A. Meeting Called to Order and Roll Call.
   Invocation and Pledge to the Flag of the United States of America.

B. Approval of Agenda with Additions and Deletions.

C. Awards and Presentations
   1. Sunshine Film Festival Presentation
   2. USFSP Student Government Day
   3. Earth Day Proclamation
   4. Water Conservation Month Proclamation

D. Intergovernmental Reports
   1. Land Use & Transportation
      (a) Forward Pinellas
      (b) Tampa Bay Transportation Management Area (TBTMA) (Councilmember Rice)
      (c) Pinellas Suncoast Transit Authority (PSTA) (Councilmember Rice)
   2. Homeless Leadership Board
   3. Public Arts Commission
   4. Tampa Bay Regional Planning Council

E. Legal
   1. Announcement of an Attorney-Client Session, pursuant to Florida Statute 286.011(8),
      to be held on Thursday, April 19, 2018 at 4:00 p.m. or soon thereafter, in conjunction
      with the lawsuit styled Suncoast Waterkeeper, Our Childrens Earth Foundation, and
      Ecological Rights Foundation, Case No: 8:16-cv-3319-JDW-AEP.

F. Adjournment
DATE: March 21, 2018

TO: The Honorable Members of City Council

SUBJECT: Sunshine Film Festival

PRESENTER: Chris Eaton

SCHEDULE FOR COUNCIL ON:

April 12, 2018

Darden Rice
Council Member, District 4
April 2, 2018

TO: The Honorable Members of City Council

SUBJECT: *USFSP Student Government Day*

PRESENTER: Mayor, Deputy Mayor, or City Administrator

SCHEDULE FOR COUNCIL ON:

Agenda of **APRIL 12, 2018**

Rick Kriseman
Mayor
April 2, 2018

TO: The Honorable Members of City Council

SUBJECT: Earth Day Proclamation

PRESENTER: Mayor, Deputy Mayor, or City Administrator

SCHEDULE FOR COUNCIL ON:

   Agenda of APRIL 12, 2018

Rick Kriseman
Mayor
April 2, 2018

TO: The Honorable Members of City Council

SUBJECT: Water Conservation Month Proclamation

PRESENTER: Mayor, Deputy Mayor, or City Administrator

SCHEDULE FOR COUNCIL ON:

Agenda of APRIL 12, 2018

Rick Kriseman
Mayor
Land Use & Transportation Report
CITY OF ST. PETERSBURG
Transportation and Parking Management Department

MEMORANDUM

TO: Darden Rice, City Council Member, District 4
    Brandi Gabbard, City Council Member, District 2

FROM: Evan Mory, Director

DATE: March 20, 2018

SUBJECT: Summary of Forward Pinellas Meeting on March 14, 2018

The board of Forward Pinellas (FP), Pinellas County’s Metropolitan Planning Organization (MPO) and Planning Council, discussed several agenda items at their meeting on March 14, 2018 that are of particular importance to the City of St. Petersburg. A summary of the discussion of these items is provided below.

5. CONSENT AGENDA
The board approved the Consent Agenda.

6. PUBLIC HEARING ITEMS
6A. Proposed Amendments to the FY 2017/18 – FY 2021/22 Transportation Improvement Program (TIP)
Chelsea Favero of FP staff presented the updated targets for five transportation safety measures, which are now shown as a percent decrease rather than as a defined number. In addition, the Pinellas Suncoast Transit Authority (PSTA) set targets for its transit asset management program, as required by the Fixing America’s Surface Transportation (FAST) Act. The PSTA and Forward Pinellas targets must now be adopted into the TIP with annual reporting to document progress towards achieving the adopted targets. Whit Blanton, Executive Director of FP, said the targets are aspirational and will take work from FP staff and the board to advance safety projects to meet the targets. The board approved the TIP amendments unanimously.

6B. Proposed Amendments to the 2040 Long Range Transportation Plan (LRTP)
Chelsea Favero presented two transit plan maps from the 2040 LRTP that need to be amended to show the Locally Preferred Alternative (LPA) for the Central Avenue Bus
Rapid Transit (BRT) project. The maps are being amended to show that the route extends from St. Petersburg to St. Pete Beach, rather than three alternative routes to Gulf of Mexico beaches. These maps include the Core Priority map (Map 5-7) and Coverage Priority map (Map 5-8). Commissioner Ken Welch asked if PSTA had extended the BRT route further into St. Pete Beach. Cassandra Borchers of PSTA responded that the current plan has the BRT terminating at The Don CeSar, and that PSTA continues to work with the City of St. Pete Beach, hotels, and businesses regarding transit services to St. Pete Beach. The board approved the amendments to the LRTP unanimously.

7. PRESENTATIONS AND/OR ACTION ITEMS

7A. PSTA Activities Report
Council Member Bill Johnson reported on the PSTA Board Meeting on February 28, at which the PSTA Board approved a resolution in support of moving forward with public outreach for the Regional Transit Feasibility Plan, including PSTA staff assistance with the outreach effort. PSTA also considered a Memorandum of Understanding (MOU) with TBARTA for the Regional Transit Feasibility Plan for plan implementation. PSTA will extend Route 100X in June from the Gateway Mall to downtown St. Petersburg, and Route 300X to Tampa International Airport. Representatives from PSTA, the Chamber of Commerce, St. Petersburg, Pinellas County, and others will travel to Washington, DC to talk with lawmakers about the importance of the Central Avenue BRT project. Beginning at the April FP board meeting, Commissioner Janet Long will replace Council Member Johnson as the PSTA representative.

Whit Blanton stated that FP is working to integrate the Community Bus Plan and the Long Range Transportation Plan. FP staff will work to queue up PSTA priorities with FP funding, and FP staff is working with FDOT to improve sidewalk conditions along the US 19 frontage roads to ensure that they meet the needs of all users.

Sarah Caper of FP staff provided an overview of the Draft FY 2018/19 – 2019/20 Unified Planning Work Program (UPWP) which must be transmitted to federal and state reviewing agencies by March 15, 2018. After the agencies have an opportunity to comment on the draft, the final UPWP must be adopted by Forward Pinellas in May. The board approved the draft UPWP for transmittal to review agencies unanimously.

7C. Forward Pinellas Grants Awards - Action
1. Planning & Place-Making Grant Pilot Program
Rodney Chatman of FP staff presented the Planning and Place-Making Grant Pilot Program. For FY 18, $50,000 of FP planning funds were made available to assist Pinellas County local governments in implementing the Planning & Urban Design Principles of the Countywide Plan, to positively influence the built environment in Pinellas County. Innovative projects and projects with a countywide benefit, including a positive impact on local codes and standards, were part of the criteria used.
The evaluation committee recommended that $25,000 be awarded to the City of St. Petersburg for the “missing middle” lending analysis and $25,000 be awarded to Pinellas County to assist in development of a form-based code for Downtown Palm Harbor. Mr. Blanton clarified that this is a pilot program, and that everything will be evaluated for future programs. Mayor Doug Bevis said he really liked the St. Petersburg Missing Middle lending analysis and looks forward to seeing its applicability to the rest of the county. He asked for an estimated project start date. Mr. Chatman replied that while there is not an official date, he believes it should start within the next six months. The board approved distribution the Planning & Place-Making Grant Pilot Program funds to the City of St. Petersburg and Pinellas County unanimously.

2. Complete Streets Grant
Chelsea Favero presented on the second call for the FP Complete Streets Grant. A subcommittee comprised of members of the TCC and the PAC, as well as Forward Pinellas staff, met to review each application and believed that there was greater economic development potential for the application from the City of Dunedin than the City of St. Petersburg’s application. Ms. Favero stated that the subcommittee also took into consideration that St. Petersburg received the $1 million construction grant last year and were looking for geographic parity. Mr. Blanton stated that the construction project would have to be placed on FDOTs project list to be funded, which FP will request in September.

Vice Mayor Michael Smith asked how many people were on the subcommittee. Ms. Favero responded that there were four members on the subcommittee, which considered corridor transformation as one of the key criteria and that the Largo application was largely single-family housing with less economic development potential than the application from Oldsmar. Ms. Favero also said that safety was a consideration, along with the link between transportation and land use.

A citizen from Largo provided public comment and stated that Largo tweaked their application from last year to build upon comments received from FP. He stated that the project would provide a safe east/west bicycle and pedestrian path within Largo and that the project would help stabilize residential areas. Mayor Sandra Bradbury asked if the subcommittee used a point system to rank the applications received. Mr. Blanton replied that the goal of the program was to fund the most creative and innovative projects, which focused around linkages between infrastructure and private sector economic development. Mr. Blanton said that FP did not want to set up an overly restrictive point system which could stifle innovation in the future. He also stated that the board could ask FDOT to fund both projects with the Oldsmar project being the top priority.

Mayor Bradbury stated she would like to see a point system used in the future for subcommittee review of applications and that the applicant should be required to have the matching local funds available when the application is submitted. Mayor Bradbury also stated that home values will increase if a street is completed and that value added to property values should be considered as part of the economic development component. Mayor Bevis stated that Oldsmar’s project encompasses what a Complete Street is, given its mix of land uses. Council Member Doreen Caudell agreed with Mr. Blanton’s
suggestion to seek funding for both construction applications with Oldsmar being the first priority. She also stated that point system for ranking applications could stifle innovation, but clearer application ranking considerations in the future could help.

Mr. Blanton said FP staff met with representatives from the Broward County MPO on Monday, and that their Complete Streets program could serve as a model for FP’s program in the future. Commissioner Dave Eggers said he would like to see more Complete Streets projects funded in Pinellas County and that Oldsmar’s project encapsulates what a Complete Street is. He also said that thought should be given to smaller communities in the County who might not have the staff to prepare applications for the program.

Mayor Bradbury asked that the initial motion to approve the subcommittees’ recommendation to select the Oldsmar application for construction funding and the Dunedin application for planning funds be amended to request construction funds for the Oldsmar and Largo construction applications, with the Oldsmar application being the first funding priority. Commissioner Welch stated that he supported the amendment to the motion and said that all of the applications received were for good projects.

Mr. Blanton added that there would be no guarantee that FDOT would fund both construction applications, but that they could ask for both. A motion to award planning funds to the Dunedin application and request that FDOT fund both construction applications, with Oldsmar being the top priority, passed unanimously.

7D. Annual Audit 2016-17 (FY 17) – Action
Scott Anderson of Cherry Bekaert and Associates provided an overview of the FY 17 Audit Report. Mr. Anderson stated that no issues or adjustments were found through their audit process for the MPO and only one issue was found in the PPC, which was one pass off adjustment for around $2,000. The board approved the FY 17 audit report unanimously.

