The County Center and Plan Hillsborough offices are closed to the public in response to the COVID-19 pandemic. Members of the public may access this meeting and participate via the GoToMeeting link above, or by phoning in and visiting the Plan Hillsborough website for the agenda packet and presentation slides. Please mute yourself upon joining the meeting. For technical support during the meeting, please contact Jason Krzyzanowski at (813) 273-3774 ext. 327.

Virtual Meeting of the Technical Advisory Committee
Monday, April 20, 2020 @ 1:30 PM

To view presentations and participate your computer, table or smartphone.
https://attendee.gotowebinar.com/register/4144586397308941323

Register in advance to receive your personalized link, which can be saved to your calendar.


Agenda packet, presentations, and supplemental materials posted here.

Please mute yourself after joining the conference call to minimize background noise.

I. Committee Soundcheck 15 minutes prior to meeting

II. Call to Order Public Comment - 3 minutes per speaker, please

Public comments are welcome, and may be given in person at this teleconference meeting, by logging into the website above and clicking the “raise hand” button.

Comments may also be provided up to one hour before the meeting:
• by leaving a voice message at (813) 273-3774 ext. 369.
• by e-mail to mpo@plancom.org

Written comments will be read into the record if brief & provided in full to the members.

III. Approval of Minutes – March 16, 2020

IV. Action Items

A. Transportation Improvement Program Amendments (Vishaka Shive Raman, MPO staff)

B. FY 2021 & 2022 Unified Planning Work Program (Allison Yeh, MPO staff)

C. Annual certification of MPO planning process
V. Status Reports
VI. Old Business & New Business
VII. Adjournment

VIII. Addendum

A. MPO Meeting Minutes & Standing Committee Reports
B. Grow Gardens Flyer

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

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

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Helpful Hints for MPO Board and Committee Meeting Participation

The MPO is requesting that everyone participate remotely to minimize risk of transmitting the coronavirus. Below are some helpful hints to guide your remote participation in the upcoming meeting.

- You can call by telephone to listen only, or you can follow the link provided and attend using the Go To Webinar online meeting site.

- **If you use the telephone**, you’ll need to follow along with a copy of the meeting agenda and materials sent via e-mail or made available on the MPO website (http://www.planhillsborough.org/metropolitan-planning-organization-mpo/) – see the list of “Upcoming Meetings and Events.”

  You can provide comments in advance of the meeting, by 5pm the day before the meeting, by:
  - leaving a voice message at (813) 273-3774 ext. 369
  - e-mail to mpo@plancom.org
  - visiting the event on the MPO Facebook page (board meetings only)

  Voice messages will be played aloud. Written comments will be read into the record if brief, and provided in full to the board or committee members.

- **If you use the Go To Webinar service**, you will be able to view the agenda and presentation materials on your screen, as they are discussed during the meeting.
  You will also be able to provide verbal or written comments while the meeting is going on, as described below.

- In either case, please leave your microphone muted when you are not speaking, to minimize background noise.

Getting Set Up:

- Much as you would arrive at our offices early for a meeting, please log-in or phone in 10 to 15 minutes before the meeting start time. This will give us a chance to assist participants that are having technical difficulties.

- Feel free to call us, e-mail us or text one of us if you need assistance. A technical support contact person and phone number is listed near the top of each virtual meeting agenda.

- When you start in the Go To Webinar environment, at the top of the screen is a drop-down menu that says “View everyone.” Change this to “View who’s talking” to automatically see whomever is speaking. Change it to “Hide webcams” to make the agenda and materials on the screen larger.

- You can also enlarge the screen size by moving your cursor to the right side of the screen and clicking the “+” button.
If you have trouble with your computer speakers or microphone, use your phone instead. Click the triangle next to the word “Audio” to see your choices. Do input the Audio PIN when prompted so we can unmute you!

Click this red arrow to expand or minimize your sidebar in Go To Webinar.

Click this “raise hand” button if you want to speak. The chair will recognize you at the appropriate time and staff will unmute you. If you have put yourself on mute as well, you will ALSO need to unmute yourself.

When the meeting begins:

Board and committee members, please wait to announce your attendance until the roll is called.

There will be an opportunity for members of the public to provide comments. Please click the “raise hand” button (illustrated above). When recognized and unmuted, announce yourself and adhere to the time limits. Members of the public may also ask questions to staff at any time during the meeting by typing them into Questions/Chat box (illustrated above, lower right of screen).

During discussion of agenda items, board and committee members are requested:

- Please signal to the Chair that you would like to speak by clicking the “raise hand” button (illustrated above).
• Please wait until the Chair calls on you to begin speaking.
• Please re-state your name at the beginning of your remarks, for the benefit of the recording secretary.
• You can also communicate with each other and with staff by typing questions and comments into chat window reserved for meeting organizers and panelists. This will become part of the meeting record. Staff will bring questions and comments raised in the chat window to the attention of the chair at an appropriate time during the meeting.
The Metropolitan Planning Organization (MPO), Technical Advisory Committee (TAC), Hillsborough County, Florida, met in Regular Meeting, scheduled for Monday, March 16, 2020, at 1:30 p.m. via conference call. Sarah McKinley, MPO, stated the purpose behind the need to conduct the meeting via conference call, provided instructions for commenting and muting during the call, and reminded the Committee that the Minutes and Action Items can not be voted on during the conference call.

The following members were present:

Jay Collins    Planning Commission
Jonathan Scott    City of Tampa
Nicole McCleary    HART
Tony Garcia    Planning Commission
Mike Williams, Vice Chair    Hillsborough County Engineering Division
Danny Valentine    Hillsborough County Aviation Authority
Anna Quinones    Tampa/Hillsborough County Expressway Authority (THEA)
Brian Pessaro    Tampa Bay Area Regional Transit Authority (TBARTA)
Rachel Chase    Florida Department of Health

I. CALL TO ORDER
Ms. McKinley called the meeting to order at 1:30 p.m. and took roll call.

II. PUBLIC COMMENT – None.

III. APPROVAL OF MINUTES – February 17, 2020. The approval of the minutes will be postponed until the next in-person meeting.

