Virtual Meeting of the Livable Roadways Committee

Wednesday, September 16, 2020, 9:00 – 11:00 a.m.

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Comments may also be provided before the start of the meeting:
- by leaving a voice message at (813) 273-3774 ext. 369.
- by e-mailing mpo@plancom.org
- by visiting the event posted on the MPO Facebook page.

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

I. Call to Order
II. Public Comment - 3 minutes per speaker, please
III. Approval of Minutes – August 19, 2020
IV. Action Items
   A. Re-evaluation of Transit Asset Management, Pavement & Bridge, and System Performance Targets (Johnny Wong, MPO)
V. Status Reports
   A. Fowler Ave. Multimodal Study (Ken Spitz, FDOT)
   B. West Shore Blvd. Complete Street (Bob Campbell, Hillsborough County Public Works)
   C. Hillsborough County Safe Routes to School Initiative (Diana Ramirez, Hillsborough County Public Works)
   D. Vision Zero Corridor Studies (Wade Reynolds and Lisa Silva, MPO)
VI. Old Business & New Business
A. Vision Zero Leadership Summit-September 22

VII. Adjournment

VIII. Addendum

A. MPO Meeting Summary & Committee Report
B. FDOT Freight Mobility & Trade Plan Update
C. Virtual 3rd Annual Gulf Coast Safe Streets Summit 2020
E. Vision Zero Corridor Studies Survey

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

Vice Chair Hey called the meeting to order at 9:02 a.m. The meeting was held via GoToWebinar and a quorum was present at the start of the meeting. The Pledge of Allegiance took place.

Members Present: Melissa Collazo, Christine Crespo Valentin, Cayce Dagenhart, Cal Hardie, Sara Hendricks, David Hey, Emily Hinsdale, Mark Hudson, Jason Jackman, Arizona Jenkins, Larry Josephson, Karen Kress, Matthew Lewis, Roger Menendez, Anna Quinones, Carlos Ramirez, Peter Syzonenko, Chris Thompson and Justin Willits

Others Present: Beth Alden, Gena Torres, Lisa Silva, Wade Reynolds, Johnny Wong, Dayna Lazarus – MPO; Jason Krzyzanowski and Sharon Snyder – Planning Commission; David Aylesworth; Alex Henry and Margaret Kubilins – FDOT; Elaine Illes – IPI; Mark Cuddy – Atkins; David Bottomley; DeJuana Genco

II. PUBLIC COMMENT

There were no public comments.

III. APPROVAL OF MINUTES

Motion: Approval of the June 17, 2020 minutes (Willits - Ramirez). The motion passed unanimously.

IV. ACTION ITEMS

There were no Action Items.

V. STATUS REPORTS

A. HART Service Changes for 2021 (Justin Willits, HART)

Mr. Willits presented the FY21 Potential Service Modifications. The objectives of this analysis are to identify operational savings to maintain fiscal responsibility; preserve as much service coverage and frequency as possible; maximize existing resources to most productive corridors; maintain COVID-19 “essential service”; address community and operational requests since Mission MAX; and listen to the needs of the customer and community.

Part of operational analysis was going to be completed by conducting onboard surveys of the riders; unfortunately, these were scheduled to be done in mid-March, but had to be postponed indefinitely due to COVID-19. Therefore, major structural changes to the bus network are not
incorporated into this effort because HART doesn’t have the appropriate data to make those decisions. Most changes are related to frequency and duplicative routes.

Mr. Willits presented the proposed changes to several routes in the Tampa Bay area, including Route 5 (40th Street), Route 48 (Temple Terrace), Route 42 (University Area Connector), Route 45 (Yukon/Westshore), Route 33 (Fletcher Avenue), Route 275 (New Pasco/Pasco Limited Express), Route 60 (Cross County Limited Express), Route 10 (Cypress Street), Route 7 (West Tampa), Route 8 (Progress Village/Brandon), Route 30 (Kennedy Blvd.), Route 35 (Town ‘N Country), Route 38 (Mango) and Route 14 (Armenia/Howard Avenue). He also discussed reductions in the frequency along HART’s core routes from 15 minutes to 20 minutes and on Route 46 (Brandon Blvd.) from 30 minutes to 60 minutes. HART is also proposing removing the 20X express route, the 75XL limited express route and all HARTFlex routes.

After recapping the proposed changes, Mr. Willits stated the highlights of the plan are to increase the coverage on the routes along Cypress Route 10, Main Street/West Tampa Route 7 and North Florida/Bearss Route 48. He reviewed the routes with bus stops impacted and stated most impacted stops will still be served and/or have fixed route service within ¼ mile. He presented the modification plans showing the proposed weekday service map. The impacts of the modifications are a total reduction of an estimated 66,325 annual vehicle hours and an estimated annual savings of $4.3 million. Mr. Willits reviewed the schedule and reminded members HART is seeking the public’s input through an online survey (August 17 – October 9). A public hearing will be held the week of October 5th and HART is taking the plan to their Board for approval on November 2nd, with changes to be effective in January or February 2021.

Discussions followed regarding where the bus stops are at the Tampa International Airport (in an area comparable to a curb drop off, however there is more space for buses at the rental car facility); if the route going through Ybor will be on 4th or 7th Street (Mr. Willits reviewed the route through Ybor which is due to the tight grid. HART is hoping to get some funding for circular routes.); and if there are facilities where Routes 16 and 45 meet (Mr. Willits will need to check what facilities are available at that intersection at North Blvd. and Waters).

Mr. Ramirez is very happy with the proposed changes and asked Mr. Willits to present at the next CAC meeting. Mr. Willits stated HART is going to out to some of the transfer stations for feedback. Mr. Ramirez will connect him to the CRA Manager for West Tampa.

Mr. Jenkins had additional questions on the Chat log. Ms. Silva will forward the questions to Mr. Willits.

B. TBNext Transition – Section 4 Aesthetics (Mark Cuddy – Atkins and Elaine Illes – IPI)

Mr. Cuddy presented the hardscape concepts for some of the interchanges under I-275 in the Westshore area and heading out towards the causeway. He gave a quick oversight of the five hardscape locations, which are: a gateway aesthetic treatment on the causeway approaching the water, and at North Reo Street, Occident, Westshore and Trask. FDOT is currently in the first round of development of ideas of what they want to do and where it can be done at these locations.
Mr. Cuddy displayed some inspirational ideas for applying the aesthetics to the project. He presented the concepts for two locations along the I-275 Howard Frankland Causeway and the four interchanges under the interstate. Concepts include trails, public art, roundabouts, lighting, piers and sidewalk patterns and treatments. They are also looking at unifying themes for the project. He described some of the materials that may be used, such as mechanically stabilized earth (MSE) wall, Solid metal panels, polyvinyl coated membranes, and perforated metals.

Ms. Illes presented the local street bicycle/pedestrian reconnections in the Westshore area, along the Howard Frankland trail. She explained the connectivity between the segments from Reo Street to Hesperides Street. These new segments will connect to an existing trail on Carmen Street and eventually to the future multi-modal center. Ms. Illes reviewed the future outreach dates, FDOT plans to meet with neighborhood associations in September and Round Two meetings planned in December.

