Virtual Meeting of the Citizens Advisory Committee
Wednesday, May 20, 2020, at 9 AM

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I. Call to Order & Introductions

II. Chairman’s Request: per the MPO Bylaws, all speakers are asked to address only the presiding Chair for recognition; confine their remarks to the question under debate; and avoid personalities or indecorous language or behavior.

III. Public Comment - 3 minutes per speaker, please

IV. Members’ Interests

V. Approval of Minutes

VI. Action Items

A. Public Participation Measures of Effectiveness Report (Wanda West, MPO staff)

B. 2020 Public Participation Plan Amendments (Wanda West, MPO staff)

VII. Unfinished & New Business

A. Tampa CRA Motion re: Toll Facilities within the City

B. Letter from Chris Vela re: Proposed 14th & 15th St Exit Ramp

C. Plant City Fiscal Analysis (Steven Hollenkamp)

D. Transportation Improvement Program public hearing postponed to June 30 @ 6 PM

E. Reminder: CAC Workshop May 27 @ 6 PM

F. Managed Lanes Workshop October 14 @ 9 AM – Adjust CAC calendar

VIII. Adjournment
IX. Addendum

A. MPO Meeting Summary & Committee Report
C. May 15: Grow Gardens Conference Flyer – POSTPONED & ONLINE
D. May 21: Plant City Transit Master Plan Workshop 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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I. CALL TO ORDER & INTRODUCTIONS

Rich Clarendon called the meeting to order at 9:04 a.m. After roll call, there was a quorum present virtually.

Members present virtually: Bill Roberts, Ricardo Fernandez, Nicole Rice, Hoyt Prindle, III, Steven Hollencamp, David Bailey, Rick Richmond, Barbara Kennedy Gibson, Terrance Trott, Camilo Soto, Amy Espinosa, Dayna Lazarus, Jeff Lucas, Edward Mierzejewski, Evangeline Linkous, Artie Fryer, Christine Acosta, and Rich Clarendon

Members excused: Vivienne Handy, Cheryl Thole, Barbara Kennedy Gibson, Sky White, Dayna Lazarus

Others present virtually: Beth Alden, Vishaka Raman, Allison Yeh, Justin Hall, Roger Roscoe, Siaosi Fine, Lou Prida, Chris Villa, and Debbie Guest

After roll call, Rich Clarendon went over meeting logistics with the GoToMeeting. The public meeting was continually interrupted by trolls shouting profanity, and a new link was sent out for re-opening the public meeting. It was announced that no motions would be made because there was not a physical quorum present. Instead, the committee walked through the agenda items, had a discussion, and any concerns or objections will be forwarded to the MPO Board in their advisory role.

II. CHAIRMAN'S REQUEST

Per the MPO Bylaws, all speakers were asked to address only the presiding Chair for recognition virtually via the chat box, to confine their remarks to the question under debate, and avoid personalities or indecorous language or behavior.

III. PUBLIC COMMENT

Chair Roberts jumped back to the Public Comment portion, and Chris Villa proceeded to comment: Chris Villa, Ybor City 33605, talked briefly about what is actually called the Surplus Transportation Tax now, that there is an opportunity for that, and that Mary Ella Smith is planning to put this on the agenda.
and move forward with it. One of Mr. Villa's comments to the BOCC is they are seeing a reduction in gas tax and that we could see a reduction in gas tax, throughout the State of Florida, of about $600 million if this continues on, and $600 million can go a very, very long way, not only to fund capital improvements for cities and counties and so forth but also matching improvements. Mr. Villa went on to mention three other counties in Florida that passed the referendum exactly at the same time as Hillsborough County passed AFT, and those folks will have more money than Hillsborough County to go after federal dollars to do transit or growth safety projects and strongly urged everybody on the Board to pen a letter and say that this needs to move forward and put it on the ballot in November. Mr. Villa then jumped ahead and commented on a recent death on Adamo and a pedestrian death on Nebraska Avenue earlier this year, and that we are having a lot of road safety issues. He also mentioned that a lot of these roads do connect to our interstate system.

Chris Villa asked Beth Alden to provide his comments in regards to the 14th and 15th Street exits and asked the committee to take a look at that and make a recommendation to oppose using these exits as part of TPX. Mr. Villa also stated he would be happy to do an online presentation, if need be, that would provide a multitude of information in terms of environmental issues, as well as traffic counts. Beth Alden and Rich Clarendon both commented the materials will be sent to the committee members, with Chair Roberts emphasizing it is a subject of considerable interest to the committee.

IV. MEMBERS' INTERESTS

Hoyt Prindle, III, brought to the attention of the CAC the issue of pedestrian safety, that over the weekend a bicyclist was killed on Bayshore Boulevard by a speeding motorcyclist. Hoyt Prindle suggested that the committee, going forward, regularly discuss safety for all users, that it is a critically important topic as it seems in many cases there is just not enough being done and he was taken aback by the fact that currently everyone is supposed to be on quarantine at home and that even in that kind of instance a senseless death like this has happened, which says a lot about the design of the roadways more so than the behavior, in certain instances.

Beth Alden responded to the committee that Mayor Castor has called for stricter enforcement of speeding in the City of Tampa, but the Livable Roadways Committee has a suggestion that would go one step further, which would be encouraging the City of Tampa, and maybe local governments as well, to consider establishing special reduced speed zones in the areas of parks where there are a lot of pedestrians and people on bicycles;
Bayshore Boulevard being one of the examples, as it's considered a park by the City. Ms. Alden opined that if this is something the CAC would like to recommend to the MPO Board, to please consider sending a letter.

Christine Acosta agreed with the plan of sending a letter but informed the group that since they have not gathered since the COVID-19 situation there has been a change in all of their workflow and life experiences, there are two things happening that are speed-related in the community. First, there is much less traffic in a lot of neighborhoods, which has created a false sense of safety; and, secondly, with many at home, including children, there is more walking and biking, the elements for a perfect storm. Ms. Acosta recommends sending that letter for speed enforcement but also requested that some tools be made available to neighborhoods so they can use some tactical urbanism materials and things that would be City and/or County approved for slowing traffic within these neighborhoods, in addition to providing more space for people to remain socially distant while having a walk or a bike ride.

Nicole Rice emphasized that on April 1st, the County Commission abandoned the opportunity and plan to schedule a public hearing to make sure there is a backup with a ballot referendum to save the tax for Hillsborough County for transportation. If this isn't done in time, it is not going to get on the ballot and is basically leaving the future of where that money is spent, and whether we continue to fund transportation, in the hands of the Florida Supreme Court versus protecting the will of the voters. Ms. Rice stated she is not sure where the MPO stands on this or what they are doing to work with the BOCC.

Chair Roberts replied that he thinks what the BOCC decided to do is postpone that vote until 2022, Rich Clarendon confirmed that is the inclination or what he read in the paper, that the BOCC declined to put it back on the ballot this year because of the current public health emergency and the economic conditions that we are facing. Since a lot of people have lost their jobs or are facing severe reductions in their personal finances, the BOCC did not think it was a good time to go back to the voters and ask them in November to reinstate or have another tax referendum. Rich Clarendon mentioned they have not heard from the Supreme Court, and this was a backup provision or a backup in case the Court ruled against the All for Transportation Surtax that was passed. Beth Alden confirmed that Rich Clarendon is correct, that she watched the meeting where the County Commission made its decision and it seemed to be a conversation about the economy and added, for their consideration, that if it's back on the ballot, it's very
challenging to be asking the voters about a tax if the economy is struggling. Ms. Alden added that that was something the committee was up against in 2010 when they did not pass the referendum at that time. Ms. Alden also brought to the Chair's attention that she sent the link to Chris Villa after the meeting had already started, and he was unable to join until after they were past the Public Comment portion of the agenda.

Ricardo Fernandez mentioned Mary Ella Smith is intending to put the All for Transportation funding initiative back onto the BOCC regular calendar on April 15th in an effort to rescind the action taken on Commissioner Miller's motion, that it is not a dead issue, but he isn't sure if the CAC is in a position to do anything about it, other than to send a recommendation through the MPO regarding what the citizens of the CAC believe.

Chair Roberts asked each member to communicate directly with their County Commissioners and, in doing so, indicate they are a member of the CAC and to convey their feelings one way or another.

Camilo Soto asked if Bayshore is an FDOT thoroughfare or if it's considered City or County and inquired as to the level of bureaucracy that would be involved in modifying speed limits or imposing or placing speed bumps, things of that nature, to which Rich Clarendon responded that Bayshore Boulevard is a City of Tampa thoroughfare. Mr. Soto followed up with asking about getting speed bumps or speed control devices, would it only need to go through the City of Tampa, rather than having to go through the County or potentially any other governmental entities, and Beth Alden then added that Rich is right, it's managed by the City of Tampa but it's owned by Hillsborough County, so it is possible both entities might have to be involved. Recently, the County Commission has kind of stood back from operational decisions on roads like Bayshore and Bay to Bay and has asked the City of Tampa to be the decisionmaker about any changes on those roads.

Christine Acosta had a question, following up on Chris Villa's remarks on the 14th and 15th Street proposed exits, asking if they could have some clarity on when they are going to get that communication from Mr. Villa and, if it's time-sensitive, what kind of window of opportunity they have to digest the information individually and, as the CAC, to provide a written response if they are wanting to do that. Rich Clarendon responded that he's able to circulate it today but is unsure of its urgency. He does know the MPO has talked about SEIS and actually sent a letter on their own to the DOT raising a whole bunch of issues, and this goes back to last year, including a concern about the new proposed ramps at 14th and 15th Street.
The fact is, DOT has gone through a formal public hearing last month that some of the committee members attended but it’s not clear if the public record is still open. But, if it is open, then certainly there is the ability to submit the letter or forward the letter to FDOT for their consideration. Ms. Acosta followed up by asking if we receive this letter from Chris, is there time to do anything actionable as the CAC. Chair Roberts replied to Christina, answering: If we get the letter and it is circulated to the members following this meeting, they will put it as an agenda item for discussion at next month’s meeting, which will be in May. That would be in time for them to take a position prior to the June approval of the TIP. Rich Clarendon stated he thinks the SEIS has moved out beyond MPO’s purview at this point.

