



**June Board Meeting**  
**Monday, June 22, 2020 – 10:00 AM**  
**ONLINE**

**NOTICE OF PUBLIC MEETING**

**MINUTES**

**CALL TO ORDER**

**PRESENT**

Jim Holton (Chair)  
Cliff Manuel, Jr (Vice Chair)  
Commissioner Janet Long (Secretary/Treasurer)  
Mayor Rick Kriseman  
Rich McClain  
Commissioner Pat Kemp  
Commissioner Kathryn Starkey  
Commissioner John Mitten  
Commissioner Karen Seel  
Secretary David Gwynn  
Paul Simmons (alternate for Secretary L.K. Nandam)  
Executive Director David Green  
Legal Counsel Alan Zimmet  
TBARTA Staff

**ABSENT**

Mayor Castor  
Commissioner Reggie Bellamy

**PUBLIC COMMENTS**

(Envision 2030-Rick Homans/Tampa Bay Partnership) Tampa Bay Partnership supports the high-impact scenario. This decision was made after the draft plan was revised regarding local agency collaboration and funding. They believe it accommodates many of the concerns raised from local transit agencies, does not compete with dollars, and call for new dollars. For too long TBARTA has been regarded as an agency that just talks and plans and has not done much in its history. It is important to commit to actions and results. The high-impact scenario calls for moving forward in the 10-year period with the development of the first phase of the Regional Rapid Transit and it acknowledges that the funding for both the operations and capital perspective is unfunded at this time. The point of the plan is to set a goal, set a marker. The principle of a plan like Envision 2030 is that there will be new funding brought to Tampa Bay to support it. We don't think it would be appropriate at this point to support what is call the status-quo and they think it would not send the right message to the Legislature and officials within Tampa Bay at a critical time when we need to move this project forward. It is going to be such a

critical component to putting Tampa Bay back to work and connecting people to jobs. We encourage you to be bold and support the high-impact scenario.

(RRT-Rick Homans/Tampa Bay Partnership) On behalf of the leaders of the Tampa Bay Partnership, we want to thank the Board and staff of TBARTA for your work advancing the Regional Rapid Transit project. We are heartened by the progress in moving the RRT from a high-level concept 18 months ago to what will soon be a viable project. We commend WSP and its project team for the professional work they have done to date. At your meeting on June 22, you will be asked to advance to the next phase of project development the baseline project, along with two of the four alternatives presented. We encourage you to advance the baseline project, along with Alternatives #3 and #5. From the moment this bus rapid transit concept emerged from the Regional Transit Feasibility Plan (RTFP), the Partnership has advocated that it be designed, built and operated according to the Gold Standard as outlined by the Institute for Transportation and Development Policy (ITDP). The Gold Standard requires that quantifiable and measurable attention be paid to dedicated transit lanes, integration of stations into the communities they serve to promote maximum transit-oriented development (TOD), and other features including level boarding, off-board ticketing and frequency of operations. To be absolutely clear, the Tampa Bay Partnership supports Alternative #5 over all others. This alternative incorporates a hybrid shoulder/transit lane and/or dedicated transit lane for most segments of I-275, giving the RRT the speed and certainty of schedule it needs to attract maximum ridership. However, we understand that proceeding with a hybrid shoulder/transit lane across the Howard Frankland Bridge would add additional cost to the project, given internal policies that are currently in place at FDOT. FDOT has shared with us that the extra cost of the hybrid shoulder/transit lane on the bridge, \$180-\$200 million, is the direct result of an internal policy that prohibits placing a transit lane immediately adjacent to an express lane. If it were not for this internal policy, FDOT has assured us that the new bridge could easily accommodate, at no additional cost, the expanded shoulder footprint that would create a hybrid shoulder/transit lane across the entire bridge. Instead, because of this policy, FDOT requires that Alternative #5, as it currently stands, include the expansion of the bridge width to include a fully dedicated transit lane. Therefore, we believe the most prudent action to take, at this point, is to advance Alternative #3, in addition to Alternative #5. Where Alternative #5 presents dedicated transit lanes for virtually the entire project, including the Howard Frankland Bridge, Alternative #3 presents dedicated transit lanes for virtually the entire project, with the exception of the Howard Frankland Bridge. It is our hope that FDOT will make an exception to its express lanes policy and permit the hybrid shoulder/transit lane on the bridge. This change would provide TBARTA the ability to adopt Alternative #5 when it is time to decide regarding the preferred option. More importantly, this policy change would give Tampa Bay a truly regional premium transit project, connecting three counties, with a dedicated transit lane for nearly all of its 41 miles. As we move forward this significant transit project, we should continue to aspire towards giving our residents the most connected community possible and push for the alternative that best meets the unique needs of our region.