Discussions ensued regarding if presenters are asking for feedback from members (the consultants are happy to receive all comments); if the design of this trail connection meets the standards for the Florida Sun Trail System (The committee has identified the connection, but hasn’t gotten into the details yet, so she can’t answer that. Wherever there is right-of-way, they are trying to accommodate a 12’ path. Ms. Illes will probably have an answer by the next round); if the consultants have a preference between the repeating design versus on the monument; if they have reached out to Professor Green’s community design students for feedback; the opinion they are relying too much on wide sidewalks and not completing the whole street by providing safe facilities and bicycle accommodations; who is responsible for maintenance of the ponds and spaces under I-275 (FDOT maintains anything connected to the interstate. The City maintains trails); will the open space been fenced off or left open (left open, but they’re not sure what is going to be done there); and is there a rough cost estimate for the aesthetics (They do not have an estimate at this stage).

Mr. Hardie stated the City of Tampa has been working with FDOT to coordinate on the best design. The City asks questions and makes changes. There has been a lot of coordination between the two agencies.

C. TBNext Update: Westshore SafeTRIP (Margaret Kubilins – FDOT)

Ms. Kubilins provided the SafeTRIP presentation. She reminded the Committee members of the Governor’s announcement last fall that FDOT will receive $1.4 billion in funding to reconstruct the Westshore Interchange project from the Howard Frankland bridge, east to the Hillsborough River, and north from SR60 to the Veteran’s Expressway. SafeTRIP is the Transportation Management Plan (TMP) for the entire area while under construction. Ms. Kubilins’ responsibility is to put all of the elements together to help people through and around Westshore while it’s under construction. There are already significant bottlenecks throughout the project area, major construction activities during multiple phases and prolonged constrained capacity. SafeTRIP goals are to safely and efficiently manage mobility during construction, balance travel demand, preserve local business access and facilitate effective communication and engagement with the community.
The acronym TRIP stands for **Traffic Management** (to safely and efficiently build the project, control traffic and minimize congestion during construction using operational strategies), **Regional Demand** (to reduce vehicle demand by promoting less SOV’s and more trips using Transit and Travel Demand Management strategies), **Innovation** (to implement Smart Work Zones, establish a regional Work Zone Data Exchange and enhance Mobility as a Service) and **Public Engagement** (to effectively communicate to drivers, businesses, residents, and seasonal travelers about travel choices and engage local partners to plan development).

FDOT’s vision for SafeTRIP is a well-planned and innovative construction zone that maintains safety and reliability for the local community, traveling public, and construction workers by providing quality transportation choices, strategic innovation and proactive communication. Ms. Kubilins reviewed the breakdown of each goal. She provided an example of the traffic management, showing out the network outside of the construction corridor will need to support constraints that come with construction. FDOT will need to partner with local agencies for effective traffic management in Hillsborough as well as in Pinellas and Pasco. FDOT is reviewing the transit, micro mobility and bicycle route choices through the Regional Demand Management. They are working on smart work zones with speed harmonization and zipper merge, which reduces merge backup by 40% and moves 15% more traffic through the work zone versus non-zipper (old method).

Ms. Kubilins also explained that communicating with the public and providing choices for all users (business, local, regional and seasonal travelers) is critical. Florida has the Florida511 app, which provides traffic information to WAZE. FDOT also uses FDOTTampaBay.com as another resource. FDOT will continue to provide updates virtually.

She discussed the Taskforce, which is made up of agency members who provide their technical expertise. FDOT has learned many lessons from across the State and throughout the nation that support the need to develop a comprehensive TMP for a project of this scale. Members met with the I-4 ultimate team and with Missouri DOT, participating in a site visit to learn about their approach to construction and community engagement.

Ms. Kubilins reviewed the schedule and next steps. FDOT anticipates completing this TMP in the spring. Following completion, FDOT will work to determine and implement projects ahead of the Westshore reconstruction, scheduled to begin in 2024.

Discussions followed on how the zipper merge test is working (*If drivers use all lanes, if will eliminate the situation. Public Service announcements are going out and once people begin using it, it will work*). As the link on the presentation didn’t work, Ms. Silva will forward the video link to the members.

### D. Overview of the ClearGuide Data & Analytics Platform (Johnny Wong, MPO)

Dr. Wong provided an overview of the ClearGuide Data and Analytics Platform. In 2016, Hillsborough MPO was selected to participate in an FHWA Data Business Plan pilot study. Dr. Wong reviewed the goals and the data and gap assessment. Their study revealed there are approximately 50 sets of mobility data collected and novel datasets include THEA’s CV pilot study, HART’s AV pilot, Location Based Services (LBS) and Waze Connected Citizens.
Program. The study also revealed there is an uneven landscape of data across the County. Dr. Wong discussed the reasons a Data and Analytics portal is needed.

The vision for the Regional Data Platform, ClearGuide, is to use “big data” to optimize mobility movement across the region, inform our future planning strategies and drive efficiency savings. This vision will be enabled by a proof of concept pilot project and then a series of projects as defined on the overall roadmap.

Dr. Wong briefly demonstrated ClearGuide. They recently completed a contract to add incident data from WAZE, to see information such as police stops, potholes that have been reported, and congestion reports from users. They also brought in crash data from the local crash data management system. This is the first tool where they can see data such as speed, delay and other congestion matrix, as well as crashes and other incidents, at the same time. This helps drop correlations between different datasets that were isolated.

This tool is being used for a project to focus on commuter routes and corridors, rather than just I-4. The first planning use case study is being called “The Top 20 Miserable Commutes” and the reputable demand model was used to identify job clusters across the County. Going from cluster to cluster shows movement from one area of high population to another and the route is very congested because these are the ones that people are traveling on. There are 15 clusters around the County, so they created a matrix from origin to destination, meaning there are 225 routes. They analyzed and are weighing the speed, delay, travel time, and buffer times on all routes, to produce the 20 commuter routes that cause people the most pain and aggravation during the morning and afternoon rush hours. In addition to this fun example, it is being used for more formal planning efforts. This tool will be used to improve some planning processes by supplementing traditional level of service analysis, with more appropriate metrics, given the local context.

A meeting is scheduled with Hillsborough County staff soon to discuss how to integrate some of these new analytics into the comp plan update that is forthcoming. This is also a useful tool for public engagement and transparency. Because it is web-based, it is easy to pull up the site to provide answers to the public’s inquiries during a meeting, such as where cars are speeding through their neighborhood or where crashes are occurring within their community. This should help the public’s need more than in previous years.

The City of Tampa is using this tool for an operations-based analysis that will evaluate traffic signal re-timing plans. The City’s staff is able to do this in-house, instead of hiring consultants. City staff identified several signals in downtown that they wanted to re-time. Using a multi-route reporting feature built into ClearGuide, they were able to see values for travel time and delay before and after the study. This type of analysis can be done in an afternoon. They were able to assess that travel time and delay were reduced on every signal they re-timed throughout the entire downtown district.