V. APPROVAL OF MINUTES

After the following corrections and statements to the minutes by Ricardo Fernandez – (under Member’s Interests, in the last paragraph on Page 1, there is the reference to "a presentation made to the Board" and on the top of Page 2, "the Board already had a presentation." What he intended or thought he said was the CAC; that at the top of Page 2, "reduced" should be "induced"; that the sentence that begins with the word "The Board already had," simply combines two items; that Chair Roberts added an amendment the committee accept the minutes with "The Board already had a presentation on induced demand." New sentence: "That said, Terrence Trott requested information regarding express toll lanes be presented to the committee." Ricardo Fernandez further commented the excerpted transcript he handed out at the last CAC meeting was not attached and he would like his presentation under Status Reports to be deferred to a future meeting and the transcript be attached to these minutes or as an attachment to the agenda packet) -- the Chair asked for agreement by the committee to accept the minutes with the proposed amendments offered.

VI. ACTION ITEMS

A. HART Transportation Improvement Program Amendments

Vishaka Raman, MPO staff, stated there are three amendments to consider: Recommended action: Approve TIP Amendments 16, 17, and 18. TIP Amendments Fiscal Years 2019/20–2023/24: The amendments for the transportation program are Amendment 16, new project added; Amendment 17, new project added; Amendment 18, new project added. Ms. Raman went over each one in detail and proceeded to a question from Camilo Soto inquiring as to the third amendment dealing with repaving from McIntosh Road to County Line and the estimated construction costs for this particular one. Ms. Raman replied she does not have the
construction costs and that the project is in the design phase right now. Mr. Soto asked if she could elaborate on where the specific additional funds going toward the design phase would be utilized, and she referred the committee to the project fact sheet. Rich Clarendon further responded that typically when these resurfacing/repaving projects are programmed, there is a design phase because they have to figure out the type of repaving to do, the resurface/repaving depth, any drainage or modifications to the on and off ramps that might affect the resurfacing, and also that there is oftentimes what is called a Maintenance of Traffic Plan done when they design for a resurfacing job. That is how they keep traffic flowing while resurfacing is going on.

Amy Espinosa asked when was the last time repaving was done, to which Ms. Raman replied she did not know, that the FDOT has a cycle which they operate under, and she can send the information for that particular road.

Chair Roberts had a question on Amendment 18, the $3.8 million amendment, if the dollar amount covers the actual repaving and resurfacing or if it is for the design portion. Ms. Raman replied this is only for the design phase, which will cover what exactly needs to be done for the design, and the construction phase involves different funds. Camilo Soto followed up asking as to estimated construction cost, is it easily obtainable or available on the McIntosh/County Line Road amendment, to which Ms. Raman stated it is not on the FDOT website, but she will request the information and get it for the CAC.

Edward Mierzejewski made a comment that $3.8 million or $4 million for the design of a repaving project seems like a lot, asking if they are sure that amount is only for design. Chair Roberts responded that it is for the ramps, Frontage Road, and the Interstate, and Ms. Raman explained this in further detail, along with what the design entails, with Christine Acosta asking if the design includes elevation and improvement of the pedestrian and active transport modes, with Camilo Soto adding the comment that there may be some stormwater drainage analysis and remediation involved. Ms. Raman will follow up on this.

Chair Roberts asked the committee to recommend approval of three amendments, totaling about $7.4 million, which are for design, repaving, and resurfacing of three different sections of the road. With no objection, he stated they would pass on these proposals and recommend them to the MPO. Approval was acquiesced.

B. FY 2021 & 2022 Unified Planning Work Program
Allison Yeh, MPO staff, presented a virtual PowerPoint on Fiscal Years 2021 and 2022 Unified Planning Work Program and outlined the MPO required biennial update, effective July 1, 2020 through June 30, 2022. Ms. Yeh went over the major projects completed in Fiscal Years 2019 and 2020, including the 2045 Long-Range Transportation Plan, which took a lot of staff and consulting resources, along with other projects.

Along with all the studies, there are a few projects turning over into next fiscal year: Data Platform, Data Portal, Equity Score Card with CUTR, Plant City Transit Feasibility Plan, Vision Zero Corridor Studies for Unincorporated Hillsborough County, and Regional LRTP.

There are six MPO planning tasks where all the work is done. Task 1 is Transportation Planning Management; Task 2, System and Corridor Planning; Task 3, Long-Range Transportation Plan and Data Collection; Task 4, Transportation Improvement Plan; Task 5, Public Participation; Task 6, Local and Regional Coordination and Planning. There are six major tasks, and 90 percent of all funding goes toward some type of planning activities.

In February and March, Ms. Yeh came to the committees asking for project ideas and summarized the motions from each committee she received: BPAC, LRC, CAC, and TAC motions. Ms. Yeh further announced they have received a request from the Jurisdiction and Agency for the following projects: (a) Hillsborough County at this time did not submit any planning-related requests. (b) The City of Tampa submitted a letter that looked for Comprehensive School Safety Studies for five of the schools in Tampa; a Speed Management Program with Before and After Studies, Vision Zero Corridor Studies and Road Safety Assessments in the City of Tampa; Green Infrastructure Research and Best Practices; Transportation Innovation Speaker Series; Advanced Parking Management System Feasibility Study. (c) Temple Terrace, Trail Feasibility and Alignment Study, as well as an Update to Multiple-Modal Mobility Fee. (d) Plant City, Florida Strawberry Festival Special Use District Transportation Study, and Canal Connector Trail Feasibility Plan. (e) HART, Bus Stop Inventory Assessment Study, Tri-Area Circulator Project, the On Demand Downtown Circulator, CSX Rail Service Study, Ferry Services Study, and Streetcar Extension Study. She went over Fiscal Years 2021 and 2022 budgets without sales tax, approximately $2.3 million. Ms. Yeh discussed the Critical Path Projects and analyses for two fiscal years, a total of approximately $615,000; some potential studies, approximately $1.8 million, but they have about $894,000 left for discretionary projects, asking the Board members to pick their top five preferences.
Ms. Yeh ended with the schedule as follows: MPO Committees review draft UPWP—April; MPO adopts Final UPWP—May 14th, 2020; New UPWP effective—July 1, 2020 to June 30th, 2022. Since no formal action is being taken, Ms. Yeh asked for any concerns, objections or questions, and they want to recommend approval for Fiscal Years 2021 and 2022 UPWP and move forward to the MPO for adoption.

Christine Acosta inquired as to when the MPO Board should submit their top five and what does that process look like. Ms. Yeh replied they have a presentation next week, so within two weeks. Chair Roberts made a suggestion to Allison Yeh to have the CAC members communicate directly with the MPO Board if they have preferences amongst these choices, and Beth Alden and Allison Yeh stated you can speak with any MPO Board member and send in comments.

Ricardo Fernandez gave a brief history of the Boulevard Study with the MPO Board and CAC and asked the question of Allison Yeh where the Boulevard Study falls within the pecking order now since there is a prioritization of the top five studies. Allison Yeh went back to the Potential Studies slide and reminded the committee of the challenge that after they fund their staff costs and after what they need to do for State and federal compliance, they will have almost 895,000 left and don't have enough to fund everything. She stated that some of the projects are more consultant-study related and that is why they come up as a specific project. Ricardo Fernandez followed up by stating it seems the proposed budget for the study is enough to consume the entire budget and then some, so it may be cut, which concerns him. He then asked to make a formal motion that they re-emphasize or remind the MPO Board of their previous action recommending this study. And if, in fact, it is the sense of the current CAC that that sentiment is still accurate, we should re-emphasize it. Chair Roberts responded to Rick that although they cannot vote on a motion, Christine has indicated some support.

Ed Mierzejewski asked if there is not a substantial amount of work that can be done as a potential "fatal flaw analysis" of the Boulevard Concept, making substantial progress on the study with half a million dollars. Rich Clarendon responded the reality is that they do not have unlimited dollars and he thinks Mr. Fernandez is accurate in saying that the Boulevard Conversion Study could consume all of the remaining funding after the Critical Path Projects that must occur are funded and offered to the committee it doesn't have to be done in the same year. It could be carried out in phases. Mr. Clarendon also stated that what Ed suggested is probably the way it should be
done, what is called a tiered analysis. Allison Yeh clarified it is two fiscal years for the amounts she is quoting. Christine Acosta also commented that the way the I-275 Boulevard Conversion Study is listed on the Potential Expenditure List, it may automatically invoke a reaction that it needs to be gotten rid of and asked that they modify what that looks like and proposed that they consider a phase approach. Ricardo Fernandez re-emphasized that the presentation of the study at the top of the menu, with up to a million, is setting the project up for failure and commented further on the Boulevard Study.

Ed Mierzejewski further opined that he agrees with Rick's comments and supports big-time transit investments in that corridor, but they also need to consider that there will be additional cars that will travel onto the local streets and potentially boulevard streets. Hoyt Prindle, III, seconded Rick's comments to a degree and understands there has to be a balance between doing what they can in the short-term versus idealistic goals they want to achieve in the long-term and went over fear-mongering versus how this type of project has worked around the country. Ms. Yeh assured the committee it was not the intention to put the I-275 Boulevard Conversion Study at the top of the chart because of an attempt to impact it negatively.

Chair Roberts made a comment that if Ricardo Fernandez and Christine Acosta would agree, he would like to highlight the Boulevard Study in his verbal report to the MPO Board and also express the desire of the committee that it move forward as funding is available, at which time Christine Acosta thanked Chair Roberts and asked if they could approach it on a multi-level front and also approach and make an appeal to FDOT to modify that communication or their stance on it. Beth Alden replied that since this is going to come to the MPO Board soon, if they would like to communicate as an agency with FDOT that the committee would like to have the opportunity to explore this option with a phase study, that they should go ahead and send that message to the MPO Board. Chair Roberts asked, in the absence of their ability to make motions and take votes, for any objection from the committee to convey that message, both in their written report and his verbal presentation, to the MPO Board at their meeting next week, and there was none.

