Meeting of the Citizens Advisory Committee
Wednesday, June 13, 2018 at 9:00 AM

I. Call to Order
II. Public Comment - 3 minutes per speaker, please
III. Members’ Interests

IV. Approval of Minutes – May 9, 2018 meeting

V. Action Items

VI. Status Reports
A. Conversation with TBARTA CAC Member Hoyt Prindle
B. MPO Regional Planning Best Practices Study (Michael Case, TBARTA)
C. It’s Time Tampa Bay: Outreach on Tri-County Growth Concepts (Johnny Wong, MPO staff)
D. South Coast Greenway Study (Wade Reynolds, MPO Staff)

VII. Old Business & New Business
A. Tampa Sidewalk Requirements
B. No CAC meeting in July – Next Meeting August 8th

VIII. Adjournment

IX. Addendum
A. MPO Meeting Summary & Committee Report
B. Regional Transit Feasibility Plan Public Input Survey
(http://tbregionaltransit.com/survey/)

The full agenda packet is available on the MPO’s website, www.planhillsborough.org, or by calling (813) 272-5940.

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Si necesita servicios de traducción, el MPO ofrece por gratis. Para registrarse por estos servicios, por favor llame a Johnny Wong directamente al (813) 273-3774, ext. 370 con tres días antes, o wongj@plancom.org de correo electrónico. También, si sólo se puede hablar en español, por favor llame a la línea de ayuda en español al (813) 273-3774, ext. 211.

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I. CALL TO ORDER & INTRODUCTIONS

The meeting was called to order by Vice Chair Bill Roberts at 9:03 AM and was held in the Plan Hillsborough Room on the 18th floor of the County Center Building. Member introductions were made.

Members present: Ricardo Fernandez, Ray Alzamora, David Butcher, Nicole Rice, Wayne Traina, Bill Roberts, Edward Mierzejewski, Lynn Vadelund, Cliff Reiss, Kimberly Overman, Terrance Trott, Rick Richmond, Barbara Kennedy Gibson


II. PUBLIC COMMENT

Beth Alden, MPO Executive Director, invited the committee to an upcoming event, which follows up on the Vision Zero Action Plan. The event is being held on Sunday, May 20, 1 p.m. – 4 p.m. to highlight one of the top twenty severe crash corridors. Staff are working on raising awareness of the specific crash issues, types, and locations. The event location is 15th Street, between Fowler and Fletcher Avenues. Some of the issues are walk and bike related, safe crossings of the roadway, and lighting at night. The road will be closed for the event.

III. MEMBERS’ INTERESTS

Mr. Ricardo Fernandez inquired about the Veterans Expressway managed toll lanes again and follow up on the outstanding inquiries to the Florida Turnpike Enterprise.

Mr. Clarendon stated that staff has been in contact with Florida Turnpike Enterprise and information will be provided at the June CAC meeting.

Mr. Fernandez wanted to know if there are any plans to retain an outside expert or consultant to work in workgroup scenarios to develop a study or a vision for a potential transit plan for Hillsborough County.

Ms. Alden stated that was the hope for the Regional Transit Feasibility Plan, but it is at the tri-County level. She has heard discussion on something similar to a Miami-Dade SMART Plan.

Ms. Kimberly Overman expressed concerns about the approach the MPO Board used to reframe comments the CAC provided for the letter of comment on the Regional Transit Feasibility Plan. She suggested the CAC directly send a letter to the parties referenced in the letter.
Mr. Clarendon stated that the CAC advises the MPO and the MPO chose not to utilize the information. In addition, he informed the group that the MPO postponed action on the letter until a peer review of the Transit Feasibility Study takes place. The study is still in a review period. Some of the substance of the slides has probably moved forward via other agencies. How to move forward is up to the consultant team that is working on it. There will be a lot of discussion probably centering on the concerns that the CAC has raised.

Nicole Rice expressed concerns regarding the Board’s actions on the letter and wanted to know if there are frameworks for letters.

Ms. Alden addressed the CAC member’s concerns. Nothing prohibits CAC members from speaking to any MPO Board members individually. She advised committee members that they could speak with the Board member that appointed them and inform them of their concerns. She also told the group when there are controversial issues that she meets with members individually.

Bill Roberts recommended that those appointed by County Commissioners would bring their thoughts it would help the group to understand where they are to be better advisors to the MPO.

IV. ELECTION OF OFFICERS

Mr. Clarendon informed members that he received a letter of resignation from Chair David Wilson; therefore, creating a vacancy.

Mr. Fernandez nominated Mr. Roberts to fill the vacancy for the CAC Chair.

Motion: Close nominations (Richmond-Butcher). The motion passed unanimously, thereby electing Mr. Roberts as Chairman by acclamation.

Ms. Overman nominated Mr. Fernandez to fill the vacancy for Vice Chair that was created when Mr. Roberts was elected as the new Chair.

Motion: Close nominations (Vadelund-Richmond). The motion passed unanimously, thereby electing Mr. Fernandez as Vice Chair by acclamation.