They would like to take this platform to the next level each fiscal year since launching this platform has been a turning point for our area. ClearGuide was presented to the Smart Cities Alliance on multiple occasions and partners are identifying new uses every time they meet. This month, there will another major release allowing for bottleneck analysis, corridor level volume
profiles and a data downloader will be available. They are also hoping to integrate some new datasets, such as transit data. They will continue exploring OD and the City of Tampa has requested they track e-scooters. They would also like to bring in some demographic data to see how performance is correlated to different segments of the community as well.

Longer term, they have already received commitments to turn this into a predictive tool. Having real time and historical data has been helpful, but they would like to be able to predict what’s going on in network in the future.

Training is available for partner agencies. Please contact Dr. Wong to schedule.

Discussions followed regarding how good the WAZE data is (Dr. Wong stated it’s what is expected from data reported by the public; however, people can build up their reliability score by reporting accurate information and they are able to filter out the more reliable sources).

VI. OLD BUSINESS & NEW BUSINESS

The MPO is working on Vision Zero Corridors studies for the top eight corridors in Hillsborough County. Ms. Silva will share the virtual surveys with members to send out to groups along the corridors to seek feedback.

The Walk/Bike Tampa Bay Summit is coming up.

The flyer for the Vision Zero Summit in September were included in the meeting packet.

VII. ADJOURNMENT

The meeting adjourned at 11:03 a.m.
Board & Committee Agenda Item

Agenda Item
Reevaluation of Transit Asset Management, Pavement & Bridge, and System Performance Targets

Presenter
Johnny Wong, PhD (MPO Staff)

Summary
Target-setting is an activity required by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) under MAP-21 legislation. In 2018, the Hillsborough MPO adopted performance targets for transit asset management (TAM), pavement & bridge condition, and performance of the National Highway System (NHS). Targets are established for 4 years and will be evaluated at the mid-term period. Adopted targets and actual performance are shown below as bullet points. Numbers highlighted in green indicate that the target is currently being met while those in red indicate the target is not being met, and the yellow indicates that a correction needs to be made.

The Transit Asset Management rule requires MPOs to establish asset condition targets in consultation with both transit agencies and the State DOT, and to report performance measures and targets at least once every four years. The bullet points below show the 2018 targets established in coordination with the Hillsborough Area Regional Transit Authority (HART), City of Tampa and FDOT, and the current performance. The Equipment target of ≤81% will need to be corrected to ≤19% of assets NOT in a State of Good Repair:

- Rolling stock target: ≤28% of assets NOT in a State of Good Repair; 40.56% actual
- Equipment target: ≤81% of assets NOT in a State of Good Repair; 32.54% actual
- Facilities:
  - Passenger/Parking facilities target: ≤10% rated below 3 on TERM scale; 0% actual
  - Administrative/Maintenance facilities target: 0% rated below 3 on TERM scale; 28.57% actual
- Infrastructure target: 0% of segment with performance restrictions; 0% actual

The Pavement & Bridge condition rule establishes performance measures to assess the condition of the pavements and bridges on the National Highway System. The rule requires State DOTs and MPOs to establish targets related to the percentage of pavements on the Interstate System in either good or poor condition; the percentage of pavements on the Non-interstate NHS in either good or poor condition, and the percentage of NHS bridges in either good or poor condition. The bullet points below show the 2018 targets established in coordination with FDOT, and the current performance:

- Interstate Pavements: ≥60% in Good condition (target); 59.5% actual
• Interstate Pavements: ≤5% in Poor condition (target): 0.3% actual
• Non-interstate NHS Pavements: ≥40% in Good condition (target): 36.3% actual
• Non-interstate NHS Pavements: ≤5% in Poor condition (target): 0.1% actual
• NHS Bridges: ≥50% in Good condition (target): 76.38% actual
• NHS Bridges: ≤10% in Poor condition; 0% actual

The System Performance rule establishes performance measures to assess the travel time reliability of the NHS for both vehicles and freight. The rule requires State DOTs and MPOs establish targets related to the percentage of the Interstate network that is considered reliable for vehicles, the percentage of the Interstate network that is considered reliable for freight, and the percentage of the Non-interstate NHS that is considered reliable for vehicles. The bullet points below show the 2018 targets established in coordination with FDOT, and the current performance:

• Interstate Reliability: ≥75% of network reliable (target); 75% actual
• Interstate Reliability for Freight: ≤2.00 index score (target); 1.89 actual
• Non-interstate NHS Reliability: ≥50% of network reliable (target); 81% actual

The MPO Board prioritizes projects for funding, many of which meet the criteria for transit asset management, pavement & bridge condition, and system performance projects under the Good Repair and Smart Cities categories of the 2045 Long Range Transportation Plan (LRTP). The 2020-21 TIP includes numerous funded projects that enhance transit, resurfacing of facilities, bridge repair, and traffic management which will make progress toward achieving targets in future years:

• HART bus replacements, bus computer aided dispatch & automatic vehicle location (CAD/AVL) technology, Marion Transit Center improvements, and TBARTA vanpool services;
• Resurfacing pavement at segments of I-275, I-75, I-4, US301, and US41;
• Repairing bridges at I-75 over Alafia River, and Gandy Bridge; and,
• Advanced traffic management system (ATMS) expansion and a lane addition at US301 and Bloomingdale Ave.

**Recommended Action**

Recommending Correcting Transit Asset Management Equipment Target from ≤81% to ≤19% of assets NOT in a State of Good Repair

**Prepared By**

Johnny Wong, PhD (MPO Staff)

**Attachments**

Performance target summary table.
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Agenda Item
Fowler Ave Multimodal Study

Presenter
Ken Spitz or FDOT Representative

Summary
The Fowler Ave Multimodal Study evaluated potential corridor improvements along SR 582 (Fowler Avenue) between I-275 and I-75.

The corridor was studied to determine what improvements could be made to bicycle/pedestrian and potential transit facilities to provide better circulation and overall safety to the corridor.

The study evaluated improvement alternatives such as a potential transit envelope and circulation enhancements that will better facilitate access to/from I-275 and I-75, major employment and activity centers, and a future regional intermodal center in the study area.

The study will also identified short- and long-term improvements to enhance multi-modal safety along the corridor, which could include improvements to enhance safety at signalized intersections, new pedestrian crosswalks, and lighting improvements. A summary of potential recommendations below:

Timeframe
- Short Term (within 5 years)
  - Minor construction without ROW needs
  - Complete required PD&E approvals for the medium-term actions
  - Acquire ROW for medium-term actions
- Medium Term (within 10 years)
  - Minor construction that requires ROW and/or change property access
  - Complete required PD&E approvals for long-term actions
  - Acquire ROW for long-term actions
- Long-Term (10+ years)
  - Major construction activities that require ROW

Conceptual Design (to be analyzed in PD&E phase)
- BAT Lane (Business Access & Transit Lane allowing non-transit right turns: medium-term)
- Frontage Lane (Access Lane separated from main roadway with curbside bus only lane: medium-term)
- Median Transitway (BRT Lanes/LRT guideway & stations in center separated from roadway: long-term)

**Recommended Action**
None; for information only.

**Prepared By**
Lisa K. Silva, AICP, PLA, MPO Staff

**Attachments**
Fowler Ave Study Projects website.
Board & Committee Agenda Item

**Agenda Item**
West Shore Boulevard Complete Street

**Presenter**
Robert Campbell, Hillsborough County Public Works Staff

**Summary**
Hillsborough County Public Works Department is resurfacing along N West Shore Blvd., from W. Kennedy Blvd. to W. Spruce St / W. Boy Scout Blvd. With input from the Westshore Business Alliance, the County has retained a consultant to identify opportunities to makeover West Shore Blvd. into a “complete street”.

