Meeting of the Livable Roadways Committee
Wednesday, June 20, 2018, 9:00 a.m.

I. Call to Order

II. Public Comment - 3 minutes per speaker, please

III. Approval of Minutes – May 16, 2018

IV. Action Items
   A. W. Busch Blvd. Corridor Study (Brian Shroyer, FDOT)

V. Status Reports
   A. It's Time Tampa Bay: Outreach on Tri-County Growth Concepts (Johnny Wong, MPO Staff)
   B. Systemic Safety Approach to Crash Prediction (Chad Polk, CH2M Hill)

VI. Old Business & New Business
   A. LRC Next Meeting: August 15, 2018 (Recess in July)

VII. Adjournment

VIII. Addendum
   A. MPO Meeting Summary & Committee Report
   C. Regional Transportation Leadership Workshop #2 – August 27, 2018

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

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Persons needing interpreter services or accommodations for a disability in order to participate in this meeting, free of charge, are encouraged to contact Johnny Wong, 813-273-3774 x370 or wongj@plancom.org, three business days in advance of the meeting. Also, if you are only able to speak Spanish, please call the Spanish helpline at (813) 273-3774, ext. 211.

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 cerro 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

A quorum being established, Chair Green called the meeting to order at 9:01 a.m. and the Pledge of Allegiance took place. The meeting was held in the Plan Hillsborough Room on the 18th Floor of the County Center Building.

Members Present: Trista Brophy, Cathy Coyle, Trent Green, Sara Hendricks, David Hey, Mark Hudson, Gus Ignas, Jason Jackman, Christina Kopp, Karen Kress, Nina Mabilleau, Anna Quinones, Carlos Ramirez, Neale Stralow, Chris Thompson, Linda Walker, Charles White, Mike Williams

Others Present: Lisa Silva, Beth Alden, Johnny Wong, Sarah McKinley – MPO; Sharon Snyder – Planning Commission; Ken Sides – Sam Schwartz Engineering; Alex Henry – FDOT; Roger Menendez - Volkert

II. PUBLIC COMMENT

There were no public comments.

III. APPROVAL OF MINUTES

Approval of the April 18, 2018 minutes (Brophy - Ramirez). The motion passed unanimously.

IV. ACTION ITEMS

A. Transportation Improvement Program for FY19-FY23 – Public Hearing (Sarah McKinley, MPO)

Ms. McKinley presented on the Transportation Improvement Program (TIP) for FY 19 – FY 23 and updates for Priorities for FY 23-24. The TIP is the transportation projects to be funded for the next five years and are the first five years of the Long-Range Transportation Plan (LRTP). She will present the highlights and major changes in the past year. This is reviewed by United States Department of Transportation (USDOT) for projects utilizing federal funds and locally funded projects are included for informational purposes.

Ms. McKinley explained how the TIP is organized and what the MPO’s role is. She explained the MPO Board can remove federally funded projects but can’t direct how most of the funding is spent. The MPO last updated the priorities in June 2017 and FDOT programmed funding based on those priorities in November and December 2017, creating the “Tentative Work Program”, which will be approved by Legislature and Governor by July 1st. The MPO will adopt the TIP and priority list
Ms. McKinley reviewed the source of TIP funds, which totals almost $1.6 billion, and the breakdown of the use of funds in the FDOT Work Program by Work Type. In addition, she reviewed the percentages of source revenues by work type, by fiscal year, and the use of funds by local government and partner agencies. Ms. McKinley reviewed projects in the Transportation Alternative (TA) and Surface Transportation Programs (STP) funds allocation, including six walk/bike safety improvements totaling $6.3 million of new or additional funding.

Ms. McKinley reviewed the major project highlights, which are based on the Imagine 2040 Long Range Transportation Plan (LRTP). The performance measures are:

- Preserve System (bridge replacement/improvements, resurfacing and transit)
- Reducing Crashes & Vulnerability (walk/bike and safety projects)
- Managing Traffic for Drivers & Shippers (smart technology for traffic)
- Real Choices when not Driving (bigger transit and trail systems), and
- Major Capacity Projects for Economic Growth (road widening and capacity projects).

Ms. McKinley presented the highlights and funding changes for this year, including those for Tampa Bay Next.

Ms. McKinley reviewed the TIP Priorities for FY 2020-2024, which were last updated on June 13, 2017. The MPO Staff meets with jurisdictions and agencies in February and they provide updated priorities letters to the MPO by March 15th. The MPO Staff then provides a new draft of priority projects and TA grant applications to FDOT by March 31st. The proposed revisions to the priority list are presented to the MPO Committees at their April and May meetings and will be adopted at the public hearing on June 12, 2018.