Mr. Fernandez’s nomination created an Officer-At-Large vacancy. Mr. Terrance Trott nominated Ms. Overman. Ms. Overman did not accept the nomination. Ms. Nicole Rice stated that she was interested, and Mr. Traina nominated her. Mr. Trott withdrew his nomination since Ms. Overman was not interested.

Motion: Close nominations (Fernandez-Richmond). The motion passed unanimously, thereby electing Ms. Rice as Officer-At-Large by acclamation.

V. APPROVAL OF MINUTES

Motion: Approval of the CAC minutes of April 18, 2018 (Fernandez-Trott and Vadelund). The motion passed unanimously.

VI. ACTION ITEMS

A. Transportation Improvement Program (TIP) for FY19-FY23 (Sarah McKinley, MPO Staff)
Ms. Sarah McKinley with the MPO presented the Transportation Improvement Program for the fiscal period of 2018/19 – 2022/23. The TIP document includes projects programmed by the Florida Department of Transportation (FDOT) based on priorities adopted by the MPO on June 13, 2017. These priorities were based on the adopted 2040 Long Range Transportation Plan.

Following Ms. McKinley’s presentation, committee members received clarification on the information from the presentation, list of priority projects, and funding.

Since the TIP appears to be so complex, Ms. Rice wanted to know if there is a point in which MPO staff brief Board members to assure they have a clear understanding of the annual TIP.

Ms. Alden agreed that the process is complicated and stated that she meets with Board members to go over the information and provide clarification as needed. In addition, they go over the TIP at the Policy Committee.

Ms. Overman pointed out a color-coding error in the presentation for the “Heights Multimodal Plan”.

Ms. Rice inquired about the streetcar expansion. Ms. McKinley informed her that the project is now listed as Priority 33.

**Motion:** Support the TIP and forward to MPO for adoption (Alzamora-Fernandez).

Following the motion there was discussion.

**Amendment to Motion:** Under priority # 32, Mr. Fernandez recommended deleting the funding request language that references reconstruction of the two interchanges, I-275/SR 60 and I-275/I-4, pending re-evaluation of the environmental impact study (Fernandez-Alzamora). The amendment to the motion passed unanimously.

Ms. McKinley stated the language will be updated.

Ms. Rice stated that she felt the language supported BRT funding and wanted to know why the item was a priority.

Ms. McKinley stated the language was drafted last year by the TMA Leadership and has not been updated at this point.

Ms. Overman stated the language referenced impacts Hillsborough.

Ms. McKinley responded that Hillsborough’s TIP will not fund other counties’ priorities and the requests are shown as being consistent throughout the tri-county area.

Mr. Clarendon informed the group of the reasoning to include these is to speak with one voice on regional priorities, which is best when going to the legislature to request additional funding.

Mr. Trott suggested changing “Project Status/Request” header to “Notes” on the table listing the priority projects.

Mr. Mierzewski suggested relisting the projects.
Following discussion, the original motion carried unanimously.

**B. Public Participation Plan (PPP) Amendments (Rich Clarendon, MPO Assistant Executive Director)**

In Dr. Johnny Wong’s absence, Mr. Clarendon provided the information on the 2018 public participation update. Public participation is integral to good transportation policies and plans. The MPO is responsible for actively involving all affected parties in an open, cooperative and collaborative process that provides meaningful opportunities to influence transportation decisions. The MPO’s strategies for accomplishing this are documented in its Public Participation Plan. The draft PPP will be advertised for a 45-day review period prior to action by the MPO at its June 12th public hearing.

Ms. Overman raised a question about provisions were made for people who are deaf. Mr. Clarendon stated that the information related to persons with disabilities is included in the PPP under the Americans with Disabilities Act.

**Motion:** Approve the 2018 amendment to the Public Participation Plan *(Alzamora-Mierzejewski)*. The motion passed unanimously.

**C. MPO School Safety Study and Top 10 Report (Lisa Silva, MPO Staff)**

Ms. Lisa Silva provided an update on this study. The report is available online at [http://www.planhillsborough.org/stwg](http://www.planhillsborough.org/stwg) and Ms. Silva is willing to meet with anyone 1-on-1. Recent Florida Department of Transportation (FDOT) District 7 School Road Safety Audits (RSA) and prioritization factors were utilized for the prioritization of the top 10 school areas in need of safety improvements. A weighting process was applied to the list of schools and a list of ten (10) school areas were selected for field reviews.

Following the presentation, there was discussion on traditional school designation, access to school bus stop locations, and distance walked.

Ms. Silva offered to send the entire report to the group.

Mr. Traina thanked Ms. Silva for the report and wanted to know if there was anything the CAC could assist with to get things done.

Mr. Clarendon suggested CAC members attend a school transportation working group meeting and stated the working group will eventually transition for the school district to run and advocate for improvements.

