Virtual Workshop of the Livable Roadways Committee

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

The County Center and Plan Hillsborough offices are closed to the public in response to the COVID-19 pandemic. Members of the public may access this meeting and participate via the GoToWebinar link below, or by phoning in.

Technical support during the meeting may be obtained by contacting Jason Krzyzanowski at (813) 273-3774 ext. 327 or jasonk@plancom.org.

To view presentations and participate from your computer, tablet or smartphone, go to: https://attendee.gotowebinar.com/register/9174599211887362827. Register in advance to receive your personalized link which can be saved to your calendar.

Dial in LISTEN-ONLY MODE: (914) 614-3221 Access Code 440-894-121

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

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

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

I. Call to Order and Introduction of new Chair Councilman Citro

II. Public Comment - 3 minutes per speaker, please

III. Discussion Items

 A. City of Tampa Vision Zero Projects and Speed Reduction Program (Stephen Benson & Karla Price, City of Tampa)
 B. Selmon PD&E Study Advanced Notification (Allison Yeh, MPO staff)
 C. Update on the Tampa International Airport Master Plan (Gina Evans, TIA)

IV. Old Business & New Business

 A. School Transportation Coordination -School Siting update scheduled Feb
 B. January 2021 Membership Review (Lisa Silva, MPO staff)

V. Adjournment

VI. Addendum

A. MPO Meeting Summary & Committee Report

The full agenda packet is available on the MPO’s website, www.planhillsborough.org, or by calling (813) 272-5940.
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Se recomienda a las personas que necesiten servicios de interpretación o adaptaciones por discapacidad para participar en esta reunión, o ayuda para leer o interpretar los temas de esta agenda, sin costo alguno, que se pongan en contacto con Joshua Barber, (813) 273-3774, ext. 313 o barberj@plancom.org, tres días hábiles antes de la reunión. Si sólo habla español, por favor llame a la línea de ayuda en español al (813) 273-3774, ext. 211.

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If a person decides to appeal any decision made by the board, he or she will need a record of the proceedings, and for such purpose may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.
Board & Committee Agenda Item

**Agenda Item**
City of Tampa Vision Zero Projects and Speed Reduction Program

**Presenters**
Karla Price and Stephen Benson, City of Tampa

**Summary**
City of Tampa Staff will provide an update on the Vision Zero and Speed Reduction Program in Tampa, including multimodal and complete street projects such as the Riverwalk, Green Spine, Green ARTery.

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

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

**Attachments**
None.
**Agenda Item**

ETDM: Selmon Exp PD&E - Brorein Street to I-75

**Presenter**

Allison Yeh, MPO Staff

**Summary**

THEA is conducting a Project Development and Environment (PD&E) Study to evaluate the needs, costs, and effects of constructing improvements which will increase traffic capacity and safety on the Selmon Expressway. Depending on the needs, this future capacity improvement is anticipated to include adding an additional lane to the Reversible Express Lane (REL) from Palm River Road to I-75 and additional mainline lanes of the expressway from Brorein Street to I-75. Operational improvements to interchanges, ramps, and connections at Brorein Street, Kennedy Boulevard, I-4 Connector, US-301, and I-75 will also be evaluated. Dynamic toll pricing and managed lane(s) will be considered for future traffic forecasts and alternatives if/when it would be a fiscally efficient alternative to construct and/or is viable to address other safety or operational concerns.

The purpose of this project is to accommodate existing and future traffic and enhance safety conditions on the Selmon Expressway (SR 618) from Downtown Tampa to I-75 in Hillsborough County. A secondary purpose is to improve travel time reliability and resiliency of the FDOT Strategic Intermodal System (SIS), of which the Selmon Expressway is a part. The study will evaluate alternatives that increase capacity on the mainline toll lanes and the Reversible Express Lanes (REL), improve operations at interchanges and ramps, and enhance safety throughout the project area. Demand management strategies such as dynamic toll pricing/managed lanes will also be considered.

THEA requests that MPO staff review the project with respect to the Tampa and Hillsborough Comprehensive Plan and MPO studies and provide comments.