IV. ACTION ITEMS
A. HART TIP Amendments (Vishaka Shiva Raman, MPO)

Ms. Vishaka Shive Raman, MPO delivered the HART TIP Amendment presentation for Amendment 12 HART Human Trafficking Innovations in innovations in Transit Public Safety Grant, Amendment 13 HART Bus and Bus Facilities Discretionary Grant, Amendment 14 Hart CNG Duplex Compressor and Amendment 15 HART FHWA Surface Transportation Program.

Discussions followed regarding what the funding source for the first Amendment presented is (Ms. Shiva Raman replied local share. She doesn’t have any other details; however, Ms. McCleary replied these are regular HART funds.).

There were no objections to moving these TIP Amendments forward to the MPO Board.

V. STATUS REPORTS
A. Project Development & Environmental Study for TBARTA Regional Rapid Transit (Brian Pessaro, TBARTA)
Mr. Pessaro presented the Project Development & Environmental Study for TBARTA Regional Rapid Transit. He explained the purpose statement is the all-day modern mobility that provides quick, safe, reliable, frequent and regional rapid service. He reported on the Regional Rapid Transit (RRT) progress by reviewing the status of the five milestones, the thirteen station areas, the route overlay and definition of Bus Rapid Transit (BRT) terms. He also presented the alternatives being considered.

There was no discussion or questions.

B. SR60/Kennedy Blvd. Access Management Study (Kara Van Etten, FDOT)

Ms. Van Etten introduced herself and Alex Henry from the FDOT. They will co-present the SR 60/Kennedy Blvd. (from Westshore Blvd., to Brevard Avenue) Access Management Study, which is two upcoming projects along Kennedy Blvd., from Westshore Blvd. to Woodlynne Avenue (Project 437644-1), and from Woodlynne Avenue to Brevard Avenue (Project 436489-1).

Ms. Van Etten presented the objectives of Project 437644-1 & -2, which includes access management (median modifications and turn lane extensions) and urban corridor improvements (ADA improvements and signalized intersection improvements). She provided important dates and the project information link (http://www.fdottampabay.com/project/317/437644-1-52-01). To clarify, the public meetings are being held at Everglades University (5010 W Kennedy Blvd, Tampa, FL 33609).

Mr. Henry presented the objectives of Project 436489-1, which are mainly urban corridor improvements and provided the important dates for this project.

Discussions followed regarding if there are plans to discuss this project with elected officials (Ms. Van Etten stated there are open houses planned but they will be rescheduled due to the virus. There are also virtual public hearings planned for May 2020.) and the suggestion that FDOT meet individually with the BOCC Commissioners to inform them of the access management projects so they have answers when fielding phone calls from the public (Ms. Van Etten will try to schedule virtual meetings with the commissioners prior to the Virtual Public Hearing.)

C. Advanced Notification- Whiting Street and Washington Street extensions (Anna Quinones, THEA)

Ms. Quinones presented the Whiting Street and Washington Street extensions. THEA is investing a half billion dollars in projects over the next five years: Selmon Extension, South Selmon Safety Project, South Selmon PD&E, Whiting Street PD&E and Morrison Gateway Project. These five projects accommodate the growth, plan and implement solutions for the projected growth, all the while continuing to provide safe, reliable and cost – effective transportation solutions that connect communities and reinvest revenues back into our transportation system.

She reviewed the Selmon Extension by the numbers and the South Selmon Safety Project which will enhance driver safety by constructing a concrete barrier wall in the median of the Expressway. The South Selmon PD&E study evaluation area is from Himes Avenue to Whiting Street in Downtown Tampa. The primary purpose of the study is to evaluate the needs, costs and effects of construction improvements that will increase capacity on the South Selmon Expressway. The study will also identify solutions to the frequent congestion and entry and exit points along the Selmon Expressway. In addition, it will evaluate strategies to eliminate conflict
points and reduce crashes. They will also evaluate the need for noise walls, which is one of the most frequently asked questions from the community. Ms. Quinones reviewed the schedule for this project and the upcoming outreach schedule. There is a virtual town hall scheduled for May 2020 and an informational session in June.

The Whiting Street PD&E addresses the extension of Whiting Street, a commitment from THEA to the City of Tampa related to the Selmon Expressway Reversible Express Lanes (REL) project. Once ConAgra vacates the property in the Channel District, the CSX rail lines currently serving the flour mill will be removed to allow for the realignment and extension of Whiting Street and Washington Street. The Whiting Street PD&E will be conducted in close coordination with the South Selmon PD&E and the Selmon East PD&E. The purpose of this project is to improve safety, accessibility and circulation along the Selmon Expressway and throughout Downtown and the Channel District. The extensions will provide capacity improvements while complimenting the City’s street grid network. Ms. Quinones reviewed the schedule for this PD&E and stated THEA is currently in the data collection and analysis phase.

Lastly, the Morison Gateway project is an underpass improvement brought to THEA by the neighborhood association. It is scheduled to be finished in 90 days.

Ms. Quinones briefly updated the Committee on the Greenway project in Downtown. THEA is in the design phase for some more enhancements, pending approval from their Board. She encouraged members to visit THEA’s website for more information.

There was no discussion or questions.

D. Induced Demand (Alvaro Gabaldon, MPO Intern)

Mr. Gabaldon presented Induced Demand which is an economics term referring to the behavior of a market when the supply of a good is changed. This phrase is frequently used in conversations about widening roads. He explained the economic terms of supply, demand and price.

Mr. Gabaldon described the supply and demand equilibrium. A shift in one variable causes a reaction in the others. He explained how supply and demand are applied to roads, what happens when supply is increased, what research shows, research limitations, and key takeaways.

Discussions followed regarding if phone apps, like Waze and Googlemaps have been studied (Probably, but they were not included in his research. Mr. Gabaldon can provide the CalTrane paper he used in his study).

VI. OLD BUSINESS & NEW BUSINESS

VII. ADJOURNMENT

There being no further business, the meeting was adjourned at 2:47 p.m.
Board & Committee Agenda Item

**Agenda Item**
Transportation Improvement Program (TIP) Amendments

**Presenter**
Vishaka Shiva Raman, MPO Staff

**Summary**
The following items are amendments to the Fiscal Year FY2019/20 – 2023/24 Transportation Improvement Program (TIP).