**Motion:** Recommend approval to the MPO Board. *(Traina-Richmond)*. The motion passed unanimously.

### VII. STATUS REPORTS

**A. Tampa Bay Next Quarterly Update (FDOT Representative)**

Mr. Stephen Benson, with FDOT, provided an update for one year of Tampa Bay Next. He provided an overview of public involvement activity that has taken place since the last update.
Mr. Bill Roberts thanked Mr. Benson for the report.

B. Innovation District Subarea – 42nd/46th Street Study (John Patrick, Hillsborough County Public Works)

Mr. John Patrick provided an overview of a project that Hillsborough County is developing for a transportation solution for a study area bounded by Bruce B. Down Boulevard to the north and west, Fletcher Avenue to the south, and the University of South Florida golf course to the east that considers various modes of transportation, safety of the users, and connectivity issues.

A PD&E study will begin this fall.

VIII. OLD BUSINESS & NEW BUSINESS

A. TBARTA CAC Report (Vice-Chair Bill Roberts)

Mr. Clarendon informed members that the Regional Transit Feasibility Study will be presented to committees for action in the next few months.

Chair Bill Roberts mentioned having Ray Chiaramonte attend a future meeting to provide an update.

The next CAC meeting is scheduled for June 13th.

Mr. Clarendon noted that a Regional Stakeholders meeting will be held on Thursday, May 17th at the Tampa Bay Regional Planning Council from 10 a.m. – noon, and CAC members are invited.

IX. ADJOURNMENT

There being no further business, the meeting adjourned at 12:05.
Board & Committee Agenda Item

**Agenda Item**
Conversation with TBARTA CAC Member Hoyt Prindle

**Presenter**
None

**Summary**
Mr. Prindle was appointed to represent Hillsborough County on TBARTA's Citizens Advisory Committee.

He has agreed to hold an informal conversation with our CAC about TBARTA and its evolving role in transit service planning and delivery.

**Recommended Action**
None; for information only.

**Prepared By**
Rich Clarendon, AICP

**Attachments**
None
Board & Committee Agenda Item

Agenda Item
Regional Coordination & Best Practices Research

Presenter
Michael Case, TBARTA Principal Planner

Summary
The Tampa Bay Area Regional Transit Authority (TBARTA) is managing a project known as the MPO Regional Coordination and Best Practices Research study. The project aims to provide a single preferred option for improving coordination and cooperation among MPOs, FDOT districts, local and county governments, and regional transportation entities, including TBARTA and the TBARTA MPOs Chairs' Coordinating Committee (CCC). The study builds on the May 2017 Collaborative Labs workshop on regional transportation planning that was sponsored by the Hillsborough, Pinellas and Pasco MPOs.

The status of the study effort is:

- Existing Conditions Technical Memo is complete;
- Peer Region Case Studies Technical Memo is underway;
- A public workshop for broad discussion of what we can learn from the peer regions will be held later this summer

The project is scheduled for completion in December 2018 and will provide information to elected officials to assist in making decisions on improving the regional planning process and outcomes for Tampa Bay. In addition, the study will examine the feasibility of merging the Hillsborough, Pinellas and Pasco MPOs into a single regional MPO. Ultimately, any changes in MPO Board composition or geographic area are up to each respective MPO Board to decide, and to reach agreement with the Governor.

A study management team has been assembled as a non-voting, advisory group to help guide the study, ensure the right questions are considered, and relevant data collected. The team includes the MPO directors, and representatives from TBARTA, the Urban Land Institute, Tampa Bay Partnership, and Tampa Bay Regional Planning Council. Meetings of the group are held monthly and are open to the public.

Recommended Action
No action necessary

Prepared By
Beth Alden

Attachments
- Link to project page
- Ray Chiaramonte’s Presentation
Study Overview

- Builds on results of May 2017 Collaborative Labs workshop;
- Define what successful regional coordination means for Tampa Bay;
- Identify the barriers to its execution;
- Examine feasibility of MPO merger;
- Develop viable options; and,
- Build consensus on a preferred regional coordination framework.
Study Management Team (SMT)

- A non-voting project advisory group to
  - Review and provide feedback on project deliverables;
  - Assist TBARTA with agency coordination and communication

2018 SMT Meeting Schedule

- January 25, 2018, 1pm to 3pm
- February 16, 2018
- March 30, 2018
- April 20, 2018
- May 18, 2018
- June 1, 2018: Workshop #2; St. Pete Collaborative Labs, 10am to 4pm
- June 22, 2018
- July 2018 - Recess
- August 17, 2018
- September 14, 2018 (Workshop #3, if needed)
- October 19, 2018
- November 16, 2018
- December 14, 2018 (Project Closeout)

All meetings are located at the TBARTA office, from 10am to 12pm, unless otherwise noted
**Project Overview**

**Phases and How They Build on Each Other**

1. **Existing Conditions + Directions**
   - January
   - Validating Project Parameters & Goals (e.g., listening sessions)
   - Demographic Characterization
   - MPO- and State-Level Policy Characterizations

2. **Case Studies & Best Practices**
   - July
   - Identification of Peer Agencies
     - Develop Case Studies
     - Case Study Write-Up

3. **Workshops & Reporting**
   - December
     - Symposium (Workshop #2)
     - Interim Issues Polling
     - Workshop #3
     - Report Preparation

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**Phase I: Existing Conditions + Directions**

- Regionalism by the Numbers (and Maps)
  - How are these counties and MPOs alike? What ties us together – or not?