Priorities are ranked based on the LRTP performance measures. She reviewed the requests from jurisdictions, HART, Port Tampa Bay, and projects from MPO studies and previous Board actions.

Discussions ensued regarding if the walk/bike component is the same as last year; if there are any walk/bike projects for Plant City included in TIP. Ms. McKinley explained both Plant City and Temple Terrace are working on their Local Agency Program (LAP) certification which is needed to implement projects.

**Motion:** Support the TIP and forward to MPO for adoption (Mabilleau - Hey). Ms. Hendicks abstained from voting; all others were in favor.

**B. Public Participation Plan Amendments (Johnny Wong, MPO)**

Dr. Wong presented on the Public Participation Plan (PPP) Amendments. It is updated at least once every two years, with minor amendments in between. Feedback from the Public
Participation Plan Methods of Effectiveness Report and the Non-Discrimination Plan have been incorporated into the PPP.

As it related to discrimination, the MPO has identified Communities of Concern, which are concentrations of people who because of their race, income level, ethnicity, age, disabilities, or a combination of any of these, need special attention and their needs must be considered. They have also identified the limited English proficiency populations and must meet the needs of those whose first language is not English. The MPO translates documents into Spanish and will make provisions to translate into other languages, should there be a need.

Some new measures of effectiveness include the number of people invited to meetings, the total interactions at outreach events and meetings and the tools and technology employed. Other changes include the development of a YouTube channel for MPO and Transportation Management Area (TMA) meeting videos, clarification and streamlining of meetings and an interactive transportation acronym guide. The MPO is not required to host public hearings unless they fall into non-compliance with air quality standards. The MPO is in attainment but does host public hearings for the LRTP updates and amendments and the TIP, which will be in June.

The 2045 Long Range Plan update will be done with Pinellas and Pasco County and will be called “It’s Time, Tampa Bay”. Meetings are currently being scheduled with groups, focusing on the Communities of Concern. The Regional Stakeholders meeting is May 17th and a public survey using MetroQuest will be launched in July. Dr. Wong encouraged the Committee to help push the survey out to their acquaintances. The MPO is hosting pop-up events, becoming fully immersed in the community, placing purchased and earned ads and forming partnerships.

A brief discussion was held regarding how the MPO is doing. Dr. Wong stated the organization is doing very well. Visibility is elevated with the public. There is a lot of social media discussion, especially because of Vision Zero. Ms. Silva also stated the outreach plans have received local and national awards.

Motion: Approve the 2018 amendments to the Public Participation Plan (Hudson - Coyle). The motion passed unanimously.

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

Ms. Silva presented the MPO School Safety Top Ten Field Review Results. The purpose of the study was to improve safety for students in the County and the task was to prioritize school areas for multimodal safety and access reviews aimed at identifying opportunities to enhance the safety and comfort of getting to and from school. The result of the study is to develop stakeholder action plans. Ms. Silva explained how the schools were evaluated and the factors that contributed to the rankings.

The study identified enhancements for the highest priority schools and the Consultants are nearing completion of school safety audits, as well as follow up activities. Recommendations for consideration are systemic, site specific and could potentially be included in ongoing projects.
Key systemic recommendations include intersection and corridor lighting, connections to adjacent properties, sidewalk connectivity, enhanced signage and crosswalk striping.

The entire report was included in the agenda, so Ms. Silva reviewed a summary of the key systemic recommendations at each of the top ten schools. She also discussed the ongoing projects and opportunities with Hillsborough County, the City of Tampa, the Florida Department of Transportation and the School District of Hillsborough County. The next steps are to finalize the report, present the findings to the School Board and move forward with implementation. Some of these projects have already been included in the TIP.

Discussions ensued regarding why Tampa Bay Tech wasn’t included in the top ten as it is close to King High School and if the report is evenly distributed between elementary, middle and high schools. It was stated the design and location of some schools doesn’t foster safe behavior. Ms. Coyle stated she noticed a lot of students walking along the railroad tracks on Busch Blvd. The fence along the tracks appears to be in disrepair. Ms. Kress stated this study was long overdue and congratulated Ms. Silva on the completion of it.

Motion: Recommend approval to the MPO Board (Kress - Mabilleau). The motion passed unanimously.