7E. Budget Scenarios
Rodney Chatman presented the budget scenarios that FP staff and the Office of Budget and Management have been working on. Board members stated that they would like to not utilize reserves for funding, and would like to see scenarios regarding the upcoming homestead exemption expansion on the ballet in November.

7F. CAC Vision Statement and Guiding Principles Presentation
Over the past 13 months the Citizens Advisory Committee (CAC) worked to develop a vision. The product of the work is the following vision statement: A community-driven, modern transportation that is safe, provides equitable access, and efficient mobility options in support of a sustainable, healthy, livable, and economically vibrant region.

Council Member Darden Rice thanked the CAC members for their work on developing the CAC vision. She commended the CAC for being forward looking, proactive and insightful, rather than just viewing their work as a checklist for the FP board. Mayor Bevis echoed Council Member Rice’s comments, and asked how the CACs community outreach had gone. The CAC representative responded that the goal of the CAC is to have as diverse of
a group as possible, including age, gender, race, and economic position. He stated that the CAC currently does not hold other meetings for community engagement beyond their regular meetings, but noted that the increased communication from FP staff and board members has been welcomed from CAC members.

Council Member Caudell stated that in the future the CAC should consider addressing land use in their mission statement, given what is happening in Tampa with the Tampa Bay Next program. Mayor Bradbury said it could be useful for the CAC to be involved with the FP budget process. Mayor Cookie Kennedy suggested that the CAC consider using a blog or social media to get information out to the community. Vice Mayor Lari Johnson said it is important to get younger people involved in the CAC because the decisions they make affect their future. Commissioner Welch said there are currently three vacancies on the CAC and said that FP should try to advertise the vacancies towards younger citizens. Lee Allen recommended that FP board members nominate citizens who are younger and diverse to serve on the CAC. Mr. Blanton said that was a good recommendation. The board approved the CAC’s mission statement unanimously.

7G. Tampa Bay Area Regional Transit Authority (TBARTA) Memorandum of Understanding – Action
Whit Blanton reported that with the Regional Transit Feasibility Plan moving into the public input phase, TBARTA is seeking to take over project management from the Hillsborough Area Regional Transit Authority (HART). Mr. Blanton said that he added a line to the Memorandum of Understanding (MOU) that specified the role MPO’s will play in the implementation of a regional transit system, such as the need for projects to be within the LRTPs and priority lists. Mr. Blanton also added language regarding the role MPO’s will play in providing feeder transit routes into the regional transit network.

Council Member Johnson said that PSTA’s edits to the draft MOU centered on if TBARTA would operate a future regional system, or pass off that responsibility to an existing transit agency. Commissioner Eggars said that this is an important document and that keeps Pinellas County residents involved in the process. Mr. Eggars stated that he agreed with Mr. Blanton’s suggested edits. The Board approved transmittal the draft MOU as amended unanimously.

8. REPORTS/UPDATES
8A. Director’s Report
Whit Blanton reported that the kick off of the Gateway Master Plan last week went well. He stated that a public workshop for the plan is being scheduled for the week of April 23rd, with consideration of the US 19 public outreach, which will likely take place in May. Mr. Blanton said that the Tampa Bay Transportation Management Area Leadership Group meeting on Friday, March 9 went well. The discussion focused on areas of agreement and members agreed to support shoulder running transit on the interstate. FDOT Central Office is working with PSTA to implement a pilot project in Pinellas County. Regional express bus transit is also being explored for the region. At the TMA meeting, Brad Miller of PSTA presented on their new routes to downtown St. Petersburg and Tampa International Airport.
Council Member Caudell added that the two top projects from the Regional Transit Feasibility Plan continue to move forward and there was agreement that both projects have value. Commissioner Eggers said that it is important that the first project touch all three counties. Mr. Blanton reported that FDOT District 7 Secretary David Gwinn highlighted that acquiring the CSX line would require an action by the State Legislature and would require support of the whole Tampa Bay delegation.

Mr. Blanton stated that the FP meeting with staff and consultants from the Broward County MPO and FDOT District 4 went well and they learned a lot. They use a five cents per capita funding mechanism for the Broward County MPO, which allows them to do more projects and have more staff. At the meeting, Ming Gao of FDOT stated that FDOT District 7 is where FDOT District 4 was at around 10 years ago regarding transitioning from highway capacity projects to funding transit and multi-modal options.

Mr. Blanton reported on the possible opportunity for an Alternatives Evaluation and Concept Development for I-175 and I-375 in downtown St. Petersburg, stating that FDOT is willing to fund a study to look at modifying or changing I-175 and I-375, but need a reason to do so, such as a formal request from the FP Board. The first phase of the study would include visioning and development, then advancing to a Project Development & Environment Study. A project scope has not yet been developed. FP staff will meet with FDOT and St. Petersburg staff in the near future to discuss scope development. Mr. Blanton said the study would involve many stakeholders, and the FDOT is eager to show how this is not like I-275 in Tampa. Council Member Rice said the study is very intriguing to look at the damage caused by the spurs when they were built in the 1970’s and that City Development Administrator Alan DeLisle should be tied into the discussion regarding the future of the Tropicana Field site. Council Member Rice stated that there is talk about being a seamless city and the largest seam in the city is I-175. She also stated that the needs of the hospitals must be kept in mind. Commissioner Welch said this study could open up a conversation regarding redevelopment of the Tropicana Field site and I-275.

Mr. Blandon reported that the Gulf Coast Safe Streets Summit went well and over 250 people attended. The major takeaway was that elected official’s need to be the champions of change. His critique of the summit was that more elected officials needed to be in attendance, as they were largely preaching to the choir. In the future he would like to see at least part of the day set aside to work with elected officials.

8B. Forward Pinellas Legislative Committee Update
Whit Blanton provided a brief overview of the fate of a few bills the FP Legislative Committee were following. He reported that the efforts to make texting while driving a primary offence and sun-setting existing Community Redevelopment Areas (CRA) did not pass. There were significant changes to MPOs, but the worst parts did not make it into the final bill. He said that there is now a 12-year term limit for MPO Board members, but it will not be retroactive. If the MPO’s in Tampa Bay ever merge, they will not be bound by cap on the number of members or number of county officials.
Should you have any questions or comments about the Forward Pinellas board meeting on March 14, 2018, please contact Evan Mory at 551-3322.

EM/TMW/KS

cc: Mayor Rick Kriseman
    Members of City Council
    Kanika Tomalin, Deputy Mayor and City Administrator
    Tom Greene, Assistant City Administrator
    Kevin King, Chief of Policy and Public Engagement
    Ben Kirby, Director, Communications
    Alan DeLisle, Administrator, City Development
1. Complete Streets
   a. Implementation Plan
      i. The City of St. Petersburg adopted a Complete Streets Policy on November 2, 2015 (#020400) to encourage streets that are safe and convenient for all users of the roadway. Steps the City will pursue to achieve a network of Complete Streets in St. Petersburg.
      ii. Efforts towards creating a Complete Streets Implementation Plan have been underway since early 2017. Those efforts include establishing the modal priority and desired operational speeds to meet the given or desired land use character for corridors citywide, identifying needed physical modifications to make walking and bicycling safe and comfortable choices, and prioritizing actions needed to build the identified improvements and enact the needed changes to City codes and processes.
      iii. Extensive public involvement has included four public workshops in March 2017, an online survey, a public open house, bus and bicycle tours, stakeholder meetings, numerous presentations to community groups, and City Council committee reviews. Draft materials are available for review on the City’s website. The plan document is currently in production and expected to be presented to the Council Housing, Land Use, and Transportation Committee on April 26, and for Council approval shortly thereafter. [updated March 16, 2018]
      iv. The Complete Streets Committee established through the policy represents a diverse set of City departments and community organizations. The Committee serves as the project steering committee through plan development and that role will continue through implementation.
   
   b. MLK, Jr. Street Resurfacing – Complete Streets Pilot Project [updated March 20, 2018]
      i. The City plans to mill and resurface Dr. M.L. King, Jr. Street from approximately 5th Avenue N to 34th Avenue N in spring 2018.
      ii. Resurfacing provides an opportunity, through our Complete Streets Program, to implement changes to the roadway striping that enable a street to be safer while continuing to move people across several modes and support business needs along the corridor.
      iii. Public engagement with community and City advisory groups identified the following concerns and desires for the corridor:
         1. Reduce excessive speeding while maintaining travel time reliability
         2. Add and improve pedestrian crossings for residents and for business access
         3. Create a continuous and comfortable bicycle facility for the corridor
         4. Retain on street parking between 5th Avenue N and 7th Avenue N
      iv. Resulting recommendations moving forward have been approved by Complete Streets Committee and Mayor’s Bicycle and Pedestrian Advisory Committee, and include:
         1. Mid-block pedestrian crossings increased from 1 to 5, and to include median refuges
         2. Removal of one travel lane to both reduce operating speeds and provide space for comfortable bicycle lanes
            a. Remove one lane northbound between 5th Avenue N and 11th Avenue N
            b. Remove one lane southbound between 11th Avenue N and 30th Avenue N
         3. Buffered bike lanes to be included from 7th Avenue N to 30th Avenue N
v. Traffic analysis completed indicates that:
   1. Design moving forward retains the same intersection Level of Service for motor vehicles as exists today
   2. Motor vehicle speeds will be decreased, particularly southbound
   3. Bicyclist travel time will be decreased from 18 minutes to 9-11 minutes, along with a decreased Level of Traffic Stress
   4. Motor vehicle travel time will be increased from 5 minutes to 6-1/2 minutes at the very busiest time of the day

vi. Next steps
   1. Final design plans for construction being developed
   2. Meeting scheduled to follow up with neighborhood associations, April 5, 2018 at St. Paul Catholic School Cafeteria, 1900 12th Street N
   3. Resurfacing construction anticipated in spring 2018 to include new asphalt surface and paint
   4. Vertical elements to include medians, enhanced crosswalks, and any vertical buffers for the bike lanes to be constructed later in 2018

c. Forward Pinellas Complete Streets Program. Forward Pinellas has created a program to fund concept planning, design, or construction projects that encourage the implementation of Complete Streets projects that meet the needs of all roadway users and that help to reinforce desired land use and redevelopment activities that meet criteria identified in the adopted Countywide Land Use Plan.
   i. In December 2016, the City submitted two project applications, one in each funding category for consideration within the Forward Pinellas Complete Streets Program. $1 Million of construction funding was approved for the Skyway Marina District – 34th Street South Sidewalk Improvements construction project, to be completed when the roadway is resurfaced in a few years. The South St. Petersburg East-West Transportation Network Action Plan planning study was not selected for funding.
   ii. In December 2017, the City submitted an updated project application for the South St. Petersburg East-West Transportation Network Action Plan planning study. The study was again not selected for funding under the Forward Pinellas program.  [updated March 13, 2018]
2. Trail Facilities

a. Pinellas Trail
   i. Trail lighting – A pilot project to install pedestrian-scale lighting on the Pinellas Trail between 20th Street and 24th Street is in design and is expected to be constructed in 2018.