- Engagement Results
  - First workshop, listening sessions, surveys, and more

- Regionalism in General
  - A (very) brief understanding of regionalism in the U.S.

- Policy and Implications
  - How are the Core MPOs structured and what are the implications of various policy actions, including consolidation?

**Core** = Hillsborough, Pasco, Pinellas

**Shell** = Citrus-Hernando, Sarasota-Manatee, Polk
Phase I Results: High Compatibility

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Sources:
- Listening Sessions
- Policy Study

Phase I: Peer Issues Identified

- Regional Revenue Generation
- Local v. Regional Decisionmaking including voting & representation
- Regional Project Implementation role in design, building, operations
- Dispute Resolution
- Internal Communication including meetings and staff coordination
- Land Development role of MPO planning
- Internal Operations staffing, resources, hosting, etc.
- Resiliency how have regional MPOs managed change

Phase I Results
Phase II (In Process)

Case Studies and Best Practices

Use results from Collaborative Workshop I and Research Phase I to:

A. Compare coordination efforts and outcomes with nine peer regions to Tampa Bay, and their MPO structures;

B. Highlight key findings according to principles and definition of success from Workshop I;

C. Build consensus around several options for a stronger regional coordination framework, and MPO merger.

Regional Transportation Leadership Workshop #2
June 1, 2018

*What is the value proposition for a regional MPO? Are there any pros or cons?

*What can great partnerships look like in terms of supporting the regional MPO?

*How can these enable great regional projects?

Collaborative Labs @ St. Petersburg College
13805 58th Street North, Clearwater, FL. 33760
10:00 am – 4:00 pm
Phase III

Phase III: Final Screening and Strategic Plan
(June to January ‘19)

1. Refine options identified in June workshop.
   • Identify implementation procedures and/or issues;

2. Hold Town Hall meetings to collect additional input.

3. Develop strategic implementation plan in Workshop #3 (September, 2018 tentative)

4. Hold MPO Board workshops in January 2019 to further identify responsibilities and steps to implementation (under review)

Links and Contact

General Project Information, Meeting Update, and Materials available at:

Michael Case, Project Manager
Michael.case@tbarta.com or (813) 282-8200

***RSVP period for Workshop 2 open until May 25, 2018
https://mporegionalworkshop2018.eventbrite.com
Board & Committee Agenda Item

**Agenda Item**
It’s Time Tampa Bay Outreach on Tri-County Growth Concepts

**Presenter**
Johnny Wong, PhD (MPO Staff)

**Summary**
The Long Range Transportation Plan (LRTP) provides both a regional and Hillsborough County-specific vision over the next 25 years. The LRTP identifies priorities and directs federal and state dollars toward transportation projects in support of those priorities.

The 2045 update to the LRTP will present three high-level growth concepts to the public, which may accommodate population and job growth across the counties of Hillsborough, Pasco, and Pinellas. To get meaningful feedback from the public related to those growth concepts, we have developed a digital survey tool which will be distributed in mid-July and remain online until the first of October.

An update on the development of those growth concepts, as well as regional and local public outreach strategies will be provided to committees.

**Recommended Action**
None. For information only.

**Prepared By**
Johnny Wong, PhD (MPO Staff)

**Attachments**
None.
Board & Committee Agenda Item

**Agenda Item**
South Coast Greenway Connector Study

**Presenter**
Wade Reynolds, MPO Staff

**Summary**
Implementation of the South Coast Greenway Connector Trail will assist in completing a major component of the greenways and trails system in eastern Hillsborough County, and provide additional mobility options for the Palm River, Clair Mel, Progress Village, and Gibsonton areas. The trail is included in the Florida Shared-Use Nonmotorized (SUN) Trail Network and will generally be required to be an off-road multi-use path.

The route of the trail will be from Symmes Road on the south to Adamo Drive on the north, utilizing the Maydell Bridge to cross the Palm River/Tampa Bypass Canal. The current study is to identify the preferred route and possible alternatives. Public meetings were held in March and June 2018. Based on the feedback received, the alternatives are being evaluated for cost as well as the connections to parks, schools, and other attractors in the area.

**Recommended Action**
Provide feedback on routes.

**Prepared By**
Wade Reynolds, MPO Staff

**Attachments**
South Coast Greenway Alternative Routes.
A – Alongside Maydell Drive

B – Alongside canal west of 78th Street

C – TECO powerline path
CALL TO ORDER, PLEDGE OF ALLEGIANCE & INVOCATION

Chairman Les Miller called the meeting to order at 9:00 a.m. Commissioner Stacy White led the pledge of allegiance and gave the invocation. The meeting was convened on the 26th floor of the County Center.

