Virtual Meeting of the Citizens Advisory Committee
Wednesday, September 9, 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
Public comments are welcome, and may be given at this virtual meeting by logging into the website above and clicking the “raise hand” button. Staff will unmute you when the chair recognizes you. Comments may also be phoned in during the meeting by dialing 813-273-3774 ext. 600.

IV. Members’ Interests

V. Approval of Meeting Summary August 12

VI. Action Items

A. Reevaluation of Transit Asset Management, Pavement & Bridge, and System Performance Targets (Johnny Wong, MPO Staff) 9:35

B. Transportation Improvement Program Amendment (Vishaka Shiva Raman, MPO staff) 10:00

VII. Status Reports

A. HART Service Changes for 2021 (Chris Cochran, HART) 10:20

B. Westshore Blvd Complete Street (Bob Campbell, Hillsborough County) 10:50

VIII. Unfinished & New Business

A. Follow-up from August 12 CAC Meeting 11:15
IX. Adjournment

X. Addendum

A. MPO Meeting Summary & Committee Report
B. Vision Zero Corridor Studies Survey
C. South Selmon Expressway PD&E Study Public Meeting - Sept. 10
D. FDOT Freight Mobility and Trade Plan Update
E. Article: Environmental Racism and the Coronavirus Pandemic
F. Virtual 3rd Annual Gulf Coast Safe Streets Summit 2020

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

Bill Roberts called the virtual meeting to order at 9:01 a.m. After roll call by the Clerk, there was a quorum virtually present of 13 board members.

Virtual Members present: Bill Roberts, Ricardo Fernandez, Hoyt Prindle, III, Steven Hollenkamp, David Bailey, Rick Richmond, Terrance Trott, Camilo Soto, Edward Mierzejewski, Christine Acosta, Vivienne Handy, Cliff Reiss, Luciano Prida, Nicole Rice, Amy Espinosa, Barbara Kennedy Gibson, Don Skelton, Jr.

Members excused: Artie Fryer, Nancy Castellano, Cheryl Thole, Sky White

Others virtually present: Rich Clarendon, Beth Alden, Anna Quinones, Margaret Kubilins, Justin Hall, Roger Roscoe, Sandi Bredahl, Slaoisi Fine, Vishaka Raman, Cheryl Wilkening, Edward McKinney, Michael Rempfer, Chris Vela, and Debbie Guest

Chair Roberts announced Dayna Lazarus is no longer on the committee anymore, thanked her for her service, and stated that she is now working with the MPO.

II. CHAIRMAN'S REQUEST

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

III. PUBLIC COMMENT

Chris Vela, Ybor City 33605, commented on VI(A) and stated he posted online some recommendations, that the biggest problem that has been seen is that everybody freaks out when the highways or interstate system projects are tied into local road projects. If they don't support the TIP with the interstate in it, they cannot support constituents that are close to
the highway system and recommended that the CAC separate any SIS projects, those that contain interstate projects, away from the separate road projects. That way there is a clear decision, because, as the CAC knows and as is stated in their resolution, highways hurt communities of black and brown and other minorities.

The second issue Mr. Vela discussed is they have to remove any type of negative racist structures in the community and stated, as an example, at the gates of the City of Tampa, the Columbus statute. It was stated they need to look at not only Vision Zero to reduce environmental impacts but also to identify things that hurt culture and diversity in the neighborhood. Mr. Vela's last comment was on CSX. Regarding that, one of the biggest problems he sees is no countywide commissioner goes to East Tampa to talk about it. Everybody is all about having the fancy trains and having a number of stops, but there's no discussion in East Tampa or Ybor City, for that matter, about land use.

IV. MEMBERS' INTERESTS

Ed Mierzejewski mentioned that the last two weeks he's been participating in the virtual ITE annual meeting and brought forward a session he thought was extremely relevant, which is the next item on the agenda. He called everyone's attention to the City of Portland, which has created a Racial Equity Plan. Every one of their city departments has a component in it. Secondly, the City of New Orleans has a plan called Moving New Orleans, The Road to Equitable Transportation. He pointed those out as being worth having staff look at to maybe apply to Hillsborough County.

Christina Acosta brought up that there are several roads that are under interoperability agreements between the County and City, and there seems to be a disagreement as to who ultimately has decision power over Bayshore or Bay to Bay. It is her understanding, from sources at the City, that the legal interpretation is not clear for citizens and requested that someone from the MPO do an inquiry so the CAC may understand who owns what and to whom citizens should make an appeal if they want improvement or different use or to ask questions. Rich Clarendon stated that they can.

David Bailey expressed that about a year or two ago there was an SIS study on the TIP but then it was removed off the TIP, and it was supposed to be done on Balm Road and 301 out in Riverview. He inquired on how they would go about getting it
back on the TIP. It's still a two-lane road, the high school will be opening up this year, and something should be done, a study, so that they can possibly get that road widened. He asked for some guidance on how to go about getting that accomplished. Chair Roberts clarified Mr. Bailey's request, stating Mr. Bailey would like staff to coordinate and bring forth an explanation of how they can get that project back onto the TIP or some priority funding, and Mr. Bailey agreed.

Chair Roberts brought forth that in the meeting with the MPO and the recommendations the CAC made, there were several recommendations in the TIP that had to do with various sections of the interstate. The two that seemed to draw the attention of the MPO Board members was the reconstruction of the interchange and particularly the widening or the improvements of I-275 north of the interchange all the way up to Bearss Avenue. Chair Roberts asked for an agenda item on the next CAC meeting to further explore these because there was some seeming confusion at the MPO area, and Secretary Gwen made a very good, succinct explanation of what those were. And because they were recommendations made by the CAC to the MPO, Chair Roberts would like to revisit this discussion and be sure they have clarity on it at the next meeting.

V. APPROVAL OF MINUTES

There being no corrections or discussion on the Approval of Meeting Summaries (June 10th meeting, June 23rd subcommittee and July 15th workshop), the Chair sought a motion to approve the summaries as submitted, Rick Richmond so moved, Cliff Reiss seconded, and the motion carried unanimously with 15 ayes and 0 nays by those virtually present.

