



**JOINT CITIZENS ADVISORY COMMITTEE
OF THE WEST CENTRAL FLORIDA MP CHAIRS COORDINATING COMMITTEE
WWW.REGIONALTRANSPORTATION.ORG**

MEETING – TUESDAY, JUNE 1, 2010, REPORT

Attended at the site:

Members: Len Tria, Chair, Hernando County CAC
Pete Odom Pasco County CAC
Pierre Mathurin, Hillsborough County CAC
Hick Fritsch, Pinellas CAC
Cathy Lasky, Pinellas CAC
Paul Staes, Polk CAC
Bill Jonson, Pinellas CAC
Walter O'Rourke, Polk CAC

FDOT: Manon Lavoie, District 1
Linda Stachewicz, District 7
Lee Royal, District 7

MPOs: Hugh Pascoe, Hernando MPO
Karen Cunningham, Pinellas MPO
Allison Yeh, Hillsborough MPO

Other: Michelle Greene, TBARTA
Trish Thompson, Lockwood, Andrews & Newnam
Nina Mabileau, City of Tampa

Attended via remote:

Members: Dale Stephenson, Sarasota-Manatee CAC
Kasey Cursey (alternate, Pinellas CAC)
Laurel Lockett, Hillsborough CAC

FDOT: Alice Gilmartin, Turnpike
Shannon Estep, Turnpike

MPO Staff: Jim Edwards, Pasco MPO
Sarah Ward, Pinellas MPO
Manny Lajmiri, Pasco MPO
Bob Herrington, Sarasota-Manatee MPO
Laura Lockwood, Polk TPO

The meeting was held June 1 at the TBARTA conference room in Tampa and webconferenced to remote sites. Chair Len Tria, JCAC member from Hernando County, determined that members at remote sites were qualified to vote, as there was a quorum at the main site.

The chair called for public comments but there were none. Minutes from March 2 were approved. Minutes from November 3, 2009 were returned to Sarasota/Manatee MPO with the request that the list of attendees be included (to be resubmitted at the next meeting for official approval).

Item V: Regional Long Range Transportation Plan (LRTP) Brochure

Hugh Pascoe explained that the CCC adopted the regional LRTP in November. A consultant is developing a summary brochure for the public and elected officials. It will be submitted to the committee before it is distributed. A draft copy was not available at this time.

Item VI: Amendments to Regional Road Map

Hugh Pascoe presented. It is very important from a policy standpoint that everyone agree as to what it means to be "regional" and which roadways are truly regional. To this end, the CCC maintains a set of criteria. This classification includes the Interstate Highway System and the Strategic Intermodal System, as well as systems maintained at regional or statewide level and those that accommodate intercounty travel but may not be maintained by FDOT. The following were addressed as amendments to the existing map:

- US Highway 19, from SR 44 to Levy County Line (Citrus)
- Ayers Road extension from Suncoast Parkway to US Highway 41, connecting Pasco and Hernando
- The SR 56 extension insert from Bruce B. Downs Boulevard to Mansfield Boulevard (Pasco)
- US Highway 27/I-4 interchange in Polk County - no longer needed and will be removed from the map
- Sarasota-Manatee conceptual corridor connecting US 41 to I 275
- Ft. Hammer Road from US 301 to SR 64

The committee was invited to comment regarding functionality and logic. A comment was made that the Downtown Tampa Selmon Expressway to I-4 connector insert isn't showing on the map. An adjustment will be made. A question was also raised about a "hook" in downtown Tampa that appears on the map. This is probably a result of GIS error, and will also be adjusted. Another question raised was whether the portion of SR 56 that goes SR 301 should be added to the map. Pasco confirmed that the map is correct as shown, and no adjustment will be made. Ridge Road extension, which is a future regional road, is still on the map as a future regional roadway. A representative from the City of Tampa related that an express road is being planned that the city feels is regional because it will become an important connection to Pasco County. The road is in the LRTP, but not in the Regional Long Range Transportation Plan. It was recommended that the City work with their MPO to complete the application process to bring it forward as a regional road. The six amendments were unanimously approved.

VI. Application for Statewide Enhancement Funding

Lee Royal, FDOT District 7 presented. FDOT and Pinellas MPO completed a feasibility study in 2008 of the Courtney Campbell Causeway/SR 60, and a joint funding application is being submitted as a regional body with state sponsorship under the Statewide Enhancement Program. The intention is to develop a shared use trail to connect Hillsborough and Pinellas Counties. This effort has taken on

increased significance now that the Friendship Trail has been closed. There are five segments in this project.

Rocky Point to Bridge 10064 near the Hyatt Hotel. The design is included in a resurfacing project in 2012. Construction remains unfunded.