Chair Roberts further asked if there were any questions of Ms. Yeh or anyone with regards to any of the other items on the Potential Studies List; if not, he asked for an approval that they recommend this list to the MPO Board reflecting the comments and suggestions that have been made during this discussion.

Allison Yeh clarified she is asking for agreement for the draft document itself, and this list is a potential list that goes in the draft document itself that they have a link to on the website.
Chair Roberts revised the recommendation to approve the work program for the MPO adoption including this potential list. Hearing no objection, Chair Roberts accepted approval by the committee, so indicated by the chat box.

Ricardo Fernandez inquired as to the platform of the next meeting and how it will be distributed to the public.

C. Annual certification of the MPO planning process

Rich Clarendon, MPO Assistant Director, explained that joint certification happens every year with FDOT and every fourth year with a site visit by the feds. It's a report card on the MPO for the previous year, which encompasses notable achievements, recommended and corrective actions, compliance with federal and State rules required for federal and State funding eligibility, and went on to highlight what he thinks are the Gold Stars, notable achievements. Rich Clarendon reviewed the recommendations from FDOT, and there were no corrective actions. He then asked the CAC members for concurrence or consensus that they are in compliance with the federal and State laws and support recertifying the MPO and ultimately the Chairman has to be authorized by the Board to sign a Joint Certification Statement finding the MPO is in compliance.

With support on the chat box and hearing no questions, it is the consensus of the committee to recommend the MPO Board Chair be authorized to sign this Joint Certification Statement.

VII. STATUS REPORTS

A. Plant City Fiscal Analysis

Steven Hollenkamp gave an interesting presentation on the Plant City Fiscal Analysis and explained how cities and counties function financially by revenue, which is how money comes in and how money goes out in the form of services and broadly for infrastructure. When you take the revenues and subtract the expenses, you get profit. And every city and county in America, without exception, has more expenses than revenues, has more money going out than money coming in.

Mr. Hollenkamp went on to explain that in Plant City they have a fiscal gap after revenues come in and services are paid for and, with what’s left over, the infrastructure, and how there is not enough money to cover all of their infrastructure costs. For Plant City, they have $10 million in the bank and $35 million of annual general revenue. They have an annual 40 percent recourse gap, which is $7.42 million, and every year what happens is the $7.42 million is money they don't have in
infrastructure expenses they can't pay for, so that money goes to the next year; the next year has its own $7.42 million, so now it's $14.8 million going into the next year. This is called the backlog, and he went over Plant City's backlog. Mr. Hollenkamp presented the slides on property tax revenues, total expenses on a per acre basis, profit per acre, and explained the profit per acre of all property types. In Plant City, with commercial, their smallest acre sizes are the most profitable. Above 5 acres, these commercial lots tend to lose money, and smaller homes on smaller lots do better in Plant City than large, expensive homes on big, wide lots. There are three steps for doing the math on new developments (private to public investment ratio), doing the math on TIP funding priorities (worst first vs. best first approach), and doing the math on the undeveloped acreage (filling in infill) -- and he expounded on these three steps in detail.

Mr. Hollenkamp concluded by going over ideas for the CAC to consider. Option 1: Schedule a CA workshop for members interested in diving deeper into the math; Option 2: Have Bill Roberts request the MPO to hire either Urban 3 or Verdunity; Option 3: Request that the MPO see this presentation from Mr. Hollenkamp.

David Bailey loved the presentation and asked what the objective is here in doing the math and wanted to understand what the objective is; once you figure out what the math is, what you do with it, and is that something that will be used as a tool for commissioners in approving development projects. Mr. Hollenkamp replied, in a nutshell, that all cities and counties have projects and challenges. You just need to take out the narratives people use, and the politics, and just doing the math and debating methodologies on the right way to build a great community. David Bailey confirmed it's a tool where leadership can make decisions, taking personal ideology out of it, and doing the math or methodology for determining how to get to the numbers after doing the math.

Terrance Trott also liked the presentation and stated there needs to be an err on the side of caution for areas that are drained and not profitable, where you may have to look past the math. Mr. Hollenkamp read the chat box from Camilo Soto who stated: "Thanks for the presentation. I have got to shift to another meeting. Do you feel that this presentation to your Plant City policymakers will encourage denser development in your City's development code?" Mr. Hollenkamp responded by saying the first step is doing the math and then letting policymakers come to that realization over time. Another option to denser development is lower costs or higher services, and he went on to explain Fate, Texas's experience.
Chair Roberts requested they move this item to their unfinished business at the next meeting as the committee would like to discuss this further and consider Steven Hollenkamp's recommendations, that it might be taken to the MPO or possibly have a workshop or both.

B. Tampa Community Redevelopment Agency motion

Rick Fernandez stated that since it is not possible to do a motion or anything else and the transcript isn't in front of the membership, he asked to move this item to the next meeting and asked for questions. Christine Acosta thanked Mr. Fernandez for keeping this as a talking point but believes that it will warrant some discussion and to put it off to a time when they can do that more easily than on the current platform.

Chair Roberts asked Ricardo Fernando, with his consent, to move this to the agenda for the next meeting and requested that Mr. Fernandez get some language off to the staff that reflects what motion he would make if voting were a possibility.

VIII. OLD BUSINESS & NEW BUSINESS

Rich Clarendon noted the next meeting is scheduled for May the 20th, at 9:00 a.m., and it may be another virtual meeting.

Ricardo Fernandez asked Mr. Clarendon if the May meeting will be the meeting when this committee has the TIP in front of it for review and recommendation, and the reply was: "That is correct." Mr. Fernandez followed up by asking to get the TIP document out asap before the meeting and to schedule a workshop style session before their regular CAC meeting in May specifically to discuss the TIP. Mr. Clarendon pointed out that they talked about this when they set up their annual calendar and they decided they were going to have three shots at this: the next meeting on the 20th; an evening workshop scheduled for about a week later in the evening on the 27th; and the final opportunity would be the June meeting, which is scheduled for June 10th, which is in the morning before the MPO actually has their public hearing that evening. So, there will be a final chance to make further motions or have input from the CAC to the MPO Board. Chair Roberts explained that was exactly the purpose of scheduling that workshop, so they could have a chance to digest what was heard at the May meeting, have a workshop to talk about it, and then take any additional action they may choose at the June meeting the day of the public hearing.

IX. ADJOURNMENT

The meeting was adjourned at 12:13 p.m.
Board & Committee Agenda Item

Agenda Item

Presenter
Wanda West, Community Relations Coordinator

Summary
Engaging the public is critical to the MPO’s success. Working with the community ensures MPO plans and products better reflect the public’s values and preferences. The Public Participation Plan helps balance the professional and technical expertise brought to projects with the community’s input. It helps the MPO gain the broad support needed to ensure that transportation plans and programs are implemented.

The Public Participation Plan (PPP) describes the MPO’s strategies and techniques to inform and engage the public in transportation planning issues, with the purpose of maximizing participation and effectiveness. At least once every two years, the MPO reviews its public participation efforts, using “measures of effectiveness” that fall into the following categories:

• Visibility & Productivity
• Participation Opportunities
• Public Interest & Feedback
• Input Results

The report reviews the MPO’s public engagement efforts during 2018 and 2019. Recommendations produced in this review will lead to amendments of the PPP and set the stage for engaging the public in the update of the Transportation Improvement Program and 2045 Long Range Transportation Plan.

Recommended Action

Prepared By
Wanda West

Attachments
Board & Committee Agenda Item

Agenda Item
2020 Public Participation Plan Amendments

Presenter
Wanda West, Community Relations Coordinator

Summary
Public participation is essential to good transportation policies, programs and projects. Without meaningful public involvement, there is a risk of making poor decisions or decisions that have unintended negative consequences. More than an agency requirement and more than a means of fulfilling a statutory obligation, meaningful public participation is central to good decision-making. The MPO is responsible for actively involving all affected parties in an open, cooperative and collaborative process that provides meaningful opportunities to influence transportation decisions. The MPO’s strategies for accomplishing this are documented in its Public Participation Plan (PPP).

Since 2006, an updated or amended PPP is being produced at least once every two years. For 2020, MPO staff is proposing an amendment to the PPP to recognize minor updates to tools and added Public Engagement in Emergency Situations.

The draft PPP will be advertised for a 45-day review period prior to action by the MPO at its June 30th public hearing.

Recommended Action
Approve the 2020 amendments to the Public Participation Plan

Prepared By
Wanda West, MPO Staff

Attachments
2020 Public Participation Plan Draft
UNFINISHED & NEW BUSINESS
From: Rick Fernandez <rick@fernandezconsulting.net>
Sent: Thursday, April 9, 2020 10:25 AM
To: Rich Clarendon
Cc: 'Rick Fernandez'
Subject: FW: City Council Sitting as CRA Board Feb.13, 2020

https://apps.tampagov.net/cttv_cc_webapp/Agenda.aspx?pkey=2221

Luis Viera >> I MOTION THAT THIS BODY AFFIRM AND SUPPORT VIA

11:10:04 CORRESPONDENCE AND RESOLUTION THE VOTE BY MPO TO INCLUDE USE

11:10:09 OF CSX AS A TOP PRIORITY IN ITS COUNTY PLANNING AND FURTHER

11:10:13 THIS BODY REQUEST THAT F.D.O.T. PRIORITIZE IN WORKING WITH

11:10:18 THE MPO THE COUNTY AND THE CITY, MASS TRANSIT AND CONTINUE

11:10:22 ROBUST INVESTMENTS IN MASS TRANSIT IN ITS FUTURE PLANS.

11:10:26 >> SECOND.

11:10:28 >>JOSEPH CITRO: COUNCILMAN DINGFELDER.

11:10:29 >>JOHN DINGFELDER:

11:10:41 I WOULD LIKE TO PROPOSE EITHER ADDING ON TO YOUR MOTION OR

11:10:47 MAKE A SEPARATE MOTION THAT WE OPPOSE THE TOLLS ON THE

11:10:52 INTERSTATE WITHIN THE CITY OF TAMPA, WHETHER OR NOT YOU WANT
11:10:56 THAT TO BE SEPARATE OR TOGETHER.

11:10:58 >>LUIS VIERA: I'LL PROBABLY SUPPORT IT.