VI. ACTION ITEMS

A. Resolution on Racial Discrimination

Hoyt Prindle, CAC Subcommittee Chairman on Racial Discrimination, informed the CAC that the subcommittee met and worked out the language at a public meeting, with at least one member of the public participating, going line by line, word by word, trying to come up with language they thought was appropriate for the scope of the resolution in this particular instance. Mr. Prindle presented the resolution to the CAC and asked that the committee vote in full to approve the resolution as drafted and as approved by the subcommittee. Mr. Prindle also noted, in regards Mr. Vela's comments, that Mr. Vela raised some valid
Chair Roberts sought a motion to accept the draft resolution from the Subcommittee, Hoyt Prindle so moved, and David Bailey seconded. The following discussion ensued.

DISCUSSION: Nicole Rice stated a concern that this resolution could apply to any committee for anything, with the word "transit" inserted, and understands it's a draft resolution but it doesn't actually talk about economic injustice and how they apply money to funding for projects or what priorities are given in regards to where people live. Ms. Rice thinks that is the crux of the issue, that the investments and things they do in regards to transportation always comes down to the money, and the draft resolution doesn't address this at all. Ms. Rice has no issue with it as a natural resolution but that it seems very disconnected from the actual greater issue, which is economic problems that cause social injustice.

Cliff Reiss noted there is a double use of the words "of transportation" and "all modes of transportation" and suggested the words "of transportation" be deleted. Chair Roberts clarified that Mr. Reiss was suggesting the removal of the words "of transportation" and asked Mr. Prindle to respond. Mr. Prindle stated he thought they fixed the redundancy and has no objection to fixing what amounts to a typo.

Ed Mierzejewski announced that he is definitely supporting this but had two minor concerns. There's a paragraph that says: "Racial discrimination has been evident in transportation planning and transportation planning must change," but not all of the things that are cited are the result of transportation planning, particularly that requiring African-Americans to sit in the back of the bus was not an MPO decision and suggested to change that to say "transportation decision-making and that that system must change." Also, when it discusses I-275 and I-4, "these projects were used to divide American communities," he's suggesting changing the wording from "used to divide" to "resulted in."

Hoyt Prindle responded briefly that with regards to I-275 and I-4, that was something added in at the committee and discussed, as it is relatively known at this point that freeways were put in place to box in minority communities and separate them from white or more affluent areas. That is specifically why that
language is used there. Going back to the issue of planning, the general thought there was by not addressing it, it would have an oppositional effect amounting to racial discrimination in some instances, not that anyone was actively trying in the last 10 to 20 years to discriminate against minorities. Again, Nicole Rice asked if they could work it in somewhere that the policies led to lack of economic opportunity and true community development.

As a living document, Nicole Rice made a motion to approve the resolution in which Chair Roberts stated there is a motion on the floor to approve the resolution as drafted and asked the CAC if there's any objection to a friendly amendment to clean up the typo in the "Whereas" clause which removes "of transportation." Hearing no objection, the typo change was included in the motion without amendment.

Chair Roberts commented "Whereas" clauses tend to drift away from transportation issues. Admittedly, economic and cultural factors weigh in on transportation, and they need to realize that the committee's focus is on transportation issues and their recommendations to the MPO need to focus as much as possible on transportation-related issues.

Chair Roberts sought a motion to accept the draft resolution from the subcommittee as presented with one friendly amendment to remove the words “of transportation” in the “Whereas” clause. Hoyt Prindle so moved, David Bailey seconded, and the motion carried unanimously with 16 ayes and 0 nays by those virtually present.

B. Transportation Improvement Program Roll-Forward Amendment

Vishaka Shiva Raman, MPO staff, presented a PowerPoint and went over the TIP Roll-Forward Amendment that they do every year, emphasizing the TIP is their annual document and they keep it as a list of regionally significant transportation projects within the metropolitan area of Hillsborough County. The Roll-Forward Amendment comes after the TIP is adopted and is a process by which the budget for unopened and uncommitted project phases in the adopted work program is requested to be moved forward to the new fiscal year. Ms. Raman went over the TIP Roll-Forward Funding Summary for 2020/2021 through 2024/2025 and the Sample Comparative Report with Adopted Project and Amendment Project.

Recommended action is approval of the Roll-Forward Amendment to the adopted TIP for fiscal year 2020-2021 through fiscal year 2024-2025 and to recommend to the MPO Board for approval.
Ricardo Fernandez mentioned that with his schedule, he hasn't had time to inquire into all aspects of this issue and asked if there's a timeline on this action item today or could it be put forward 30 days to allow a little bit more time to review. Vishaka Raman thought it had to be done by September but deferred to Rich Clarendon, who stated ordinarily they might be able to push this off but the new TIP goes into effect on October 1st, emphasizing the problem is that the MPO meeting after the CAC September meeting is not until October 14th. That pushes them beyond the start date for the fiscal year, so these projects would be in abeyance until that point.

Further, Rich Clarendon stated that he believes the MPO meeting for October 14th is planned as a workshop to focus on managed lanes, which is also going to be coming to the CAC for the October meeting as well, so the MPO may not have the opportunity to consider action items and that recommended action being taken on it today is preferable. Rich Clarendon mentioned that they can review the individual projects. If there are any questions, they do have DOT representatives able to answer them.

Sarah McKinley stated they were requested by FDOT to have this process by September 30th, and that also includes a couple of weeks to send this back to the feds for their final review as well and, if they could stay on that timeline as much as possible, it would be for the best.

Luciano Prida inquired that as a roll-forward, have these been approved in the past, to which Ms. Raman responded, yes, as Rich stated, most of these projects were a priority. Chair Roberts asked Ms. Raman to clarify that what they're rolling forward are the projects and the amounts of money associated with each of those projects that were unexpended in the previous fiscal year, and Ms. Raman responded yes.

Steven Hollenkamp asked about the column on the far right, Amendment Cost Change, if that's really the additional funding that they're approving for these projects, to which Ms. Raman clarified, no, the Amended Total, the blue column near the Description, is where the funds have changed, and the Amendment Cost Change is where the effect has come. If the project was not there when the TIP was approved, it says "Non-applicable." Ms. Raman also explained that, in effect, after the adoption of the entire TIP project, the total cost is only changing the TIP by one percent, except the new $55 million project with the Port.
Chair Roberts let the CAC know the Port representatives are very happy to get this grant and certainly want to move forward now that it is available.