b. Bayway Trail
   i. Bayway Trail South (SR 679) – FDOT is currently designing multiple improvements for SR 679, connecting SR 682 and Tierra Verde. The improvements include a 12’ wide trail on the east side of SR 679 to eventually connect with the trail leading to Fort De Soto. The roadway resurfacing will also introduce sidewalks on the west side, shoulders, and sections of bike lane. The project also includes replacement of the existing two-lane movable bridge with a two-lane, high-level, and fixed-span bridge. Instead of a traffic signal, a roundabout will be provided at the south side of the bridge at the intersection of Madonna Blvd/First Street. An open house covering the combined projects was held in April 2017 and preliminary engineering was completed in 2017. A design/build firm to finalize design and construct the projects is expected to be selected in early 2018 with construction expected to begin in 2018.

c. Booker Creek Trail
   i. Historic Booker Creek Trail Loop
      1. Phase IIA – connecting Campbell Park to 3rd Street
         a. The boardwalk-style path through Woodbrook and Roser Parks has been placed on hold until such time that a related opportunity can be further developed. FDOT’s work program includes a capital project to replace the MLK Street Bridge over Booker Creek, which can include accommodation of the trail under the reconstructed bridge. Routing the trail under the bridge removes the expensive and steep section of trail that would have been required and also removes the need for trail users to cross MLK Street at a signal. Design of the bridge has begun with an estimated completion in July 2019. Construction funds for the bridge have been programmed for 2021. Construction of a trail with an alignment under the reconstructed bridge will need to be planned and funded as a future project. [updated March 20, 2018]
         b. The funding set aside for this project is instead being used to create a separated bikeway along the south side of 6th Avenue S between MLK Street and 4th Street, as envisioned in the Innovation District Streetscape and Connectivity Plan. Pending Council approval of the design contract, detailed design should begin in late spring 2018. The section between 4th Street and 3rd Street will be designed with the Central Avenue Bus Rapid Transit project which is anticipated in FY19/FY20. [updated March 16, 2018]
      2. Phase IIB – USFSP/Bayboro – Construction has been completed for the sections of the trail along the east side of 3rd Street from 11th Avenue South to 6th Avenue South. Construction of the trail along the east side of 1st Street from 6th Avenue South to 5th Avenue/Dali Boulevard South is nearing completion.
      3. Phase IIC – Waterfront – Resurfacing and striping of the on-street portion along Bay Shore Dr. has been completed. Additional elements, including green paint, planters, and wayfinding signage are currently being designed with installation expected for late spring 2018. [updated March 13, 2018]
   ii. Campbell Park - Construction is nearing completion of the St. Petersburg Regional Skate Park along the west/south band of Booker Creek through Campbell Park. Plans for the
Skate Park have been modified such that a trail bypass is no longer necessary; events at the park should not interfere with trail operations. [updated March 13, 2018]

iii. Booker Creek Trail North - The CSX rail corridor was identified as a future trail corridor on the 2003 City Trails plan between 1st Avenue South and Booker Creek Park at 13th Avenue North. The Forward Pinellas MPO plan shows a future trail continuing up the rail corridor to the Lealman area, and the segment is also shown on the regional trails planning maps managed TBARTA and the Opportunity Maps managed by the State Office of Greenways and Trails. The CSX rail corridor is still owned by the railroad, and the City has explored purchasing the property outright, but found it to be cost prohibitive. FDOT District 7 has initiated their Regional Premium Transit Study to identify regional transit opportunities, which include the potential for commuter rail on the corridor. The current approach is to incorporate trail construction into possible future regional transit plans for the corridor.

iv. Pinellas Island Park Trail - The Pinellas Trail segments north of the Park have been modified to bypass the rail corridor. The northern bypass segment was completed in 2016. [updated March 13, 2018]

v. Gandy Blvd Trail – The project is currently under construction with the extension of the trail from 28th Street East to Gandy Blvd near the Pinellas Trailhead. [updated March 13, 2018]

vi. The Pinellas Trail segments in the Causeway Area are currently under construction. The project includes the construction of a pedestrian and bicycle bridge over the Causeway. [updated March 13, 2018]

d. Treasure Island Causeway Trail – connecting the Pinellas Trail to Treasure Island.
   i. Phase I – Pinellas Trail Connection – Phase I includes a concrete path east of the bridges with a two-way protected bike lane on 1st Avenue South. It also includes wayfinding signs with pavement markings in the section west of the first bridge. Construction has been substantially complete. Several potential design tweaks are currently being reviewed to address community feedback, to be implemented later in 2018. [updated March 13, 2018]
   ii. Phase II – Central Avenue – The second phase of the project will add a separated path along the north side of Central Ave adjacent to Causeway Isles. Design was just initiated and is expected to be completed in 2018. The FDOT Draft Tentative Work Program includes construction funding in their FY19 budget; pending approval of their budget later this spring, it is anticipated that construction can begin as soon as design is completed and would be done concurrent with other roadway and drainage improvements along Central Avenue.

e. Gateway Area Trails. Conversations have begun with Gateway area businesses on how to improve access to the trail. In addition to the below trail segments that are currently progressing, Forward Pinellas will soon undertake the development of a Gateway Area Master Plan to address broader land use and transportation opportunities in the area, which will include the identification and plan for funding of future trail facilities.
   i. Roosevelt Boulevard Trail - FDOT has completed construction of a new trail on the east/north side of the roadway in conjunction with the resurfacing project. The roadway resurfacing will also include shoulder and sections of shoulder/bike lane. The trail forms a segment of the eastern leg of the Pinellas Trail Loop.
   ii. Gandy Blvd – Trail segments are being created along the Gandy Blvd corridor
      1. The segment west of 4th Street is being pursued as a part of the various roadway construction projects currently underway that are creating grade separated interchanges with the local streets. [updated March 13, 2018]
      2. The segment east of 4th Street is being pursued as a part of the roadway construction projects, as well as a part of the SUN Trail program being a link in the Florida Gulf Coast Trail (see later in this document for details of the SUN Trail program). [updated March 13, 2018]
   iii. 28th Street – The City has identified funding to develop a trail along the east side of 28th Street from Gandy Blvd to 118th Avenue North. Design is anticipated to begin in 2018.
   iv. Forward Pinellas has identified a conceptual Gateway Trail Corridor that would generally connect Lealman to the Gateway Area. Alignments need to be studied, but include a potential trail connection from Joe’s Creek Park to Sawgrass Lake Park, the forthcoming trail along Gandy Blvd, and continuing to a future new trail bridge over Tampa Bay. Pinellas County Planning staff has initiated a “Linking Lealman” plan focused on the Lealman CRA, which seeks to address both Complete Streets as well as this proposed regional trail corridor. [updated March 13, 2018]
v. Howard Frankland Bridge Trail. FDOT is working to replace the northbound span of the Howard Frankland Bridge which is nearing the end of its useful life. Based on requests by MPOs on both sides of the Bay, the new concept for the bridge replacement includes a bicycle/pedestrian trail on the north side of the bridge. FDOT staff is working with staff from the City, County, and Forward Pinellas to develop trail connections to the trail on the bridge so that it’s more readily accessible once construction is completed. In February 2018, the Forward Pinellas BPAC endorsed 4th Street as the preferred connection route to the new Howard Frankland Bridge Trail, with a connection to Ulmerton Road being identified as also desirable but a second priority. [updated March 13, 2018]

vi. Gandy Bridge Trail. FDOT has begun scoping to replace the northbound span of the Gandy Bridge which is nearing the end of its useful life. Following the demolition of the Friendship Trail Bridge, the new concept for the bridge replacement includes a bicycle/pedestrian trail on the new structure. [updated March 26, 2018]

f. Florida SUN Trail Network - The State of Florida has made $25M available each year for construction of selected regional trails identified as a part of the Shared Use Non-motorized (SUN) Trail network. Two of the statewide trails start in downtown St. Petersburg.

i. Coast-to-Coast (C2C) Trail - The Fred Marquis Pinellas Trail serves as the western terminus of the Coast-to-Coast (C2C) Trail, which is the highest priority trail in the state. The portion of C2C Trail within the City is completed, notwithstanding amenities that may be added to support long distance travel.

ii. Florida Gulf Coast Trail - The North Bay Trail, also known as the eastern leg of the Pinellas Trail Loop, serves as the northern terminus of the currently re-named Florida Gulf Coast Trail, which a trail concept connecting between Pinellas and Collier Counties.

1. Funding for the gaps in this segment of the Pinellas Trail Loop has been previously pursued unsuccessfully via the USDOT’s TIGER grant program. In coordination with City and Forward Pinellas, Pinellas County Public Works submitted an application to FDOT District 7 to fund the east leg of the Pinellas Trail Loop through the SUN Trail network program. Six project applications were forwarded by FDOT District 7 to the FDOT Central Office. Two projects in Pinellas County were selected for funding, including an overpass of SR 60 in Clearwater and a segment of trail in Palm Harbor, but no segments in the City.