Westshore Boulevard is the primary north-south thoroughfare through the Westshore Business District. Over the years, the Westshore Business District has become the largest employment and retail center in West Central Florida. With a suburban style development pattern, Westshore Boulevard is a busy street with outdated accommodations and many design features since it was developed in the 1960s. It is a county road that runs through and is maintained by the City of Tampa.

Recent private development projects have been an urban development pattern, with the front of buildings located next to the public sidewalk. New infill development projects adhere to Westshore overlay district architectural standards. These standards and increased density have encouraged the use of other modes of transportation beyond the private automobile.

**Recommended Action**
For Information Only

**Prepared By**
Lisa K. Silva, AICP, PLA

**Attachments**
West Shore Complete Street Fact Sheet
Quick Facts
• Community Area: City Of Tampa
• Project Type: Roadway Resurfacing
• Current Project Phase: Design

Estimated Project Schedule
• Project Development (Planning) Completion - Late 2019
• Design/Land Acquisition Completion - Early 2021
• Procurement for Construction Completion - N/A
• Construction Duration - Early 2021 to Mid 2021
• Post Construction (Closeout) - Early 2022

Project Cost Estimate
• Total: $1070554
• Planning: $0
• Design and Land: $117394
• Construction: $953160

Project Description
• This project is part of the Roadway Pavement Preservation Program, which includes condition inspection, routine repairs, preventative maintenance treatments and road repaving projects.
• Resurfacing along N West Shore Blvd. from W. Kennedy Blvd. to W. Spruce St / W. Boy Scout Blvd.

Project Objectives
• Maintain the County's roads in a safe and serviceable condition for the lowest cost to the community.
• Improve travel reliability and efficiency of the existing roadway to support a multimodal system.

Questions?
Workman, Steffanie
Project Manager
(813) 635-5400

Data Date: June 2020
Note: The cost and schedule data shown here are the County's current best estimates and are subject to frequent change. Changes (if any) are updated once a month.
Hillsborough MPO
Metropolitan Planning for Transportation

Board & Committee Agenda Item

**Agenda Item**
Hillsborough County's Safe Routes to School Initiative

**Presenter**
Diana Ramirez, Hillsborough County Public Works Staff

**Summary**
The Hillsborough County’s Engineering & Operations staff, working with school administrators and local law enforcement officials, have developed a Safe Routes to School (SRTS) Initiative. The program is based on evidence that physical upgrades help provide for students' safety, reduce motor vehicle traffic and encourage exercise.

Two changes helped spur the initiative. In 2017, Hillsborough County Public Schools ended courtesy (non-funded) busing for middle and high school students who live within 2 miles of their schools and do not meet state hazardous walking conditions criteria. In 2018, the school district changed starting (bell) times for elementary, middle, and high school students. The changes meant more students had to find their own way to and from campus, and elementary school students began some school days in the dark.

All county schools were prioritized by their access needs, staff are developing plans to improve walk/bike safety to and from each school. Improvements can be physical features such as sidewalks, lighting, crosswalks, turn lanes or signage, which will be implemented in phases.

Three schools in northwest Hillsborough County will be the first to see changes under the SRTS program, Pierce Middle and Alexander Elementary schools are adjacent campuses just north of Hillsborough Avenue. Leto High is less than 1 mile north on Sligh Avenue. After these initial improvements are made, staff will make similar safety enhancements at other schools in Hillsborough County

**Recommended Action**
For Information Only

**Prepared By**
Lisa K. Silva, AICP, PLA

**Attachments**
None
Board & Committee Agenda Item

**Agenda Item**

Hillsborough County Vision Zero Corridor Studies

**Presenter**

Wade Reynolds and Lisa Silva, MPO Staff

**Summary**

The Hillsborough MPO adopted its Vision Zero Action Plan in 2017. The data-driven Action Plan identified 20 High Injury Network (HIN) corridors with the greatest number of fatalities and serious injuries per mile. This study focuses on eight that are the responsibility of Hillsborough County. Using strategies from “Paint Saves Lives” as a guide, the goal is to recommend short-term, immediately implementable countermeasures to reduce serious injuries and fatalities. The project is co-managed by staff of the Hillsborough County Engineering and Operations Department and the Metropolitan Planning Organization.

An update will be given on draft recommendations and public outreach efforts from the communities surrounding these HIN corridors:

- 78th Street (Causeway Blvd to Palm River Rd)
- Gibsonton Drive (I-75 to Balm Riverview Road)
- 15th Street (Fowler Avenue to Fletcher Avenue)
- CR579 /Mango Rd (MLK Boulevard to US 92)
- Sheldon Road (Hillsborough Ave to Waters Ave)
- Lynn Turner (Gunn Highway to Ehrlich Road)
- W. Fletcher Ave (Armenia Ave to Nebraska Ave)
- Bruce B. Downs (Fowler Ave to Bearss Ave)

Please visit the project page and take a survey for any of the corridors you have experience traveling along.

**Recommended Action**

None. For information only.

**Prepared By**

Gena Torres

**Attachments**

Presentation Slides
Fletcher Avenue
Armenia Avenue to Nebraska Avenue

- 2.1 Mile Corridor
- 4 Travel Lanes with Center 2-Way LTL and Painted Medians
- 45 MPH Posted Speed Limit
- AADTs 38,000 – 45,000
- Bike Lane Between Florida Ave and N. Boulevard

929 Total Crashes

26 Total Serious Crashes
- 2 Fatally Injured
- 28 Seriously Injured

Top Locations
- Nebraska Avenue
- Florida Avenue
- North Boulevard

31 Total Bike/Ped Crashes
- 8 People Walking
- 23 People Biking

Dominant Crash Type
- Left Turn/Angle
Lynn Turner Road (Gunn Hwy to Erhlich Ave)
Bruce B. Downs Boulevard
Fowler Avenue to Bearss Avenue

• 1.75 Mile Corridor
• 6 to 8 Travel Lanes with Turn Lanes & Raised Separators
• 45 MPH Posted Speed Limit
• AADT – 50,500 Vehicles Per Day
• Ongoing Projects – Signalization & Sidewalk Connectivity