V. STATUS REPORTS

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

Mr. Patrick presented the Innovation District Subarea study. Innovation Place was founded by former Commissioner Mark Sharpe in 2011 and the geographical boundaries are Busch Blvd, Bearss Avenue and interstates 75 and 275. The University of South Florida (USF) is one of the top employers in Hillsborough County. Over 9,600 people come through this area headed to their job. The study’s objectives were to improve safety and efficiency of all modes, determine potential solutions and infrastructure costs for these solutions. There have been several studies conducted within proximity to the study area and all focused on pedestrian safety improvements to the University area, improved auto connections between New Tampa and USF, and recommended transit options. The difference between those studies and this one is there is now funding to fix some of the issues.

The first steps were to determine the study area, the demographics and how are people are using 42nd and 46th Streets. Bruce B. Downs Blvd. is a high traffic area, particularly along 42nd and 46th Streets. They used Big Data to track travel and traffic patterns which reflected a large percentage of people headed to USF. The patterns showed between 33-36% are using 42nd Street but only 9% use 46th Street. They thought it would be the other way around. 46th Street has a golf course on one side, apartment complexes on the other side, mixing a lot of pedestrians with cars. The intersection of 42nd Street at Fletcher Avenue is the entrance to USF, but it is offset, making it even more dangerous.
Public Works reviewed the corridor characteristics and proposed typical sections for both streets. Their draft recommendations are: (1) to widen 46th Street to 4-lanes and extend it to Bruce B. Downs Blvd., adding a shared use path on the west side, bus pullout bays and engage a golf course architect to mitigate the potential impact on the golf course; (2) Enhance 42nd Street as a pedestrian oriented street and adding a shared use path on both sides and a roundabout at 42nd Street and Skipper Road; and (3) suggest the Bull Runner change the direction of service from a counterclockwise service to a clockwise direction once 46th is widened. There is also discussion about punching out 46th Street to meet Bruce B. Downs Blvd., but there is an apartment complex in the way, so the engineer would need to work around it. If this option is chosen, drivers can take 46th Street south to Fletcher from Bruce B. Downs Blvd. and a better bike/pedestrian lane can be installed on 42nd Street.

Mr. Patrick shared the link to a website which list all of the Innovation District Area Transportation Projects: https://tinyurl.com/yc7ua8ez

The PD&E study on 46th Street is scheduled to begin this fall and construction should begin in 18-24 months. Sidewalk and midblock crossing improving are being completed along 42nd Street.

Discussions were held regarding concerns about developing 46th Street into an auto emphasis street; whether there are separate bike lanes or not, Florida State statute allows bicycles to be ridden on roadways; the possibility of connecting 37th Street south to Fletcher; concerns that widening 46th Street, without adding traffic lights, will create a mini-Fletcher Avenue; if funding includes all landscaping, including trees; what the recommended lane width is; if the median width can be reduced and the multi-use trail widened; if the County has considered making one of the two streets transit/pedestrian/bike only; and that buses will have a problem pulling into traffic from the bus pullout bays on 46th Street.

B. Efficient Transportation Decision Making (ETDM) for Maydell Bridge Replacement (Wade Reynolds, MPO)

Mr. Reynolds presented on the Efficient Transportation Decision Making (ETDM) for Maydell Bridge Replacement. The Maydell Bridge, located over the Palm River, closed to traffic in December 2015 due to inspections showing that it was structurally deficient. The existing bridge was constructed in 1968 and is two-lane, undivided with 4-foot sidewalks. The proposed replacement bridge will be a two-lane bridge, with 11-foot lanes, 8-foot shoulders, a 10-foot trail on the west side and a 5-foot sidewalk on the east side. The proposal of the 10-foot trail provides an opportunity for the South Coast Greenway trail to use the Maydell Bridge. The South Coast Greenway Trail is on the Florida Sun Trail map, which makes this project eligible for State funding. The route of the trail, from Adamo Drive to Symmes Road, is currently being evaluated but all of the routes use this bridge as an important connection. The area south of the Palm River is in the top 20% of Environmental Justice area and is a Community of Concern. There are not a lot of environmental findings in this area.

Discussions ensued regarding if the trail and sidewalk will be separated from traffic; what does the bridge transition to; and when construction is funded for. Mr. Hey stated the bridge being out
has negatively affected the neighborhood. Mr. Williams confirmed the bridge is funded, construction will depend on how quickly design and permitting can happen.

VI. OLD BUSINESS & NEW BUSINESS

A. Next LRC Meeting June 20, 2018

Ms. Silva introduced new members Christina Kopp, primary member for Tampa Hillsborough Expressway Authority, and Neale Stralow, primary member for American Society of Landscape Architects. Michael Maurino will be joining the Committee next month, replacing Chris Weber who recently retired from Westshore Alliance. Grayson Silver has reversed positions with Melissa Collazo, AIA Member. Ms. Collazo was not able to attend this meeting due to work obligations.