Chair Roberts sought a motion to approve the recommendation from Staff for the Transportation Improvement Roll-Forward Amendments, Steven Hollenkamp so moved, Edward Mierzejewski seconded, and the motion carried with 12 ayes and 4 nays by those virtually present.

VII. STATUS REPORTS

A. Expressway Project Update

Anna Quinones, Tampa-Hillsborough Expressway Authority Planning Manager, gave an update on the current ongoing projects and began with the current construction projects that are underway. The largest right now is the Selmon West Extension. At this point they are over 75 percent complete with this project, with the current expected opening time frame in mid-2021. She then presented slides on the project and the numbers going into it. Two clarifications were given: REL means reversible express lanes, running east from downtown to I-75, and the project limits for the Selmon West Extension phase is from Gandy Bridge to the Dale Mabry/Gandy interchange with the Selmon Expressway and runs through the median of Gandy, from the bridge to the Dale Mabry/Gandy interchange.

Next, Ms. Quinones went over another project underway, the South Selmon Safety Project. The safety project will enhance drivers' safety by constructing a concrete barrier wall in the median of the expressway between Hillsborough River and Himes Avenue, which is basically where the extension begins, to help prevent crossover crashes.

Ms. Quinones proceeded to present a PowerPoint on the ongoing THEA PD&E studies; PD&E meaning project development and environment studies. It's basically a study that happens before a project can really begin, before design, so that you can evaluate different alternatives for a project. It also meets local and federal requirements, as well, but they are not doing federal. The PowerPoint also covered the schedule and the upcoming outreach. The studies presented were The Whiting Street PD&E Study that includes enhancing safety and traffic flow, and its schedule was presented. The Selmon East PD&E study was presented, the first phase in a three-phase project, to improve capacity, safety, and operations from downtown to I-75, and its schedule was presented. The Nebraska Avenue PD&E
study will look at a small but significant section of Nebraska Avenue to evaluate operational improvement alternatives between Kennedy and Cass to improve traffic flow and efficiency, and it doesn't have a full schedule yet.

Next, Ms. Quinones went over several of the community enhancement projects, showing slides on the completed Morrison Gateway Project, which is an underpass improvement. Lastly, the Selmon Greenway enhancements update was briefly presented, including the pathways and pocket parks.

Nicole Rice first asked about the CSX tracks that are being removed, if it's the pole-in or flow-thru area, to which Ms. Quinones replied that it's the whole spur. Chair Roberts clarified that it's the spur feeding the flour mill but, to clarify, from start to finish. And it was noted that it was from Twiggs down to Cumberland that currently is only used to service the mill. Nicole Rice shared, from a community perspective, discussions that she has had with individuals, stating that they will no longer take the Gandy Bridge over to St. Petersburg and the effect of this on the community. The visibility while driving is spatially confusing to the eye due to the size of the pillars, which is like an aqueduct system. Now there is no turn-in to get in and out of businesses, and the businesses are no longer visible. So when Ms. Quinones was referring to the lighting system, the LEDs that can actually change tones, Ms. Rice asked if they are placing the colored lights underneath the bridge where drivers are coming through or if it's simply for the bridge or the top portion. Ms. Quinones replied that there are plans for the piers to be upward lit, to which Ms. Rice expressed her concerns about visibility. Ms. Quinones said she would relay those concerns back to the team.

Vivienne Handy also agreed with Nicole Rice about potential distractions with the lighting but has an issue with aesthetic lighting across the board as a waste of tax dollars and also energy, it adds to light pollution, localized environmental impacts, and overall requires more energy consumption. Ms. Quinones stated that they are a toll authority, so they don't operate off of tax dollars, but she commented that light pollution is valid concern and she will bring it up to the team.

Christine Acosta ran through several points, picking up where Nicole left off in terms of present day Gandy, stating she has been watching and requesting that THEA look before and during construction and even plan to build facilities that would make Gandy more walkable and bikeable. None of that was heeded, so
the construction process has been very, very damaging on the surface level where people are still forced, in a lot of cases, especially on the commercial corridor, to walk and bike to work and to get groceries, also noting that the project got a lot of support from small business, with the premise for supporting this project and its enormous disruption that Gandy was to be relieved of all the pass-thru traffic and that they could make Gandy much more neighborhood-like. Ms. Acosta stated for the record that relative to the downtown THEA projects, Meridian remains high speed relative to being a border of the very bustling, emerging community of the channel district and the water district.

Ms. Acosta proceeded to ask what the coordination is after construction to make sure that Gandy Boulevard is improved in all the ways it was predicted to be and promised to be after they vacate the space, and specifically the numbers. Ms. Quinones responded that Gandy is also an FDOT road, so they would need to work with them to make Gandy itself more walkable and bikeable; however, they are improving a part next to the bridge where the divide-up begins, and there is a city trail over there. As far as getting numbers to show improvement on Gandy, it will take a little bit of time to show. Any information, study, or traffic analysis they do, they will share. As far as Meridian goes, they've had a couple of meetings with Paula Flores and Gena Torres in making Meridian safer, and GEC is doing a safety audit as well.

Chair Roberts reiterated Christine's request to have an update on the status of the coordination with FDOT to make Gandy more walker, biker, and traffic friendly. That was a huge selling point for the community, and the committee has a responsibility to follow-up. Ms. Quinones put a star by that request.

Luciano Prida stated in regards to CSX, he wants to make sure the flow-thru doesn't ever get cut off, as he represents business interests and that it's very important going forward. Mr. Prida fully supports light rail and connectivity, especially with the extension that they are talking about from the trolley car up to Palm Avenue and has always felt the CSX Line was a critical piece because it actually connects all the way to Oldsmar and all the way around to USF, so you can actually connect the community.

Ricardo Fernandez made pointed comments on the Gandy spur, emphasizing as he's looking at the picture on the screen, it's an atrocity, and doesn't understand how the communities laid
down to accept this project. Mr. Fernandez proceeded to ask a
couple of questions regarding the PD&E studies, the South Selmon
and the East Selmon. They're calling them capacity projects,
which means that somewhere in a boardroom with THEA, they have
already decided they want to add lanes to this and now they
require studies to support it. He wants to understand what the
issues are currently facing them that cause THEA to believe that
they need to slap more lanes on these sections of the Selmon,
number one. Number two, this committee has recommended traffic
counts be done to determine and make some prognostication as to
what the likely demands are in the post-COVID environment with
people presumably working from home, and he asked if there are
any issues of that sort being discussed. And, if so, are there
any actions being taken to address the potential needs and
demands relative to our work-at-home paradigm shift.