1,587 Five-Year Crash Total

Top Locations
Fowler Avenue, Fletcher Avenue & E. 131st Avenue

32 Total Serious Crashes
10 Fatally Injured
22 Seriously Injured

Dominant Crash Types
Rear End, Sideswipe, Angle & Left-turn

44 Total Bike/Ped Crashes
21 People Walking
23 People Biking
Lynn Turner Road (Gunn Hwy to Erhlich Ave)
SAVE THE DATE
Vision Zero Leadership Virtual Summit
Tuesday 09.22.20
9am - noon

SAFETY STREETS NOW
VISION ZERO
ONE TRAFFIC DEATH IS TOO MANY

3 PANELS IN 3 HOURS LEADING TOWARDS VISION ZERO

01 Land Use & Design
Moderator: Ian Lockwood, P.E., Toole Design
Panelists: Melissa Zornitta, Executive Director, Planning Commission | Lucia Garsys, Deputy County Administrator for Development & Infrastructure, Hillsborough County Government | City of Tampa Development & Economic Opportunity Representative

02 High Visibility Enforcement
Moderator: Ret. Chief Brett Railey, Institute of Police Tech & Mgmt at UNF
Panelists: Hillsborough County Sheriff’s Office Representative | Tampa Police Department Representative | Secretary David Gwynn, FDOT District 7

03 Communications & Engagement
Moderator: Billy L. Hattaway, Orlando Transportation Leader, Fehr & Peers
Panelists: Mary Lou Whaley, Director of Community Engagement & Philanthropy, Hillsborough County Public Schools | Liana Lopez, Chief Communications Administrator, Hillsborough County Government | Ashley Bauman, Director of Marketing & Communications, City of Tampa

Join us for this FREE Summit! Learn how local leaders are committing to take Vision Zero to the next level.
To view presentations & participate from your computer, tablet or smartphone, go to: https://tinyurl.com/VZleadersummit

For more information, contact Gena Torres 813.273.3774 x357 or torresg@plancom.org
Virtual Meeting of the MPO Board
Tuesday, July 28th, 2020

I. CALL TO ORDER, PLEDGE OF ALLEGIANCE & INVOCATION

The MPO Chairman, Commissioner Les Miller, called the meeting to order at 9:00 a.m., led the Pledge of Allegiance, and gave the invocation. The regular monthly meeting was held as a Virtual Meeting of the MPO Board.

II. ROLL CALL

The following members were present:

Commissioner Les Miller, Jr., Commissioner Pat Kemp, Commissioner Ken Hagan, Commissioner Mariella Smith, Commissioner Kimberly Overman, Councilman Guido Maniscalco, Councilman Joseph Citro, Councilman John Dingfelder, Vice-Mayor Andrew Ross, Joe Lopano, Charles Klug, Joe Waggoner, Michael Maurino, Melanie Williams

Also present: Beth Alden, Bill Roberts, Wanda West, Paula Flores, Cheryl Wilkening, Gena Torres, Meghan Betourney, David Gwynn, Margaret Kubilins, Chris Vela, Debbie Guest

The following members were absent: Cindy Stuart, Mayor Rick Lott, City Commissioner Nate Kilton, Council Member Frank Chillura, Gina Evans, Adam Harden, Bob Frey, Theodore Trent Green, Steve Cona

A quorum was met.

III. APPROVAL OF MINUTES – June 30th, 2020

Chairman Miller requested a motion to approve the June 30th, 2020 minutes. Councilman Kimberly Overman so moved; it was seconded by Councilman Dingfelder. A roll-call vote was held, and it was unanimously adopted.

IV. PUBLIC COMMENT

Chris Vela thanked the Board for listening and making pointed questions to the DOT at the last meeting and proceeded to quickly go through the history of the Tampa interstate systems from 1955 forward, pointing out that 63 years ago the 14th and 15th Street proposed exits were on the downtown interchange FDOT plan, which is when the redlining occurred. Chris Vela briefly reviewed the Transportation of America Study and pointed out that Tampa is No. 2 with the most roads in the entire United States.

V. COMMITTEE REPORTS & ADVANCE COMMENTS

Bill Roberts, CAC Chair, reported that the CAC held a workshop on
July 15th to delve into the fiscal impact analysis by a CAC representative from Plant City who went over his analysis and heard from several invited guests who offered their comments and who are thinking about development decisions for Plant City, as well as the east county area.

Secondly, the CAC held an ad hoc subcommittee meeting on June 23rd. The purpose of this subcommittee meeting was to craft a proposed resolution taking a stand against discrimination and promoting racial equity in transportation. They expect the Citizens Advisory Committee to consider this resolution at their August meeting.

Thirdly, Bill Roberts thanked the MPO Board for their timely consideration of the recommendations from the Citizens Advisory Committee at their MPO TIP hearing on June 30th and relayed that the CAC continues to advance and explore opportunities for transportation and recommendations that the CAC brings before the MPO. The CAC is made up of 23 devoted citizens who volunteer their time to come to the meetings, sometimes lengthy, and they appreciate the MPO’s consideration of their recommendations.

Wanda West, MPO staff, announced the Bicycle Pedestrian Advisory Committee took a summer recess from its monthly meeting. Instead, the committee held a virtual workshop to discuss items for future consideration. Requests were made for presentations from the City of Tampa and Hillsborough County staff, focusing on planned and recently completed pedestrian and bicycle projects. The committee members also supported additional speed studies, including areas around USF, and the need for more consistent maintenance of existing bicycle and pedestrian facilities throughout the County. Intelligent Transportation Systems Committee held its quarterly meeting and heard status reports on the performance evaluation of the east scooter deployment in the City of Tampa, and Ms. West continued to provide a rundown of the various held committee meetings.

Staff received e-mails thanking them for coordinating the Chairs Coordinating Committee Board meeting held in a virtual meeting group. Eric Holt inquired about trails in the Citrus Park area, and staff provided a response. No Facebook comments or voicemail messages were received prior to the meeting. This concluded Ms. West’s report, and there were no questions of Wanda West by staff.

VI. ACTION ITEMS – All actions will be by Roll Call Vote

A. Committee Appointments

Cheryl Wilkening, MPO staff, announced that the Transportation Disadvantaged Coordinating Board nominated Councilmember Gil Schisler for HART. The Intelligent Transportation Systems Committee nominated Daniel Buidens, FDOT advisor, and Judith Villegas, alternate for THEA. The Citizens Advisory Committee nominated Don Skeleton, Jr., for the
Tampa Port Authority. The recommended action is that the MPO confirm these appointments.

Chairman Miller sought a motion to approve the MPO appointments; Commissioner Overman so moved; it was seconded by Melanie Williams. A roll-call vote was held, and it was unanimously adopted.

B. Vision Zero Speed Management Action Plan

Gena Torres, MPO staff, started off by introducing an item, Vision Zero's "The Future Will Not Be Like the Past" action tracks that may focus on combating infrastructural design flaws and reminded the Board that almost three years ago the Board took the leadership to bring the national movement of Vision Zero to our community.