Commissioner Miller read, for the record, a memo from Councilman Luis Viera informing the Board that he was unable to attend.

PUBLIC COMMENT

Mr. Rick Fernandez, the President of the Tampa Heights Civic Association and Citizens Advisory Committee member commented on Action Item VII. D. Letter of Comment on the Regional Transit Feasibility Plan. Mr. Fernandez was surprised that the Board directed staff to reframe comments more positively, and expressed concerns of the CAC being disrespected when they are asked for input on items brought before the MPO Board and then their comments are not utilized in the final product.

Mr. Gary Cloyd, transit advocate, spoke regarding the criticism that has been going on and how to move forward following the Regional Transit Feasibility Plan.

Ms. Nicole Rice, Citizens Advisory Committee member, voiced concerns regarding public trust and stated that the letter of Comment on the Regional Transit Feasibility Plan in the agenda does not include items discussed and agreed upon at the committee meeting.

Mr. Chris Vela, resident, expressed concerns about prioritizing regional needs over local, appropriate representation of the urban core and undervaluing of the CAC volunteers serving the MPO Board.

Ms. Kimberly Overman, Citizen Advisory Committee member, reiterated everything that other CAC members stated. She urged the MPO Board to reject approval of the letter.

Mr. Taylor Ralph, resident, spoke in opposition of Bus Rapid Transit on the interstate and recommended the board take a look at the numbers and facts on ridership.

COMMITTEE REPORTS, ONLINE COMMENTS

Ms. Gena Torres, MPO staff, read the various MPO Committee reports. Committees approved and forwarded items on the Consent Agenda. She shared online comments received from: Mr. Dale Tindall regarding delays on I-275; Mr. Robert Sawallesh regarding concerns of the intersection near Bruce B. Downs Blvd. and the VA Hospital; Ms. Bardine Hicks about Garden Steps at Williams Park Senior Program providing fresh vegetables; Susan regarding Vision Zero presentation in Seminole Heights. Staff received seven Facebook comments from Ingrid Jacoba, Jason Ball, Michelle Cookson, Amanda Brown, Jim Shirk, Lauren Adriaansen, and Rochell Reebok regarding transit options and the feasibility plan comment letter.
CONSENT AGENDA

A. Approval of Minutes – April 3, 2018
B. Committee Appointments
D. FY17-FY18 Unified Planning Work Program Amendment for Funding Deobligation and FHWA Resilience & Durability Grant

A motion was made by Commissioner Stacy White to remove item IV. C. Health in All Policies Resolution for a separate discussion and vote. The motion was seconded by Councilman Harry Cohen and carried unanimously.

A motion was made by Commissioner Sandra Murman to approve the Consent Agenda. The motion was seconded by Councilman Cohen and carried unanimously.

ROLL CALL VOTE: TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT FOR FHWA RESILIENCE & DURABILITY GRANT

A motion was made by Commissioner Murman to approve the Resilience and Durability Pilot Project Grant for inclusion in the TIP. The motion was seconded by Councilman Cohen. Following a roll call vote, the motion passed unanimously. (Note: Councilman Maniscalco, Councilman Viera, Mr. David Mechanik, and Ms. Cindy Stuart were absent)

GUEST SPEAKER, FDOT DISTRICT 7 SECRETARY DAVID GWYN: QUARTERLY UPDATE

Secretary David Gwynn provided an update on Tampa Bay Next. It has been one year since the process began, and there have been eighty-three community events, twenty community working groups/open houses, seventy-six presentations, and five newsletters with 3,880 active subscribers. Information has been generated based on community input and stakeholders. With the input received, they have removed express lanes from being considered on I-275 north of Downtown, and moved the express lane corridor to I-75. They also have reduced the potential right-of-way impacts of the downtown interchange reconstruction from 170-190 parcels being affected to as few as 30.

On transit, FDOT is not pushing any particular transportation alternative but is awaiting direction from TBARTA, whose role is regional transit. Last year the Tampa Bay Transportation Management Area (TMA) Leadership Group tasked Jacobs Engineering to come up with a regional catalyst project that would be a good candidate for federal funds. FDOT too wants to ensure that any transit project is viable before moving forward with funding. If local support and local funding are present, they are ready to partner. With resolutions and prioritization from Pasco MPO, Pinellas MPO, and Hillsborough MPO, as well as the County Commissions, the region would be in a better position to compete for federal funds. If federal funding is not sought, then that will open other doors; however, that would increase the amount of money that the state and local governments would have to contribute.

FDOT is not opposed to approaching CSX, but they do not feel that it is not the right time for them to get involved in discussion. If there was a project and a funding plan in place, then they would be ready.