11:11:01 IF YOU WANT TO PUT IT THERE, AS A COURTESY, I'LL DO THAT.

11:11:40 >>JOHN DINGFELDER: THAT WOULD BE MY FRIENDLY AMENDMENT OFFER

11:11:43 IS TO OPPOSE TOLLING ON THE INTERSTATE SYSTEM WITHIN THE

11:11:47 CITY LIMITS.

11:12:38 >>JOSEPH CITRO: WE HAVE A MOTION MADE BY COUNCILMAN VIERA.

11:12:40 SECONDED BY COUNCILMAN MANISCALCO AS AMENDED, YES, SIR.

11:12:44 ALL IN FAVOR SAY AYE.

11:12:45 ANY OPPOSED?

11:12:46 THE MOTION PASSES.
March 24, 2020

Dear Policy Committee,

This letter addresses issues concerning the study requested by FDOT as part of the TBNEXT “reset.”

Firstly, the study supporting TBNEXT indicates a direct physical impact on nearly all CRAs. Secondly, the study is forecasting a trickledown effect from newer neighborhoods that are outside of the CRAs and that will rely on the interstate system and does not account for local impacts within the CRAs.

We must remember that CRAs expire; any perceived benefits from the interstate will take years completion of their projects and plans to generate, which may jeopardize additional funding to the CRAs, which may include their projects and plans. This is important, because the study neglects to address known economic and market changes that influence the true value and cost of the interstate and impacts to our neighborhoods.

The SEIS Economic and Fiscal Impact Analysis has indicated local impacts to CRAs cannot be determined under TranSight, a program used to craft this analysis. CRAs require more resources, not just due to neighborhood age but also to the cumulative effects of previous Redlining, Urban Renewal, Interstate Construction, and Interstate Operational Improvements. Neighborhoods under CRA never had a chance to undo these effects. Allowing more interstate construction to lord over local roads as part of a skewed study will significantly reduce any attempts to help the neighborhoods that have been adversely affected.

Under the TBNEXT Impact Analysis, there have been no attempts to assess impacted neighborhoods in CRAs if the interstate not run through them. From the start of the analysis, CRAs are placed at a disadvantage against other non-CRA neighborhoods that will receive such benefits as new surface road connections under TBNEXT, like the Westshore Area. Any impacts to CRAs is a tangential, non-direct economic effect based on a rough research hypothesis that states “large highway project exercises indirect effects on property values through growth in the economy as increased demand for new homes and office space spur further investment in Hillsborough County’s capital stock. Increases in capital stock manifest in new buildings and added value to existing properties.” CRAs only benefit from local tax revenue. To count on revenue from distant, newer, or planned neighborhoods over older blighted ones next to the interstates is an extremely far-reaching conclusion. Even if CRAs were to benefit from the supposed trickledown effect of interstate projects, economic returns would take years—if not decades—since these are longer-term construction projects. And, under this study, TBNEXT is presented in a “perfect world” where such known variables as gas prices and the job market are permanently and economically static. CRA life spans are time-sensitive since they will sunset before accurate data can be compiled about Interstate Operational Improvements. Has our CRA seen tens of millions due to the several Interstate Operational Improvements over the decades? Due to tight budgets, the answer is a resounding no.

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1 The Tampa Bay Regional Council. *Tampa Interstate Study (TIS) Supplemental Environmental Impact Statement (SEIS): Economic and Fiscal Impact Analysis (Final).*

This report states: “premium [property & market gains] sometimes disappears when the property is along a frontage road during construction and after project opening with continual noise and air pollution, or when the property is further away and the access premium fades”. As such, under TBNEXT, there will not be any significant plans to restore or improve previously impacted neighborhoods. The looming “carmageddon” proposed by FDOT for 2045 as a preventative measure bleeds 29,000 cars into Ybor City and East Tampa. The excess traffic will exacerbate known health issues are currently identified as critical by the Planning Commission and that need to be addressed beyond mitigation practices. Reasonable and responsible transportation planners should ask, “Does FDOT expect the county to do nothing but provide service for cars until 2045?”

The City of Tampa is on the tier of investing $300 million towards Streetcar expansion and our county, possibly several hundred million more towards CSX and BRT. If we take into account FDOT’s predictions, as well as the possibility of reducing Tampa’s car-centric culture with increasing transportation options, the various TBNEXT studies that pitch a non-volatile marketplace, static socio-economic projects, and zero transit only meet the bare minimum of resolving environmental justice concerns.

Under No Further Action, “financial firms are less sensitive to increases to local congestion and are therefore unlikely to move from Downtown.” The proximity of financial and other firms to urban neighborhoods in CRAs is critical. Some CRAs are seeing growth with such businesses. We need to preserve these and other such opportunities for jobs what have a huge potential to provide financial and professional advancement for diverse communities.

It is important to note that developments are using existing parking facilities in Ybor and that there is more than one way to enter Ybor from main arterials. Despite the Preferred Alternative (Option E) seeming less disruptive than the original TBX plans, the potential health and operational effects on Ybor City would be extremely detrimental.

TBNEXT does not account for local impacts; it only presents a trickledown effect from bon-CRA neighborhoods that rely on the interstate system.

It is important to note that CRAs collect TIF revenue, which cannot be collected beyond Tampa’s city limits. State-owned properties, such as vacant land on hold for future highway projects, is detrimental to CRA budgets. And, given the history of our local streets being repurposed for the interstate because of FDOT’s questionable engineering, the proposed 14th and 15th street exits are being lobbied as a future relief point for the Downtown Interchange. Even with traffic counts four times less than what FDOT is proposing, areas near these exits exhibit substantial health, safety, and environmental hardships (Exhibits A-C & O-Q). It is difficult to see how an increased concentration of cars, recklessly routed in this area, would resolve such issues. Crash maps near similar interstate exits show concentrations of traffic accidents on 21st and 22nd streets and Dr. Martin Luther King Jr. Boulevard (Exhibit D). Even with recent operational improvements—and with road diets, bike lanes, and sharrows—most crashes consistently occur on the interstate. On Exhibit E, note the concentration of crashes at the Howard and Armenia Avenue exits. In the case of Ybor City and East Tampa, the crashes are actually occurring on the North of I-4, which contradicts the demand that FDOT is forecasting in Ybor or South of I-4 to justify the 14th and 15th street exits. Further, on non-interstate facilities and roads, we see the most crashes throughout the county and city (refer to The National Highway Traffic Safety Administration visualization on fatal crashes, Exhibits F-G). We also still see an abundance of pedestrian fatalities logged by Smart Growth America (Exhibit H). Without

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question the most fatal crashes are at-large on surface roads, including roads that serve the interstate BUT not on the actual interstate.

In these reports, three fatal accidents on the Interchange were due to driver error and behavior, including wrong way drivers, pedestrian traffic on the Interchange, and barricade crashes while the rest were actually before the Interchange on I-275.

FDOT’s attempts to add retention areas and other human-made “natural” environments near the Downtown Interchange have a limited effect on our car-generated Heat Island. Looking at the heat map prepared as Exhibit J, it is obvious that excess heat is generated from the Downtown Interchange and also around other interchanges with very active exits. Additionally, the Downtown Interchange is too tall. The proposed effectiveness of sound walls is mitigated by this height. As such, urban neighborhoods will continue to be impacted by both the generation of heat, traffic, and noise along these proposed exits.

During an Ybor City Development Corporation Infrastructure Committee Meeting, Ybor CRA II (located within the immediate vicinity of the DTI) was presented as a high-poverty area in Ybor City. Under the Tampa Interstate Study, which is driving TBNEXT, 1,014 properties would need to be acquired. Of those 1,014 total properties, 890 have been acquired in Ybor City, Tampa Heights, and West Tampa. Because there is no guarantee that proposed FDOT improvements will be final, FDOT should offer long-term leases or real estate sales to fill vacant/unused properties with housing and businesses that fit within the historic context of Ybor City. FDOT is already leasing successful community-oriented properties in Tampa Heights through the City of Tampa. To my knowledge, there have not been any discussions to seek additional opportunities such as these close to Downtown post-TBNEXT. There also has not been any confirmation from FDOT that TBNEXT is the final process of TIS.

FDOT is design for a ultimate count of 29,000 cars per day exiting/using 14th and 15th street (Exhibit C) and Nuccio Parkway. This is in spite of current traffic counts under 7,500 cars. Here, it is important to note that Nuccio Parkway was never an original road in Ybor City and that it was created during the mid-1970s and early-1980s (Exhibit M & N) as a distributor in Ybor City. It now averages 12.5 crashes per mile (Exhibit K). This proposed exit has always been FDOT’s go-to for relieving the burden the Interchange’s poor performance by shifting their problems onto local streets. Even FDOT’s more recent exit improvements on Howard and Armenia have led to disastrous results (Exhibit E).

With the stoplights at the 14th and 15th street access, traffic will backup along the ramp next to 12th avenue. This is typically seen at any FDOT exit with a traffic signal. Such operation conflicts with the Sociocultural Effects Evaluation comment that “improving traffic flow also reduces the time vehicles spend idling, which generally produces the maximum emissions per unit time.” Caustic air particulates are not only detrimental to the health of residents but also to the health of their properties. If we consider the Health Atlas Maps, it is difficult to see how these exits could ever improve environmental health conditions and blight in neighborhoods along the Interchange and I-4 (Exhibit O-Q).