**Recommended Action**

Approve consistency review for transmittal to THEA

**Prepared By**

Allison Yeh, AICP, LEED GA

**Attachments**

ETDM: Selmon Exp PD&E Advance Notification Packet
November 6, 2020

Mr. Chris Stahl, Environmental Manager  
Florida State Clearinghouse  
Department of Environmental Protection  
3900 Commonwealth Boulevard, Mail Station 47  
Tallahassee, FL 32399-3000

SUBJECT: Advance Notification  
East Selmon Expressway PD&E Study from Brorein Street to I-75  
Federal Aid Project Number: N/A  
THEA Project Number: P-01619  
Hillsborough County, Florida

Dear Mr. Stahl:

We are sending this Advance Notification (AN) Package to your office for distribution to State agencies that conduct federal consistency reviews (consistency reviewers) in accordance with the Coastal Zone Management Act and Presidential Executive Order 12372. Although we will request specific comments during the permitting process, we are asking that consistency reviewers examine the attached information and provide us with their comments.

This is a non-federal action. Please provide a consistency review for this project in accordance with the State’s Coastal Zone Management Program. In addition, please review this project’s consistency, to the maximum extent feasible, with the requirements of Chapter 163 of the Florida Statutes.

We are looking forward to receiving your comments on the project. Consistency reviewers have forty-five (45) days from the AN to provide their comments. Once you have received their comments, please submit a consistency determination for the State of Florida within sixty (60) days of the AN. If you need more review time, please send a written request for an extension to our office within the initial sixty (60)-day comment period.

Your comments should be addressed to Project Manager, Anna Quiñones. Comments can be emailed to the Project Manager at Anna.Quinones@tampa-xway.com, or sent via mail addressed to:

Anna Quiñones, AICP, Project Manager  
Tampa-Hillsborough Expressway Authority  
1104 E Twiggs Suite #300  
Tampa, FL 33602

Your expeditious handling of this notice will be appreciated.

Sincerely,

Anna Quiñones, AICP  
Project Manager

Attachments: Advance Notification Package
ADVANCE NOTIFICATION MAILING LIST

cc:
Federal Emergency Management Agency-Mitigation Division, Chief
Federal Railroad Administration
Federal Transit Administrator
Federal Aviation Administration, Airports District Office
U.S. Department of the Interior-Bureau of Land Management, Eastern States Office
U.S. Department of Housing and Urban Development, Regional Environmental Officer
U.S. Department of the Interior-U.S. Geological Survey, Chief
U.S. Environmental Protection Agency - ETAT Representative
U.S. Department of Interior-U.S. Fish and Wildlife Service - ETAT Representative
U.S. Army Corps of Engineers-Regulatory Branch - ETAT Representative
U.S. Department of Commerce-National Marine Fisheries Service- Southeast Regional Administrator
U.S. Department of Commerce-National Marine Fisheries Service – Habitat Conservation Division - ETAT Representative
U.S. Department of Agriculture – Southern Region
U.S. Department of Interior – National Park Service – Southeast Regional Office – ETAT Representative
U.S. Department of Health and Human Services-National Center for Environmental Health
U.S. Department of Interior-Bureau of Indian Affairs-Office of Trust Responsibilities
U.S. Coast Guard – Seventh District – Commander (oan) – ETAT Representative
U.S. Forest Service – ETAT Representative
Poarch Band of Creek Indians of Alabama
Muscogee (Creek) Nation of Oklahoma
Seminole Tribe of Florida - ETAT Representative
Miccosukee Tribe of Indians of Florida - ETAT Representative
Seminole Nation of Oklahoma
Florida Fish and Wildlife Conservation Commission - ETAT Representative
Florida Department of Environmental Protection - ETAT Representative
Florida Department of Environmental Protection – State Clearinghouse
Florida Department of State - ETAT Representative
Florida Department of Economic Opportunity - ETAT Representative
Florida Department of Agriculture and Consumer Services - ETAT Representative
Hillsborough MPO
Tampa Bay Regional Planning Council
Southwest Florida Water Management District – ETAT Representative
FDOT Environmental Management Office, Engineer/Manager
Local Government Officials
ADVANCED NOTIFICATION PACKAGE

Tampa Hillsborough Expressway Authority (THEA)

East Selmon Expressway PD&E Study

Brorein Street to I-75
Hillsborough County, Florida
THEA Project Number: P-01619
ETDM Number: N/A
Date: November 6, 2020
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I. Location Map
II. Fact Sheet

Disclaimer
The Fact Sheet data consists of the most up to date information available at the time the Advance Notification Package is published.