Following the update, members inquired about the I-275/SR 60 interchange bottleneck “punch-through” project’s effect on the airport (response: a lot of traffic should be freed up); reinforcing the shoulders of the interstate (response: willing to look at this, even though it is not funded through the statewide emergency evacuation plan); interchange at Big Bend Road - ramp improvements (response: new ramp improvements are a high priority); whether or not transit “spine” projects are part of the regional plan or a local project (response: if it connects, it’s part of the regional system); and a problem with items falling off of trucks on I-75 (response: working with Florida Highway Patrol for increased maintenance).
ACTION ITEMS

A. Bicycle/Pedestrian Advisory Committee (BPAC) Request to Board

Mr. Patrick Thorpe, Chair of the BPAC, presented a request from the committee to meet with two volunteer MPO Board members, once annually in a workshop format during a regular BPAC meeting in order to develop and inform a continuing narrative that can become actionable items on the MPO agenda to improve the health, safety & welfare of the community, provide real choices when not driving, and prevent inequity in mobility options across our region. The annual workshop is usually held in July. There were no questions following the presentation.

A motion was made by Commissioner Murman for designation of MPO Board members to attend the annual BPAC workshop. The motion was seconded by Mayor Mel Jurado and passed unanimously.

B. FY19-FY20 Unified Planning Work Program Draft

Ms. Allison Yeh highlighted information on the biennial update and discussed what has taken place the last two years. A major focus in the next two years is updating the Long Range Transportation Plan, along with assisting some governments and agencies with planning studies they have requested. Another required activity is to coordinate regional performance measure target-setting.

A motion was made by Commissioner Murman to approve the FY19-FY20 UPWP document. The motion was seconded by Commissioner Kemp and passed unanimously.

C. MPO/FDOT Joint Certification

Mr. Rich Clarendon, MPO Assistant Executive Director, summarized notable achievements and recommendations of the annual review, in which the MPO’s planning process is certified as following federal and state rules through a cooperative review conducted by the FDOT District 7 office and MPO staff. There were no corrective actions noted.

A motion was made by Commissioner Murman to support re-certification of the MPO and authorization for the MPO Chairman to sign the Joint Certification Statement. The motion was seconded by Commissioner Kemp and passed unanimously.

D. Letter of Comment on Regional Transit Feasibility Plan

Ms. Beth Alden, MPO Executive Director, presented the letter of comment on the Regional Transit Feasibility Plan. The Plan is currently in a public comment phase.

Commissioner White stated that he is not opposed to sending the letter but feels that some of the issues posed in the letter are premature. On April 18th, the BOCC requested County staff to work with CUTR to convene a panel of experts to review the Plan. He sees value in postponing the letter until substantial information has been received from the panel; which will be early August.

Commissioner White made a motion to postpone action on the letter of comment on the Regional Transit Feasibility Plan until the August MPO Board meeting, or such time as the information from the panel would be available. The motion was seconded by Commissioner Murman. Following the discussion described below, the motion passed unanimously.

Commissioner Kemp stated she supports the motion and finds the letter disturbing. She has written her own letter and provided copies to board members.
Commissioner Murman stated she brought up the peer review panel under future issues at the Board of County Commissioners’ meeting. Since the review has not taken place, she feels the letter is premature. She suggested staff have TBARTA present information on their role to the MPO Board.

Councilman Cohen stated he supports the motion, however, he is concerned that waiting until August may be too long. He also stated that the group needs to work together and figure out what should be communicated to the TMA, since that group is awaiting a response from Hillsborough County to determine how to move forward. He stated that comments from Secretary Gwynn this morning regarding the express lanes being removed from the I-275 section, between Downtown and USF, show that public comment on major transportation issues is being heard and reacted to.

Mayor Lott was prepared to vote no on the letter, for reasons expressed at the last meeting, but supports the motion. For anything to happen in Hillsborough County, the BOCC must take a leadership role. He respects the County Commission and they work well with the community, but he is ready for them to step up and bring forward a plan to vote on and take action.

Commissioner Kemp spoke regarding opposition that she has heard to interstate BRT. She distributed information to members, and stated that she feels like none of her questions have been answered at any of the forums where she has been. She also stated that the letter should be addressed to Mr. Jeff Seward since Scott Pringle is no longer with Jacobs Engineering.

**Commissioner Kemp made a motion to have a presentation at a MPO Board meeting on the market study for the region of the top commuter routes, which has been done at the expense of taxpayers. The motion was seconded by Commissioners White and Murman. Following discussion, the motion was passed unanimously.**

Commissioner Kemp suggested the ridership expert from MPO staff present the requested presentation.

Commissioner White stated that MPO staff should decide the appropriate person to make the presentation.

**IV. C. Health in All Policies Resolution**

This item was pulled from the Consent Agenda by Commissioner White for separate discussion. He voiced concerns about potential impacts on local governments’ capital needs and operations. He would like to see Hillsborough County Administration, administration from the three municipalities, and the Planning Commission review the resolution and share their thoughts. He would like the information to come back to the MPO Board in the form of a report.