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4 Ibid., 31.
5 Florida Department of Transportation. Sociocultural Effects Evaluation Tampa Interstate Study Supplemental Environmental Impact Statement I-275 from Howard Frankland Bridge to North of Dr. Martin Luther King, Jr. Boulevard and I-4 from I-275 to East of 50th Street with New Alignment from I-4 South to the Existing Selmon Expressway and Improvements to the Selmon Expressway from the Kennedy Boulevard Overpass East to Maydell Drive Work Program Segment # 258337-2 Segments 1A, 2A, 2B, 3A, 3B, and 3C May 2019. IV
6 Ibid., iii.
While this is a high-level overview of some of the concerns regarding TBNEXT, it is important to note that FDOT has been aggressively pursuing these exits by going door-to-door in neighborhoods and holding meetings with delayed notifications. East Tampa and Ybor City have never exclusively asked for the 14th and 15th street exits. As witnessed in the last East Tampa meeting, questioning FDOT about these exits leads their staff to put the public on the spot unfairly for figuring out the Interchange’s traffic woes. As of last week, FDOT had failed to provide any supporting studies in advance of the Preferred Alternative for the public to digest. **This preferred alternative was released in October 2019.** It is unbelievable that the public is expected to go over maps that are physically larger than a person and are expected to read through thousands of pages of supporting documents during a short hearing. Ultimately, the studies have revealed no benefit to our CRAs. They have only regarded our CRA neighborhoods as “resilient” but have not provided any resolutions to get back from FDOT what is has done to them in previous operation “improvements.”

Respectfully,

Chris Vela
924 ½ E 11th Avenue
Tampa, Florida 33605
Exhibit C

AADT = Average Annual Daily Traffic

DRAFT
10/2/19
Exhibit G
AGGRESSIVE DRIVING

SEVERE CRASH CORRIDORS

Aggressive driving is one of the most common factors in severe crashes. Aggressive driving encompasses a range of driver behavior that include:

- Failure to yield right-of-way
- Failure to keep in proper lane
- Followed too closely
- Ran red light
- Ran stop sign
- Improper passing
- Exceeded posted speed
- Disregarded other road markings
- Operated vehicle in erratic, reckless, or aggravated manner
- Disregarded other traffic sign

There are certain corridors in the county where these behaviors comprising aggressive driving are more pronounced. Law enforcement efforts focused on these corridors could help to reduce these dangerous driver behaviors.

The top 20 corridors that experienced the highest number of severe crashes per mile in which aggressive driving was a factor are shown in the map to the right.

TOP 20 SEVERE CRASH CORRIDORS:
SEVERE CRASHES WITH AGGRESSIVE DRIVING AS A FACTOR

1. Avenida Republica De Cuba from Nuccio Parkway to Columbus Dr - (0.24 miles)
   3 crashes (12.5 crashes per mile)

2. Gibsonton Dr/Boyette Rd from I-75 to Balm Riverview - (2.33 miles)
   25 crashes (10.73 crashes per mile)

3. Columbus Dr from 19th Ave to 50th St - (0.59 miles)
   6 crashes (10.17 crashes per mile)

4. Meridian St from Channelside Dr to Twiggs St - (0.6 miles)
   6 crashes (10 crashes per mile)

5. Florida Ave from Waters Ave to Linebaugh Ave - (1.01 miles)
   10 crashes (9.9 crashes per mile)

6. 78th St from Causeway Blvd to Palm River Rd - (1.26 miles)
   12 crashes (9.52 crashes per mile)

7. SR 60 from US 301 to Dover Rd - (8.45 miles)
   75 crashes (8.88 crashes per mile)

8. Lynn Turner from Gunn Hwy to Ehrlich Rd - (1.51 miles)
   13 crashes (8.61 crashes per mile)

9. Big Bend Rd from US 41 to US 301 - (3.07 miles)
   26 crashes (8.47 crashes per mile)

10. Gunn Hwy from Casey Rd to Dale Mabry Overpass - (1.07 miles)
    9 crashes (8.41 crashes per mile)
Exhibit O
Exhibit P
A high-level presentation on low demand to I-4 and around Ybor.

TRAFFIC COUNTS ARE TAKING FROM:
https://tdaappsprod.dot.state.fl.us/fto/
7.6% increase, 400 more cars over 4 years.
Only a 11.6% increase, or 3,500 cars over 4 years.
12.8% increase, 500 more cars in over 4 years.
9% increase, 600 more cars in over 4 years
8% increase, 600 more cars in over 4 years.
Agenda Item
Plant City Fiscal Analysis

Presenter
Steven Hollenkamp, CAC member

Summary
Mr. Hollenkamp requested an opportunity to make this presentation to the Citizens Advisory Committee.

Revenues come in the form of property taxes, sales taxes, gas taxes, etc. Cities have money going out and we call that the expenses. Expenses come in the form of services like police and fire protection, and infrastructure maintenance for our roads, sidewalks, pipes for our water, pipes for our sewage, and pipes for our storm drainage. When you take the revenues and subtract out the service costs and infrastructure costs, you get the annual profit. In every city and county in America, pretty much without exception, there are more expenses than revenue, there’s not enough money coming in to cover everything.

The attached slides show what types of parcels and what types of developments pay more than they consume, and which types consume more than they provide. We will look at some changes Plant City as well as changes that some County Commissioners are considering. It involves doing the math on new developments on the outskirts of town. There are many ways that counties like Sarasota County, Volusia, and Collier County have proposed to do the math on new developments requiring expanding the county service coverage area in a method that’s called Fiscal Neutrality.

Recommended Action
None; for information only.

Prepared By
Rich Clarendon, AICP

Attachments
Presentation
#DoTheMath
A Fiscal Analysis on Plant City’s Growth Strategy and Transportation Policies

Steven Hollenkamp

Street Pavement Management

A Worst First Approach
vs.
A Best First Approach

We need to start brushing our teeth
Plant City Profit Per Acre by Property Type

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<th>Property Type</th>
<th>Profit/Acre</th>
<th>Total Profit</th>
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<td>Mobile Homes</td>
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<tr>
<td>0.21-0.3</td>
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Plant City Undeveloped Acreage
ADDENDUM ITEMS
Virtual Meeting of the MPO Board  
Tuesday, April 14th, 2020

Beth Alden reviewed the orientation with the committee members and the public.

I. CALL TO ORDER, PLEDGE OF ALLEGIANCE & INVOCATION

The MPO Chairman, Commissioner Les Miller, called the meeting to order at 9:07 a.m., led the Pledge of Allegiance and gave the invocation. The regular monthly meeting was held as a Virtual Meeting of the MPO Board.

The following members were present:

Commissioner Les Miller, Jr., Commissioner Pat Kemp, Commissioner Ken Hagan, Commissioner Mariella Smith, Commissioner Kimberly Overman, Councilman Joseph Citro, Mayor Rick Lott, Cindy Stuart, Charles Klug, Michael Maurino, Joseph Waggoner, Gina Evans, Joe Lopano, Vice-Mayor Andy Ross

Also present:  Attorney Cameron Clark, Beth Alden, Allison Yeh, Bill Roberts, Lesley Miller, Lionel Fuentes, Meghan Betourney, Robert Frey, Vishaka Raman, Wanda West, Chris Vela, Demian Miller, Alexander Engleman

The following members were absent:  Adam Harden, Councilman Luis Viera, Councilman Guido Maniscalco.

A quorum was met.

II. APPROVAL OF MINUTES – TUESDAY, MARCH 3rd, 2020

Chairman Miller requested a motion to approve the March 3rd, 2020 minutes.  Cindy Stuart so moved; it was seconded by Councilman Citro and adopted after unanimous roll-call of those virtually present.

III. PUBLIC COMMENT

There were three speakers with public comments.

Chris Vela, Tampa, Florida 33605, began by emphasizing his support for the Unified Planning Work Program.  He stated that the projects in it are progressive, push for logistics and safety on the roads and options on the roads, but it needs the right management, urging Toole as a qualified list option.  Mr. Vela noted that Kathy Castor wrote a letter about the transportation tax, offering his feedback that we can only get the projects done locally if we have the money available for it in order to create jobs and a return on interest to build up a
Alexander Engleman, Tampa, Florida 33606, thanked the Board for their service and leadership to the community and proceeded to speak about safety options on the roadways, specifically on Bayshore Boulevard. Dr. Engleman sent in a submission on behalf of 8,500 individuals who signed a petition regarding making Bayshore Boulevard safer, that was created approximately two years ago. Dr. Engleman asked the Board to study Bayshore Boulevard, to work with the City to fund long-term redesign changes, to consider reclassifying it away from an arterial roadway, and to add Bayshore Boulevard to the planning work of the MPO.

Demian Miller, Tampa, Florida, thanked the MPO Board for allowing their group to support the MPO staff working on various projects over the last five years through the General Planning Consultant Contract, and they look forward to supporting this organization as the Board considers Action Item C on today’s agenda.

IV. COMMITTEE REPORTS, ONLINE COMMENTS

Bill Roberts, CAC Chair, reported on the last two meetings of the CAC. At the March 11th meeting, the CAC recommended approval of the TIP Amendment for the HART grants, which included Human Trafficking Innovations in Public Transit, Bus and Bus Facilities, as well as the CNG Duplex Compressor. The CAC also added a recommendation that HART let human trafficking survivors lead on messaging and that HART consider adding electric buses.

There were also presentations on coordinating the transportation in land use. The CAC members recognize that land use and transportation are inseparable. During the PowerPoint on the HART’s Arterial Bus Rapid Transit Study, the CAC encouraged HART to advance redevelopment of the transit lines that run every 15 minutes. There was a PowerPoint on TBARTA’s Regional Rapid Transit Study, with comments on the impact of the I-4 interchange, on the operations of a rapid transit line, the cost of service, ridership numbers, and recommendations on public participation. Finally, the CAC had a presentation on CUTRs Transportation Equity Scorecard, and the CAC members had questions on who is funding the study and where it can be accessed after the study is completed.

The second meeting, a virtual meeting of the CAC, held on April 8th, acted by consensus to recommend a transit improvement program amendment, adding three resurfacing projects, and Mr. Roberts voiced the CAC consensus recommendation. The CAC also recommended the
Unified Planning Work Program for the next two fiscal years. There was considerable discussion on the topic about the I-275 conversion study, how much it is likely to cost, FDOT’s position, and how the MPO can make progress on it without taking funding away from other needed planning studies. Ultimately, the CAC felt the MPO should ask the FDOT for an opportunity to undertake the study in phases rather than in its entirety for two reasons: budget limitations and some timing limitations. The CAC also recommended the annual certification of the MPO, and those are the recommendations to the MPO.

Mr. Roberts discussed the interesting and enlightening study that CAC Member Steven Hollenkamp presented on his fiscal analysis of Plant City’s growth. The CAC will further discuss this topic and would encourage the MPO Board to consider asking Mr. Hollenkamp to come and give this presentation. There were no questions for Mr. Roberts.