**Amendment 16 - 443630-1 I-75 from N of US 301/ Progress Blvd to Woodberry Rd.** This amendment proposes to rehabilitate the rigid pavement and repave the ramps on I-75/ SR 93A from S of Progress Blvd (MP 19.015) till N of Woodberry Road (MP 24.185). The project is currently in design phase. This amendment will add $1,753,888 (FY2021).

**Amendment 17 – 443630-2 I-75 from N of From N OF CSX R/R/Broadway Ave to S of SR 582/Fowler Ave.** This amendment proposes to rehabilitate the rigid pavement and repave the ramps on I-75/ SR 93A from N of CSX R/R/Broadway Ave (MP 25.227) to S of SR 582/Fowler Ave (MP 30.244). This project is currently in the design phase. This amendment will add $1,763,855 (FY2021).

**Amendment 18 – 445380-1 I-4 repaving from E of McIntosh Rd to County Line Rd.** This amendment will add $3,870,126 and will be used for repaving the interstate, ramps and frontage roads between McIntosh Rd and County Line Rd in eastern Hillsborough County. This project is currently in design phase.

**Recommended Action**
Approve the above amendments to the FY2019/20 TIP.

**Prepared By**
Vishaka Shiva Raman, MPO Staff

**Attachments**
- Factsheets for the TIP Amendments 16,17 and 18.
- Comparative Reports for the TIP Amendments 16,17 and 18.
### FDOT 5 Year TIP

**Hillsborough County, District 7**

- **Status:** Amended
- **Amendment Date:** 5/13/2020
- **Amendment Number:** 16

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<th>Item Number</th>
<th>Description</th>
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<th>Extra Description</th>
<th>Type of Work</th>
<th>Project Length</th>
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<td>443630 1</td>
<td>I-75 FROM N OF US 301/ PROGRESS BLVD TO WOODBERRY RD</td>
<td>443630</td>
<td>This project will repair or replace the concrete pavement of the Interstate 75 roadway and ramps between Progress Blvd. and Woodberry Road</td>
<td>RIGID PAVEMENT RECONSTRUCTION</td>
<td>5.17</td>
<td><em>SIS</em></td>
<td>Minimize congestion, p.163</td>
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### Preliminary Engineering - Managed by FDOT

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<th>&gt;2024</th>
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<td>$1,753,888</td>
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**Item 443630 1 Totals:** $0 | $0 | $1,753,888 | $0 | $0 | $0 | $0 | $1,753,888
I-75 (SR 93A)
From S. of Progress Blvd. to N. of Woodberry Road
Financial Project ID  443630-1-32-01

Project Description:
- The Florida Department of Transportation, District Seven, proposes to rehabilitate the rigid pavement on I-75/SR 93A from US 301 to CSX R/R / Broadway Ave. Rehabilitate the rigid pavement on the following ramps: SB on ramp from ramp #324 (10075322), NB off ramp to Lee Roy Selmon Expressway (10075325), NB off ramp to ramp #323 (10075315), SB on ramp from Lee Roy Selmon Expressway (10075326), SB off ramp to ramp #324 (10075330), SB off ramp to ramp #324 (10075332), NB on ramp from ramp #323 (10075329).

Project Location:
The project will begin along I-75/SR 93A at south of Progress Blvd. (MP 19.015) and will end north of Woodberry Road (MP 24.185).

Project Costs:

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<th>Phase</th>
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<tr>
<td>Construction</td>
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*Please note that cost estimates may change as the project progresses.
**Cost estimate includes funding for Construction, Engineering, and Inspection.
### FDOT
### 5 Year TIP
### Hillsborough County, District 7

**Status:** Amended  **Amendment Date:** 5/13/2020  **Amendment Number:** 17

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<th>Item Number: 443630 2</th>
<th>Description: I-75 FROM N OF CSX R/R/BROADWAY AVE TO S. OF SR 582/FOWLER AVE</th>
<th>LRTP: Minimize congestion, p.163</th>
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<tr>
<td>Related Project: 443630</td>
<td>Extra Description: This project will repair or replace the concrete pavement of the Interstate 75 roadway and ramps between Broadway Avenue and Fowler Ave.</td>
<td><em>SIS</em></td>
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<tr>
<td>Project Length: 5.2</td>
<td>Type of Work: RIGID PAVEMENT RECONSTRUCTION</td>
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**Item Number:** 443630 2  **Extra Description:** This project will repair or replace the concrete pavement of the Interstate 75 roadway and ramps between Broadway Avenue and Fowler Ave.  

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**Item 443630 2 Totals:** $0 $0 $1,763,855 $0 $0 $0 $0 $1,763,855
I-75 (SR 93A)
From N. of CSX R/R/Broadway Ave to S. of SR 582/Fowler Ave
Financial Project ID 443630-2-32-01

Project Description:
• The Florida Department of Transportation, District Seven, proposes to rehabilitate the rigid pavement on I-75/SR 93A from north of CSX R/R/Broadway Ave to south of SR 582/Fowler Ave. Rehabilitate the rigid pavement on the following ramp: : I-4 SB on ramp (one lane from Bridge #424 to merge at I-75 (10075342).

Project Location:
The project will begin along I-75/SR 93A at north of CSX R/R/Broadway Ave. (MP 25.227) and will end south of SR 582/Fowler Ave (MP 30.244).

