right of way. Recommendations included use of premium transit vehicles and passenger amenities and use of the I-275 shoulder for dedicated bus lanes. Project recommendations are being shared throughout the community through the summer 2018, with plan finalization by fall 2018.

Discussion for both presentations centered upon the potential for travel time savings, the desirability of minimizing the need to make transfers, and the need for connection services to enable New North travelers to access the station stops for the proposed 275LX and the proposed new premium transit along the I-275 corridor. For example, USF commuters and students would need to connect to the UATC for the 275LX. A longer connection via Fowler Avenue would need to be made for USF commuters and students to access premium transit along the I-275 corridor. FDOT's study of a USF-area intermodal center is ongoing. Discussion also considered what it will take to promote public confidence and willingness to fund premium regional transit in a referendum. Both presentations will be posted on the NNTA website.

Announcements

None.

The next meeting will be held Wednesday, May 9, 2018.

Adjournment

The meeting was adjourned at 9:27 a.m.