Overview

East Selmon Expressway Project Development and Environment Study

County: Hillsborough
Planning Organization: Tampa-Hillsborough Expressway Authority
Plan ID: Not available
Federal Involvement: Other Federal Permit

Phase: Programming Screen
From: Brorein Street
To: I-75
THEA Project No: P-01619

Contact Information: Anna Quiñones  (813) 272-6740 Anna.Quinones@tampa-xway.com

A. Purpose and Need

The purpose of this project is to accommodate existing and future traffic and enhance safety conditions on the Selmon Expressway (SR 618) from Downtown Tampa to I-75 in Hillsborough County. A secondary purpose is to improve travel time reliability and resiliency of the FDOT Strategic Intermodal System (SIS), of which the Selmon Expressway is a part. The study will evaluate alternatives that increase capacity on the mainline toll lanes and the Reversible Express Lanes (REL), improve operations at interchanges and ramps, and enhance safety throughout the project area. Demand management strategies such as dynamic toll pricing/managed lanes will also be considered.

The Need for the project is based on the following criteria:

PRIMARY CRITERIA

Capacity

Based on the Planning/Feasibility Report, some mainline Selmon Expressway segments and interchanges are not meeting the Level of Service "D" target in the existing (2016) year. Bottlenecks where the mainline has only two lanes in each direction have been shown to reduce existing year travel speeds to around 40 MPH and restrict throughput. By 2040, multiple segments could be severely congested with peak hour speeds as low as 10 MPH.

Transportation Demand

The Hillsborough MPO projects population and employment increases of 56% and 105% respectively, indicating rapid growth of intercounty travel. Traffic on the mainline lanes of the Selmon Expressway between Downtown Tampa and I-75 has steadily grown to over 100,000 Average Daily Traffic (ADT) in

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2019. Traffic is projected to increase 70% by 2040 requiring additional capacity and operational efficiency, as partially provided by this project.²

Safety
Traffic congestion may be contributing to the high percentage (35%) of rear end crashes in the project area. Crashes and fatalities have been trending up in the years 2012 to 2016, with the highest number of crashes and fatalities in 2016 (192 and 5, respectively). Safety enhancements are needed to address state and local “Vision Zero” safety plan goals to eliminate all traffic fatalities and serious injuries.³

SECONDARY CRITERIA

System Linkages
The Selmon Expressway links other SIS highways such as US-92 (Gandy Boulevard), I-4, and I-75, and serves regional passenger and freight travel to intermodal centers at Channelside, Port Tampa Bay, and Tampa Amtrak.⁴ Capacity improvements on the Selmon Expressway would be consistent with SIS Policy Plan objectives and contribute to a more reliable and resilient SIS.

PROJECT STATUS

The proposed project is listed as Selmon East Phase 1, Phase 2, and Phase 3 on the Tampa Hillsborough Expressway Authority (THEA) FY 2020 work program. A phased approach will more efficiently utilize financial resources because near-term improvements can be developed compatible with mid-term and long-term projects. Phase 1, from I-4 to I-75, is also included in the Hillsborough County MPO Cost Feasible Plan as a THEA funded project with $11 million for design, $5 million for right of way, and $133 million for construction. The project does not need to be included in the State Transportation Improvement Program because federal funds are not being used.

B. Project Description
The THEA is conducting a Project Development and Environment (PD&E) Study to evaluate the needs, costs, and effects of constructing improvements which will increase traffic capacity and safety on the Selmon Expressway. Depending on the needs, this future capacity improvement is anticipated to include adding an additional lane to the Reversible Express Lane (REL) from Palm River Road to I-75 and additional mainline lanes of the expressway from Brorein Street to I-75. Operational improvements to interchanges, ramps, and connections at Brorein Street, Kennedy Boulevard, I-4 Connector, US-301, and I-75 will also be evaluated. Dynamic toll pricing and managed lane(s) will be considered for future traffic forecasts and alternatives if/when it would be a fiscally efficient alternative to construct and/or is viable to address other safety or operational concerns.