Ms. Quinones told Mr. Fernandez to join them for their
September webinar for the South Selmon PD&E and cannot currently
speak to how they are incorporating numbers. As far as the work
from home or the change in traffic, she doesn't know enough
about that yet and will have to talk to some people about that.
Chair Roberts asked Ms. Quinones to get an answer to
Mr. Fernandez's question, particularly regarding the impact of
the work from home and traffic flows, it would be of interest to
the Committee.

Christine Acosta followed up on Rick Fernandez's comment of
how the communities kind of laid down to accept this project,
emphasizing much of it was hinged on the promise of beautifying
Gandy at the surface level and making it more friendlier for
small businesses. Understanding Ms. Quinones's reply, it takes
cross-coordination. Ms. Acosta went on the record saying that
THEA should be a leader in this effort and wants it on the
record that there were a lot of promises and a lot of visionary
talk of what would be behind this project in terms of Gandy. As
to the Selmon Greenway, Ms. Acosta urged the Committee to get on
the ground and walk through it. Although there are suggested
improvements, she wants the Committee to recognize that
bicyclists and commuters don't use this unless it's children
with parents, one block at a time. Commuters are not going to
be on this. There's a lot of stuff that needs to change and she
wants the Committee to hear her interpretation of what the
greenway is.

David Bailey asked when the flour mill is supposed to vacate
and open the area up, to which Ms. Quinones stated she needs to
double-check to see if that time frame has changed and that 2022
was supposed to be the latest. Mr. Bailey followed up by asking what's going to replace the flour mill. Ms. Quinones replied a combination of things. They will be joining Whiting and Washington to the rest of downtown, and then there will be development happening like on the blocks, basically, emphasizing they are doing the road, not the development.

Terrance Trott noted as to the south portion, the diagram showed the median and asked if any trees are to be removed from that area and replaced somewhere else. Ms. Quinones stated that all of the grass is being taken out as they decided a concrete barrier is the safest way to go and that there were no trees previously in the median. Mr. Trott made a general comment that as to the greenway, there has been a lot of progress over the years and, although it's not perfect, it is improving, but there is room for more improvement and looks for that continuing. Ms. Quinones stated it's not the best for bicyclists, but they do want to connect the greenway to some of the other networks they have down there.

B. Tampa Bay Next Update: Westshore SafeTRIP

Margaret Kubilins, FDOT Representative, began by emphasizing that transportation influences our quality of life, including safety, mobility, health, and economic vitality. Last fall, Governor DeSantis announced $1.4 billion in funding for the Westshore Interchange project. It covers from the Howard Frankland Bridge all the way east over to the Hillsborough River, and then there is that stem that goes north up towards the Veterans Expressway. They expect “shovels in the ground” by 2024.

Ms. Kubilins commented that there are a lot of construction constraints with SafeTRIP, including current bottlenecks throughout project area, major construction activities during multiple phases, and prolonged constrained capacity. The 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 program is broken into four elements: Traffic management, regional demand, innovation, and public engagement. FDOT is spending a lot of time on the goals. In the spring, FDOT had brought together several partners and a lot of contributors, and they established what their vision is. 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 went over the traffic management slide, noting what they don't see on the map is that they have a bicycle map they are evaluating, and right now the focus is the arterial management program that is highlighted, with an on-system and off-system, and a lot of that is about instrumentation; e.g., how can they use technology to enhance mobility throughout the region much more aggressively than they have before. One way they have been doing implementation is they have been using signal timing for speed management and have reduced cycle lengths during off-peak periods. So, pedestrians just trying to cross the street are being served on a more frequent basis, and their wait at each corner has gone down.

With the regional demand management slide, they are looking at transit, micro-mobility, and bicycle route choices.

Innovation/smart work zones are creating a safer environment, focusing on two elements, speed harmonization and zipper merge, looking at using smart work zones in order to create an environment that's going to be much more effective in managing the traffic along those work zones. Speed harmonization, in order to enhance safety, is really encouraging drivers to go through the work zone in a smoother fashion, so that everyone is driving about the same speed. Zipper merge, using the link, shows a presentation of the zipper merge.

Public engagement includes Florida Traffic Info 511 and a website that can be reached, as they will be under construction for at least six years. There's also a Community Advisory Task Force. Within that task force there are multiple organizations and agencies that are represented, with continued additional public engagement and establishing themselves to handle public hearings in the virtual networks.

Lessons Learned and Best Practices was briefly discussed, going over the different completed roadway projects in other cities and states they have reached out to.

The last slide was about the schedule. They are in the process of establishing the SafeTRIP program, and it's still in the early stages. They are refining goals as well as performance metrics. They expect to have a completed program
Steven Hollenkamp commented that they hear a lot from FDOT that this is going to reduce congestion and reduce drive times. By 2040 it's going to be faster to go from St. Pete to Plant City than it is today. When you look historically at road projects over the last 50 years, you don't see any evidence of that ever occurring. A lot of people think it's because of induced demand. And as a traffic engineer working for FDOT, he asked if she would shed light on induced demand, especially on a large project like this. Ms. Kubilins agreed with Mr. Hollenkamp that there's just been getting people there faster and she would need to dissect this more. When Mr. Hollenkamp mentioned about getting from Point A to Point B faster, she may have pushed that concept sort of off the table a little bit more and is going to have to apologize if she misstates anything but, from her perspective, she's been pushing the organization to look at a planning time index more than a travel time, specifically during peak hours. She further stated that she understands the concept of induced demand from a regional perspective. It's a challenge. It's complex. It is land use induced.

Steven Hollenkamp explained his concern that FDOT does not communicate the complexity of induced demand and the fact that more lanes don't necessarily mean less driving time to the public, that it puts more cars on the roads but doesn't reduce drive times. Ms. Kubilins replied that she doesn't know whose responsibility it is to educate the public. But a key phrase she's been pushing for is choice, in the Tampa Bay area, to have quality transportation choices.