Wanda West, MPO staff, relayed that the committee approved and forwarded the HART Transportation Improvement Program Amendments. Other presentations made to committees included Land Use and Transportation Coordination, HART’s Arterial Bus Rapid Transit Study, TBARTA’s Regional Rapid Transit Project Development and Environmental Study, PD&E Advance Notification of the Whiting Street and Washington Street extensions and other project updates, research on induced traffic and induced demand, the Selmon Greenway Master Plan Update, and CUDR’s Transportation Equity Scorecard. At the workshop of the Policy Committee and MPO Board on TIP priorities, status reports were provided on the 2020 surtax project’s overview, and Ms. West went over them in detail, along with the committee and public questions and concerns. There were no questions.

V. ACTION ITEMS

A. Committee Appointments

HART has nominated Councilmember Gil Schisler to serve on the Transportation Disadvantaged Committee Board. Staff recommends the confirmation of the appointment.

Chairman Miller sought a motion to confirm the appointment of Councilmember Gil Schisler; Joseph Waggoner so moved; it was seconded by Vice-Mayor Andrew Ross and adopted after unanimous roll-call of those virtually present.

B. TIP Amendments for HART

Ms. Raman presented a detailed PowerPoint of the following four amendments, all for HART, two new and two updates, including the FDOT 5-year TIP: Amendment 12, a new project added, Human Trafficking Innovations in Transit Public Safety Grant; Amendment 13, a new project added, Bus and Bus Facilities Discretionary Grant; Amendment 14, an existing project update, HART CNG Duplex Compressor; Amendment 15, an existing project update, Surface Transportation: Bus
Ms. Raman asked the MPO Board to approve all four amendments, 12 through 15.

Ms. Overman inquired as to the HART amendments, given there's a federal and local match on a couple of the projects, if any of those projects were dependent on revenues associated with the surtax, to which Ms. Alden replied that they're generally for federal funding, so she doesn't believe so. Ms. Overman followed up, stating if they are dependent on surtax dollars for the 2020 and 2025 for Amendment 15, that needs to be addressed, and Ms. Alden responded that they don't know at this time; that when there is a match for the federal grants, it is identified to them as local funding, so they don't actually know the source from another agency.

Chairman Miller sought a motion to approve the TIP amendments for HART; Commissioner Kemp so moved; it was seconded by Commissioner Overman and adopted after unanimous roll-call of those virtually present.

C. General Planning Consultant Procurement

Meghan Betourney, Planning Commission Staff, gave a presentation on the 2020 General Planning Consultant Selection, conducted every five years, which is done to bring in GPCs’ specialized skills and best practices, an outside perspective, specialized data or software, and to make available a broad range of areas of expertise to the Board and its member governments and agencies.

GPC contracts and work orders: They are done every two years. It is a two-year contract, with the possibility of three one-year extensions, with a maximum five-year term. Work orders are generated from the MPO's Unified Planning Work Program. Work orders for specific tasks are negotiated after the general contract is signed. Hourly rates are reviewed against FDOT standards and are then included in the Board packet for approval. When looking for consultants, they must have the ability to perform four core services: Long range transportation systems planning; system/corridor planning; public outreach/participation; document production. The optional services, over 50 specialized areas ranging from data collection to multi-modal planning.

Ms. Betourney apprised the Board of the selection process, starting on January 6th through April 14th, where the nine proposed finalists were brought to the MPO Board. The 11 selection panel members were identified, and she went over the nine proposed finalists. Ms. Betourney is requesting that the Board authorizes the MPO staff to negotiate a contract with the top nine rated firms.

Commissioner Smith commented that at the County Commission, they ran into some big problems with a study from one of the listed consultants. She did not request their removal but asked that the staff thoroughly vet the studies and reports that come from the
consultants because what they ran into at the Board level was that it all came to them, and the County Commissioners and their staff were tasked with digging through and finding the flaws in a report. Commissioner Smith also cautioned and advised staff to completely vet these reports and not just pass them on just because some consultant has provided it.

Chairman Miller sought a motion to authorize the negotiation of a contract with the top nine-rated firms; Commissioner Overman so moved; it was seconded by Joseph Waggoner and adopted after unanimous roll-call of those virtually present.

VI. STATUS REPORTS

A. Unified Planning Work Program

Allison Yeh, MPO staff, commented to the Board that this is a status report, so they will not be asking for action on the Unified Work Plan until the May 13th meeting, even though the committee has received a report for approval, that they're finalizing the document partially based on the comments today. The Unified Work Plan program is a program they are required to update every two years. The biennial update is effective July 1, 2020 and goes through June 30th, 2022. The update outlines all the major tasks the MPO performs; complying with federal and state funding; coordinates federally funded planning tasks performed by the MPO, HART, and FDO; complies with federal and state rules.

Ms. Yeh discussed the 1 through 6 major planning tasks. From left to right they are: Transportation Planning Management, System and Corridor Planning, Long Range Transportation Plan and Data Collection, Transportation Improvement Plan, Public Participation, and Local and Regional Coordination and Planning. There was a PowerPoint presentation on the budget for the next two fiscal years. The first three columns, PL, STP, and FTA, are the federal funding allocation. CTD is the state funding they receive for TP planning. In the first fiscal year, there is approximately $2.8 million for all the activities that MPO does, and for the second fiscal year, approximately $2.3 million. Ms. Yeh gave a snapshot of where all the funding gets used within the six major tasks, and 90 percent of their work goes directly towards planning and public participation, and all the planning-related tasks. There was a brief overview of the major projects completed for Fiscal Years 2019 and 2020.

There are projects underway now that will continue into the next fiscal year, which are the Data Platform—Performance Monitoring and Project Evaluation; Data Portal; Equity Scorecard with CUTR; Plant City Transit Feasibility Plan; Vision Zero Corridor Studies for Unincorporated Hillsborough County; Regional LRTP. In February and March, they went to the MPO Committee and asked them to think about what projects they'd like to see in the work program and to come to a
consensus via motion about what that might be, which included the other requests, BPAC motion; LRC motion; CAC motion; TAC motion.

Ms. Yeh went over, in detail, the Jurisdiction and Agency Project Requests that includes Hillsborough County, Temple Terrace, Plant City (2019 requests) and HART. To accomplish the six tasks listed, there are critical path projects and analyses that need to be accomplished in the next two fiscal years, totaling $615,062. Along with the critical path projects, there are some potential studies that have been suggested along with the other committee and jurisdiction requests given. They did a bid cost estimate which totals $980,000.

So, the MPO staff is asking the Board to take a look at all of the studies proposed. The critical path studies have to stay, but they want the Board members to think of their top five priorities and e-mail Ms. Yeh back within a week with those top five priorities. The work program is amendable, but they are going to adopt it on May 13th, and it will be effective July 1st. So, the schedule is: The MPO Committee’s review draft UPWP - April; MPO adopts final UPWP - May 13th, 2020; new UPWP effective - July 1st, 2020.

Commissioner Overman brought forward that as they begin the discussion of potential studies that have been requested by local jurisdictions and the MPO Advisory Committees, they have to remember that these projects in the studies were originally proposed based on a general plan to implement the use of the surtax that was approved in November of 2018. She continued that it does appear that many of the projects that they’re going to do the studies on, should they get an adverse decision from the Supreme Court -- and, as it stands now, they don’t have a referendum until 2022, given the Board’s action last week or two weeks ago -- many of the projects can’t even move forward. They are asking for critical path projects over the next two years where there may not be, in the future, any of the dollars to do these projects. So, while the critical path projects list that shows $600,000 towards studies in line with what the committees have brought forward, she’d like to know, before they even consider the potential study list, what percentage of those studies that are scheduled in the next two years are dependent on the funding plan that they have approved previously that included surtax dollars. If they get a Supreme Court ruling, they may not have it for a couple of years. So, if these studies are going to be done over the next two years and they don’t even know if they have the money to pay for them, to actually implement them, why are they going to do the studies.

Commissioner Overman emphasized they have done a lot of studies where they have never funded the projects because they did not have the money locally to do it. Without the surtax, she suggested they will not have the money to do many of these plans or actual projects. She then asked: What projects on this list of the critical path, as well as the proposed path, have funding or potential funding without the surtax? Beth Alden replied that even on the critical path list, there
are some plans and studies that will take a lot longer to implement without the surtax funding, giving examples of where it is affected.

Ms. Stuart concurred with Commissioner Overman to relook at these critical paths and potential studies based on what they see happening with the surtax and also what they see happening potentially with the economy in Hillsborough County. There are a lot of people out of work right now. Even if they receive the sales tax, they are anticipating a drop in what people are going to spend money on. Ms. Stuart's question centered around the I-275 boulevard, since that's the only project listed under critical and potential that says Phase I. She asked: What is the total cost, and how many phases are there? They are talking about a study to tear down the only system that they have in place, which is an interstate system, and turning it into a boulevard. If the spending on Phase I will be $150,000, what will the total cost of the study be? Was that a staff recommendation or just a CAC recommendation? Beth Alden responded that this was a recommendation from the CAC last year that was incorporated into the Unified Planning Work Program based on a motion from the Board. Phase I of the study would help with determining what the cost would be to do all of the technical analyses that would be needed. Ms. Alden could not give, at this time, an estimate of what that would cost, but ultimately it would be at least a million dollars, probably more than that, to do the technical analyses that would be needed.

Ms. Stuart questioned spending a million dollars to do a study around something that they may not want to do or be able to do and certainly won't be able to fund at this point in time. She continued that she would save her comments on this and put them in writing for the May 13th meeting but opined that would be a potential study that she would request the Board take off the table. She asked how prudent would it be to spend that kind of money right now on something that they don’t even have a solid number of what it is going to cost to do the study on tearing down the one interstate system that runs through this community and connects two other counties. Ms. Stuart further emphasized that that is how they need to start looking at some of these studies that are on the table, based on talking about the surtax potentially not coming through in two years, and that the voters may be confused about what is going to happen with this surtax. If they don't lose in the Supreme Court, they're talking about having less funding than they've had in the past when they have a critical need in some other prominent areas in south county they need to be spending money on studies for.