Project Costs:

<table>
<thead>
<tr>
<th>Phase</th>
<th>Cost Estimate*</th>
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<tr>
<td>Design</td>
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<td>Right-of-Way</td>
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<td>Construction</td>
<td>$15.38 Million **</td>
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*Please note that cost estimates may change as the project progresses.
**Cost estimate includes funding for Construction, Engineering, and Inspection.
### FDOT 5 Year TIP
Hillsborough County, District 7

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<td>Description: I-4 REPAVING FROM E OF MCINTOSH RD TO COUNTY LINE ROAD</td>
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<td>Related Project:</td>
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<td>Extra Description: This project will repave the interstate, ramps and frontage roads between McIntosh Rd (Exit 14) and County Line Road (Exit 25) in eastern Hillsborough County</td>
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#### PRELIMINARY ENGINEERING - Managed by FDOT

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| Item 445380 1 Totals: |       | $0    | $0   | $3,870,126 | $0   | $0   | $0   | $0    | $3,870,126 |
I-4 repaving from east of McIntosh Rd to County Line Road 445380-1-52-01

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<tr>
<td><strong>Phase</strong></td>
<td>Design</td>
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<tr>
<td><strong>Limits</strong></td>
<td>from east of McIntosh Road (Exit 14) to County Line Road (Exit 25)</td>
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<td><strong>City</strong></td>
<td>Dover Mango Plant City Seffner</td>
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<tr>
<td><strong>County</strong></td>
<td>Hillsborough</td>
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<tr>
<td><strong>Road</strong></td>
<td>I-4</td>
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<tr>
<td><strong>Design Cost</strong></td>
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**About**

This project will repave the interstate, ramps and frontage roads between McIntosh Rd (Exit 14) and County Line Road (Exit 25) in eastern Hillsborough County.

The project is currently being designed. Construction is anticipated to begin in the fall of 2023.

**Contact Information**

**Design Manager**
Charlie Xie
813-975-6287
Charlie.xie@dot.state.fl.us

**Media Contact**
Kris Carson
813-975-6060
Kristen.carson@dot.state.fl.us
Board & Committee Agenda Item

**Agenda Item**
Unified Planning Work Program (UPWP) FY21 & FY22 Project Discussion

**Presenter**
Allison Yeh, MPO Staff

**Summary**
As the MPO approaches the adoption date of the FY 20/21 and FY 21/22 UPWP – scheduled for the May board meeting – today’s meeting will be used to discuss potential planning studies that have been requested by the local jurisdictions and the MPO’s advisory committees.

The MPO’s transportation planning functions are supported primarily by federal and state grants. The grant-funded planning activities must be identified in advance for two fiscal years. The UPWP also documents the use of federal funds for metropolitan transportation planning conducted by other agencies, including FDOT and HART, for the purpose of information and coordination.

The current draft UPWP for FY21 & FY22 is available on the MPO website. [http://www.planhillsborough.org/unified-planning-work-program/](http://www.planhillsborough.org/unified-planning-work-program/).

**Recommended Action**
For board member comment and guidance

**Prepared By**
Allison Yeh, AICP, LEED GA

**Attachments**
Presentation slides for today’s discussion will be posted at:

[http://www.planhillsborough.org/event/metropolitan-planning-organization-board-meeting-38/?instance_id=8277](http://www.planhillsborough.org/event/metropolitan-planning-organization-board-meeting-38/?instance_id=8277)
Board & Committee Agenda Item

Agenda Item
MPO/FDOT Joint Certification

Presenter
Rich Clarendon, MPO staff

Summary
The Metropolitan Planning Organization is established and funded by federal and state laws and rules. Many federal and state requirements apply. The federal government evaluates our compliance every four years, and a public meeting is held at that time. The last such meeting was held in 2017.

In between these major review events, the MPO’s planning process must be certified as following federal and state rules through a cooperative review conducted by the FDOT District 7 office and the MPO. This concludes with a Joint MPO/FDOT Certification statement and summary of notable achievements, recommendations and corrective actions.

Staff will review notable achievements from the past year.

Recommended Action
Support re-certification of the MPO and authorization for the MPO Chairman to sign a Joint Certification Statement.

Prepared By
Rich Clarendon, AICP

Attachments
Joint MPO/FDOT Certification Summary & Statement
The annual Joint FDOT/MPO Certification for January 1, 2019 to December 31, 2019, review was conducted on March 4, 2020, as required by federal guidelines to assess the MPO’s compliance with the federal transportation planning process and applicable state laws. The Hillsborough County MPO was found to be in compliance with federal and state guidelines for metropolitan transportation planning.

The following is a summary of the Department’s findings:

Notable Achievements

- The Resilient Tampa Bay Transportation Pilot Project funded by FHWA will be used for federal guidance documents from the Office of Planning, Environment & Realty. In addition, this effort along with the 2014 FHWA Hillsborough Vulnerability Assessment, have been designated as a noteworthy 2020 project by the MPOAC and in the FDOT Resilience Quick Guide. The studies have been presented in a various FHWA Peer Exchanges, TRB and the FHWA Transportation Resilience conferences.

- In updating the Long-Range Transportation Plan to 2045, the MPO created an online survey to collect input on the County’s highest priority transportation projects. From June through July 2019, the MPO extensively promoted the survey through presentations to community organizations, homeowners’ associations, chambers of commerce, business groups, civic and environmental organizations, plus targeted advertising on social media, and displays at community events. The MPO made special efforts to solicit participation from Communities of Concern and hard-to-reach constituents, even conducting “ride-alongs” to survey bus riders on selected routes. The result was that more than 5,200 people participated in the survey, and compared to the last LRTP, 40% more Hispanic and 70% more African American people participated.

- In November 2019, the MPO co-sponsored the Gulf Coast Safe Streets Summit (GCSSS) and Safe Routes to School National Conference. Over 425 active transportation and public health advocates from across the country gathered for valuable networking and sharing of best practices.

- The FHWA Florida Division is highlighting the MPO’s work in establishing safety performance targets as a best practice.
The MPO received a $50,000 Healthiest Cities and Counties Challenge grant from the AETNA Foundation, American Public Health Association and National Association of Counties for the Garden Steps initiative to expand access to fresh, healthy food in Tampa’s food deserts through education, agriculture and walk/bike connections.

**Recommended Actions**
- It is FDOT’s recommendation that Hillsborough MPO Risk Assessment remains in the low category
- FDOT values Hillsborough MPO’s drive to be innovative and lead the conversation on safety for all modes of transportation

**Corrective Actions**
- None
Pursuant to the requirements of 23 U.S.C. 134(k)(5) and 23 CFR 450.334(a), the Department and the MPO have performed a review of the certification status of the metropolitan transportation planning process for the Hillsborough County MPO with respect to the requirements of:

2. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 C.F.R. Part 21;
3. 49 U.S.C. 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
4. Section 1101(b) of the FAST Act and 49 C.F.R. Part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
5. 23 C.F.R. Part 230 regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
6. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and the regulations found in 49 C.F.R. Parts 27, 37, and 38;
7. The Older Americans Act, as amended (42 U.S.C. 6101) prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
8. Section 324 of 23 U.S.C. regarding the prohibition of discrimination on the basis of gender; and

Included in this certification package is a summary of noteworthy achievements by the MPO, attachments associated with these achievements, and (if applicable) a list of any recommendations and/or corrective actions. The contents of this Joint Certification Package have been reviewed by the MPO and accurately reflect the results of the joint certification review meeting held on March 23, 2020.