Ricardo Fernandez inquired as to what happens between 2020 and 2024 as it pertains to Westshore, asking between now and 2024, when shovels start, is there something happening preliminarily to the construction beginning in four years. Chair Roberts clarified, asking will there be a traffic disruption between now and 2024. Ms. Kubilins responded that what is going on currently relative to the interchange is all of the contract documentation and concepts. They are evaluating a concept of
the maintenance of traffic or temporary traffic control for all the construction, and they are looking at pinch points, looking at how anything during construction might have an impact on the local area network, and how are they going to facilitate anyone that is going to divert from the interchange, including how are they going to be using the local area network and giving them a choice.

Ricardo Fernandez gave a brief overview of his very informative talks with MDOT in 2017 when making a trip that FDOT facilitated to see how Missouri planned before a major roadway project, emphasizing they had transit in place before a shutdown of roads. Mr. Fernandez inquired as to any discussion between FDOT and HART that he may not be familiar with in regards to pumping more money into the local transit systems, a bus service, and other scenarios where people will be given mobility choices over the course of the next four years, so, when or if the construction project begins, they will actually have something they can utilize other than their bike or their feet to get where it is they need to go. As part of the planning process, it might be a good thing to do what the DOT in Missouri did and build out some type of transit system that makes sense, so people have multimodal choices before this disruption occurs. Mr. Fernandez then asked if there's any thought of funneling money in that direction to assist in that regard. Ms. Kubilins answered absolutely, that FDOT is not going to be able to do everything and they will rely on some of the other partner agencies and organizations, explaining that they've been talking with HART and funding is on the top of the list as well.

Christine Acosta asked about a term she had not heard of before, urban design or urban build-out model, and Ms. Kubilins explained that from her perspective, when it comes to the urban element, it is all about the quality of the facility. Earlier this week, Ms. Kubilins had a conversation about what the downtown partnership has in mind, talking about what it's like to travel underneath these viaducts. Ms. Acosta stated that it's all about making sure that the urban grid is restored. One of the best things about what is happening where the flour mill is located is that they are finally able to reclaim some of the grid of the network by bringing those streets from the east side over near Channelside, all the way through and underneath the Selmon Expressway, and back into the downtown grid. One of the reasons that corridor, Meridian, doesn't function well is because it doesn't have any grid. She went on to explain more about the urban element.
VIII. UNFINISHED & NEW BUSINESS

B. HART CSX Feasibility Study

Chair Roberts announced at the most recent meeting of the HART Board, they authorized either the establishment or continuation of a feasibility study for the CSX Lines. That process is moving forward, they have a budget of $120,000 and they would like to see if this committee has any interest in going on record in recommending support for this feasibility study since it somewhat originated with the CAC group. Edward Mierzejewski stated that he would recommend they go on the record supporting that. There are huge potentials for using the CSX corridor for any number of transportation options. Christine Acosta seconded, if it's a motion. Chair Roberts asked Mr. Mierzejewski if he could accept his comment as a motion supporting the feasibility study by HART, to which Mr. Mierzejewski replied yes.

The Chair sought a motion to approve supporting the feasibility study by HART, Edward Mierzejewski so moved, Christine Acosta seconded, and the motion carried unanimously with 16 ayes and 0 nays by those virtually present.

UNFINISHED BUSINESS: Nicole Rice asked if it was possible to bring forward a motion as to the resolution letter on racial discrimination and to add in the language or to revisit it at the next meeting that the CAC supports the MPO prioritizing funding to disenfranchised neighborhoods. Chair Roberts clarified that it would be a motion to either add language to or at least recommend to the MPO, regarding our resolution on racial discrimination, to prioritize funding to disenfranchised neighborhoods. Ms. Rice concurred, and Chair Roberts accepted the motion. Amy Espinosa said she would second it. Then Chair Roberts suggested, with Ms. Rice's consent, that this be a recommendation rather than an addition to the resolution that has already been passed and debated. Nicole Rice asked that that language be in the last paragraph of the resolution.

Chair Roberts inquired as to whether this is acceptable, and David Bailey explained that they spoke about all of those things in the committee, but they were trying to keep the one idea in mind and that, as a living document, to maybe add onto it down the road. Mr. Bailey relayed that he understands Ms. Rice’s point, but they came to an understanding of the document the way that it is and then maybe down the road they can add on additional things. They wanted to stay on task with this particular document, since it is the first document, and that is
why it is not in there. Nicole Rice further commented that ultimately the role of the MPO is to determine the priority of funding, so when they don't address that in the letter, it doesn't bring as much to the table to actually help who they are trying to speak for in this letter. She does feel it is important and maybe they can table it, especially since that language is very simple, but perhaps encourage the MPO to prioritize funding to disenfranchised neighborhoods. David Bailey suggested the best thing is to probably table it.

Christine Acosta chimed in that she appreciates where Ms. Rice is coming from but would like it to be phrased as a recommendation, stating that when they had their committee meeting, they had the benefit of other MPO members participating in the dialogue who were able to cite pre-existing commitments and favor being placed on policies and expenditures that are intended for communities of concern and worked their way through to keep it as concise as possible. If Ms. Rice is okay with it, she would prefer the Chair's idea of having Ms. Rice's language as a recommendation from our Committee. Rick Fernandez thanked Ms. Rice for her comments and suggested, with regards to the language and definition of the language, that he has a problem with using the term "disenfranchised community" because that can mean a lot of things to a lot of different people and it should be more specific and defined when relooked at down the road. Amy Espinosa commented that she supports Ms. Rice's motion and agrees the language needs to be revisited but does have an issue with some of the language.

Ms. Rice stated she would take her motion off the floor in regards to the language but does want to make a motion for a recommendation to revisit the language in their document, because the document is something that when the public sees it, they need to be aware that it is a part of the mission. So, if they could be sure to table it, that that is a possible recommendation.

Chair Roberts concurred that what Ms. Rice is trying to achieve would be best accomplished by tabling her motion and to discuss it at their next meeting. Then the CAC can bring it before the MPO once they satisfy the language, to which Nicole Rice stated, yes, it does need to be crafted properly, but the implication that people who read this would understand that that is part of the mission she thinks is making assumptions. We need to make a public statement that informs people that that is part of the motion of the MPO. Chair Roberts sought a motion, and Christine Acosta stated she would table the motion but added
since Ms. Rice already gave a lot of quality thought to exactly what the phrasing is that she is suggesting, that they make a note of that for their next discussion on the resolution.