**A motion was made by Commissioner White to send the resolution to the Hillsborough County Administration, administration from the three municipalities, and the Planning Commission to look at the land use and transportation linkage for potential impacts of costs, growth, and any other implications, and have the resolution come back accompanied by a report on the review for the MPO Board's consideration. The motion was seconded by Commissioner Kemp and Mr. Joe Waggoner and passed unanimously.**

**STATUS REPORT**

**A. Vision Zero Update – Top 20 Corridors Community Engagement & Quarterly Report**

Ms. Gena Torres introduced Alana Brasier with Renaissance Planning who provided a quarterly overview of many local activities to move the Hillsborough community towards its goal of zero traffic deaths. A written
summary was provided. In addition, two of the high-crash roadways were chosen as a pilot to see what a
corridor could do when they take ownership and
work to reduce the alarming numbers of severe crashes. 15th Street (Fowler to Fletcher) and 56th Street
(Slight to Busch) are the focus of the current Corridor Community Engagement project. A community event
is being organized on each corridor.

**EXECUTIVE DIRECTOR’S REPORT**

A. Tampa Bay TMA Leadership Group: May 11, 9:30 a.m., Pasco County Utilities Building, 19420
Central boulevard, Land O’ Lakes

Ms. Alden provided information on upcoming events:

- May 2nd Tampa Bay Smart Cities Alliance Workshop at Collaborative Labs to discuss big data
  solution
- May 17th Civic and Stakeholder group discussion on growth scenarios
- May 20th Vision Zero Top 20 – Focus on 15th Street
- June 1st – Regional Transportation Leadership Workshop #2
- July 20th – Regional Transit Forum

She also advised members of the MPO’s quarterly report that was provided in their board folders.

The next MPO Board meeting is scheduled for Tuesday, June 12, 2018 at 6:00 p.m. on the 2nd Floor of the
County Center.

**OLD BUSINESS & NEW BUSINESS**

There was no old or new business.

**ADJOURNMENT**

A quorum was maintained for the duration of the meeting. There being no further business, the meeting
adjourned at 10:45 a.m.
Committee Reports

Meeting of the Citizens Advisory Committee (CAC) on May 9

Due to the resignation of David Wilson, who was CAC Chairman, the committee elected officers to serve for the rest of the year. They elected:

- Bill Roberts as Chairman
- Rick Fernandez as Vice Chairman
- Nicole Rice as Officer at Large.

They recommended approval of the Transportation Improvement Program priorities for FY 20-24, but passed a motion regarding priority #32 to recommend deleting the funding request to reconstruct the SR 60 and Downtown interchanges on I-275, pending re-evaluation of the environmental impact study.

The committee also approved and forwarded to the MPO Board:
- Transportation Improvement Program for FY19-23
- Public Participation Plan Amendments
- School Safety Study and Top 10 Report

The CAC was briefed by:
- FDOT on Tampa Bay Next
- Hillsborough County Public Works on the study of 42nd Street / 46th Street

Meeting of the Technical Advisory Committee (TAC) on May 21

The committee approved and forwarded to the MPO Board:
- Transportation Improvement Program for FY19-23 – The committee asked about the Water Ferry project and learned of Pinellas County taking the lead.
- Public Participation Plan Amendments – A suggestion was made to coordinate with the Autism-Friendly Community initiative.
- School Safety Study and Top 10 Report

The TAC was briefed on:
- Tampa Bay Next – A suggestion was made to pay special attention to the design where the I-4 express lanes will merge with off-ramps from the Selmon-I-4 Connector.
- Hillsborough County Public Works’ Study of 42nd Street & 46th Street
- Systemic Approach to Safety

Members requested an update from the Aviation Authority on the exciting changes at Tampa International Airport.
Meeting of the Policy Committee on May 22

The committee approved and forwarded to the MPO Board:
- Public Participation Plan Amendments
- Tampa Bay Regional Planning Council Interlocal Agreement
- Safe Routes to School Education Support Letter

The committee was briefed by:
- TBARTA on the Regional Coordination & Best Practices Research study which will come up with a scenario for a merger of three MPOs. A public workshop will be held at St. Pete College Collaborative Labs in August or September;
- The MPO Director on strategic directions coming from March’s Plan Hillsborough Joint Boards Retreat.

The committee directed staff to:
- Identify as a priority, in the MPO’s draft TIP Priority List, improvements needed at HART’s transit operations & maintenance facility;
- Schedule presentations for the board on:
  - The I-95 Express Bus service in South Florida, including FDOT’s perspective and how the service is working in the managed toll lanes;
  - Public-private partnerships for joint development at Bus Rapid Transit stations;
- Bring back for future discussion a possible name change, from “Hillsborough Metropolitan Planning Organization for Transportation” to “Hillsborough Transportation Planning Organization.”
- Cancel its June meeting.

Meeting of the Bicycle/Pedestrian Advisory Committee (BPAC) on May 9

The committee approved and forwarded to the MPO Board:
- FY19-FY23 Transportation Improvement Program
- Public Participation Plan Amendments
- School Safety Study and Top 10 Report

The BPAC was briefed on:
- Hillsborough County Public Works’ study of 42nd Street / 46th Street

Some members expressed concern about the level of funding in the TIP for single occupant vehicles and related infrastructure, in comparison with transit, pedestrian and cycling infrastructure. It was also suggested that more detail about the resurfacing and intersection projects would help members to better understand the investment levels in those modes.