Based on a joint review and evaluation, the Florida Department of Transportation and the Hillsborough County MPO recommend that the Metropolitan Planning Process for the Hillsborough County MPO be certified.

Name: Lesley "Les" Miller, Jr.  
Title: MPO Chairman (or designee)
MPO Board Meeting of Wednesday, February 12, 2020

CALL TO ORDER, PLEDGE OF ALLEGIANCE & INVOCATION

The MPO Chairman, Commissioner Les Miller, called the meeting to order at 9:00 a.m., led the pledge of allegiance and gave the invocation. The regular monthly meeting was held at the County Center Building on the 18th Floor, Planning Commission Board Room.

The following members were present:

Commissioner Les Miller, Commissioner Pat Kemp, Commissioner Ken Hagan, Charles Klug, Councilman Joseph Citro, Michael Maurino, Commissioner Kimberly Overman, Janet Scherberger, Commissioner Mariella Smith, Mayor Rick Lott and Joe Waggoner.

The following members were absent: Cindy Stuart, Mayor Mel Jurado, Councilman Luis Viera, Councilman Guido Maniscalco and Adam Harden.

A quorum was met.

APPROVAL OF MINUTES – January 7, 2020

Chairman Miller sought a motion to approve the January 7, 2020 minutes. Commissioner Kemp so moved; it was seconded by Commissioner Overman and adopted.

PUBLIC COMMENT

There were two public comments. Laurel Urena, who lives in North Ybor, spoke in opposition of the proposed ramp to 14th/15th Streets from I-4. She is a small business owner and her background is in environmental engineering. She emphasized that the North Ybor area is not designed for capacity that would be pushed on the community by the building of a ramp to I-4. For the safety and health of the community she is asking to prioritize the stakeholders and citizens.

Chris Vela from Ybor City spoke about the environmentally friendly noise walls white paper. He pointed out that most of the walls in the report are not in the U.S. and very theoretical. These walls are not restorative to the neighborhood. If they build these walls it will permit large roads. He personally does not want TIF funds to go into a wall for an interstate.

COMMITTEE REPORTS, ONLINE COMMENTS

Bill Roberts, CAC Chair, presented an update from the CAC. The committee had its annual election of officers and he was re-elected as Chairman for another year. Rick Fernandez was elected as Vice Chair and Steven Hollenkamp was elected Officer at Large. The attendance report was reviewed and it was determined there need be no seats declared vacant on the CAC. Under action items, the CAC has
approved and forwarded to the board a few items. The environmentally sensitive noise walls white paper was reviewed and discussed at length and they recommend the following amendments. First, they ask that the MPO Board consider traffic noise at its origin. The CAC also added the benefit and cost analysis of solar panels which could be attached to the noise walls to offset the cost. Finally, the CAC asked that you consider the impact to the natural environment as well as the human environment. The CAC heard a status report on the FY 21 & 22 Unified Planning Work Program Call for Projects and will revisit this topic in the next week’s meeting. There are two new appointments and two re-appointments on the agenda today for the CAC members, and they encourage the MPO Board to help fill out the CAC membership. The members expressed interest in a couple of items. There was a request to get further data on roundabouts and traffic patterns in and throughout Hillsborough County. Mr. Fernandez asked for an update on the status of the Boulevard study. Finally, Rick Richmond, our Hillsborough CAC representative to TBARTA’s CAC, gave a brief report of the status on the ongoing Regional Rapid Transit (RRT) Study project. The RRT project has scaled down to 12 or 13 stations along the proposed route.

Wanda West, MPO Staff, reported on behalf of the other committees. She said that last month the committees held their annual elections of officers and member attendance. The TAC re-elected Jeff Sims as Chair, Mike Williams as Vice Chair and Tony Garcia as Officer at Large. The BPAC re-elected Jonathan Forbes as Chair and Jim Shirk as Vice Chair. LRC re-elected David Hey as Vice-Chair and Cathy Coyle as Officer at Large. The ITS Committee elected Brandon Campbell as Chair, Brian Gentry as Vice Chair and Jeff Sims as Officer at Large. HART is seeking a replacement for Shannon Haney who previously served as the primary appointee to the ITS Committee. Until a replacement is found Chris Cochran will serve as primary and Justin Willits will serve as alternate.

The committees reviewed and recommended approval of the 2020 Safety Performance Targets and the Environmentally Friendly Noise Walls White Paper which are action items on your agenda today. The LRC approved the White Paper, supported transmittal, and strongly encouraged forming a noise wall working group; the LRC volunteered to participate with this working group. They also received a refresher on Roberts Rules of Order and received a status report on FY 21 & 22 Unified Planning Work Program Call for Projects; the LRC will revisit this item at their next meeting. The ITS Committee dedicated its meeting to host a workshop discussing the recently launched Clear Guide Data and Analytics Platform.

There were no questions following the committee reports and online comments.

**Consent Agenda**

**Chairman Miller sought a motion to approve the Committee Appointments. Commissioner Overman moved; it was seconded by Commissioner Kemp and adopted.**

**ACTION ITEMS**

A. Environmentally Friendly Noise Walls White Paper

Michele Ogilvie presented the research paper on Environmentally Friendly Noise Walls. There was research showing that noise affects public health. Noise walls are used to buffer homes and other sensitive land uses. Noise walls can reduce traffic noise as much as half, are most effective within 200 feet of a highway, and reduce noise levels for people living next to the highway. Noise sensitive land uses include homes, schools, parks and churches. Noise does affect human health with things like sleep disorders, heart disease, hypertension, cognitive impairment and hearing loss. The Health In All Policies resolution that this MPO has adopted asks us to consider air quality. The white paper has a great deal of discussion on air quality including traffic emission impacts and health risks. Walls can do more than just reduce noise; they do provide some health benefits and reduce pollution concentration. In our data, there is a prevalence of asthma that appears higher in the general vicinity of I-4 and I-275. There are other technologies that the white paper suggests. One of them is a SMOGSTOP Barrier which are used in Canada and United
Kingdom. Some of the mitigation suggestions in the white paper are trees that mature to a height taller than the height of the barrier and thereby act as a vertical extension, improving the capability to reduce air pollutants. Other opportunities are solar panels and living barriers.