VII. ADJOURNMENT

There being no further business, the meeting adjourned at 10:40 a.m.
Board & Committee Agenda Item

**Agenda Item**
West Busch Boulevard Corridor Study Update

**Presenter**
Brian Shroyer, FDOT staff

**Summary**
FDOT District 7 staff will provide an update to the committees on the West Busch Boulevard Corridor Study from Dale Mabry Highway to Nebraska Avenue. The study kicked off earlier in 2017 and is expected to take 18 months to complete. FDOT has prepared a [webpage](#) for the public to learn more and leave comments. A number of corridor alternatives have been developed, from no-build to adding lanes. Committee members will be asked to weigh-in on the alternatives, picking a first and second choice, and to discuss opportunities for lowering the design speed.

**Recommended Action**
Discuss alternatives and recommend a first and second choice.

**Prepared By**
Gena Torres, MPO staff

**Attachments**
West Busch Boulevard Newsletter #1
West Busch Boulevard (SR 580) Corridor Study
From North Dale Mabry Highway to North Nebraska Avenue
Hillsborough County, FL
Financial Project ID Number: 435908-1-22-01

Corridor Study Begins!

The Florida Department of Transportation (FDOT), District 7 is conducting a corridor planning study along West Busch Boulevard (SR 580) from North Dale Mabry Highway to North Nebraska Avenue in Hillsborough County – a distance of approximately 3.3 miles. The West Busch Boulevard (SR 580) corridor is an east-west urban principal arterial connecting and serving local commuters and visitors between North Dale Mabry Highway and Nebraska Avenue. The corridor study area includes portions of unincorporated Hillsborough County and the City of Tampa and is the main route to the Busch Gardens Amusement Park (located approximately 2.15 miles east of the project limits at McKinley Drive).

The corridor supports a variety of land uses and demographics, including schools, churches, large and small businesses with direct access to and from SR 580, transit services, pedestrians, bicyclists and many small communities. The corridor also serves a large commuter population as a connection between Veterans Expressway to the west and I-75 to the east.

The West Busch Boulevard (SR 580) corridor study will use FDOT’s Complete Streets policy to showcase how Complete Streets approaches can shape a corridor. The study, which began in March 2017, is expected to continue for approximately 18 months and will include technical work and data analysis, along with various opportunities for the public to be involved in discussing a vision for West Busch Boulevard (SR 580) that makes it accessible for all users.

What is a Corridor Study?

A corridor study is the first step in planning by defining the corridor’s needs. A corridor study generally defines the relationships between a roadway and its adjacent land. Corridor studies are also used to: define acceptable levels of access and mobility; determine transportation system needs to support surrounding land uses, and identify operational deficiencies, among other things. This corridor study will include establishing a shared vision that will allow the community to help set project goals and objectives. The vision will guide the project team to develop a set of improvements that leverage local resources, match local conditions and desires, and are consistent with ongoing planning and development efforts.

Learn more about the project here: www.fdotd7studies.com/westbuschblvd/
Project Schedule

The West Busch Boulevard (SR 580) Corridor Study began in March 2017 and is anticipated to be completed in 18 months. Project activities will include:

- Identifying the travel related needs and issues within the West Busch Boulevard project corridor.
- Coordinating with key stakeholders to establish the vision for the corridor and identify solutions to the corridor issues and improve operational efficiency within the West Busch Boulevard corridor.
- Document the vision for all future improvements within the West Busch Boulevard corridor to maximize the “livability” for all users.

Project Advisory Group (PAG)

A Project Advisory Group (PAG), composed of local government and agency representatives, are working with FDOT to identify corridor challenges along with potential solutions, assist with documenting the community goals, and develop a vision for the corridor that will guide the study development and future improvements. The PAG will meet at key points throughout the study to collaborate with the project team to ensure the vision and improvement alternatives are well-coordinated with local planning efforts, adjacent projects, and community goals.

How Can You Get Involved?

The project website is your best source for up-to-date information; you can get access at this link: [www.fdotd7studies.com/westbuschblvd](http://www.fdotd7studies.com/westbuschblvd). In addition to the general study information that is already posted on the website, the project documents will be uploaded to this site as they are developed. However, you can already begin providing your input on this project using WikiMapping! This tool allows you to “pin” comments at specific locations along the corridor. You can pick the type of comment you have to help us understand the issues you observe in the corridor. Some of these issue types include: Bus/Transit, Connectivity, Intersection Issue, Pedestrian, Safety, and Traffic/Parking. If you have a comment on an issue that does not have a specific description, just use the “Other” category. The link to the WikiMapping tool is provided on the project website, but for direct access you can click on the following link: [http://wikimapping.com/wikimap/West-Busch-Boulevard-Corridor-Study.html](http://wikimapping.com/wikimap/West-Busch-Boulevard-Corridor-Study.html). The project team will utilize this information to help inform the process and guide solutions.