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C. Preliminary Environmental Discussion

i. Social and Economic

a) Land Use Changes

The proposed project is located entirely within Hillsborough County and partially within the City of Tampa. At the 500-foot buffer distance, using Generalized Land Use GIS data, the primary existing land use is public/semi-public (25 percent of the buffer area). The next highest land uses within the 500-foot buffer are industrial (8 percent of the buffer area), vacant nonresidential (4 percent of the buffer area), retail/office (3 percent of the buffer area), parcels with no values (3 percent of the buffer area), institutional (1 percent of the buffer area), residential (1 percent of the buffer area), vacant residential (1 percent of the buffer area), agricultural (0.74% of the buffer area), and recreation (0.06% of the buffer area). There are four (4) Developments of Regional Impact (DRI) within the 500-foot buffer: Brandon Town Center, Tampa Downtown, G.E. Credit Auto Auction, and Crosstown Center.

At the 500-foot buffer distance, future land use will consist of public/semi-public, governmental, institutional (37 percent of the buffer area); mixed use, activity center, urban village (31 percent of the buffer area); industrial, extractive, transportation (15 percent of the buffer area); residential medium density (4 percent of the buffer area); waterbodies (4 percent of the buffer area); and residential high density (0.04 percent of the buffer area). Existing land use is mostly consistent with future land use due to the study area being built out. Improvements to the Selmon Expressway will not negatively impact existing land use.

Overall impacts to surrounding land uses are anticipated to be Minimal.

b) Social

A ¼ mile buffer was used to evaluate social effects. Within the ¼ mile buffer distance from the Selmon Expressway project corridor, there are five (5) existing recreational trails: McKay Bay Trail, Meridian Trail, John Chillura Court House Square Park Trail, S 20th Street, and Urban Tampa Loop Corridor.

There are seven (7) religious centers within the ¼ mile buffer.

According to 2018 American Community Survey (ACS) Block Group data, there are 19 Census Block Groups within the ¼ mile project buffer. Within these block groups, the housing vacancy rate is approximately 11.2 percent. According to the Sociocultural Data Report, utilizing all 19 block groups, the “White Alone” population is 58.90%, the “Black or African American Alone” is 24.80%, the “Some Other Race Alone” is 7.52%, the “Asian Alone” is 4.13%, the “Claimed Two or More Races” is 3.97%, the “Native Hawaiian and Other Pacific Islander Alone” is 0.14%, and the “American Indian or Alaska Native Alone” is 0.05%. Hispanic or Latino of Any Race is 33.50% and the overall percent minority is 61.41%. Low-income populations have been identified within the project limits but will not be disproportionately affected by this project. Low income populations are discussed further in the Economic section below.

Overall impacts on the social environmental and community cohesion are anticipated to be Minimal.

A Sociocultural Effects Evaluation will be conducted during the PD&E phase to determine potential impacts to adjoining communities.
c) **Relocation Potential**

Water Management District (WMD) Residential Areas 2019 GIS data shows that within the 500-foot project buffer, there is approximately 37.29 acres of residential land uses. Residential or business relocations will be determined in the PD&E.

It is anticipated that the effect to relocation potential will be *Minimal*.

A Conceptual Stage Relocation Plan will be prepared during the PD&E phase, if relocations are determined to be necessary.

d) **Farmlands**

According to the Prime Farm Land GIS data, there is 174 acres of Farmlands of Unique Importance within the 500-foot buffer. However, the study area and surrounding community is highly urbanized. Therefore, overall impacts to farmlands are anticipated to be *Minimal*.

e) **Aesthetic Effects**

Within the 500-foot project buffer there are existing residential areas with a total area of approximately 37.29 acres. Additionally, McKay Bay Nature Park and the Deputy John Kotfila, Jr. Memorial Dog Park are located within the study area. Due to the Selmon Expressway already existing, the proposed project is anticipated to have minimal change to the existing visual environment. Public involvement will solicit public opinion on project effects and general design concepts related to aesthetics.

Overall impacts to visual quality and surrounding aesthetics are anticipated to be *Minimal*.

f) **Economic**

According to 2018 ACS Block Group data, the Median Household Income for the 19 block groups that make up the ¼ mile buffer is $37,426, and 22.85% of households are living below the poverty level. Based on the 2018 ACS Block Group data, the total number of occupied housing units within the ¼ mile buffer is 2,751 units. There are several restaurants and other commercial businesses located within the study area. To reduce impacts to these businesses, access will remain open to these businesses throughout construction. The proposed improvements to the Selmon Expressway will provide increased mobility for nearby communities. The enhanced mobility of people and goods should have a positive economic effect on these areas.