Paula Flores, MPO Consultant, gave a summary on the issue of managing speed on Hillsborough’s high-injury network, the volume of work that has been accomplished over the last year, and the full report covers a lot of the background and takes an in-depth look at the elements that were covered. This is an important step to take in the furtherance of the Hillsborough MPO Vision Zero policy and in furtherance of the Hillsborough Complete Streets policy because the management of speed and high injuries affects quality of life, it affects how you get around, and it affects public health and safety and economic development in our communities. It is important also because Florida is the most dangerous state for pedestrians and bicyclists in recent history. On average, a person is dying on Hillsborough streets every other day, but we have become complacent because we see it on the news so often.

The action plan has one single goal, and that is to improve public health and safety by reducing road fatalities and serious injuries. The desired outcomes are many, such as improved safety experience, increased awareness of the dangers of speeding, to institutionalize good practices in road designs, et cetera, identify supportive policies, programs, and infrastructure, and of course they couldn't be successful without obtaining the cooperation and support of all the stakeholders.

So, the scope for the Hillsborough County Plan includes five tasks: Task 1, Stakeholder Improvement; Task 2, Speed Management Practices; Task 3, Corridor Prioritization; Task 4, Next30 High Injury Corridors; Task 5, Speed Management Action Plan. Ms. Flores reviewed each task using a PowerPoint presentation, emphasizing that speed takes a back seat with pedestrian fatality and serious injury risk, plus cone of vision. Cone of vision is reduced at higher speeds, so speed matters most. The speed management plan is data-driven. Most people travel five miles above the posted speed limit. If speed is not managed, you will not reach Vision Zero goals. Task 4 and Task 5 utilized a priority matrix for the next top 30 high-injury corridors.
The Safe Systems Approach to the application of safety countermeasures is a must to prevent fatal crashes from happening, which says they have to be proactive, not reactive. So, they must take a holistic view of the road system: the features, the contacts, the users, and connectivity needs of the system. Ms. Flores went over the "tool kit" in aggressive driving crash countermeasures.

As to the Actions and Implementation Strategy, Ms. Flores referred the Board to the in-depth report, giving a brief PowerPoint overview of the strategy: Speed setting, engineering and operations, education, policy and legislation, and plan evaluation calling for routine updates.

The recommendation is to approve the Speed Management Action Plan so that all of our partners can continue to address safety in Hillsborough County, thereby having a significant impact on saving lives.

Commissioner Overman thanked Ms. Flores for her presentation and proclaimed the reason she's sitting in the position she is in, as Ms. Torres actually suggested that our lives have been changed forever, is because she has been dealing with the impact of 19 years of trauma as a consequence of a speed event in Tampa. So the importance of this piece is so important, asking the question of how do we interface with the State legislatures when they tend to bring legislation to kill, for example, our beacons on Fletcher Avenue that help address this. There is a conflict here that they need to proactively address and asked if they have on the MPO agenda to meet with the legislatures regarding MPO priorities, and Vision Zero specifically, because this is a very important part of the work that they do locally.

Gena Torres responded that yesterday she was at the quarterly State Bike/Ped Coalition Safety Meeting and these topics legislatively are talked about there, recommendations are coming out of these groups, and they are trying to move some of the things forward, like the red light running cameras and automated speed enforcement, and thinks there was a request from the legislative delegation to give them some things to put on their platform. Beth Alden confirmed the MPO fall meeting of the Tampa Bay TMA Leadership Group is going to focus on legislative issues, and the MPO has invited a couple of their legislative delegation members, so they are working to confirm that.

Chairman Miller commented that, having served up there for a while, first and foremost, you don't need to talk to part of the legislative delegation, you need to talk to all of it. The difficult part is when they get into session and the session moves very, very quickly; it's 60 days, and some way, somehow you must contain it to reemphasize how important the information that you gave them is during that particular session. Now, that is the difficult part, because they are not going to be able to talk to every legislator or senator or representative;
they have to talk to their staff and emphasize to those staff members how important it is getting this information to them.

Melanie Williams also thanked Ms. Torres and Ms. Flores for their presentation of Vision Zero and commented and asked about safe people first and about the tactics for education and awareness in the plan, what they have in mind to educate people on that crosswalk on Fletcher Avenue or some others in that area. Ms. Williams agrees with the plan but opined that something must happen. She is just not sure how they get the attention as a fire engine would. Ms. Torres responded that Fletcher Avenue is a county road and that the county, working with DOT and the surrounding communities, has done a lot of education and explained the different things that were done in terms of education, stating the numbers are showing it is working, that fatalities and serious injuries have dropped.

Commissioner Kemp also thanked Ms. Flores for her work and emphasized one point, that when Ms. Flores did the list at the beginning of seven out of ten Florida cities have the highest crash and fatality rates, it's seven Florida cities out of ten cities in the nation. It is important for the MPO to recognize that. And after seeing her presentations, they know they're dangerous by design and probably a lot of that is speed, and that this is important and transformative work for them to do here. In terms of the State, she inquired, dealing with the strategic intermodal system, which is basically Tampa's interstates, by law are they designated 70 percent of the funding through the State of Florida each year. And Beth Alden responded there is a target investment. Secretary Gwynn stated they obviously have different pots of money. And with the strategic intermodal system money right now, the goal is 75 percent of that money is for capacity projects, and they're revisiting that right now.

Commissioner Kemp stated when they talk about the legislature, it's one of the things we have to ask and draw awareness for because as long as all this funding is directed at capacity, we're talking about lane expansion and making those roads bigger, rather than all of the arterial roads that we have that are so dangerous and so in need of our resources and believes that this priority is not well placed, especially in urban areas where the needs are so great, as seen on the map.

The third point Commissioner Kemp made is about the design manual, that there are the national design manuals but, also, they have a local Hillsborough County design manual that is being worked on at this time. It is extremely important, as there are a lot of design exceptions in there that have allowed the MPO, dictated by this manual, to continue down the path of poor design, poor roads, poor standards by the design exceptions, but also some of the dictates in that manual have continually led the MPO, specifically in Hillsborough County, under MPO control, to the kind of poor designs that cause fatalities and accidents. So as they are looking at this now and as
she’s been trying to get a handle on that, and mentioned Ms. Flores brought up land use, it is the land use people that deal with that in Hillsborough County, along with the traffic, and thinks it’s very important to somehow infuse all of this with their local design manual. Gena Torres responded there's some good news about Hillsborough County’s staff and their interest in this study, including Paula Flores’s input on the design manuals.

Councilman Dingfelder thanked Ms. Torres and Ms. Flores and had a question on the Next30 map as to at what point will the MPO be using the resources to address the city streets. Not just the City of Tampa but if they have issues in Temple Terrace or Plant City, they should be addressing those as well. Gena Torres responded that the City staff, for instance, has asked them to fund different studies, and that is what they will continue to do so they can identify recommendations. Councilman Dingfelder stated he wants to make sure that the cities are included in next opportunity in this type of detailed comprehensive look by the MPO. In the next opportunity from a funding perspective and the kind of in-depth look, he would like to see more city streets included.