## **CONSENT AGENDA ITEMS**

### Accept May 2020 Board Meeting Minutes

Motion made by Commissioner Starkey, Seconded by Commissioner Long.

Voting Yea: Jim Holton, Commissioner Long, Mayor Kriseman, Rich McClain, Commissioner Kemp, Commissioner Starkey, Commissioner Mitten, Commissioner Seel

Motion passes 8-0.

## **INFORMATION ITEMS**

### Commute Tampa Bay Update (Cyndi Raskin)

Cyndi highlighted both our new branding and mobile app. The emergency ride home program has also changed from a voucher program to reimbursement that is done through the app. 804 new members have signed up for the since February. We partnered with Feeding Tampa Bay on a promotion called Caring Commute. After reaching 700 recorded telecommutes TBARTA and Feeding Tampa Bay were able to donate 20,000 meals to the community. TBARTA, FDOT D1 and D7 are working together on creating a Manatee commuter services partnership.

## **DISCUSSION AND/OR ACTION ITEMS**

### Envision 2030 Plan Adoption (Bill Ball, Tindale Oliver)

Before the presentation began, Executive Director David Green introduced a new Envision 2030 video highlighting the need for regional transportation. The draft plan was originally presented to the Board in April, after which the public comment period began. During this period we heard concerns from local partners regarding transit operator implications. This was taken into account when the plan was revised. The final plan proposes TBARTA and local agency responsibilities which combine to become the Regional Transit Vision Network. Three investment scenarios were presented: status quo, low-impact and high-impact. The call to action was broken down into three categories: policy, funding and commitment/collaborative. Policy - recommends the adoption of Envision 2030, present to partners annually and convene collaborative workshops. Funding - Pursue dedicated funding for agency operations, dedicated statutory funding for RRT and to explore project partnership opportunities with local partners. Commitment/collaborative - cultivate champions to pursue funding, seek resolutions of support from partners, present annual progress report to partners and convene collaborative workshops. TBARTA will provide future value by improving quality of life, supporting economic development, providing a seamless transit experience, improving regional connectivity and slowing congestion. After the plan has been adopted it will be submitted to the Legislative delegation and then presented to County Commissioners and the MPO CCC.

The staff recommendation is to adopt the Envision 2030 plan under the status quo scenario, continue to operate at the current level, adopt an unfunded Regional Transit Vision Network and support continued evaluation of calls to action in collaboration with local partners. Continued planning activities include the Regional Rapid Transit PD&E Study, Innovative Transit Technology Study, and Envision 2030 Annual Progress Reports with a 5-year major update. The agency also hopes to explore regional ferry service and regional service for the transportation disadvantaged.

Motion made by Commissioner Long, Seconded by Commissioner Starkey.

Voting Yea: Jim Holton, Cliff Manuel, Jr, Commissioner Long, Mayor Kriseman, Rich McClain, Commissioner Starkey, Commissioner Mitten, Commissioner Seel

Voting Nay: Commissioner Kemp

Motion passes 8-1.

Regional Rapid Transit Milestone 2 (Scott Pringle, WSP)

Scott Pringle gave an update on this project. It was advised that a branch operating system makes the most sense, we can use the core alignment of the interstate with multiple routes. The core travel markets are Wesley Chapel to Downtown Tampa, Wesley Chapel to Westshore, St. Pete to Tampa and St. Pete to Gateway. He presented travel time savings for all options 1-5, daily ridership w/investment, benefits (annual reduction in vehicle miles traveled, reductions in greenhouse gases), capitol costs for each alternative (transit alignment & station, transit fleet, maintenance, etc) and project phasing funding shares.

The recommendation is to move forward with alternatives 1, 3 and 5. Alternative #1: Baseline Transportation System Management (TSM) with Express Bus service along the entire corridor with no investment in interstate alignment and minimal investment at stations; Alternative #3: Mid-level investment with 77% dedicated freeway BRT lanes, and; Alternative #5: High-level investment with 87% dedicated freeway BRT lanes.

Motion made by Commissioner Long, Seconded by Cliff Manuel, Jr.

Voting Yea: Jim Holton, Cliff Manuel, Jr, Commissioner Long, Mayor Kriseman, Commissioner Starkey, Commissioner Mitten, Commissioner Seel

Voting Nay: Commissioner Kemp

Motion passes 7-1.

**LEGISLATIVE SUBCOMMITTEE REPORT – CLIFF MANUEL**State Legislative Update (Ron Pierce, RSA)

The Governor received the budget last week. It is expected for him to act on it sometime late this week. Based upon recent conversation it is believed that TBARTA's appropriation line item is in good shape. RSA has heard that a record number of vetoes will take place in upwards of one million dollars, based on the current economy.