- Ben T. Davis Beach frontage road to Rocky Point at Landry's Seafood House. The design is underway and it will be constructed in 2012.
- Beach to county line segment over a bridge is not funded. The design is for a new bridge because it is cheaper than rehabilitating the existing bridge.
- County line to east of smaller structure. This is being done as an in-house design to secure enhancement funding.
- Bayshore to east of Bridge 138 is also submitted for statewide enhancement funding.

FDOT requested to move this forward as a statewide enhancement project cosponsored by the MPO and the CCC. There are trails on the Pinellas and Hillsborough sides that would connect to this project. The bridge structures were initially constructed in the 1960s and are in good shape, unlike the Friendship trail. A committee member requested that additional information be added to the applications to indicate project lengths of each segment. Another member added that the entire causeway is 9.8 miles in length. There was also a request for the total amount of statewide enhancement funds needed, but Lee did not have that information available. She will request this. Hugh added that without the support of the regional body FDOT can't move forward with this application. The committee approved the recommendation for enhancement funding unanimously. A question was raised about landscaping and including the cost in the application. Lee explained that the immediate focus is getting the trail funded.

VIII. Update of the CCC Limited English Proficiency Program and Title VI Procedures

Karen Cunningham introduced Linda Stachewicz, FDOT District 7 Title VI Coordinator. Title VI/LEP plans are part of the total public involvement plan, which involves not just talking to the public, but also listening to the public's concerns and interests. The CCC has no staff. With the exception of quarterly JCAC meetings and annual hearings, its direct contact with individual citizens typically comes through the MPOs. The goal of the MPOs and the CCC is to provide to all citizens access to information and opportunity for input. The CCC is a sub recipient of federal funds, and is required to comply with Title VI/LEP requirements. There are actually two concerns addressed by this process: to avoid discrimination and to provide opportunity for input.

Examples were given as to how the CCC, through its member MPOs, provides special services to individual citizens who need assistance in order to participate in meetings, hearings, etc. Offers of assistance and contact information are published in newspaper advertisements for hearings and events. The CCC's Title VI and LEP plans are unlike the MPOs plans for a variety of reasons, but primarily because there is no dedicated staff for the CCC. Local MPO staff serves in that capacity during the course of their own public involvement activities. The CCC has a complaint process and a binder is present at all events that presents the policies and provides complaint forms. One new addition this year was a dedicated Spanish language page on the website. JCAC members were encouraged to act as liaisons between the community and the CCC, including people who have special needs.

A member called attention to page 6 of the LEP. He recommended that the word “assume” should be changed to “require.” Hugh added that these documents may appear bureaucratic, but they are the kind of issues that can become very complicated once complaints are made, and there is a real need to make certain everything is in place to avoid this. Karen added that accessibility benefits everyone. For example, accommodations that permit access to meeting sites by those who are disabled also create safer environments for people who are elderly, etc. The committee voted unanimously to accept the documents with the change mentioned above. Hugh reminded the committee that the next meeting will address public involvement in general, and their input would be very important.

Sustainable Communities Planning Grant Application – Allison Yeh presented a briefing on a sustainable communities grant that is being offered through the Department of Housing and Urban Development (HUD), the Department of Transportation and the U.S. Environmental Protection Agency. This will be available on a competitive basis and requires a 20% local match. Tampa Bay as a region is eligible for up to \$5 million. OneBay coalition has made an effort to develop a regional sustainability plan that is eligible, and a joint application – one that has the support and buy-in by multiple agencies - has a stronger chance of winning one of these grants. The CCC, through its MPOs, has been looking at regional projects, coordinating with OneBay, the Tampa Bay Regional Planning Council TBARTA and the Tampa Bay Partnership. JCAC was asked to authorize staff to explore, on its behalf, joint grant application regional partnership opportunities for this grant. Allison showed a map that demonstrated the area that would be addressed by this grant. A question was raised as to whether the airports should be connected through this approach. Allison explained that they won't be addressed by this particular project. Hugh emphasized that to be competitive there is a critical need to submit as one, unified region, as opposed to separate agencies completing. The committee voted unanimously to explore this funding opportunity.

Hugh Pascoe circulated agendas for the June 11 CCC meeting and the joint meeting with the Central Florida MPO Alliance on the same date. Members of these groups represent a major part of Florida and the I-4 high speed rail corridor. Legislation and transit initiatives will be covered, as well as funding opportunities.

A recommendation was made by a member that all JCAC members try to attend meetings of candidates running in the coming election to ask how funding for transportation will be addressed. The point was made by another member that financial support for transportation is always difficult to get, and may be even harder right now due to the poor economy and the fact that many counties already have sales tax proposals that they are considering.

The meeting was adjourned.