Commissioner Smith commented on the slide that shows that 83 percent of crashes are at non-peak hours and that points to the conclusion that additional capacity does not make our roads safer, extra lanes do not make our streets safer. They might create other benefits but do not prima facia make our streets safer. The question she had was on "high crash is not necessarily our highest need" and asked Ms. Flores to explain.

Paula Flores stated Vision Zero is about reducing fatalities and serious injuries. When she went through the priority matrix process, simply just looking at the severity crash rates shouldn’t be the end-all; they have to consider how many schools they have around some of these major arterials; they have to consider the communities of concern. A lot of these major arterials go through very poor neighborhoods where many people do not have vehicles and rely on transit or have to walk or ride their bike. One of the factors that she has in there is transit routes, because if you have a transit route on some of these corridors, most likely you're going to have a significant amount of more pedestrian users within the corridor. So, you’re not just looking at crash rates but looking at all of these other community factors that also impact safety and exposure rates.

Joe Waggoner commented that back to the slide of people not obeying the rules, 60 percent of the incidents are happening at non-crossing locations on the roadway and 71 percent are due to aggressive driving-speeding, people not paying attention, and stated he didn't hear much about the enforcement side of the plan, which is a major component. Maybe in the future they can hear more about what they can do for enforcement.
Chairman Miller sought a motion to approve Vision Zero Speed Management Action Plan; Commissioner Smith so moved; it was seconded by Councilman Dingfelder. A roll-call vote was held, and it was unanimously adopted.

C. USF Fellowship Agreement Renewal

Meghan Betourney, MPO staff, announced this year the MPO is looking to sponsor a Graduate Student Fellowship from the University of South Florida. This year's selected student is Petina Elkott. She has a BS in Environmental Biology and a Minor in Anthropology from USF. We ask the Board to authorize the Executive Director to sign the agreement with USF for placement of this student fellow.

Chairman Miller sought a motion to approve the USF Fellowship Agreement Renewal; Commissioner Overman so moved; it was seconded by Commissioner Kemp. A roll-call vote was held, and it was unanimously adopted.

D. General Planning Consultant Contracts

Meghan Betourney, MPO staff, reminded the MPO they came there in April to ask for approval to go for negotiations with the following nine firms. The MPO Board authorized staff to negotiate contracts with the following nine top-ranked teams, which include prime and subconsultants. The following five firms are the ones that are in bold. Atkins, Fehr & Peers, HDR, Kittelson, and VHB are the ones they have completed the contract negotiations with. The contract scope follows the MPO Work Program, and consultant tasks are to be negotiated by work order, each with their own scope and products. They do ask for lump sum fees negotiated by task, with the maximum $300,000 per task. The contract duration is two base years, the maximum fees per consultant can be $2 million over the life of the contract, and the planning dollars available are $600,000 to $900,000 per year.

The recommended action is to approve the General Planning Consultant contracts with the following five firms and the sub -- Atkins, Fehr & Peers, HDR, Kittelson & Associates, and VHB -- and the contracts for the remaining four of the top-ranked teams be brought forward for the Board's consideration at the first available regular board meeting after agreements are reached.

Councilman Dingfelder brought up the issue that they are pushing really hard, especially on the pipes program, which is a multiple billion dollar program, to get minority and disadvantaged business numbers up out of the single digits and get them into the teens. As everybody knows in the City of Tampa, minorities represent anywhere from 15 to 30 percent of the population, so they're very motivated in the City to get those numbers up and get those numbers, at a minimum, up into the teens. Beth Alden explained their MPO, like all MPOs in the State of Florida, participate in a statewide program that promotes
disadvantaged enterprises, and they monitor expenditures every year. The last two years, their DBE utilization has been nine percent, eight percent respectfully, and stated they’d be very happy to push that and see if they can achieve double digits in their next year. Councilman Dingfelder followed up asking about consultants, that Beth Alden mentioned $600,000 total is the budget, but inquired about the engineering budget, asking, "How big is that? Does MPO have an engineering budget as well?" Beth Alden relayed that's it, that's the sum total of all the funds that they have available for professional consultants of any kind -- engineers, planners, public engagement professionals, mapping, the whole nine years.

Commissioner Kemp asked Ms. Alden if it also includes women, and Beth Alden responded the state designation of disadvantaged enterprises includes minority women-owned businesses.

Chairman Miller explained that minority-owned and disadvantaged businesses in the State of Florida are women, African-Americans, Hispanics, native Americans, Asian Americans, and relayed for the Board’s edification that in Hillsborough County minority groups are growing and that conversation needed to be had with them. They have guaranteed to Chairman Miller these numbers will change on how they are looking at utilizing minorities or aspects of the agency, so they have had that conversation and that is how minorities are broken down within State statute.

Chairman Miller sought a motion for approval of the General Planning Consultant Contracts; Commissioner Overman so moved; it was seconded by Commissioner Kemp. A roll-call vote was held, and it was unanimously adopted.

VII. STATUS REPORTS

A. Tampa Bay Next Update

Secretary Gwynn, FDOT Representative, stated they share the MPO commitment to reduce speeds and road hazards and listed some of their projects, including receiving $4 million from the central office to convert another eight corridors to all LED lighting. Two to three months ahead of schedule, later this week the third lane on I-275 through the State Road 60 interchange should be open in the southbound direction. Over the next two to three weeks, mid-August, they're hoping to have the third lane open from Pinellas into Hillsborough. Secretary Gwynn announced Governor Ron DeSantis recently announced $1.4 billion in funding for the Westshore interchange project, but one of biggest the challenges they will face is building this with live traffic.

Margaret Kubilins, SafeTRIP, went over the value of having a SafeTRIP and stated the Transportation Management Plan needs to be comprehensive. SafeTRIP includes four elements -- traffic management, regional demand, innovation, and public engagement -- and went into
depth with a PowerPoint presentation on each element. Ms. Kubilins went over the Taskforce Members and why they want to have their perspectives, because without them, they won't be able to develop a comprehensive plan. But then beyond that, they have smaller groups. They have met with two organizations, the I-4 Ultimate Team, to get their lessons learned in Orlando, and with Missouri DOT, and have already made adjustments from their lessons learned. They have meetings scheduled with I-66 up in Virginia and also are working on establishing a lessons learned with Wisconsin DOT.

She went over the Schedule and Next Steps. They started in 2020 and are moving forward to 2024.

Commissioner Overman asked in line with balancing safety with Vision Zero efforts, as well as projects they approved for the TIP over the next five years, that she'd like to get a report that on any projects on the TIP list that are utilizing either a toll process or an expressway type of process in its plan. They are going to have a managed lane workshop in October. If they have some perspective on how they balance safety and capacity, maybe more towards safety rather than capacity, they may be able to achieve the managed lane tolls. Commissioner Overman said she'd like to ask FDOT to come back to the next meeting to identify any projects currently in the cue on the TIP to identify any of those that are possibly going to use a toll feature for managing speed and the safety and additional capacity needs on those projects.