The Chair sought a motion to table the motion made by Nicole Rice to the next meeting, Christine Acosta so moved, and Cliff Reiss seconded, and the motion carried unanimously with 16 ayes and 0 nays by those virtually present.

B. TBARTA CAC report

Rick Richmond announced that the last meeting was June 17th and congratulated Chair Roberts on being elected as the Chair of TBARTA.

At the last meeting they received a report or small data on innovative transit technologies. The second item was an update on the regional rapid transit. There are three alternatives that they are passing. There are Options 1, 3, and 5. Those are available on the TBARTA website. That is a study that goes to the environmental phase, with a completion of 30 percent plans that would run through the end of this year.

The next meeting is August 19th. TBARTA had its funding removed during the DeSantis budget, $1.5 million for next year, so it will be interesting to see how that plays out in the upcoming budget year or if it gets reinstated. Nicole Rice stated her opinion that TBARTA and CAC sometimes are in conflict on some of the issues, asking if it’s possible to get the agenda out to the CAC, to which Rick Richmond stated he would ask TBARTA to add the CAC members to the distribution list.

C. Managed Lanes Workshop on October 13th at 5:00 p.m.

Chair Roberts announced there's a managed lanes workshop coming up in October.

D. Next Regular Monthly CAC meeting – September 9th, at 9:00 a.m.

Chair Roberts announced the next CAC meeting is September 9th at 9:00 a.m.

UNFINISHED BUSINESS: Rich Clarendon asked for a point of clarification going back to the motion that was tabled, asking if they want to continue to discuss the resolution before they take it forward to the MPO Board. Chair Roberts and Nicole Rice concurred with bringing it forward to the MPO Board but that the
CAC would subsequently add to their recommendation or make a supplemental recommendation.

Rich Clarendon took a moment to recognize the newest member, Don Skelton, Jr., appointed by the Port of Tampa Bay and approved by the MPO at their last meeting at the end of July. Mr. Skelton introduced himself and gave a brief resume.

Christine Acosta inquired that when they did the TIP approval and talked a little bit about the Laurel Street roundabout that has been approved for downtown Tampa, that they did that with a caveat that a request be made of the City of Tampa to build out safety improvements, perhaps closing the slip lanes that are there, and the build-out for the roundabout is many years off at this point, and what happens next. Rich Clarendon relayed that was a recommendation that was made by the CAC and passed on to the MPO Board. They did hear the recommendation but does not believe they acted on it. Rich Clarendon will certainly inquire of City staff to see what the status of that project is or see if it is possible to do what was intended by that motion. Chair Roberts asked Rich Clarendon to put that item on the next agenda.

IX. ADJOURNMENT

The virtual CAC meeting was adjourned at 12:03 p.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

---

**Plan Hillsborough**
planhillsborough.org
planner@plancom.org
813 - 272 - 5940
601 E Kennedy Blvd
18th floor
Tampa, FL, 33602
- 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**

Recommend 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
# Hillsborough Dashboard

## MAP-21 Performance Targets
for federally required measures

### pavement

- ≥ 60% interstate pavement in good condition
- ≤ 5% interstate pavement in poor condition
- ≥ 40% non-interstate NHS pavement in good condition
- ≤ 5% non-interstate NHS pavement in poor condition

### bridges

- ≥ 50% NHS bridges in good condition by deck area
- ≤ 10% NHS bridges in poor condition by deck area

### transit assets

- ≤ 22% rolling stock (buses & vans) meeting or exceeding useful life benchmark
- ≤ 19% equipment (support vehicles) meeting or exceeding useful life benchmark
- 0% rail fixed guideway track with performance restrictions
- ≤ 10% passenger & parking facilities rated below 3 on term scale
- 0% administrative & maintenance facilities rated on term scale
- 0% Infrastructure segments with performance restrictions

### travel time reliability

- ≥ 75% interstate NHS network with a level of travel time reliability < 1.50
- ≥ 50% non-interstate NHS network with a level of travel time reliability < 1.50
- ≤ 2.00 truck travel time reliability index score

---

NHS | National Highway System
VMT | vehicle miles traveled
Board & Committee Agenda Item

**Agenda Item**
Transportation Improvement Program (TIP) Amendment: Grant for HART Bus and Bus Facilities Program

**Presenter**
Vishaka Shiva Raman, MPO Staff

**Summary**
The is an amendment to the Fiscal Year FY 2020/21 - 2024/25 Transportation Improvement Program (TIP). The Hillsborough Area Regional Transit Authority (HART) will receive funding from the Federal Transit Administration (FTA) through a Grant for the Bus and Bus Facilities Program. The amount awarded is $2.74 million and the remaining would be local funding. The amendment would add a total of $5.55 million in funds towards the purchase of new electric buses and for adding charging infrastructure at the Marion Transit Center. This project will allow HART to improve access, mobility and service reliability for residents of Tampa and Hillsborough County.

**Recommended Action**
Approval of the TIP Amendment for HART Grant for Bus and Bus Facilities Program

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

**Attachments**
TIP Comparative Report (to be provided)
Agenda Item
HART Service Changes for 2021

Presenter
Chris Cochran, HART Representative

Summary
In November of 2018, the citizens of Hillsborough County approved a $.01 sales tax, in which HART is to receive 45% of that funding for transit projects. Since that time, HART has been unable to use any of this additional funding due to a pending lawsuit related to this funding. For this reason, HART must continue to plan its operations under the assumptions of no new funding.

Without new revenue, HART has begun to plan for service changes aimed at meeting additional constraints in an already strained budget. Service Development staff looked at the best way to address the need for service changes to meet the FY21 budget while maintaining as much service as possible for HART customers. This presentation will provide Committee and Board members with an overview of the proposed changes and the need for public outreach as required by HART's Title VI policy.