2. A Gulf Coast Trail summit was held on January 2017, resulting in a draft Position Statement of support for the trail. The document also identified the MPOs along the corridor as the entities that comprise the Gulf Coast Trail Alliance.

iii. In coordination with TBARTA, Forward Pinellas has added several future trail segments to the TBARTA Multi-Use Trails Regional Priorities Map as a Conceptual Trail and the State Office of Greenways and Trails’ Land Trails Opportunities Map. These segments would all form branches or loops off of the Coast-to-Coast Trail and Florida Gulf Coast Trail. The segments include the Joe’s Creek Greenway Trail, the CSX right of way between downtown St Petersburg and Lealman, the Gandy Bridge corridor, and a new Gateway Trail corridor connecting Lealman to the Gandy Bridge with a route to be determined.

g. Trail Counters – Automated counting equipment to record the number of trail users has been installed along trails across the City. Over the coming months, equipment installed at the following locations will be providing continuous counting that differentiates pedestrians, bicyclists, and directions of travel: [updated March 13, 2018]

i. Pinellas Trail near Tyrone (location pending approval of County permit)
ii. Pinellas Trail near Childs Park (location installed and maintained by Forward Pinellas)
iii. Pinellas Trail near Tropicana Field
iv. Skyway Trail near Twin Brooks Golf Course
v. North Bay Trail near Coffee Pot Park
3. Pedestrian Facilities
   a. 2016 Downtown Bulb outs – Construction is substantially complete at a number of downtown intersections, including: 1st Street/1st Avenue N, 1st Street/1st Avenue S, 1st Street/2nd Avenue S, 1st Street/4th Avenue S, 1st Street/5th Avenue S, Beach Drive/1st Avenue S, Beach Drive/1st Avenue N, Beach Drive/2nd Avenue N, 2nd Street/2nd Avenue S, and 7th Street/Central Avenue. Landscaping and lighting elements will be added in 2018.

   b. Bulb outs for 3rd Street through Downtown – The City has received FDOT safety funds to design and construct bulb outs to shorten pedestrian crossing distances and tighten the turn radii at feasible corners between 5th Avenue North and 5th Avenue South. Design has been underway through 2017 and is expected to be completed in 2018. Construction to follow in late 2018 and 2019. Intersections along 4th Street were previously included in this project, but have been removed due to required drainage costs being higher than anticipated.

   c. 4th Street South/3rd Street South – Crossings improvements were included as a part of the Innovation District Streetscape and Connectivity Plan. Enhanced midblock crossings are planned on 4th Street and 3rd Street between 6th Ave S and 18th Ave S. There are three locations planned on 4th Street including 7th Avenue S, 11th Avenue S, and Newton Avenue S (between 14/15th Avenue S), and one location planned on 3rd Street at 11th Avenue South. Final crossing locations may be adjusted in the design phase. Design is just beginning and is anticipated to be completed in 2018 with construction following thereafter. [updated March 20, 2018]

   d. Rectangular Rapid Flashing Beacon (RRFB) Crosswalk Enhancements
      i. 120 crossings are now equipped with RRFBs in the City. 57 were installed in 2016 and 17 in 2017. St. Petersburg now has the highest known implementation of RRFB devices installed in any city in the United States.
      ii. The RRFB equipment had its interim approval rescinded by the federal government on December 21, 2017 due to a patent issue that was unrelated to the safety performance. A new interim approval was issued on March 20, 2018, with the primary difference being a slightly modified flashing pattern. (For more details, see: https://mutcd.fhwa.dot.gov/resources/interim_approval/ia21/index.htm) All existing installations will remain in place, planned and funded installations may proceed, and the device may again be included in future projects. [updated March 26, 2018]

   e. As an educational component, City staff developed and distributed a utility bill flier in January 2018 to provide traffic safety tips for both motorists bicyclists aimed at informing city residents as to the meaning of certain new green pavement markings that have been or are expected to be installed following resurfacing projects. Additional copies of the flier were produced to be distributed a community events and neighborhood association meetings.

   f. A series of downtown wayfinding signs and informational kiosks are forthcoming to direct pedestrians to major destinations. A similar system of signs will be oriented to motorists with a special emphasis on entrances to the parking garages with the goal of reducing the amount of traffic circulating and looking for on-street parking spaces. A contract for the pedestrian signs and vehicular wayfinding signs was approved by Council in December 2017. Fabrication and installation should be complete in fall 2018.
4. Bicycle Routes and Facilities
   a. Downtown Bicycle Network
      i. First Avenue South – Downtown Trail – Intersection Improvements – The City is currently scoping spot improvements to striping at the intersections. Improved striping at driveways is occurring as a part of private redevelopment along the corridor. Further updates to the intersection at 3rd Street is to be incorporated with the FDOT-funded bulb outs safety project.
      ii. Beach Drive – Shared Lane Markings have been installed between 1st Avenue S and 7th Avenue N, with ‘Bikes May Use Full Lane’ signage to follow. The 15 MPH speed limit signs have been replaced with 20 MPH speed limit signs, along with an increased number of speed limit signs along the corridor. Though it may seem counterintuitive to increase the posted speed limit, the change will enable St. Petersburg Police Department officers to more-readily enforce unsafe speeding above 20 MPH on the corridor in accordance with state law.
      iii. 1st Street – the bike lane drop between 2nd Avenue N and 3rd Avenue N is being filled with shared lane markings and modified bike lane markings and signs to indicate that bikes should be in the travel lane in this segment.
      iv. 2nd Avenue N – Shared Lane Markings and ‘Bikes May Use Full Lane’ signage are to be installed between 2nd Street and Beach Drive. [updated March 13, 2018]

   b. 30th Avenue North Bicycle Facility – 30th Avenue North from MLK to 58th Street is being selectively widened and resurfaced to add a continuous bike lane across almost the entire city. The project is currently being constructed in segments from west-to-east with an estimated completion date around the end of May 2018. [updated March 26, 2018]

   c. City staff have been working to improve and add bicycle facilities as a part of the annual resurfacing program.
      i. The FY2018 resurfacing program is currently in development and is expected to add or widen bike lanes on several roadways, including: MLK Jr. Street from 5th Avenue N to 34th Avenue N (see Complete Streets projects above for full update on this segment), 16th Street from Pinellas Point Drive to 62nd Avenue S, 22nd Avenue S from 4th Street to Beach Drive SE, 28th Street from 34th Avenue N to 37th Avenue N, 30th Avenue N from MLK Jr St to 4th Street, 30th Avenue N from 71st Street to 66th Street, 31st Street from 9th Avenue N to 13th Avenue N, 34th Avenue N from 4th Street to Maple Street, and 37th Street from Central Avenue to 1st Avenue N. [updated March 20, 2018]
      ii. The FY2017 resurfacing program included improved or added bicycle facilities along segments of 18th Avenue South, 15th Avenue South, 20th Street, and Pinellas Point Drive.
      iii. FY2016 program improvements to the bicycle facilities included: Pinellas Point Drive/Roy Hanna Drive/62nd Ave S, 13th Avenue N, 37th Street South, and 19th Street N. Final installations to include green pavement markings in selected locations is forthcoming.
      iv. The FY2016 program also included the reconfiguration of 1st Street from 5th Ave S to Central Ave, which has created a two-way separated bicycle path along the east side of the roadway. The initial striping work has been completed as a part of the resurfacing, and additional physical elements to include flex posts and sections of green paint for emphasis will be added in phases. Planters in the buffer area have also been added along 1st Street and will be replaced once the Grand Prix track has been fully disassembled. [updated March 13, 2018]

   d. FDOT will be resurfacing 54th Avenue South between 41st Street and 34th Street. The restriping to be completed includes the addition of buffered bike lanes. Design was completed in late 2017. FDOT is expected to select a contractor for the resurfacing work to begin in spring 2018.
e. City staff continue to install bicycle racks in locations throughout the City in an effort to promote healthy transportation for daily activities. Forthcoming installations include Central Avenue through both the EDGE and Grand Central business districts.

f. Bike Share -
   i. As of January 1, 2018, the Coast program in St. Petersburg has seen over 42,000 trips taken and over 86,000 miles ridden.
   ii. A member survey is currently open through March 2018, which will allow the City and operator to learn more about where minor modifications and the modest program expansion should be pursued in 2018.
   iii. A one-year anniversary ride and celebration was held February 1, 2018. Among awards given to community partners at the event, the Central Avenue shared lane markings were awarded as best bicycling infrastructure by member poll. [updated March 20, 2018]

g. An update to the City’s Bike Map is underway including graphical redesign and the creation of topical content addressing different types of bicyclists and greater detail on some areas of the City. The updated maps are currently pending more-detailed route guidance as currently being developed in the Complete Streets Implementation Plan. Final graphic design will be completed by the City’s Marketing Department, with anticipated completion in mid-2018.
5. Multi-modal Projects
   a. Central Avenue Speed Limit Optimization - Work has begun to make the speed limits along Central Avenue as consistent as possible.
      i. The targets for posted and operating speeds include reducing the section through Grand Central to 20 mph to match downtown, as well as an incremental reduction for the western segments to 35 mph, and eventually to 30 mph in later years.
      ii. The future primary bicycle facilities for the corridor include the following segments:
         1. Bayshore Blvd. to 31st St – Shared Lane Markings and associated signage including Bikes May Use Full Lane signs, reverse-facing bicyclists’ wrong way signs, and Do Not Pass signs. These markings and signage have been completed.
         2. 31st St to 66th St – Bike lanes (30-35 mph) Bike lanes are to be added to this segment as a part of the West Central Streetscape project which is currently being scoped, and the Central Avenue Corridor Bus Rapid Transit project which will impact the bike lanes on the adjacent 1st Avenues North and South. There is also a pending application for federal Transportation Alternatives funds to add Complete Streets amenities to this segment.
         3. 66th St to Park St – Bike lanes (30-35 mph) Pinellas County has completed their project to resurface the section from Pasadena Avenue to Park Street, which added 5’ bike lanes.
         4. Park St to Treasure Island – Treasure Island Trail which is currently under various stages of design and construction. (30-35 mph)
   iii. Pedestrian improvements along the corridor will include the following elements at selected locations as individual projects and funding are identified.
   iv. Each phase of implementation will include targeted education and enforcement
      1. City staff has completed a speed study of Central Avenue in the EDGE and Grand Central Districts, and is working with PD to increase enforcement of speeding and other moving violations. With the recently completed bulb outs at 24th, 25th, and 26th Streets, the City will be conducting a new speed study to see if a reduced speed limit is now warranted.
      2. City has received funding from FDOT to conduct HVE operations again in FY2018, and will coordinate enforcement with the Central Ave improvements as possible. [updated March 13, 2018]
      3. City staff developed and distributed a Shared Lane Marking educational utility bill flyer that is serving as a model garnering attention across the region; the City has been asked to submit the flyer to the Florida Bicycle Association, Pinellas County MPO, and Bike Walk Tampa Bay Board for their consideration. An educational video is also being pursued. The Police Department has begun distributing the sharrows flier to cyclists riding on the sidewalks and will be part of an effort to educate cyclists riding too fast or not yielding to pedestrians.

b. 34th Street projects
   i. CityTrails funds are being applied to extend the current pathway along 37th Street northward from 34th Avenue S to 30th Avenue S, then continuing eastward along 30th Avenue S between 37th and 34th Streets in conjunction with a mixed use development project in the Skyway Marina District.
   ii. FDOT is planning a resurfacing project from 54th Avenue S to 22nd Avenue N, which is expected in the next 3-5 years.
   iii. Skyway Marina District – 34th Street South Sidewalk Improvements construction project. At their March 8, 2017 meeting, the Forward Pinellas Board voted to approve funding for the 34th Street South Sidewalks Improvements construction project via their new Complete
The City is working with Forward Pinellas and PSTA to study a potential lane elimination or conversion of one of the three general purpose lanes in each direction to dedicated transit and/or bicycle lanes which could also be completed at the time of resurfacing. A consultant has begun the analysis for Forward Pinellas with results expected in summer 2018 and the study finalized by the end of 2018.