Councilman Citro stated that Commissioner Overman and School Board Member Ms. Stuart asked the same questions that he had, so he had no additional questions.

Commissioner Kemp addressed the on-demand downtown transportation that she saw that keeps coming up again and again.
VII. EXECUTIVE DIRECTOR’S REPORT

Beth Alden thanked everyone for their patience attending via the virtual meetings and gave a brief review of how it has progressed so far. Beth Alden went over news items: They're monitoring the possibility there will be another federal stimulus that provides additional funding for transportation. The speculation from Washington is that that might be discussed more in Congress in May and that the funding might come through some of the regular channels that they’re used to seeing for the TIP as a way of distributing the funds. All of that is still to be determined, and she will keep them posted. The next meeting is scheduled for the 13th of May. They are making provisions to attend virtually.

VIII. OLD & NEW BUSINESS

A. Status of Executive Director Annual Evaluation

Attorney Clark pointed out that he sent out evaluation forms and, to those who have not already responded, he requests that the responses be sent to him by Friday, May 1st so that he can put them together as a report for the Board to receive at its May 13th meeting.

B. Other Old or New Business

There was no old business or new business.

IX. ADJOURNMENT

The MPO meeting was adjourned at 10:22 a.m.
Meeting of the Citizens Advisory Committee (CAC) on April 8
Under Action items, the CAC approved and forwarded to the MPO Board:
✓ Transportation Improvement Program Amendments
✓ FY21 and FY22 Unified Planning Work Program
✓ Annual Certification of MPO Planning Process

Committee members had questions about the cost of the I-4 resurfacing project, and FDOT responded that the segment has over 11 miles of the interstate highway and 16 miles of ramps and frontage roads. The CAC also heard a status report on Plant City Fiscal Analysis.

Meeting of the Technical Advisory Committee (TAC) on April 20
Under Action items, the TAC approved and forwarded to the MPO Board:
✓ Transportation Improvement Amendments
✓ FY21 and FY22 Unified Planning Work Program
✓ Annual Certification of MPO Planning Process

There were no Status Reports this month.

Meeting of the Bicycle/Pedestrian Advisory Committee (BPAC) on April 8
The committee heard public comments on the need for a redesign/speed study for Bayshore Blvd. and regarding modifications to 14th and 15th Streets in Ybor City as a result of the TBNext project. In Action items, the BPAC had no objections and forwarded to the MPO Board:
✓ FY21 and FY22 Unified Planning Work Program

The BPAC heard a status report on Sidewalk Stompers’ activities including advocacy, walking school buses, and future direction.

Meeting of the Intelligent Transportation Systems Committee (ITS) on April 9
The ITS Committee did not vote, but had no objections and forwarded to the MPO Board:
✓ FY21 and FY22 Unified Planning Work Program

The Committee also heard status reports on the following topics:
- ITS Capability Maturity Model
- Hillsborough County Air Quality Status
- Vision Zero Speed Management Study
Meeting of the Livable Roadways Advisory Committee (LRC) on April 15

Under Action items, the LRC had no objections and forwarded to the MPO Board:

✓ FY21 and FY22 Unified Planning Work Program
✓ Annual Certification of MPO Planning Process

The LRC heard a status report on Air Quality Month.

Meeting of the Transportation Disadvantaged Coordinating Board on April 24

The TDCB held their annual workshop and heard an update on the Tri-County Regional Needs for cross-county trips. A summary report on the cross-county trips provided through the Advantage Ride Pilot Program was also given. Board members discussed briefly the pilot program and its implications for future cross-county trip services. The Board also learned that the Advantage Rides Pilot Program and the Sunshine Line’s weekend trips have been provided through the Commission for Transportation Disadvantaged’s M-CORES funding.

Under Action Items TD Board approved:

✓ FY 20-21 Sunshine Line Service Rates
✓ FY21 and FY22 Unified Planning Work Program - Board members noted that the Community Health Impacts, Storm Evacuation Forecasting and Bus Stop Assessment studies would be the most useful for the Transportation Disadvantaged.

A presentation on the USC Section 5310 New Freedom Program reported that $2.4 million was available regionally this year. Hillsborough County agencies are receiving around $1.3 million of these funds to continue providing enhanced mobility for seniors and persons with disabilities.
TRACKING PROGRESS

Over two years ago, the MPO Board adopted the Vision Zero Action Plan in December 2017, establishing strategies to end severe crashes in Hillsborough County. This report highlights recent progress and accomplishments of the Vision Zero Coalition partner agencies. The updates highlighted in this report represent projects, programs, or other achievements that occurred during late 2019 and early 2020. The icons below are used throughout the report to note alignment with the Action Plan’s four Action Tracks:

- **Paint Saves Lives**
  
  *Low cost retrofits and pop-up treatments*

- **One Message, Many Voices**
  
  *Public awareness & education strategies*

- **Consistent and Fair**
  
  *Community-oriented law enforcement*

- **The Future Will Not Be Like the Past**
  
  *Facilitating culture change through policies and programs*

While this report highlights notable achievements happening in Hillsborough County, it is not intended to be a comprehensive documentation of every achievement of every partner agency, but the most relevant to highlight currently.

The latest crash data available helps us see the full picture of crashes that happened in Hillsborough County during 2019 and compare to prior years. While many strides have been made to improve roadway safety in Hillsborough County, there was a 22 percent increase in fatalities over 2018. This reinforces the need to continue to emphasize Vision Zero efforts in Hillsborough County. The following pages highlight recent and upcoming projects to improve safety on our streets.
2019 HILLSBOROUGH COUNTY CRASH UPDATE

29,147 TOTAL CRASHES

19,647 INJURIES RESULTED FROM 13,116 CRASHES

226 DEATHS RESULTED FROM 214 CRASHES

DISTRIBUTION OF FATAL CRASHES:

- 51 FATALITIES (23% OF TOTAL FATALITIES INVOLVE A MOTORCYCLIST)
- 104 FATALITIES (46% OF TOTAL FATALITIES INVOLVE A VEHICLE)
- 59 FATALITIES (26% OF TOTAL FATALITIES INVOLVE A PEDESTRIAN)
- 12 FATALITIES (5% OF TOTAL FATALITIES INVOLVE A BICYCLIST)

23 TOTAL IMPAIRED DRIVING CRASHES (ALCOHOL & DRUGS)

RESULTED IN

- 18 FATALITIES
- 16 INJURIES

HILLSBOROUGH COUNTY 2019 FATAL CRASHES

Source: Florida Highway Safety & Motor Vehicles
FDOT UPDATES

BUSCH BLVD SAFETY IMPROVEMENTS HIGHLIGHTS
For the past few years, FDOT has been working on implementing safety projects on SR 580/Busch Blvd as it is one of its high-priority corridors. FDOT’s safety strategies touch on all four Vision Zero Action Tracks:

PAINT SAVES LIVES
- FDOT has recently completed the following projects, which will help to improve safety:
  - Resurfacing along West Busch Blvd included the addition of seven raised islands to provide pedestrian refuge for people crossing the street, and added four traffic separators to break the continuous two-way left turn lane
  - Speed feedback signs warn drivers when they are exceeding the posted speed
  - LED lighting upgrades provide better clarity at night
- High-Intensity Activated beacons (HAWKS) are planned to be installed at 12th St, Brooks St, Pawnee Ave, and Overlook Dr. These beacons help pedestrians to safely cross the road midblock (a protected intersection).

ONE MESSAGE MANY VOICES
- Bike Walk Tampa Bay, on behalf of FDOT, launched a marketing and education campaign along Busch Blvd in 2019 with in-person and online outreach and surveys.

CONSISTENT & FAIR
- FDOT worked with Hillsborough County Sheriff’s Dept to conduct High Visibility Enforcement (HVE) along Busch Blvd. HVE is an approach that combines high visibility enforcement with a publicity strategy to curb unlawful traffic behaviors.

THE FUTURE WILL NOT BE LIKE THE PAST
- FDOT is setting a target speed of 35 mph and implemented speed management strategies to achieve it (mentioned in Paint Saves Lives section)
- FDOT plans on filling sidewalk gaps for sidewalk continuity

HIGHLAND AVE LANE ELIMINATION BEFORE & AFTER STATISTICS
- Highland Ave south of Chelsea St, a mostly residential street in a walkable neighborhood in central Tampa, experienced 85th percentile speeds before the pilot project of 45 mph. The Highland Ave Speed Management Pilot Project reduced the road from three lanes to two, which is a proven speed management strategy, and the speed limit from 40 mph to 35 mph. The pilot has been successful in driving down speeds. After the pilot study, the 85th percentile speeds are now 39 mph, a decrease in 6 mph from the “before” speed study.

W KENNEDY BLVD SIGNAL WARRANT ANALYSIS
- Kennedy Blvd is lined with stores, restaurants, bus stops, and has walkable neighborhoods connected to it on every side. A few years ago, the MPO sponsored the Kennedy Blvd Multimodal Safety Study to look at making walking along and across this urban main street safer, and recommended adding protected crosswalks. Now FDOT is following up with data collection to see if full traffic signals are warranted at four locations. A signal at Rome Ave is currently under construction.

56TH ST SPEED STUDY
- FDOT has been looking into speed management strategies for 56th St, which runs through the heart of Temple Terrace’s business district. Many bicyclists and bus riders travel the corridor and it is used to connect surrounding residents to the USF campus. FDOT reduced the posted speed from 45 mph to 40 mph. They are now also reducing the posted speed to 40 mph south of Fowler Avenue on a trial basis.
HILLSBOROUGH COUNTY SAFETY UPDATES

Hillsborough County is working on safety improvements on corridors across the county:

SAFE ROUTES TO SCHOOL

- Development of three school safe walking route projects (Alexander Elementary School, Pierce Middle School, and Leto High School) are underway.
- Sidewalk projects under design for Balm Rd (Sumner High School), Fishhawk Blvd (Randall Middle School), and Boyette Rd (Stowers Elementary School/Barrington Middle School).
- Paseo Al Mar Blvd/Gate Dancer Rd intersection being converted to a 4-way stop sign controlled intersection and restriped with high visibility crosswalk markings on all approaches for the August 2020 opening of the new Belmont Elementary School.
- Three new school speed zones being established: Belmont Elementary, Sumner High School, and new charter school along 30th St in Ruskin.
- New marked crossing with Rectangular Rapid Flashing Beacons installed on Waterset Dr at Covington Stone Dr for walkers to and from Collins Elementary.