Recommended Action
No action, information only

Prepared By
Sarah McKinley, MPO Staff

Attachments
Presentation slides and virtual town hall website https://hartserviceinput.com
FY21 Potential Service Modifications

Outline

Background
• Service Analysis Objectives

Modifications Plan
• Service Changes
• Impacts
• Schedule

Next Steps
• Public Outreach

Questions
Objectives:

- Identify operational savings to maintain fiscal responsibility
  - Uncertain distribution of Transportation Surtax Funding
- Preserve as much service coverage & frequency as possible
  - Approach an adjustment of service in the most efficient and effective way
- Maximize existing resources on most productive corridors
- Maintain COVID-19 “Essential Service”
- Address community and operational requests since Mission MAX
- Listen to needs of the customer and community

Proposed Changes
University Area

Route 5 (40th St) & Route 48 (Temple Terrace):
• Route 5 would serve USF (on USF Pine Dr) instead of Fowler
• Route 48 would serve USF (on Holly Dr) instead of Fletcher

University Area

Route 48 would also be extended west of University Area Transit Center...

OPTION #1:
One-way loop on North 22nd St, Livingston, Sinclair Hills, Florida Ave, to UATC.

OPTION #2:
North 22nd St, with one-way loop on Livingston, Sinclair Hills, Nebraska, Bearss, to North 22nd St to UATC.

OPTION #3:
One-way loop on North 22nd St, Livingston, Sinclair Hills, Nebraska, to UATC.
Part of Route 42 (between UATC and Busch Blvd) would be merged into Route 45.

Route 45 would no longer serve Yukon Transfer Center.

Route 33 would be extended to serve St. Joseph's Hospital North.

Route 33 would also reduce frequency from 30 minutes to 60 minutes weekdays.

HARTFlex Northdale:
- HARTFlex Northdale would no longer be in service.
Route 275LX would no longer serve between University Area Transit Center and TPA
Route 22LX would serve between Wiregrass Park-n-Ride and University Area Transit Center

Route 60LX would no longer be in service

NEW Route 10 would serve between MTC to TPA via Cypress St
**West Tampa**

**Route 7** would serve Main St instead of N. Boulevard

**Ybor and Downtown**

**Route 8** would serve 4th Ave instead of 7th Ave, and would serve Kennedy/Jackson instead of Meridian and Channelside
All of Route 35 would be merged into Route 30

Route 38 would be extended to Westfield Brandon Mall

HARTFlex Brandon:
• HARTFlex Brandon would no longer be in service
Route 14 would be extended to Britton Plaza Transfer Center…

**OPTION #1:** via MacDill Ave and Euclid Ave

**OPTION #2:** via Bay to Bay and Dale Mabry Hwy

### Other Changes

<table>
<thead>
<tr>
<th>Route</th>
<th>Description</th>
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<tbody>
<tr>
<td>1 (Florida Ave), 6 (56th St), 34 (Hillsborough Ave), 400 (Nebraska Ave)</td>
<td>Would reduce frequency from 15 min to 20 min weekdays</td>
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<td>46 (Brandon Blvd)</td>
<td>Would reduce frequency from 30 min to 60 min</td>
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<td>24LX (FishHawk/South Tampa)</td>
<td>Would reduce number of trips from 5 to 3 in AM &amp; PM</td>
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<td>20X (Lutz/Pasco)</td>
<td>Would be removed</td>
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<td>75LX (South County Shopper)</td>
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<td>HARTFlex South County</td>
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<td>HARTFlex Town ‘N Country</td>
<td>Would be removed</td>
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Proposed Changes

Adjust Route – Routes 5, 7, 8, 33, 42, 45, 48

Add Service – Routes 10, 14, 38, 48

Reduce Frequency – Routes 1, 6, 24LX, 33, 34, 46, 400

Remove Service – Routes 20X, 25LX***, 35*, 60LX***, 75LX, 275LX**, HARTFlex Brandon, HARTFlex South County, HARTFlex Northdale**, HARTFlex South Tampa, HARTFlex Town ‘N Country

*fully replaced by existing route
**partially replaced by new routes
***partially merged into existing routes

Highlights of Plan

• Increase in coverage on the following routes
  • Cypress Rt. 10, Main St/West Tampa Rt. 7 and North Florida/Bearss Rt. 48

• Routes with Bus stops impacted (total stops impacted):
  • Eliminated Routes: 20X (7), 275LX (2), 60LX (TBD)
  • Flex Routes: TBD
  • Modified Routes: 7 (14), 45 (5), 8 (24), 5 (2), 48 (7)

• Most impacted stops will still be served and/or have fixed route service within ¼ mile
Proposed Weekday Service Map:

**LE N D**

- **Proposed Frequency**
  - 20 Minute
  - 30 Minute
  - 60 Minute
  - To Be Determined

- **Transit/Transfer Centers**
  - A: Martin
  - B: University Area
  - C: Bayside Plaza
  - D: Netpark
  - E: Northwest
  - F: Westshore Plaza
  - G: Airport
  - H: Other

- **Points of Interest**

**Impacts:**

- Total reduction of an estimated 66,325 annual vehicle hours (10%)  
- Estimated annual savings of $4.3 million
  - Projected $3.2 million savings for FY21
  - $2 million annually will be directly related to Operator
**Current Schedule:**

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<th>Activity</th>
<th>April</th>
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**Next Steps**

1. **Public Meetings and Input**
   - Virtual
   - Transit Centers

2. **Survey**
   - Online
   - Hardcopies

**Public Input:** August 17, 2020 – October 9, 2020
- Public Hearing week of October 5, 2020

**HART Board of Directors Approval:** November 2, 2020

**Changes Effective:** January/February of 2021
QUESTIONS OR COMMENTS
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
UNFINISHED & NEW BUSINESS
Benefits of Safe Routes to School

Safe Routes to School improves sidewalks and street crossings and creates safe, convenient, and fun opportunities for children to bicycle and walk to and from school. The CDC has recognized Safe Routes to School as one of a handful of programs that are cost-effective and show significant population health impacts within five years. saferoutespartnership.org

**COST SAVINGS**
- Household savings from reduced gas & car use
- Education budget savings through reduced student busing costs

**SAFETY FROM CRIME**
- Increased safety from crime & violence due to more people on the streets, good lighting & better street design
- Less harassment, bullying, or violence when students walk or bike together or with adults

**TRAFFIC SAFETY**
- Reduced traffic injuries & dangers for students and community members at arrival & dismissal through street improvements near schools
- More chances to learn & practice road safety for students