c. **4th Street North**
   i. City is working with FDOT to project to install median channelization and pedestrian crossings on 4th Street North from 30th Avenue North to Koger Blvd. Funding for the design is included in the FDOT Draft Tentative Five Year Work Program in FY20/21 with construction anticipated in FY22/23.

d. **Riviera Bay/San Martin Blvd. bridge replacement** [updated March 26, 2018]
   i. Pinellas County is conducting a Project Development and Environment study to identify and screen alternatives to replace and raise the bridge over Riviera Bay as well as review the segments of San Martin Blvd. that lead to the bridge.
   ii. The preferred alternative includes a trail along the east/south side of the bridge, as a segment of the Pinellas Trail Loop. Bike lanes are included on the bridge, though it is unclear how the County would incorporate bike lanes on the roadway segments on each side of the bridge.

e. **22nd Avenue S corridor** [updated March 26, 2018]
   i. Pinellas County is currently constructing sidewalk improvements between 58th Street and 49th Street, and has funding in place to construct missing segments of sidewalk along the north side between 49th Street and 40th Street
   ii. Pinellas County is also conducting a corridor study and completing traffic analysis for 22nd Avenue S between 58th Street and 34th Street including assessing a potential reconfiguration of the roadway to include one through lane in each direction along with the addition of a center turn lane and bike lanes.

f. **South St. Petersburg East-West Transportation Network Action Plan.** While not approved for funding under the new Forward Pinellas Program, the Action Plan will be pursued with City funds. A scope for that Plan is currently being developed and will be finalized once the Complete Streets Implementation Plan has been approved. [updated March 13, 2018]

g. **Transit projects** [updated March 20, 2018]
   i. **Central Avenue Corridor Bus Rapid Transit**
      1. Premium buses will connect downtown to the Don Cesar Hotel on St Pete Beach,
      2. Features include off-board fare collection, low-floor boarding, high frequency, limited stops, lanes dedicated to buses and business access/left turns only along 1st Avenues North & South
      3. Impacts identified in the preliminary design include removal of bike lanes along 1st Avenues North and South west of 20th Street and the complementary addition of bike lanes to Central Avenue between 31st Street and Pasadena Street.
      4. Application for funding was submitted to the Federal Transit Administration in September 2017. PSTA will learn about the funding decision in spring 2018, though in February, USDOT’s FY2019 Capital Investment Grant Report to Congress was released and included PSTA’s Central Avenue BRT Project with a higher than expected rating of Medium-High; this rating positions the project in an excellent
manner to receive Federal funds. If approved at anticipated levels, service could be operational in late 2020.

ii. Downtown Circulator – PSTA and City are evaluating the options to improve transit movements and connections within downtown, and anticipate the service changes to become operational in late 2018. The service would be provided, in part, with the County’s first all-electric bus.

iii. Skyway Marina District shelters – PSTA and the City are partnering to provide twelve (12) shelters in the Skyway Marina District and 37th Street from 30th Avenue South to 54th Avenue South. At locations where shelters exist, they will be replaced with PSTA’s new style of shelter. At stops with at least 10 passengers boarding each day (PSTA’s current threshold is a minimum of 40 passengers each day), a new shelter will be added. An agreement to solidify details of the partnership is being completed and anticipated to go to City Council for their approval this spring.

iv. Citywide shelters program - City staff are working with PSTA to add over 20 shelters at PSTA stops in the city. These shelters will be placed at strategic locations which previously did not have a shelter and will be city funded. Installation is anticipated to begin later in 2018.

v. Route 100X Extension – Route 100X currently connects downtown Tampa to the Gateway Mall. PSTA has received funding from FDOT to extend route 100X from its current terminus at the Gateway Mall to Downtown St. Petersburg beginning in June at the current service level. City staff are working with PSTA on the exact location for the service in downtown, including the potential for a park and ride.

vi. AV shuttle demonstration project - PSTA has partnered with Easy Mile for a pilot Automated Vehicle (AV) shuttle demonstration project along Bayshore Drive from the Dali Museum to the Vinoy Hotel. The vehicle will have a top speed of around 15 MPH and will be staffed with an attendant during operation. Anticipated launch of the service is in the fall of 2018.

h. Transportation Demand Management (TDM) activities

    i. Bicycle Friendly Business Program

        1. As a part of the national League of American Bicyclists’ Bicycle Friendly America program, the new local BFB program recognizes employers for their efforts to encourage a more welcoming atmosphere for employees, customers, and community members who ride bicycles.

        2. The City has offered assistance to local businesses that want to pursue certification. The assistance includes safety training, an evaluation of bicycle parking needs, and completion of the application. Interested businesses should visit the website to learn more: https://stpetegreenhouse.com/bikefriendlybusiness and also contact Christine Acosta at christine@pedalpowerpromoters.com

        3. The City’s efforts were presented and recognized at the League of American Bicyclist’s annual National Bike Summit in Washington DC on March 5, 2018.  

[updated March 13, 2018]

    ii. City is participating in the Commuter Services education and driving alternatives programs being managed by TBARTA: http://tbarta.com/en/commuter-services
Tampa Bay Transportation Management Area (TMA) Leadership Group Executive Summary

Representing the MPOs in Pasco, Pinellas, & Hillsborough Counties

Summary for 3.9.18 meeting

Based on the importance and reach of the conversations that happen at the TMA Leadership Group, we are looking to keep our stakeholders aware of the outcomes of these meetings. The following is a summary of the most recent meeting highlights; you can find the full agenda online. This meeting was also videotaped, which you can watch on YouTube.

The group heard several updates on the status of Regional Express Bus initiatives, and other topics relating to transit connections

- Members had stated at a previous meeting that they would like to see more regional express bus routes developed as soon as possible
- Starting in June, PSTA will extend its existing express route from the Gateway to Tampa International Airport via the Howard Frankland Bridge, and will extend another express route from downtown St. Petersburg to downtown Tampa via the Gandy
  - The services will run during peak travel times with the intent to seek funding to expand
- HART discussed its planned park-and-ride express route from Wesley Chapel to Tampa International Airport
  - There was some confusion about the overlap between this route and the planned BRT route in the RTFP
- The City of Tampa presented its plans for the new streetcar route study, which identified a preferred north-south extension from Tampa Heights through the center of downtown, serving numerous businesses and city parking garages
  - The city is requesting approval into FTA’s Small Starts Project Development this month
- FDOT discussed its intermodal studies throughout the region, which look to identify ideal transfer points between various modes of transportation
  - Also mentioned was an FDOT pilot study of shoulder-running express bus in Pinellas County that is nearing completion

An initial discussion of transportation project priorities for funding in the coming year was taken up and final decisions on priorities will be made at the May meeting

- Group members discussed whether to take off projects that were funded, or leave the projects on the list until construction is complete
- The group also discussed how to define priorities
The MPO directors noted that the priority list has been integrated into the priority lists of the MPOs, and that list is transmitted to the Florida Department of Transportation for funding.

However, there were members who felt the priorities should include big-picture vision projects and also legislative asks that may not be under the purview of FDOT.

The group tentatively agreed to put both the CSX project and the BRT project from the Regional Transit Feasibility Plan on the priority list, although the scale/phasing and order of those projects will be determined in May.

Scott Pringle of Jacobs, the consultant for the Regional Transit Feasibility Plan, provided a response to requests for information group members had made at the previous meeting in February.

For the past few months, the Regional Transit Feasibility Plan discussion has revolved around two possible catalyst projects:

- Shoulder-running bus rapid transit along the I-275 Corridor including Wesley Chapel, USF, Tampa, Gateway, St. Petersburg
  - This was the consultant’s suggested catalyst plan due to cost effectiveness and coordination with Tampa Bay Next interstate modernization.
- Commuter rail in the northern corridor following the CSX rail line, from Downtown Tampa to USF
  - This project is preferred by some members due to its potential for passenger rail service linking Hernando and Pasco County with Tampa, and transit-oriented development possibilities along the route.

At the March meeting, Pringle brought back information in response to several requests, but two main ones: To look at the US 41 corridor and a 41-mile CSX route to be able to compare to the 41 miles along the I-275 corridor, and to look at a 12-mile CSX project with a connection directly to USF.

- Original CSX suggested route (downtown Tampa to USF)
  - 9-mile route
  - $620 million estimated capital cost
  - 3.6 million annual ridership
  - $11 cost per trip
- Tampa with direct connection to USF
  - 11.2-mile route
  - $780 million estimated capital cost
  - 3.7 million annual ridership
  - $11 cost per trip
- Tampa to SR 54 near US 41
  - 16-mile route
  - $1.19 billion estimated capital cost
  - 4.6 million annual ridership
  - $13 cost per trip
- Tampa to Brooksville
- 45-mile route
  - $2.62 billion estimated capital cost
  - 4.7 million annual ridership
  - $28 cost per trip
- Tampa to Oldsmar, Clearwater, and St. Petersburg
  - 50-mile route
  - $3.32 billion estimated capital cost
  - 7.8 million annual ridership
  - $22 cost per trip

Pringle also clarified the full costs from various funding sources in the I-275 concept, which includes between $920M and $1.15B in money that FDOT would spend in the future interstate modernization projects to accommodate shoulder-running BRT.

The discussion that resulted from this presentation focused mainly on how relevant the numbers from the CSX routes were to the eventual actual costs:

- Pasco Commissioner Jack Mariano felt that the numbers should take the possibility of private investment and resulting development around rail stations into account.
- Pringle noted that the study had requested that the projects be looked at using criteria for funding established by the Federal Transit Administration to compare applications from across the country, and that the FTA criteria was what he focused on.
- FDOT District 7 Secretary David Gwynn clarified that the formula for FTA funding was very specific and is only calculated based on the elements that Pringle had looked at.

Pasco MPO Director Craig Casper and Hillsborough MPO Director Beth Alden discussed right-of-way for CSX and interstate transit, respectively:

- A few highlights of the CSX presentation:
  - There are two major CSX subdivisions that are up for sale:
    - One from Hernando County to Busch Boulevard in Tampa
    - One from Busch Boulevard west to Clearwater and curving south into St. Pete
    - There may be additional available subdivisions, including one in South Tampa, but that remains unknown
  - The CSX line cannot accommodate light rail within existing right-of-way, only commuter rail and CSX would retain usage of the tracks for freight service.
  - Gwynn noted that, were the region to agree on the need to purchase CSX right-of-way, that would not be within FDOT’s purview and would need an act of the state legislature.
    - He also noted the legislature wouldn’t make that purchase without a project to go with it.
- Alden’s presentation focused on how right-of-way on the interstate has been handled in other communities:
  - Communities included South Florida and Minneapolis/St. Paul.
    - In South Florida, express bus service was added in managed lanes on I-95 between Miami and Ft. Lauderdale, and ridership increased 22% year-over-year.
In the Twin Cities, bus-only shoulders (of which there are now 334+ miles constructed) provided 9 minutes of travel time savings on average. Ridership also increased 9 percent over two years.