Margaret Kubilins replied she made a note of that and would get feedback from her partners in DOT. As far as the TIP goes, Ms. Kubilins expressed appreciation that they have three projects already started and in regard to instrumentation on the corridors that are adjacent to I-275 in order to manage any kind of crashes that are on the corridors as well as while they're under construction. So that is all about instrumentation, and it's adding the ability for them to help manage traffic and run it more efficiently.

Councilman Dingfelder agrees with Commissioner Overman about the toll issue but brought up, as it relates to the Traffic Management Plan Task Force, that he saw a lot of corporate government entities there but did not see neighborhood entities mentioned in their task force and asked what their plan is to reach out to the neighborhoods. Margaret Kubilins replied in the history that they have relayed in multiple conversations where they have identified specific champions within specific neighborhoods and have found the venue or the organization of the meetings is vitally important in order to hear the voices most accurately. As to the CAT, that he's exactly right, it is corporate, it is very strong in the organizations and very formalized in those organizations, and that is the right place for them to have those voices heard. They have a plan because they do have those networks established, and they'll reach out to them in the next six months.
Councilman Dingfelder followed up asking that maybe they should identify at least one or two people within each one of those organizations to disseminate that information to their organization so they know who is in their organization, and it's already set up so that when you have announcements, and that sort of thing, you can spread it out effectively.

Commissioner Smith supports everything Commissioner Overman and Councilman Dingfelder were saying but added that she'd like to make sure there is a public process as they determine how the managed lanes are going to be managed, adhering to the MPO mission of ensuring that disadvantaged communities are not negatively impacted by highway projects and mentioned she'd like to hear more on zipper merge in the future. Margaret Kubilins stated that the Board will hear more on the zipper merge.

Commissioner Kemp mentioned the Sun Rail done in Orlando, where CSX converted rail to a commuter system there, was done as a mitigation for the ultimate I-4 that they were doing parallel to it as is true here, going straight from USF to downtown, and was just wondering if somehow that could make its way into the scope of being looked at for this project. Secretary Gwynn stated that is actually part of it. In this case, they'd have to show that it would improve it through the corridor where they're wanting to keep traffic down. But most of that will probably be bus type of service as it is scheduled now. There were a few more questions of concern on traffic management by Commissioner Kemp and Councilman Dingfelder.

VIII. EXECUTIVE DIRECTOR’S REPORT

Beth Alden, MPO staff, let the Board know they're coming into a time of some uncertainty about meeting logistics. If the Governor does not extend the Executive Order which allows the Board to meet virtually, then their next board meeting on September 1st needs to have at least a quorum of their board members physically present in their room. So she'll be looking in that case to have nine board members who are willing to be physically present, even if the rest are participating virtually, and she'll be back in touch with the Board over the next month as this situation continues to evolve.

A. Independent Oversight Committee for the Transportation Sales Surtax, annual public hearing

They had scheduled on August 11th the Independent Oversight Committee for the Transportation Sales Surtax, but the oversight committee would prefer to meet virtually, so they have postponed the meeting and have not set a new date.

B. MPO Vision Zero Leadership Summit: Tuesday, September 22, 9:00 a.m. – noon, Julian B. Lane Riverfront Center & Virtual (replaces Policy Committee)
MPO Vision Zero Leadership Summit does not require an action, so the Board can do that entirely virtually, if they care to. If it is reasonable and safe for the Board to meet in person by the 22nd of September, the City of Tampa has provided the Julian B. Lane Riverfront Center, and again the Board can also consider it a hybrid approach. Beth Alden asked the Board to watch the MPO website for daily updates.

IX. OLD & NEW BUSINESS

There was no old business or new business.

IX. ADJOURNMENT

The MPO meeting was adjourned at 11:10 a.m.
Committee Reports

Meeting of the Citizens Advisory Committee (CAC) on August 12

Under Action items, the CAC approved and forwarded to the MPO Board:

✓ Resolution on Racial Discrimination, which was approved unanimously
✓ Transportation Improvement Program Roll-Forward Amendments (by a vote of 12 – 4)

The Tampa-Hillsborough Expressway Authority briefed the CAC on the Selmon Expressway Extension construction project as well as THEA’s safety improvement project and PD&E studies for the South Selmon Expressway and Whiting Street. Individual members had concerns about decorative lighting, traffic circulation, and the Selmon Greenway.

FDOT reported on the Tampa Bay Next - Westshore SafeTRIP initiative.

The CAC also discussed and passed a motion in support of HART’s feasibility study for the use of CSX corridors.

Meeting of the Bicycle/Pedestrian Advisory Committee (BPAC) on August 12

The BPAC heard status reports on TBNext Transition - Section 4 Aesthetics, Regional Trail Update: Westshore SafeTRIP

The committee also heard public comment from Mike Lamarca, who was involved in a bicycle crash on East Fletcher Ave.

Committee members also asked about future plans for Floribraska, and a new crosswalk on Rome Ave.

Meeting of the Technical Advisory Committee (TAC) on August 17

Under Action items, the TAC approved and forwarded to the MPO Board:

✓ Transportation Improvement Program Roll-Forward Amendments

The TAC heard status reports on HART Service Changes for 2021, ClearGuide Overview and TB Next Update: Westshore SafeTRIP program.

Meeting of the Livable Roadways Committee (LRC) on August 19

The LRC heard status reports on HART Service Changes for 2021, ClearGuide Overview, TBNext Transition-Section 7 Aesthetics and TB Next Update: Westshore SafeTRIP.

Meeting of the Transportation Disadvantaged Coordination Board (TDCB) on August 21

The TDCB selected a member and alternate to represent the Hillsborough TDCB at tri-county meetings. The TDCB also heard status reports on a Performance Evaluation of E-Scooter
Sharing in the City of Tampa, the Healthy Buddy Program administered through USF, and updates from the Sunshine Line.
Virtual 3rd Annual Gulf Coast Safe Streets Summit 2020
Safe Roads for All Modes
Hosted by the Sarasota/Manatee MPO

Call for Presentations Now Open!

The Gulf Coast Safe Streets Summit presentation portal is live! Traditional and COVID-19 related presentation proposals are due by September 18, 2020, 11:59PMET.

TOPICS: 6 E’s of Transportation

- Education
- Engagement
- Equity
- Engineering
- Enforcement
- Evaluation

Although GCSSS has identified the topics above as a means to structure the agenda for the 2020 Summit, we are accepting traditional and COVID-19 related proposals.
Gulf Coast Safe Street Summit is going Virtual!
Early Bird Registration Opens September 28, 2020

As a safety measure against the spread of COVID-19 and with concern for the safety of our members, attendees and staff, the Sarasota/Manatee MPO has decided to move the 3rd Annual Gulf Coast Safe Streets Summit 2020 to a virtual event. This educational event focuses on how to design and implement safe and equitable transportation facilities for all modes.

We are excited to offer you the same vibrant programming, impactful networking, and opportunities to reflect and connect over the emerging and salient topics affecting the safe streets community. The virtual conference will include our regular offerings and opportunities for engagement, including various professional development credits, breakouts, keynote, and space to connect with colleagues, federal partners, and sponsors. We look forward to having you join us for this fully online event on November 19.