There were a few comments from the committees. The Citizens Advisory Committee asked for three things: to consider mitigation of noise and speed at their origins; look at a benefit and cost analysis of solar panels; and consider impacts to the natural environments. In addition, the Livable Roadways Committee supports the formation of a Noise Wall Working Group to follow up on the paper’s recommendations.

The recommendation is to accept the report and transmit it to potential implementing agencies for consideration in future projects, particularly in high density population areas and communities of concern. Additionally, establish an MPO Noise Wall Working group as a subcommittee of the Livable Roadways Committee, and address the other MPO committee’s requests with this LRC subcommittee.

Commissioner Overman questioned if FDOT would pay for the noise walls and if these noise walls have been deemed reasonably priced. As part of the SEIS it would be a recommendation that these be implemented to protect our citizens. Commissioner Kemp noted the importance of walls absorbing the pollution on neighborhoods and questioned the use of solar panels on the walls. She is supportive of the noise walls but opposed to neighborhoods funding the noise walls.

Chairman Miller sought a motion to approve the Environmentally Friendly Noise Walls White Paper along with the committee recommendations. Commissioner Smith so moved; it was seconded by Commissioner Kemp and adopted.

B. 2020 Safety Performance Targets

Johnny Wong, MPO Staff, stated he will recap the 2019 crash performance and present the 2020 safety performance targets. The target setting process is required every year. This is the third year we are doing it. There are four things that have occurred since the 2019 safety target adoption. There was a comprehensive speed management study; there have been some high-impact safety improvements put on our high crash corridors; transportation sales surtax project plans were approved; and the It's Time Hillsborough 2045 LRTP was adopted. There is a process and schedule for Safety Target-setting. On September 5, 2019, the FDOT submitted to the FHWA a calendar-year 2020 target pf ZERO for all five safety performance measures. No later than February 27, 2020 the MPO must establish safety targets for calendar-year 2020, i.e. within 180 days after the state establishes targets. FHWA will assess whether the state met or made significant progress toward meeting the targets and will report findings by March 31, 2021. Toward the end of 2019, we hosted a workshop in our office and there were a number of MPO’s in attendance, FHWA staff, DOT staff as well nationally recognized vision zero experts, and we shared what our target-setting methodology has been over the past three years. Following that workshop, FHWA informed us that they are going to nominate us for our target setting methodology to be a best practice.

To calculate the expected safety performance for 2020, we look at ten years of performance crash data and compose a linear projection to forecast what our performance will be in future years. Once we have the number, we apply a crash reduction factor that we generated from our 2045 Plan needs assessment work, and that gives us what the expected performance will be at the end of the year based on a certain level of safety funding. We calculated that if a certain level of safety funding holds through the year 2045, the impact that we can expect to have will be to reduce crashes by 35 percent, by putting down safety features on our high crash corridors. This is an annual crash reduction of 2.1 percent. The Fletcher Avenue and 50th Street safety improvement projects proved to be highly effective according to our crash performance data. The annual fatalities target projected thru 2020 is less than 209. The fatalities target on a 5-year rolling average is fewer than 204. The motorcycle fatalities target on a 5-year rolling average is 44.50. This is a new, optional target we’re proposing due to the fact that motorcycle fatalities have
increased. The serious injuries target is required by FHWA, and the 5-year rolling average is 1255. The nonmotorized fatalities and serious injuries target is required also, and the 5-year rolling average is 222. Another required target is the fatality rate per 100MVMT and the 5-year rolling average is 1.41. The last required target is the serious injury rate per 100MVMT and the 5-year rolling average is 8.70. Dr. Wong provided a report card on performance measure. The recommended action based on the adopted methodology is to approve the calendar-year 2020 safety targets.

Commissioner Smith commented on how to make these targets more ambitious, and asked if we could bring this back next month for consideration with a more ambitious target. Gena Torres commented on vision zero and then pointed out that they will share some effective projects that you can see the reduction on serious fatalities in the status report presentations. Commissioner Kemp inquired if the MPO can continue to work on these targets. Beth Alden agreed Commissioner Smith brought up very important points that don’t require a lot of capital investment; they will however need cooperation from other groups. Ms. Alden suggested a summit to talk to leadership who could make a difference with these kinds of policies. Commissioner Kemp commented that to bring down the vision zero rate you need to increase transit. Mayor Lott stated we need to do everything we can and to add in all categories to get to zero. Mayor Lott does not see great improvements in the Tampa Bay Area as he does in the areas of the state. Commissioner Miller commented that the improvements in other areas are from the political leadership in Tallahassee. He questioned the motorcycle fatalities. Commissioner Smith stated she is fine with accepting the report for a 5-year average but we should not accept a target to expect the same results.

Chairman Miller sought a motion to approve 2020 Safety Performance Targets. Mayor Lott so moved; it was seconded by Mr. Waggoner and the Motion carried nine to two. Commissioner Smith and Commissioner Kemp voted no.

C. New Legislative Positions

Beth Alden, MPO Director, pointed out in the packet a copy of a letter that was transmitted last year to our legislative delegation. Since that time two potential legislative positions for consideration have recently come forward. They in the form of two other letters from MPOs. One is from Forward Pinellas and it is about Senate Bill 1000 and House Bill 1371 on Traffic and Pedestrian Safety, which would tie the hands of our traffic safety engineers, who would no longer be able to use rapid flashing beacons as a safety treatment to improve the safety of pedestrian crosswalks. Ms. Alden would like to bring to consideration that we would take a position similar to Forward Pinellas in asking the legislature to not tie the hands of our safety engineers to continue to allow us to use rapid flashing beacons where they are deemed appropriate to our engineers. The second position is from the Miami Dade TPO. They are proposing that there be a change to the statute about the use of toll revenue from high occupancy toll or express lanes. Today the Florida Statute allows that toll revenues can be used for express bus service on the highway where the tolls are collected, after other things have been paid off. Miami Dade TPO is proposing that the language be broadened a little to transit in general, not just limited to express bus service operating on that highway. Ms. Alden seeks direction on whether Hillsborough MPO should take either or both positions. Commissioner Kemp questioned broadening the use of toll revenues beyond express buses.