TBARTA Executive Director Ray Chiaramonte gave an update on the MPO Regional Coordination Best Practices Study

- The study is moving from Phase I, which examined existing conditions and directions, to Phase II, which will identify best practices from peer regions and develop case studies
- A second workshop will be held June 1 at Collaborative Labs, and a third workshop is tentatively planned for September
- The study is scheduled for completion in December

The group also decided to meet in Pasco at the next meeting May 11
Board Members Present:
Jim Holton, Chairman  
Gubernatorial
Melanie Griffin  
Gubernatorial
Michael Millett  
Gubernatorial
Commissioner Pat Kemp  
Hillsborough County
Commissioner Karen Seel  
Pinellas County
Mayor Bob Buckhorn  
City of Tampa
Kathleen Shanahan  
Hillsborough Area Regional Transit Authority (HART)
Commissioner Janet Long  
Pinellas Suncoast Transit Authority (PSTA)
Secretary David Gwynn  
Florida Department of Transportation (FDOT), District 7 Advisor
Secretary L.K. Nandam  
Florida Department of Transportation (FDOT), District 1 Advisor

Board Members Absent:
Cliff Manuel, Jr.  
Gubernatorial (excused)
Commissioner Wayne Dukes  
Hernando County (excused)
Commissioner Betsy Benac  
Manatee County (excused)
Mayor Rick Kriseman  
City of St. Petersburg (excused)

Call to Order
- Chairman Jim Holton called the meeting to order at 9:41 am.
- Jim Hilton introduced new TBARTA Board member Commissioner Kathryn Starkey, appointed to represent Pasco County. Commissioner Kathryn Starkey looks forward to serving on the Board and being an active member for regional solutions.
- The TBARTA Board extended its appreciation to Pasco County Commissioner Mike Moore for his dedication and outstanding service during his tenure on the TBARTA Board.

Public Comment
- Anthony Palmieri will no longer be serving on the TBARTA Citizens Advisory Committee (CAC) and gave thanks to the TBARTA Board and TBARTA Staff for his time on the Committee. Mr. Palmieri had served as Chair of the CAC for years, and said it was a difficult decision to step away from the CAC. Mr. Palmieri could no longer commit the length of time needed with the new charge of TBARTA in developing the Regional Transit Development Plan and implementing regional transit. The TBARTA Board, and Chairman Jim Holton, thanked Mr. Palmieri for his service.
- Karen Mullins, a TBARTA CAC and Pinellas MPO CAC member, expressed her disappointment in the lack of accomplishment for the CAC – there has been no quorum for over a year. There is nothing getting done and no citizen input. The reports and presentations coming before the CAC have nothing to do with transit, we do not hear the actual functioning of transit. This agency was created to create a vision for our future – for 25 years out from now. Ms. Mullins asked the Board to change the dynamic and vision, and lead us through the vision for the next 30 years, so we can tell and show our children that there will be transit. So we can bring in economic development because we are being passed over by companies because we do not have an adequate transit system. Pinellas County is built out, there is no more room for roads. On this Board, there is no one who represents transportation disadvantaged. We need someone on the Board and the CAC to have this voice. The MPO members of the CAC do not have a vote they do not have a voice. As elected officials, it is easy to say no and get re-elected, but it is hard to say yes to galvanize this community.
- Lena Young Green said when TBX was first rolled out, she visited this Board. At the time, the Executive Director said your job was not to look down in the weeds, but to look more holistic. Your weeds is my front yard, my neighborhood, my environment. The impact of decisions made by this body has an effect on our...
children. Hillsborough County is one of the largest counties in the region, you must look at us from the perspective for the impact of Tampa and Hillsborough on your decisions. We need transit. Millennials want effective transit and do not want to get around on roads. Find ways to not build out more roads. We support use of the CSX, roads do not generate economic impact as much as transit. We support walkable, bikeable communities with clean air.

- Rick Fernandez, president of the Tampa Heights Civic Association and Hillsborough MPO CAC member, said the civic association had a representative from Jacobs to present the Regional Transit Feasibility Plan last evening. Tampa Heights is in the middle of the spine of I-275 and are the most impacted. The general feeling of the community is the RTFP is a first step but there is a lot of room for improvement. We would like a gold standard for BRT, which this is not, or we would like the attention turned to the CSX tracks – USF to Downtown or South Tampa to USF. The CSX tracks are too important to be ignored. Transit Oriented Development and Economic Development are too important to be ignored. Mr. Fernandez lives close to the Floribraska and I-275 intersection, where a station is proposed. Within the walkshed of a fixed station is TOD – new business, new residents, new tax base. The current plan would not address this TOD opportunity, and there is no economic impact analysis to determine what, if any, such a station will have. There is a question of price and a question of cost – the current plan is all about the cost and how to do this plan on the cheap. We are forgetting there is a cost to placing the stations in the wrong place. Unless we understand the difference between a station, and location, and price/cost, we are missing the point. I hope you request an economic analysis and multiply that by every station on the route. There is no dedicated lane for the entire span – and the section on the Howard Frankland Bridge is mixing BRT vehicles with express and traffic. The assumption is that there will be express lanes, but we are in Tampa Bay Next which is a process of where we are going, and there is no determination there will be express lanes, though FDOT expects there will be. The flaw is that we are relying on the BRT being in express lanes that may not exist. We can do a whole lot better, and Tampa deserves better.

- Michelle Cookson said the RTFP is very troubling in a couple areas. The public was encouraged to come out to meetings to lead up to today’s plan, it feels like, yet again, this process represented something. At the charrette process with FDOT, there was “we hear you”, but it sure seems like that it was baked in to arrive at a pre-determined situation. We can do a lot better and I can’t help but feel this is designed for pushing through a highway project, not transit. This BRT represents a poor choice when we have a greater opportunity with the CSX tracks. The CSX connects all of our densest areas already, and hopes this Board asks the questions, which includes the return on investment. In Orlando, the FDOT purchased the right of way for SunRail and are also paying for the first seven years of operations and maintenance for the system – they should do the same for the Tampa Bay region. Being regional is important, and TOD is so important, but we keep being told of this catalyst of BRT, but the true catalyst is the CSX. When we make these poor choices, we create the self-fulfilling prophecy of being left behind. This is a regional body, but time again, Hillsborough County is being asked to be the sacrificial lamb. This is the moment where we can turn and make a choice that is based on the future, that can provide buy-in. If this is a catalyst, we must think broader, and we would like to be that catalyst. Looking around politically, people have had it with the top down approach, but then they are asked to fund something.

- Tom Nocera said he is impressed with the passion and common thread of the speakers with regard to the importance of the CSX lines and the future of transit. Aerial transit would not look to disrupt the tracks, but rather, use aerial rights and right of way along those tracks, to connect the area. Speaking with CSX, in order to commence a deal, we need to get a pilot project established between downtown Clearwater and Clearwater Beach, which will include a bridge study. SkyTran is raising money, teamed up with the Boring Corporation for pod design, and are in discussion with Kennedy Space Center to place their world headquarters there and produce a test track. We are optimistic about the future about the Tampa Bay Region, and what a blessing we have that we do not have obligations for systems and rails currently. We can move swiftly into the 21st century. Mr. Nocera would like to present his plan to the TBARTA Board at a future meeting.

- Bob Henion, a TBARTA CAC and Pinellas MPO CAC member, said regional transit is the most critical issue and this is the main deficiency in the region, a lack of regional transit. We have not had a quorum for the TBARAT CAC in over a year, we cannot vote, we come to a consensus, but being on a CAC is very important, it gives citizens the opportunity to provide input and be a part of the process. It requires us to follow and show up. Mr. Henion is looking forward to TBARTA coming up with plans to challenge the issue of transit, receive some funding, and would like the CAC to reach a quorum to function accordingly.

- Chris Vela lives next to the I-4 and I-275 interchange in Ybor City and loves his neighborhood. One of the biggest issues with the transit study is we are not approaching the funding correctly, instead approaching it with a 1970s mindset. Right now, the gas tax is not going up and there is no money coming forth. A local match will be required no matter what transit system we decide upon, but would like to challenge this Board to look at the trillion dollar bond market, the Green Bond market, which could help with a very robust system. Cities who have ta San Francisco, Portland, Washington DC, Connecticut, and New York. The bond goes into
specific types of infrastructure that reduce air pollution, and the track record of these bonds is good because you know what you are going to get back. Even with Autonomous Vehicle technology, we already have light rail that works well, we have smart technology that works well, let’s use that today. We can get there quickly with this funding and our technology today. This whole study is convoluting the issue of TBX, and the State owes us high speed rail system. Hillsborough County residents are one of the highest taxed in the region, and there is a lack of trust on spending tax dollars. We are booming and we need to spend money in other areas and we need to be competitive and need to treat the people who live here right. This is not BRT, this is bus express rapid transit. CSX has a tremendous amount of value. As a tax payer, it’s simple, let’s go with something that has less of an environmental impact and more transit initiatives. The way the TBARTA Board is structured, there are too many state people, and there should be citizen chairs on the Board for the civic voice. Ybor City has the highest risk of cancer in the City of Tampa, the maps are online. The BRT is not going to reduce this. We need a transit system that connects these neighborhoods that does not rely on the highway roads.