Future opportunities for you to get involved include the upcoming Corridor Visioning Workshop that will be conducted in the Fall 2017. At this workshop, we will gather your input on the existing corridor and document your ideas to resolve some of the issues that you have observed. Our goal is to enlist your help to identify improvements that can be implemented in the West Busch Boulevard corridor to resolve the challenges. In advance of this workshop, a User Preference Survey will be available on the website in October; hard copies of this same survey will be available at the Corridor Visioning Workshop. These surveys will be used by the project team to understand the issues and concerns that you have regarding the corridor.

We want your input! We urge anyone interested in shaping the future of the West Busch Boulevard corridor to actively participate by visiting the website, get informed, document issues in the WikiMapping tool, attend meetings, and provide your ideas.

For more information or to comment, please contact:

**Brian Shroyer, Project Manager**
11201 N. McKinley Drive
Tampa, FL 33612
Office Phone: (813) 975-6449
brian.shroyer@dot.state.fl.us

**Kristen Carson, Public Information Officer**
11201 N. McKinley Drive
Tampa, FL 33612
Office Phone: (813) 975-6202 or 800-226-7220
kristen.carson@dot.state.fl.us

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated December 14, 2016 and executed by the Federal Highway Administration and FDOT.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation service (free of charge) should contact Christopher Speese, Public Involvement Coordinator, at (813) 975-6405 or (800) 226-7220.

Comuníquese Con Nosotros
Nos importa mucho la opinión del público sobre el proyecto. Si usted tiene preguntas o comentarios, o si simplemente desea más información, por favor comuníquese con no-nosotros. Nuestro representante, Señora Lilliam Escalera, 813-975-6445, Departamento de Transportación de Florida, 11201 N. McKinley Dr., Tampa, FL 33612, lilliam.escalera@dot.state.fl.us.
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.
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Board & Committee Agenda Item

**Agenda Item**
Systemic Approach to Safety

**Presenter**
Chad Polk, P.E., Jacobs

**Summary**
The committee will hear about a data-driven approach to benefit the safety performance of the roadway network. With limited resources, this proactive approach can target risk, develop a list of defensible projects, in a consistent, predictable and repeatable way.

A lunch and learn was held last month introducing this approach, the flyer from that event is attached.

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

**Prepared By**
Gena Torres

**Attachments**
Flyer from lunch and learn
Too many crashes/Not enough $$$

Systemic safety is a proactive approach that targets risk.

Led to 25% reduction in fatalities on county roads in Minnesota.

Please consider joining us for a brown bag presentation discussing how this data-driven approach can benefit the safety performance of your road network.

DATE: April 19, 2018
TIME: 11:30 - 1:00 (Lunch Provided)
LOCATION: City of Tampa Traffic Management Center | 1104 East Twiggs Street, Suite 200 | Tampa, FL 33602
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 GWYNN: 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 coalition of residents, businesses, and others around 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:
    - Central Avenue BRT, St. Petersburg downtown to St. Pete Beach
    - Westshore Multimodal Center with fixed guideway connections to downtowns and airports
    - Further development of the Regional Transit Feasibility Plan
  - 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
  - Elevated transit in the SR 60 corridor – pilot project from downtown Clearwater to Clearwater Beach
  - CSX Rail Corridors – Funding is requested for right-of-way preservation for development of potential commuter routes
  - 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
    - I-75 at Overpass Road – new interchange (funding requested for construction)
    - 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.
Regional Transportation Leadership Workshop #2

We need your Input!
August 27, 2018 – 10:00 am to 4pm

How we **plan** for and **deliver** transportation projects now will define how our region will **grow**…….

- Metropolitan Planning Organizations (MPOs) influence every state and federal transportation project and dollar in your community
- The Tampa Region MPOs are examining ways that they can improve the delivery of their transportation services and products right now

Register by August 8, 2018
Event Registration: https://mporegionalworkshop2018.eventbrite.com

Collaborative Labs @ St. Petersburg College
13805 58th Street North
Clearwater, FL 33760
Doors open 9:00 am
Workshop 10:00 am – 4:00 pm