CORRIDOR SAFETY AND COMPLETE STREETS

- 50th St safety improvements complete, including lowering the speed limit and adding raised crosswalks.
- Bruce B. Downs Blvd: designing new 10 foot sidewalk on east side of road from USF Pine Dr to 131 St and re-stripping road for 7 foot buffered bike lanes from Fowler Ave to Fletcher Ave. Speed limit will be lowered from 45 to 40 mph between Fowler Ave to Bearss Ave.
- A safety study is underway for Bruce B. Downs Blvd from 138th St to Forest Lake Dr.
- Design underway to narrow travel lanes on Balm Rd and reduce the posted speed limit from 45 to 40 mph from US 301 to Clement Pride Blvd.
- 15th St from Fowler Ave to Fletcher Ave and streets near Harvest Hope Community Center under study for quick pedestrian safety projects.

SAFETY LIGHTING

- Bruce B. Downs Blvd from Fowler Ave to Bearss Ave implemented by TECO.
- Work orders issued by County to TECO:
  - Waters Ave from Sheldon Rd to Anderson Rd
  - Progress Blvd from Valleydale Dr to Gormto Lake Rd
  - Kinnan St connection at Pasco County Line
  - Parson Rd mid-block crossing at Brandon Hospital
  - Highview Rd and Wheeler Rd roundabout intersection
  - Kings Ave and Ronele Dr intersection

INTERSECTION PROJECTS

- Roundabouts under design or identified as preferred alternative:
  - Three intersections within the Van Dyke Rd widening project
  - New Riverview Regional Park Rd at Riverview Dr
  - Armenia Ave at Barclay Rd
  - Seffner Valrico Rd at Clay Ave
  - Durant Rd at Miller Rd
  - Durant Rd at Little Rd
  - Boyette Rd at Dorman Rd
  - Balm Rd at Boyette Rd (developer)
  - Symmes Rd at East Bay Rd
  - Mango Rd at Pruett Rd
  - Mango Rd at Old Hillsborough Ave
VISION ZERO EVENTS

- The MPO participated in the Safe Routes to School National Conference Nov 12-14, which brought school safety experts from all over the country to Tampa for its annual conference.
- This was followed by the Gulf Coast Safe Streets Summit, organized by the Hillsborough MPO. The Summit was held on Nov 14th and brought the region’s transportation agencies together to discuss roadway safety projects.
- To cap off the conference, the MPO held its annual Walk of Silence on Nov 15th to honor those who lost their lives on our roadways. Twenty participants took to the streets of downtown to share street safety messages.
- MPO staff and the Vision Zero Coalition participated in the MLK Day Parade on Jan 20, 2020. They were joined by the African Students Association of USF and the Tampa Bay Lions Club for a total of 50 participants, who carried safe streets messages for spectators.

SHERIFF’S OFFICE WINS PRESTIGIOUS AWARDS

- The Hillsborough County Sheriff’s Office (HCSO) was awarded 2 prestigious statewide awards:
  - The HCSO School Crossing Guard Program was awarded the School Crossing Guard Program of the Year award, beating other programs across the entire state of Florida. FDOT stated that it is a model program that cultivates cooperation and teamwork across their agency.
  - Ellen Cipriani, a Crossing Guard for Riverview Elementary School, was awarded the Florida School Crossing Guard of the Year award from FDOT. She is well known in her community for always having a smile on her face while controlling her crossing.
VISION ZERO CORRIDOR STUDIES

- Hillsborough County and the MPO are working together to develop safety strategies for these Vision Zero corridors:
  - Sheldon Rd from Hillsborough Ave to Waters Ave
  - Lynn Turner Rd from Gunn Hwy to Ehrlich Rd
  - Gibsonton Dr/Boyette Rd from I-75 to Balm Riverview Rd
  - Bruce B Downs Blvd from Fowler to Bearss Ave
  - Fletcher Ave from Armenia Ave to 50th St
  - CR 579 / Mango Rd from MLK Blvd to U.S.92
  - 15th St from Fowler Ave to Fletcher Ave
  - 78th St from Causeway Blvd to Palm River Rd
  - Big Bend Rd from U.S. 41 to I-75

- It will take funding, coordination, and time for significant changes to occur on these corridors. The MPO is also beginning to look into additional corridors to focus safety efforts on.

SPEED MANAGEMENT STUDY

- The Hillsborough MPO has been leading a Speed Management Study to identify strategies for lowering speeds on high crash corridors. Through this study, the MPO Developed methodology to refresh the top corridors on which injuries and fatalities occur. Looking at crash data from Jan 2014 to Dec 2018, over 30 corridors were identified that now constitute the High Injury Network.

- Next steps for the project include conducting more in-depth studies of the corridors to identify specific speed management strategies to reduce the severity of crashes on these roads.

- The Top 30 High Injury Network Corridors are shown in the map below, with the Top 20 of these listed. These exclude the Top 20 Vision Zero Corridors.

1. Bloomingdale Ave from US Hwy 301 to Lithia Pinecrest Rd
2. US Hwy 41 from Gulf City Rd to Riverview Dr
3. US Hwy 301 from 19th Ave to Bloomingdale Ave
4. M L King Blvd from Dale Mabry Hwy to Parson Ave
5. US Hwy 41 from Madison Ave to I-4
6. Big Bend Rd from I-75 to Balm Riverview Rd
7. Busch Blvd from Armenia Ave to 56th Street
8. SR 674 from US Hwy 41 to CR 579
9. I-75 from SR 60 to Fletcher Ave
10. Hillsborough Ave from Florida Ave to Orient Rd
11. Waters Ave from Sheldon Road to Dale Mabry Hwy
12. Fowler Ave from I-275 to I-75
13. US Hwy 301 from SR 674 to Lightfoot Rd
14. I-75 from Big Bend Rd to US Hwy 301
15. SR 60 /Adamo Dr from Orient Rd to Falkenburg Rd
16. Causeway Blvd from 78th St to Providence Rd
17. Waters Ave from Dale Mabry Hwy to Nebraska Ave
18. Progress Blvd from Falkenburg Rd to US Hwy 301
19. Hillsborough Ave from Race Track Rd to Longboat Blvd
20. Memorial Hwy from Hillsborough Ave to Veterans Expwy
CITY OF TAMPA UPDATES

VISION ZERO COMMITMENT

• On Nov 14, during the National Safe Routes to Schools Conference held in Tampa Mayor Jane Castor held a press conference to announce the City’s commitment to Vision Zero. The city will be developing an Action Plan to eliminate fatalities and severe injuries.

CROSSWALKS TO CLASSROOMS

• Tampa Mayor Jane Castor unveiled her Crosswalks to Classrooms initiative on November 14, 2019 by showcasing the City’s first artistic painted crosswalk at Rampello K-8 Downtown Partnership Magnet School in downtown Tampa. The Crosswalks to Classrooms initiative emphasizes the safety of one of the most vulnerable groups, school children. The second crosswalk was unveiled at Carter Woodson Pre K-8 in February 2020.

SEPARATED BIKE LANE PILOT PROGRAM

• Creating safe and comfortable trails and bicycle lanes that connect Tampa’s neighborhoods is a key part of Mayor Jane Castor’s Transforming Tampa’s Tomorrow (T3) initiative. Over the next year and beyond, the City of Tampa will begin pilot testing new innovative products and application methods for separated bike lanes under a series of pilot projects. The first separated bike lane with flexible delineators (plastic flex posts placed in the buffer zone between the bike lane and vehicle lane) was recently installed on Azeele Street near the SoHo Publix (pictured below). This location was chosen to discourage drivers from parking in the bike lane. Other locations that are currently being studied for protected bike lanes with flexible delineators include:
  • Bayshore Boulevard
  • Cass Street/Green Spine (North Hyde Park)
  • Floribraska Avenue (Tampa Heights and V.M. Ybor)
  • Florida Ave., Tampa St., and Brorein St. (Downtown)
  • Beneficial Drive Bridge (Harbour Island)

Mayor Jane Castor announcing the City’s commitment to Vision Zero and the Crosswalks to Classrooms program

Mayor Jane Castor at the first Crosswalks to Classrooms project

Azeele St flexible delineators
CITY UPDATES, CONT.

Motorcycle Safety Class
- To address the high number of traffic deaths that occur on motorcycles, the Tampa Police Department is starting a motorcycle safety class. Officer Roy Paz with Tampa Police Departments said the agency started the civilian motorcycle course to mitigate injuries and fatalities related to motorcycles. Participants do not have to live in the city of Tampa to participate.

Floribraska Ave Complete Street Project
- The City of Tampa is working on the Floribraska Ave Complete Street project to reduce crashes. The plan is to reconfigure the existing 4-lane undivided roadway to two, 10-foot travel lanes separated by a two-way left turn center lane plus an on-road bidirectional cycle track, with a raised separator on the southern side of the road. The proposed improvements also include raised pedestrian refuge islands within the median at crosswalks.

Small Cities Update

Temple Terrace Curb
- The City of Temple Terrace Engineering staff have piloted an innovative way to address pedestrian safety with the introduction of THE TEMPLE TERRACE CURB. The City has proposed a pilot solution to retrofit Miami curbs, which are a concrete gutter that channels the water into a storm drain/curb inlet. The proposed solution is a vertical curb (a header curb or an FDOT Type D curb) which a driver would bump into before driving up onto the sidewalk and hitting a pedestrian. It effectively is your standard curb and gutter (or FDOT Type F curb) but instead of replacing old technology, the city is augmenting what’s already in the ground to retrofit the Miami Curb with the Temple Terrace Curb to mimic the F-Curb for a significant cost savings of 40%. The Temple Terrace Curb was awarded the American Public Works Association Innovation Award for 2019.