- Commissioner Kathryn Starkey asked if we could keep the public comments to three minutes and Mr. Holton said given the passion in this community it is important to hear their input.
- Dayna Lazarus, a Master of Urban & Regional Planning student at USF, is a 5th generation native of Tampa. Ms. Lazarus would like to remain here long term after University. We need to invest in something very long term benefitting a lot of our population. The County Commissioner has committed to an incredibly expensive Major League Baseball Stadium that only benefits a small portion of the population. There are funding constraints. If we can commit as a region, as a county, to something very expensive, we need to commit to rail because it is wanted and transit effects everyone. The multiplier effects that come from baseball stadiums are not measurable. As a student at USF, every class touts the importance of rail to great cities. Rail is at the intersection of climate, environmental, class, social, and racial justice. Fixed guideways encourage development because they are a long-term investment. Millennials want rail options, and there should be more citizen representation in these processes especially those most effected by the decisions being made.
- Sydney Eastman rides the bus as a primary form of transportation, she does not own a car. Ms. Eastman is 27 years old and a world traveler and said the first thing she looks for when looking for a travel destination is transit not hotel cost. Good public transit tells someone you can get around, access more of the City, and interact with people. When transit is brought up in this City and County, the riders are not involved in these conversations. Rail would make a major impact immediately and would reduce our air pollution. Consider the ridership, outreach in the community and let us know when there are meetings.
- Commissioner Janet Long said it is very important that this Board stays focused on our mission based on the Florida Statute that created TBARTA. A lot of what has been voiced today is pertinent to Hillsborough County and we are a regional agency. Our mission is to focus on those things that are regional, and the appropriate place for these comments seem to be HART or the Hillsborough MPO. This is how it operates in Pinellas. Statutorily, we cannot encroach on the local transit agencies.
- Commissioner Pat Kemp said if there is no reason that the CSX is not a regional project, it can be a regional project, we had a very contrived study that only looked at 9-miles of CSX, and we had a study in 2012 that looked at 12-miles. The CSX runs throughout the region, as it does in Orlando and Miami, and there is no reason this is not considered a regional line and project other than we had a very contrived project and study. This is not a discussion on exactly what you want, let’s have a discussion about the region and the options for the region. For you to curtail that we can only discuss this roadway, that is not appropriate and is contrary to what we need to discuss.
- Jim Holton said, as Chair, he would allow a leeway of public comment because public comment is so important. Jurisdictionally we will deliberate on exactly what we will be voting on because we are a creature of the legislature and must follow the law as it is written in statute. Public comment is encouraged.
- Commissioner Pat Kemp said that if Pinellas County prefers a BRT system in express lanes in Pinellas County they can do that in their area, but if Hillsborough County identifies a project and form of transit to move them in Hillsborough they will make that decisions for Hillsborough. If connecting up to that is different than what the catalyst project is, moving forward, we cannot ignore the best project to move people through Hillsborough County.

**Consent Agenda Item**

- Commissioner Janet Long moved to approve the TBARTA Board meeting minutes for January 26, 2018. Melanie Griffin seconded. PASSED 8-0.

**Committee Reports**

- **TBARTA Citizens Advisory Committee, Michael Case, TBARTA**
  - Michael Case said the CAC did not have a quorum, no public comments, and no action items. Members
had discussion on several items, including the TBARTA MPOs CCC Regional Priority Projects, HART MetroRapid BRT, the TBARTA MPOs CCC Regional P3, TBARAT Vision and Goals, and the CAC membership.

- Kathleen Shanahan asked about the lack of ability to get a quorum, and Mr. Case said the struggle with getting a quorum is that a lot of the members may not be as mobile or physically able to attend. There is a lot of participation by phone, but they need to physically be there for a quorum.
- Kathleen Shanahan said we should approach the legislature about phone participation and Jim Holton agreed in a telephone quorum system. We should encourage participation directly and helping facilitate attendance.
- Cameron Clark said if there is a physical quorum, you can have phone participation via phone, the attorney general comments on this are clear in that you need a physical quorum to constitute voting. There are state boards that allow for phone voting, but there could be exemptions created.
- Commissioner Kathryn Starkey will commit to getting a Pasco representative, but it is a long way for someone to drive, whether it be form Manatee or Paso or Hernando.
- The CAC does not change locations, it is always at TBARTA offices.
- Jim Holton said there is a consensus to try and do something and encourages staff to look into things like changing locations or legislative change, and all possible methods.

**TBARTA Policy Committee, Melanie Griffin**
- Melanie Griffin said there was no physical quorum, but 5 of 6 total members participated.
- They recommended the job description for the Executive Director, this is essentially the same job description that was brought forward in November, January, and February.
- Commissioner Pat Kemp had a concern regarding putting regional transit projects in the job description and members agreed.
- Commissioner Pat Kemp asked why we would have the TECO Streetcar and Central Ave BRT in the job description if they are operated by HART and PSTA. It is not clarifying and is misleading, it should not be included.
- Commissioner Kathryn Starkey said any regional plan we come up with must connect with projects in various counties, and that language shows we have started on something and there are projects coming or in place.
- Jim Holton said we do not want to lose site of the forest for the trees, and all of these things are potentially valid information for an applicant. The focus should be on moving this forward especially if we are hiring a recruiter.

- **Kathleen Shanahan moved to approve the TBARTA Executive Director Job Description. Commissioner Janet Long seconded. PASSED 8-0.**
- Commissioner Karen Seel suggested adding language in the third paragraph that there are currently numerous transit projects with partner agencies. This would be a friendly amendment.
- Commissioner Kemp said she could not imagine creating a new transit agency to only manage a single bus route. This is why the “may operate” language is important.
- Melanie Griffin said the Policy Committee discussed that PSTA has approved seven recruiting agencies, and the recommendation is the Board giving the Policy Committee authority to narrow the seven agencies down.
- Jim Holton said he would like the Policy Committee to narrow it to two firms for the Board to vet.

- **Kathleen Shanahan made a motion to have the Policy Committee narrow the selection to two recruiting firms for the TBARTA Board to consider. Michael Millet seconded. PASSED 8-0.**

**TBARTA Finance Committee, Jim Holton**
- Jim Holton said there is a recurring issue with the lag time of grants and the reimbursement required. We need to have a report on this, possibly by an auditor.
- Ray Chiaramonte said in 2012 TBARTA received a million dollar grant that was focused on Veterans. There is about $500,000 remaining, $267,000 of which is committed to HART for the regional farecard. We do not have that money available because it has to be spent in order to be reimbursed, there is a cash flow problem. It can probably be achieved in $30,000 increments but may be difficult to spend the entire balance by the end of the year. The other $250,000 can be used for another project, possibly something with another transit agency.
- Ray Chiaramonte said TBARTA is currently preparing for an audit, and would like to see if an audit of the grants can be added to this audit.
- Jim Holton said in a meeting with Whit Blanton of Forward Pinellas, the grant administrators, they were concerned that the grant had not been invoiced for a long time, and the Board needs to look at the totality of the grants in an audit. It is good for self-analysis and potential if we are going to go to the private sector for a loan. We need to look at what we potentially have not done and what we can do.
- Jim Holton thanked David Gwynn for a forward on funding.
- Jim Holton would like to step back, and get an independent audit to understand what was not done correctly so it can be corrected in the future.
○ Commissioner Janet Long would like a sense of urgency, because the Federal government is doing their three
year audit, and if the money was not spent, it will be taken back. We do not want to take our eye off getting our
money, we need to be dogged.

○ Kathleen Shanahan said we cannot lose money that has been prescribed because of a cash flow issue. The
agency should focus on what resources are needed and get part time help. Ray Chiaramonte said they have a
job description out right now for help with this issue.

○ Commissioner Janet Long suggested working with a partner agency to provide staff support because they
work with grants all of the time. Ray Chiaramonte said if they are willing absolutely.

○ Susan Ebner said the audit will come to the June TBARTA Board meeting. Jim Holton would like to have the
grants audit included.

○ Michael Millet would like to have this expediated.

○ Jim Holton made a motion to direct staff to expedite an audit of all TBARTA grants.
  ❖ Jim Holton made a motion to direct staff to expedite an audit of all TBARTA grants. Kathleen Shanahan
seconded. PASSED 8-0.

Presentation and Discussion Items

❖ Hillsborough Area Regional Transit Authority (HART) MetroRapid Bus Rapid Transit (BRT) Study,
Jeffrey Seward, HART
- Jeffrey Seward provided a presentation that reported on a HART study of MetroRapid BRT in the Florida
Avenue and Fowler Avenue Corridor.
- The presentation is available online at: http://tbarta.com/images/Calendar/TBARTA/Board/2018_02-
23%20TBARTA%20Feb%20HART%20BRT%20Presentation.pdf

○ Commissioner Pat Kemp said this is an excellent project, as is the Central Avenue BRT in Pinellas. This will
bring us TOD, and a return on investment. The RTFP has been very disingenuous for $400-500 million. The
study did not include anything about TOD, or economic development, or return on investment. Our study is
focused on farebox recovery, nothing more. How do we do a regional transit study with no return on
investment element? There is zero economic development created for elevated bus stations in the middle of
the highway.

○ Commissioner Pat Kemp said SunRail in Orlando, which was funded by FDOT, has seen $2 billion in
investment around the stations.

○ This is scuttlebutt of FTA and rubber tire.

○ This is a hybrid BRT, there would be dedicated lanes and que jumps. Station location would be paced based
on economic development and TOD. This is serving a local contingency.

○ Kathleen Shanahan asked if this is a duplicate effort to the RTFP Phase One. We need to know what the goal
is and not have scuttlebutt type of anecdotes. Mr. Seward said it is a mischaracterization, they are supportive
of one another, there is a local rider to serve and can’t wait on the larger plan to happen. Both projects can
exist together in the same funding universe.

○ Kathleen Shanahan said there is decreasing ridership, but she supports BRT.

○ Jim Holton said the purpose and scope is to be a regional transit authority and going forward we have to
realize we are not sitting here to discuss only Tampa, or Hillsborough, or Pinellas. We are here to discuss the
whole region and the constituency that TBARTA is made up of.

○ Secretary David Gwynn said there are a lot of studies going on or commencing in the future. This is a step
beyond the RTFP. There is $5 million in the budget next year to fund a similar study that will be recommended
to us by TBARTA – could be the catalyst project on the highway, could be something else, and it will be
funded in the next stage. Should the 41 corridor be recommended, it would be done in conjunction with this
study. These studies would work closely together, and is why the timing is critical. FDOT is funding all of these
studies, but we are waiting to hear back from our partners, we will be a funding partner and a facilitator. The
focus of the Jacobs study was to go after Federal funding, because there was not local money. The consultant
going out without a local agency with them, it is going to be a problem, and hopefully we can have the HART
Board review allowing staff to participate in the public discussion.

○ Commissioner Pat Kemp said locally Nebraska and Florida are the two highest performing routes and this
area up to USF is the most transit rich area in the region, bar none. It is important we start to do better transit,
and serve at street level, these needs. We need to make changes to facilitate what goes on at street level.
These are important projects and is what we need to connect our region at the street level. An expressway is
meant to be used as few stops as possible, and not spending $400 million for something that can be much
less at street level with BRT.

○ Commissioner Janet Long asked why the HART Board did not want the HART staff participating in the public
outreach and Jeff Seward said they have been working on addressing the concerns of Board members who
voted against allowing staff to participate. Many of the concerns have to do with what has been said today –
lack of TOD, economic development. They will get back with Jacobs on those concerns, and reconvene the
In April to address the issues. It is HART supporting the public vetting process, not necessarily a specific project.

- Jim Holton said he was disheartened by the actions with the HART Board. This is not the ultimate vote, we are here to hear the public, no decision has been made. We need to act as a region, again, and vet these things in the sunshine and vote on them here.

- Commissioner Pat Kemp said an endorsement was called for the RTFP and Commissioner Pat Kemp objected to that. There is concern with the process as a promotional marketing type of event for a specific project, for the study, the study was more of a marketing effort form the start.