**COMMUNITY CONNECTEDNESS**
- Stronger student friendships & relationships through walking & biking together
- Positive social connections for families & neighbors

**HEALTHIER STUDENTS**
- Better health & stronger bones, muscles & joints through more walking & biking
- Reduced risk of chronic disease, diabetes, & obesity

**SCHOOL TRANSPORTATION FIXES**
- Solutions to reduced or non-existent bus service through Safe Routes to School
- Reduced traffic congestion at pick-up/drop-off times

**HEALTHIER STUDENTS**
- Better health & stronger bones, muscles & joints through more walking & biking
- Reduced risk of chronic disease, diabetes, & obesity

**CLIMATE BENEFITS AND CLEANER AIR**
- Fewer student asthma attacks due to less driving & reduced air pollution results
- Cleaner air & reduced greenhouse gas emissions

**BETTER ACADEMIC PERFORMANCE**
- Better focus, improved concentration & less distraction for students who are active before school
- Fewer absences and less tardiness when students walk or bike in groups

**BETTER ACADEMIC PERFORMANCE**
- Better focus, improved concentration & less distraction for students who are active before school
- Fewer absences and less tardiness when students walk or bike in groups
Roadway Jurisdiction & Maintenance Agreement Map – Effective October 1, 2018

WHO IS RESPONSIBLE FOR THIS ROAD?

State Roads, Expressways & Interstates

FDOT roadways

(includes bridges)*

*Traffic signals on state roads are maintained by the local government. Contact the City of Tampa for signal timing or maintenance inquiries.

Tampa Hillsborough Expressway Authority (THEA)

The Selmon Expressway, Meridan Ave and Brandon Parkway are maintained by THEA.

City-County Interlocal Agreement Facilities:

Shared Maintenance Responsibilities listed below

Hillsborough County Road

County Bridge maintained by City

City Responsibilities on County Roads within Tampa City Limits

Capital Improvements

Maintenance of sidewalks, bikeways, other ways, and stairways

Maintenance of sea walls located outside of roadbed within right of way of road

Planting & maintenance of landscaped areas

Mowing & maintenance of grassed medians & margins behind curbs on road sections and plantings within these areas

Maintenance of storm drainage trunk lines serving primary drain areas

Right of way use permitting & traffic control for special events and parades

Maintenance of agreed upon traffic signals

Spot painting on select on movable bridges

Maintenance of decorative lighting on Platt St. Bridge

Table Source: Interlocal Agreement between Hillsborough County and the City of Tampa providing for Certain Maintenance Activities by the City on County Roads within the City

City of Tampa Limits

City of Tampa Street (includes bridges unless otherwise noted)

Hillsborough County Road

City of Temple Terrace Limits

City of Temple Terrace Street

Hillsborough County Road

Unincorporated Areas

City of Tampa Street (includes bridges)

City of Temple Terrace Street

Hillsborough County Road

WHO DO I CONTACT?

Agency Contact Information

FDOT District Seven

Call (813) 975-6000

Tampa Hillsborough Expressway Authority (THEA)

Call (813) 272-6740

City of Tampa

Call (813) 274-8211

Online Service Center: https://apps.tampagov.net/appl_customer_service_center/form.asp?strServiceID=331

Mobile Device App available

Hillsborough County Public Works

Call (813) 635-5400

Online form: https://service.hillsboroughcounty.org/311/roads-sidewalks/

City of Temple Terrace

(813) 506-6560

This map was developed by FDOT District 7 with input from local agencies in Hillsborough County. FDOT is not responsible for any errors or omissions.

Updated August 20, 2018
PLANT CITY TRANSIT STUDY
VIRTUAL OPEN HOUSE & SURVEY

Do we need bus service in Plant City? Tell us what YOU think!

- View the Open House and comment
  08.24.20 - 09.13.20 at
  https://tinyurl.com/PlantCityTransitStudy
- Live Presentation 08.26.20 | 5PM at the
  Virtual Public Open House via GoToWebinar.
  Register:
  https://tinyurl.com/PCTransitSurvey
- Questions, please call Vishaka Shiva Raman at
  813.273.3774 x350
- También, si sólo se puede hablar en español, por favor llame a la línea de ayuda en español al 813.273.3774 x211

Hillsborough MPO
Metropolitan Planning for Transportation

Plant City

HART
Hillsborough Area Regional Transit Authority
RESOLUTION NUMBER 2020 - 3
SUPPORTING RACIAL JUSTICE

Whereas, the purpose of the Citizen’s Advisory Committee to the Metropolitan Planning Organization is to ensure that all voices in the community are represented during transportation planning decisions; and

Whereas, the extreme acts of racist violence and excessive force that led to the deaths of George Floyd, Breonna Taylor, Ahmaud Arbery, and far too many other African Americans must be a call to action to all bodies of government that systemic changes are needed; and

Whereas, throughout the course of history, racial discrimination has been evident in transportation planning, transportation planning is one of those systems that must change. Governing bodies that plan transportation must recognize how the system has created and perpetuated racial inequities. Whether it be requiring African Americans to sit in the back of a bus, purposefully using freeways as a neighborhood-clearing tool to bulldoze, divide and box-in African American communities, or refusing to have transit come into certain parts of the city for fear that it would allow African Americans and other minorities to easily reach those communities, our country has time and again used transportation as a tool of freedom for some, but destruction for others; and

Whereas, locally, neighborhood clearing was manifested in the construction of I-275 and I-4 which were used to divide African American communities and eliminate the Central Avenue Business District; and

Whereas, on August 12, 2020, the CAC voted unanimously to recommend this resolution to the MPO;

NOW THEREFORE BE IT RESOLVED BY the Hillsborough Metropolitan Planning Organization that:

1. We stand with those who peacefully protest for racial justice and we support ending racial discrimination in transportation planning, which includes ensuring more robust access to all modes of transportation with a more intentional focus on the needs of African American and other historically disenfranchised communities in Hillsborough County;

2. Staff is directed to develop action items in support of this resolution.

ADOPTED on this 31st day of August 2020

Hillsborough Metropolitan Planning Organization

Commissioner Lesley “Les” Miller, Jr.
Chairman

Attest:

Cheryl Wilkening
MPO Secretary
ADDENDUM ITEMS
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 uncertainly 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.
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.