Federal Legislative Update (Harry Glenn and Steve Palmer, Van Scoyoc)

Both the House and Senate will be in session this week and are working on a Police reform measure. The House spent 2 full days on Committee authorization of Highway Safety and Transit program. The Senate has put the Heroes Act (COVID-19 relief) on hold until after 4th of July. The Highway Transportation re-authorization bill will come up on July 8. The Committee did approve a five-year \$494 billion surface transportation bill, but the House and Senate need to come up with funding source. There was a big emphasis on buses (streamlining procurement, focusing on ridership and frequency of service). In addition, on June 30th the House will take up a \$1.5 trillion infrastructure bill. It includes funds for surface transportation. It will pass the House, then off the Senate for re-authorization. In addition, the president will soon be announcing a ten-year \$1 trillion dollar infrastructure bill.

**FINANCE COMMITTEE REPORT – COMMISSIONER JANET LONG**May 2020 Financials (Melonie Williams)

Year to date through the month of May, the net surplus of \$135,795 is \$166,071 under the budget of \$301,866. We were under budget by \$2.6 million dollars due to the timing of the PD&E and Technology studies. On the expense side we were also under budget by \$2.4 million dollars due to vacant positions, the use of consultants in PD&E and Technology study, Commuter Assistance Van Pool program and Pik My Kids. At the end of May we had approximately \$182,00 in the bank.

FY2019 Audit Results (Clifton, Larson, Allen)

Clifton, Larson, Allen provided a financial statement audit for FY2019 ending on September 30, 2019, along with a State Single Audit on the Commuter Assistance Program/Ride Share grants and finally an NTD procedure report as required by the Federal Transit Administration. The financial statement came back with a clean audit report. The audit report for the Commuter Services program also came back with no findings on compliance. There were some management comments suggesting updates that can be made to ensure proper internal controls going forward. Several financial highlights were presented. The general fund analysis showed an upward trend on expenses related to salaries and consulting expenses. Eighty-four percent of this funding comes from Federal and State grants, while the other sixteen percent comes from local contributions. An increase in assets occurred due to participation in the FRS pension plan. Accounts receivable also carried a high balance of \$1.2 million related to outstanding grant reimbursements. The complete report and governance letter can be reviewed here: <https://bit.ly/3ei2iEK>.

Motion does not pass due to lack of quorum. Will be deferred to the July meeting.

**CITIZENS ADVISORY COMMITTEE REPORT – BILL JOHNSON**

RRT Milestone 2. The CAC recommended that the Board carry forward alternatives #1 (baseline), #3 (mid-level investment) and #5 (high-level investment) into the NEPA study.

TBARTA Cares Act: Brian Pessaro updated the CAC on an idea for part of the allocation to go toward funding a transportation disadvantaged service that will cover all five counties. Although this was an information only item, the Committee expressed concerns about longevity. They recommended that a contract be awarded for one year with the option to extend for up to two years.

The Committee recommended that the Board take up some action to make a meaningful recognition for front-line transit workers throughout the region.

The Committee held officer elections. Bill Roberts was voted in as Chair and Bob Widmar was voted in as Vice Chair.

**TRANSIT MANAGEMENT COMMITTEE REPORT – KURT SCHEIBLE**

RRT Milestone 2. The TMC recommended that the Board carry forward alternatives #1 (baseline), #3 (mid-level investment) and #5 (high-level investment) into the NEPA study.

**CHAIRMAN'S REPORT**

Thanked all partners in advancing Envision 2030 forward.

**EXECUTIVE DIRECTOR'S REPORT**

TBARTA moved into the new office Saturday June 20<sup>th</sup>. Our new address is 5100 W. Lemon Street, Suite 209, Tampa, FL 33609.

We have been approved as a new FTA grantee recipient.

We are getting ready to go live with our agenda management system. Invites went out for training. We plan to have a soft launch in July with full roll out in August.

Executive order 20-69 (electronic meetings) has been cancelled by the Governor. We are not sure about future meeting locations at this time, more information will be provided as we have it.

**\*\*NEXT BOARD MEETING\*\*****July 17, 2020 – 10:00 AM****Online via Zoom**

Tampa Bay Area Regional Transit Authority meetings are open to the public. If a decision made at a meeting is appealable, any person who decides to appeal will need a record of the proceedings and may need to ensure a verbatim record of the proceedings is made, including testimony and evidence upon which the appeal is based. Pursuant to the provisions of the Americans with Disabilities Act, any person requiring special accommodations to participate in a Tampa Bay Area Regional Transit Authority meeting is asked to advise the agency at least 2 business days before the meeting by calling 1(800) 998-7433. If you are hearing or speech impaired, please contact the agency using the Florida Relay Service, 1(800) 955-8771 (TDD) or 1(800) 955-8770 (Voice).