Chairman Miller sought a motion to approve the new Legislative Positions. Commissioner Smith so moved; it was seconded by Commissioner Hagan and the Motion carried ten to one. Commissioner Kemp voted no.

STATUS REPORT

A. Making Progress on Safety
Gena Torres, MPO Staff, introduced the series of presentations about how to make more progress towards the vision of zero deaths.

Bob Campbell, Transportation Engineer for Hillsborough County, introduced the history of Fletcher Ave. The MPO in 2010 recognized this as the highest severe-crash corridor in Hillsborough County. Based on that study Hillsborough County decided to do a study on Fletcher from Nebraska Avenue to Bruce B Downs. As a result of this they also developed a project with three critical components in roadway safety: engineering, enforcement and education. The Hillsborough County sheriff’s department was actively involved because they wanted to improve the safety problem on one of the roads, so they were involved in the inception of this project, and implementation after the project was completed, including the education and enforcement component. The University of South Florida through CUTR also helped with education. District 7 was involved in the inception of this project and helped get the funding. Also, at their request, this project incorporated a number of innovative and creative ideas on how to do safety. These ideas are now incorporated in various manuals statewide as well as Federal Highway Administration publications. Wade Reynolds will now present the result of this particular project.

Wade Reynolds, MPO Staff, explained Fletcher Avenue Complete Street Before and After Study. The research objectives on Fletcher Avenue were how individuals use crosswalks along Fletcher Avenue, the willingness of individuals to properly use the crosswalks, opinions about crosswalks, including motivators and barriers to using crosswalks as designed, and barriers individuals experience related to not properly using the crosswalks. This study was done in November and December 2018, and a number of observations came out of this study. The December 2018 observation showed 83.4 percent of people use the crosswalk to cross the street and almost 90 percent push the crosswalk signal button. The observation also showed very few bicyclists wore a helmet and most are biking on the sidewalk. While looking at the mode of transportation, almost 78 percent were pedestrians and only 9 percent of the pedestrians and bicyclists were distracted. Almost 98 percent of motorists yielded at the mid block crossings. The intercept surveys showed the top reasons for traveling along Fletcher Avenue were retail, and to and from work. 66 percent of the people were within one mile of their destination. Mr. Reynolds went over the barriers to using crosswalks and perceptions of crossing Fletcher Avenue, trustworthy people, knowledge of Florida Traffic Laws, reasons for not using crosswalks, safe and unsafe feelings and reasons associated with crosswalks. In conclusion, more pedestrians and bicyclists were observed using the crosswalks and pushing the crosswalk button compared to previous years, less distraction, felt safer yet there are still people that cross outside crosswalk. The interviews indicated more crosswalks, police intervention, and education would make people more likely to use the crosswalks.

The complete streets improvements were as follows: five mid-block pedestrian crossings added with overhead and ground-mounted RRFBs, one mid-block pedestrian crossing with a traffic control signal, LED lighting added at pedestrian crossings, raised pedestrian islands and raised traffic separators installed, landscaping features incorporated into median, bicycle lanes added to both sides of road, speed limit reduced from 45 mph to 35 mph, media outreach and education of the public and high visibility enforcement. On average, the daily traffic volumes on Fletcher Avenue have increased since the completion of the project, the average speeds of vehicles decreased within the study segment and the average travel time increased, pedestrian and bicyclist volumes along the corridor also increased after the project was completed, a majority of the pedestrians, bicyclists and vehicles utilize the installed facilities properly, overall total number of vehicle crashes were reduced as well as crash severity. There was an increase in pedestrian and bicycle crashes. However, taking into account the additional volume of pedestrian and bicycle activity, the pedestrian and bicycle crash rate decreased. The severity of the pedestrian and bicycle crashes was also reduced within the project area.

Commissioner Kemp commented on the am and pm travel and increased speed.

Peter Hsu, FDOT Traffic Safety Engineer, announced on March 16th at 9am DOT and county will welcome a high-level USDOT official. They are going to use Fletcher Avenue to talk to the nation about to address
Mr. Hsu followed up on Johnny Wong’s presentation on the 2020 Safety Performance Targets and said the numbers of fatalities this January has reduced more than 15 percent in Hillsborough county and 30 percent total in District 7 compared to last January.

Mr. Hsu presented the safety improvements on Busch Boulevard from Dale Mabry Hwy to N 56th St. Busch Blvd is a principal arterial and it has mix of context classifications like suburban residential and commercial and urban general. There needs to be a balance between safety and operations. The multi approach to safety is engineering, education and enforcement. The Bike Walk Tampa Bay launched a marketing and education campaign along Busch Boulevard in 2019. There was a speed enforcement grant from FDOT on Busch Blvd and recently completed resurfacing project on West Busch Blvd and also included corridor wide safety enhancements. FDOT is exploring the feasibility of incorporating context classification corridor timing along Busch Boulevard. There is upcoming project on East Busch Blvd where they are adding a raised median and pedestrian-hybrid beacons (PHB) for pedestrian crossings. PHBs has yielded positive results showing crashes went down significantly after construction was completed. Upcoming corridor improvements will include speed management strategies for target speed of 35 mph on West Busch Blvd, access management and fill in sidewalk gaps. Additional actions will include exploring potential PHB installation at W. Busch Blvd and North Rome Circle and reducing curb radii at North Nebraska Avenue. Studies found that the addition of raised medians, speed feedback sign and increased enforcement resulted in an average speed reduction of 4.5 MPH on West Busch Blvd. Anticipated benefits to East Busch Blvd are that speeds will be reduced by at least 5 MPH which will eliminate approximately 13 crashes annually.