- Commissioner Pat Kemp said the study has not been fully vetted or accurate. Bob O’Malley has not been contacted in two years since the study began by Jacobs and Scott Pringle. In 2012, Jacobs did a study that had a 12-mile of CSX. If this was included it would have blown everything else out of the water, but this one only went 9-miles. This does not even include the South Tampa tracks of CSX. In the year on this Board, we have never had a presentation on the CSX tracks or from Bob O’Malley. It would take 5-years to convert if we did it the way Orlando did. SunRail cost $18 million a mile, that includes right of way, track improvements, etc. Why do we keep ignoring this CSX line? It goes from South Tampa, to Downtown Tampa, to Ybor City, to USF, to Lutz, to Brooksville. It goes east and west from Busch Gardens to Town & Country. It goes to Oldsmar. It goes to Safety Harbor, Clearwater, and St. Petersburg. They end at the stadium in St Petersburg. For us to ignore a dedicated corridor that we have through our entire region with 2.5 million along the corridor, at $18 million a mile, that could be operational in five years – this is golden. It is a golden opportunity. SunRail is taking in $200 million more in taxable property due to development along the rail corridor. We are paying hundreds of millions a mile for I-275. The Selmon Expressway Connector, one mile, cost $600 million. We could do 20-miles throughout Hillsborough for $360 million, and the operation is a little above bus operation.

- Secretary David Gwynn said they are not opposed to something like the SunRail project if it is brought to FDOT. With SunRail, it was the regional MPO #1 priority. Here, all three MPOs would need to make this the top priority so that all Federal funds would go to this project prior to going to other projects – there has to be regional consensus from the three MPOs. There needs to be an interlocal agreement among all the agencies that would participate in the funding for the 25% capitol, and the operations and maintenance. We need a Federal champion, we need Federal funding because if there is no federal funding the state can only put in 12%, if there is federal funding, we can put in 50%. We cannot begin to fund something if there is no buy in from the local governments to fund something. If we have these things in writing of a commitment from the locals, then we can begin to have the discussion about this being a viable project moving forward. We are not opposed to the CSX lines, and if we put $5 million towards a study, and there is no consensus, then we might as well throw that $5 million away before going to the federal government. Bring us a Federal champion, bring us an MOU.

- Commissioner Janet Long said she is very frustrated because Commissioner Kemp is only one voice. Commissioner Janet Long said she was in the Florida Legislature when the #1 priority was the CSX lines, and that is all she talked about in the legislature for five years, and we got an enormous check from the federal government and that was sent back by the Governor. It is unfair to monopolize and hold hostage an entire Board over a project only Commissioner Kemp is talking about. There are other members of this Board and we all feel passionately about things, but to succeed, we need to bring people along with us.

- Jim Holton said politics is the art of the possible. The FTA does not want to see the fixed guideway systems, and things may change, but that’s the current administration.

- Commissioner Pat Kemp said the CSX that Commissioner Janet Long is talking about was not CSX, it was a high-speed rail in the middle of the interstate from Orlando to Tampa. It was not CSX. Commissioner Janet Long said thy spoke constantly about the CSX lines at the State level about buying the CSX lines and Secretary Gwynn confirmed it was the S-Line and A-Line. Commissioner Pat Kemp said to be clear the high speed rail was not CSX.

- Commissioner Pat Kemp said she may be one voice on this Board, because of the composition of the Board, but this is what her area wants, they want the CSX, and am the only elected official of Hillsborough County on the TBARTA Board. We have predetermined here, this 41-mile route.

- Kathleen Shanahan said she would welcome a presentation from CSX. Remember the context of the study was to maximize federal dollars for a project.

### Regional Transit Feasibility Plan (RTFP) Update, Ramond Chiaramonte, TBARTA

- Ray Chiaramonte said he has always been a rail supporter, and is one of the few people who has been around since the early 1970s and seen and been a part of all of those 55 plans.

- The reality is this is only 1 of the 21 projects in that entire plan, it is the first phase, and really what you are trying to do is to build a political coalition among the counties to show the Federal government and the state that we can actually do something for once.

- This is one world in the TBARTA Board room, but I see a different world in the Hillsborough MPO, the
Pasco MPO, Forward Pinellas, the Sarasota/Manatee MPO Board room. The problems, the commonality, they all interconnect, but have a different need than people in the City of Tampa. Thinking we can have one project that does all of this is not possible. It has to be more than one project. This is why they have multiple projects in there, and we are picking the most competitive one for federal dollars.

- When this Board was first created they had this big vision for light rail across seven counties, and it didn’t work. We have got to start smaller. I do not believe this was predetermined, and I have been with Jacobs along the way. It has been leveraging what FDOT is doing.
- I don’t think we should not look at CSX, but this should not stop us from doing this project. The Tampa Bay area has a massive body of water, and if you dumped 400 square miles of water in the middle of Atlanta or Charlotte, they aren’t going to have the transit system they have. Rail is not going to work in all parts of this region, but it might work in the City of Tampa.
- We need to focus and understand that this is one phase, but we can have CSX come and give a presentation.

  - Commissioner Pat Kemp said she could not imagine why we would spend $400 million for an elevated expressway project, and that the federal government would not fund that. We can do express busses with limited stops using an expressway.
  - Ray Chiaramonte said if this is going to work, it needs dedicated lanes, because he has ridden the HART and PSTA express buses and it takes over an hour to go 15 minutes. Choice riders will not use it. The only people using it have to use it because their car broke down or they don’t have a car.

➢ **Consolidation of Bylaws for TBARTA Board and Committees, Ramond Chiaramonte and Cameron Clark, TBARTA Attorney**

- Cameron Clark said two of the Boards Committees, the CAC and Transit Management Committee, have their own bylaws, and that is relatively unusual. Generally, this Board should be setting the rules for their committees. The problem is that the CAC bylaws conflict with the TBARTA bylaws. Cameron Clark suggested consolidating all the bylaws into the TBARTA bylaws and he will bring that language back for discuss at future Board meeting.
- Cameron Clark said, as a reminder, per state statute, for a motion to pass it needs to be approved by a majority of the Board. So a 7-0 vote passes, but a 6-1 or 4-3 does not pass. Last time there was a 7-1 vote, and that was fine, but this is to clarify that a majority is needed for passage.

**Information and Announcement Items**

➢ **Executive Director Report and Upcoming Meetings & Events, Ramond Chiaramonte, TBARTA**

- Ray Chiaramonte’s meeting attendance and upcoming events are contained in the packet.
- TBARTA Staff followed up with the comments from the public at the last Board meeting regarding the bike lanes in St. Petersburg.

**Additional Discussion**

  - Commissioner Janet Long said if people are appointed to this Board, and have no alternates, and they do not attend that poses an issue for the voting based on Cameron Clarks comments. This needs to be addressed.
  - Kathleen Shanahan said we should explore the option of it being a majority of people present. Jim Holton said the legislature most likely thought about these conflicts and had reasons why the legislation is written the way it is. If we are asking them for money, it might not be wise to question their judgement.
  - Commissioner Karen Seel said she is the only sitting member who goes way back with TBARTA and has heard the TOD and CSX presentations many times. Commissioner Seel is happy to have them come and present again, and likes hearing new information, but is not sure CSX has any new information but is willing to always listen. Commissioner Seel does not want the audience to think that this has not been brought or addressed by TBARTA, because it has been. There is a long history here, but would like to see something finally happen.

**Adjournment 12:12 p.m.**
Background

Light availability to seagrass is the guiding paradigm for TBEP’s Nitrogen Management Strategy. Because excessive nitrogen loads to the bay generally lead to increased algae blooms (higher chlorophyll-a levels) (Figure 1) and reduce light penetration to seagrass, an evaluation method was developed to assess whether load reduction strategies are achieving desired water quality results (i.e. reduced chlorophyll-a concentrations and increased water clarity).

Decision Support Approach

Year to year algae abundance (measured as chlorophyll-a concentrations) and visible light penetration through the water column (depth of secchi disk visibility) have been identified as critical water quality indicators in Tampa Bay. Tracking the attainment of bay segment specific targets for these indicators provides the framework from which bay management actions are developed & initiated. TBEP management actions adopted in response to the annually-assessed decision support results are shown to the right.

2017 Decision Matrix Results

Water quality as measured by chl-a remained acceptable compared to FDEP criteria for Hillsborough Bay, Middle Tampa Bay (MTB), and Lower Tampa Bay (LTB)(Table 1; Figure 2). The nuisance algae, Pyrodinium bahamense, was again reported in Old Tampa Bay throughout the Summer and Fall 2017, contributing to an OTB large magnitude chl-a exceedence in that segment (matrix to the left). Furthermore, individual station exceedences throughout OTB were observed in relation to the bloom event (Figure 3). Effective light penetration was at acceptable levels in all bay segments (Table 1).
Progress Towards Meeting Regulatory Goals

An initiative of the Tampa Bay Nitrogen Management Consortium (NMC)

Maintaining Reasonable Assurance & TMDL Compliance

In November 2017, the FDEP accepted the Final Reasonable Assurance Update (RA Update) as submitted by TBEP in partnership with the Tampa Bay Nitrogen Management Consortium. FDEP concluded that the RA Update demonstrated both attainment of seagrass targets and total nitrogen numeric criteria for 2012-2016. During 2017, three of four bay segments (excluding OTB) were in compliance with the FDEP regulatory criteria for chlorophyll-a concentrations (matrix to the left). The first compliance report for the 2017-2021 period will be submitted by March 2018.

2017 Chl-a Monthly Variation Compared to 1974-2016

Chlorophyll-a concentrations were evaluated within the bay on a monthly basis (Figure 4) during 2017 and compared to prior years’ levels. Eight of the twelve months for OTB had chl-a concentrations higher than long-term median values, while Hillsborough Bay had elevated concentrations in October. Elevated concentrations in Old Tampa Bay were primarily due to *Pyrodinium bahamense* blooms. High monthly values are highlighted by the yellow ovals below.

Tampa Bay Seagrass Coverage Continues to Increase

Tampa Bay’s seagrass recovery continued on a positive trajectory, as an additional 1,360 acres of seagrass coverage was reported from 2014 to 2016. The baywide coverage is now estimated to be 41,655 acres as of 2016 (Figure 5). For the first time, seagrass coverage exceeded both the baywide target (38,000 acres) and the total estimated seagrass coverage in the 1950s (40,420 acres). It should be noted that the 2016 estimates were derived from aerial photography acquired prior to rainfall and unanticipated sewer releases during summer of 2016 and runoff effects of Hurricane Irma in September 2017. The next SWFWMD seagrass coverage estimates will be developed from aerial photographs acquired over the winter 2017/18 period. More information on the Bay’s seagrass recovery utilizing transect monitoring data can be found in the recent TBEP Technical Publication #08-16.