Meeting of the Livable Roadways Committee (LRC) on May 16

The committee approved and forwarded to the MPO Board:
- FY19-FY23 Transportation Improvement Program
- Public Participation Plan Amendments
- School Safety Study and Top 10 Report

The LRC was briefed on:
- Hillsborough County Public Works’ study of 42nd Street / 46th Street
- A preliminary review of the Maydell Bridge Replacement

Meeting of the School Transportation Working Group

The STWG recessed in May due to conflicts with multiple graduation events.
The May 11 Tampa Bay TMA Leadership Group meeting was spent in intense discussion of the Regional Transit Feasibility Plan and its place on the regional priority list.

- The draft priority list came into the meeting as follows:
  - Interstate Modernization Projects
  - Regional Transit Catalyst Project(s), which may include:
    a. Central Avenue BRT, St. Petersburg downtown to St. Pete Beach
    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
The originally identified catalyst project for the Regional Transit Feasibility Plan - for which the stated purpose was to identify a project competitive for federal funding - was a shoulder-running BRT system along I-275 from St. Petersburg to Wesley Chapel that would coordinate with the Florida Department of Transportation’s planned interstate modernization projects.

- A second catalyst project was using the CSX lines from downtown Tampa to USF for urban commuter rail, but the initial cost-per-trip numbers were not as competitive for Federal Transit Administration funding
- At its meeting the week prior to the TMA meeting, the Hillsborough MPO board had decided to withhold comment on the Regional Transit Feasibility Plan, pending the outcome of a peer review Hillsborough County intends to ask USF’s Center for Urban Transportation Research to perform, and which among other outcomes would determine its benefits and connectivity for Hillsborough County
  - As a result of that decision, Hillsborough MPO Director Beth Alden suggested an addition to item c in the regional catalyst project section of the priority list
  - The addition would prioritize phased implementation of the RTFP project with an initial segment from downtown St. Petersburg to Tampa International Airport/ Westshore on I-275 in order for the MPOs to put the project on the regional priority list without waiting for the results of the peer review study

Feelings on the BRT project differed by county, and the priority list required consensus - defined as no member of the group disagreeing strongly enough to block action - to have any changes made.

- From Hillsborough County, Commissioner Pat Kemp said she could not, at this time, support any priority list that advanced the BRT plan’s progression in Hillsborough, while Commissioner Sandra Murman said she supported the RTFP and the process behind it moving forward but also wanted to see the results of the peer review before fully committing to the project as proposed in Hillsborough County
  - Kemp said she would support the addition of phrasing to allow implementation from St. Petersburg to Westshore/TIA
- Among the Pasco County representation, Commissioner Jack Mariano wanted to see more research on the CSX lines as an urban rail alternative, while Commissioner Kathryn Starkey wanted to see the BRT project progress
  - Both commissioners felt it essential that Pasco County be included in any project that goes forward
- Both Forward Pinellas MPO representatives in attendance (County Commissioner Dave Eggers and Dunedin Commissioner John Torgna) uniformly supported the BRT catalyst project, or in the absence of the full group supporting the entire project, they supported advancing a segment of the project from St. Pete to Westshore/TIA
  - County Commissioner Janet Long, in attendance representing the Tampa Bay Regional Planning Council, also strongly supported the plan as proposed
- FDOT District Seven Secretary David Gwynn expressed concern that a phased PD&E study to move into design and engineering for the regional project might not be acceptable for FTA funding and that a full regional show of support would be necessary
  - Gwynn also expressed concern about continuing to set aside $5M for the RTFP PD&E study when there didn’t appear to be regional consensus for the project
In response to a question from Forward Pinellas Executive Director Whit Blanton, Gwynn and other FDOT staff indicated that the PD&E could resolve questions about mode, technology and other aspects as part of its evaluation of the full corridor from St. Petersburg to Wesley Chapel.

Alden felt that a PD&E that is already occurring for Hillsborough MetroRapid in a parallel corridor would overlap with a PD&E specifically for the RTFP.

Despite Secretary Gwynn’s concern about phased implementation of the PD&E effort, there did seem to be group consensus about the addition to item c:

- Gwynn noted that, ultimately, the decision about how to go forward with the implementation of the project belongs to the Tampa Bay Area Regional Transit Authority (TBARTA).
- He said that phased implementation of the project would be acceptable based on local funding commitments for capital and operating costs, but that the three counties would need to state their policy commitment to supporting the project toward the end of 2018 for it to move into the next phase for the PD&E study.

There was also a brief presentation at the end of the meeting on the MetroQuest survey for the regional Long Range Transportation Plan, which will be rolled out to the public in the coming months to gauge their desires about transportation investments and regional growth.

The next TMA meeting is scheduled for September 7 at FDOT District 7 Headquarters.