Michael Maurino inquired about the contact classifications and where on the corridors is 3C, 3R and C4. Commissioner Kemp commented on the lack of funding and what can we do to get more funding. Beth Alden responded this is what will be covered in the MPO Board Workshop next month.

Paula Flores, MPO Consultant, presented an update on the Speed Management Study. The first goal is to update policies, standard and procedures to foster a culture of safety in planning and design of the transportation system. The second goal is to create a safe multimodal transportation system through good design, lighting and connected facilities. This is important because Florida is the most dangerous state for pedestrians and bicyclists in recent history. The data tells us that 75 percent of fatal crashes occur on roads with posted speeds of 40mph, 75 percent of fatal and serious injury crashes occur on one-third of our roads, 33 percent of fatal crashes involve aggressive driving and one-third of pedestrian crashes result in death or incapacitation. Speeding kills more than 10,000 a year. The goal of this study is to improve public health and safety by reducing road fatalities and serious injuries. The desired outcomes are to improve safety experience, increase awareness, institutionalize good practices, identify supportive policies, programs and infrastructure improvements to meet safety goal and to obtain cooperation and support of stakeholders. The speed management action plan is stakeholder involvement, speed management practices, corridor prioritization, next 30 high injury corridors and speed management action plan. Ms. Flores reviewed the crash statistics and communities of concern. They started with the top 20 crash corridors and prioritized according to the performance level. They were able to identify the next 30 and prioritize the next 30 high injury corridors and priority matrix. The next step will be to establish a speed management action plan.

Commissioner Kemp noted other cities have reduced their speed. Commissioner Smith thanked MPO Staff and consultants for the surprise take-aways from today’s reports, which can help with policy decisions. Gena Torres stated they will bring the next steps to the Policy Committee for action.

**Executive Director’s Report**

Beth Alden noted the next MPO Board meeting is on March 3rd at 9am, followed by the HART/MPO Joint Board Meeting: Tour of Sun Rail on March 5 at 8am. The Tampa Bay TMA Leadership Group Meeting is on March 6 at 9:30am. The MPO has found some great speakers to attend the upcoming Managed Lanes
Workshop including Stantec, Todd Littman with Victoria Transport Policy Institute, and Kate Mattice with the Northern Virginia Transportation Commission. The workshop will have to be postponed from May 29 and a new date will be proposed soon. On March 24, there is a TIP Priority board workshop in the Plan Hillsborough Room.

OLD & NEW BUSINESS

Roger Roscoe, FDOT Staff, pointed out the public notice on the Tampa Interstate Supplemental Environmental Impact Statement. There are two public hearings in February. Session one is February 25 5-7pm at HCC Dale Mabry Campus and Session 2 is on February 27 at Port Tampa Bay Cruise Terminal #6 5-7pm.

Cameron Clark, MPO Attorney, will be presenting the Annual Evaluation of the Executive Director in the April meeting.

Mr. Maurino commented on TDM strategies for the I-275 interchange and Ms. Alden responded that the TIP manager will be in touch to discuss.

ADJOURNMENT

The meeting adjourned at 11:14 a.m.
Committee Reports

Meeting of the Citizens Advisory Committee (CAC) on February 19
Under Action items, the CAC approved and forwarded to the MPO Board:

✓ Garden Steps Action Plan
✓ Transportation Improvement Program Amendment: Roadway Improvements to I-75 Northbound on-ramp from US 301 Northbound
✓ Resilient Tampa Bay: Transportation Pilot Project

The CAC heard status reports on Induced Demand and Transit Major Projects: Next Steps.

Meeting of the Technical Advisory Committee (TAC) on February 17
Under Action items, the TAC approved and forwarded to the MPO Board:

✓ Transportation Improvement Program Amendment: Roadway Improvements to I-75 Northbound on-ramp from US 301 Northbound
✓ Resilient Tampa Bay: Transportation Pilot Project – After some discussion, the TAC recommended approval with slight modifications to the wording of the action. The revised language was to ACCEPT the report and to request that implementing entities STRONGLY CONSIDER mitigation strategies.

The TAC heard status reports on Transit Major Projects Next Steps, and on the Tampa Interstate Study Supplemental Environmental Impact Study. The Committee had some discussion of the new proposed exit ramps at 14th and 15th Streets.

Meeting of the Bicycle/Pedestrian Advisory Committee (BPAC) on February 12
Under Action items, BPAC approved and forwarded to the MPO Board:

✓ Garden Steps Action Plan

The BPAC heard a status reports on Induced Traffic, the HART Arterial BRT Corridor Study, the Tampa Streetcar Modernization and Extension, the Vision Zero Speed Management Study, and on the Bicycle Friendly Business program.
**Meeting of the Livable Roadways Advisory Committee (LRC) on February 26**

The LRC approved and forwarded to the MPO Board:

- Garden Steps Action Plan
- Resilient Tampa Bay: Transportation Pilot Project

The LRC heard status reports on Induced Demand, the HART Arterial BRT Corridor Study, and their upcoming Painted intersections/Crosswalks to Classrooms Field Trip.

**Meeting of the Transportation Disadvantaged Coordinating Board on February 21**

The TDCB reviewed and approved the Annual Evaluation of the Community Transportation Coordinator. The Coordinator met all standards of the evaluation. The most notable accomplishment is Road Calls- the standard has been met for the first time since 2013! This is a positive result of the Board of County Commissioners’ investment in replacement buses. The service also received an overall satisfaction rating of 98% from its clients!

The TDCB also approved and forwarded to the MPO Board:

- Resilient Tampa Bay: Transportation Pilot Project
- Garden Steps Action Plan

The TDCB also learned that use of Saturday service is growing rapidly; it now averages 60 trips a day. The TDCB noted that this is a “million percent increase” from zero trips. They thanked the MPO for their support and the BOCC for their funding of the new service.

The TDCB also heard status reports on the HART Arterial BRT Corridor Study, and the MPO’s Unified Planning Work Program FY 21 & 22 UPWP Call for Projects.
Join us for important discussions planting the seeds for healthier communities...

Policy ↔ Health ↔ Resources

Tickets are only $15 | garden tour & lunch included
Reserve your seat now:
https://growgardens.eventbrite.com