The anticipated effect to the economy of the area will be *Enhanced*.

g) **Mobility**

The 500-foot project buffer contains one (1) Transportation Disadvantaged Service Provider: Hillsborough County Board of Commissioners. There are five (5) existing recreational trails within the 500-foot study area buffer (McKay Bay Trail, Meridian Trail, John Chillura Court House Square Park trail, S 20th Street, and Urban Tampa Loop Corridor). There is one (1) bus transit route within the 500-foot project buffer servicing the community. Additionally, there are no airports within two miles from the project study area.

The proposed improvements include adding capacity to the Selmon Expressway, which will inevitably improve mobility of the surrounding area. The overall effect to Mobility is anticipated to be *Enhanced*. 
ii. Cultural

a) Section 4(f) Potential
Federal funds will not be utilized for this project therefore Section 4(f) does not apply. The anticipated effect to Section 4(f) resources is **N/A - No Involvement**.

b) Historic and Archaeological Sites
The 500-foot project buffer contains 10 Florida Site File historic and archaeological sites. Two (2) of these sites are ineligible for listing with the National Register of Historic Places (NRHP), while the remaining eight (8) sites have not been evaluated by the State Historic Preservation Office (SHPO). There are sixty-four (64) historic standing structures. Three (3) are eligible for listing with NRHP, eleven (11) are potentially eligible for listing with NRHP, and the remaining structures have either insufficient information or have not been evaluated by SHPO. The three (3) eligible for listing include the Union Depot Hotel, Desk and Chair Warehouse, and the Union Railroad Station. There are seven (7) Florida Site File Resource Groups within the 500-foot buffer. Two (2) of these resource groups have not been evaluated by the SHPO, one (1) has insufficient information, and three (3) are eligible for listing with the NRHP. The three (3) eligible resource groups are the Palmetto Beach Historic District, CSX Railroad, and the Seaboard Railway. There are two (2) historic bridges, however both are ineligible for listing with the NRHP.

A Cultural Resources Assessment Survey (CRAS) will be conducted during the PD&E phase which will assess the archaeological and historic sites and other unrecorded resources within the Area of Potential Effect (APE) for the project. The CRAS will also address any potential impacts to the three (3) resource groups that are eligible for listing with the NRHP.

It is anticipated that impacts to historic and archaeological sites will be **Moderate**.

c) Recreation Areas
GIS data shows that McKay Bay Nature Park and the Deputy John Kotfila, Jr. Memorial Dog Park are located within the 500-foot project buffer. There are five (5) existing recreational trails within the 500-foot study area buffer (McKay Bay Trail, Meridian Trail, John Chillura Court House Square Park trail, S 20th Street, and Urban Tampa Loop Corridor). Although there are several recreation areas within the study area, there will be no direct impacts to these resources. There may be some minor impacts during construction, however these will be temporary. Additional effects to these or other recreation areas will be determined during the PD&E phase. It is anticipated that the effect to recreation areas will be **Minimal**.

iii. Natural

a) Wetlands and Surface Waters
According to National Wetlands Inventory (NWI) GIS data, there are approximately 45 acres of estuarine wetlands, 93 acres of palustrine wetlands, and 16 acres of riverine wetlands within the 500-foot project buffer. The project is located adjacent to McKay Bay and the Tampa Bypass Canal. The proposed project will minimize potential wetland and surface water impacts to the greatest extent practicable.

A Natural Resources Evaluation (NRE) report will be prepared during the PD&E phase to determine if potential impacts to wetlands and surface waters will occur. Unavoidable impacts to wetlands and surface waters will require an Environmental Resource Permit (ERP) from the Southwest Florida Water Management District (SWFWMD) and a Section 404 of the Clean Water Act (CWA) Dredge and Fill Permit.
from the US Army Corps of Engineers (USACE). Mitigation will be provided for unavoidable impacts to wetlands, if applicable. Wetland and surface water impacts are anticipated to be **Minimal**.

**b) Water Quality and Quantity**
This project is within the Floridan Aquifer System, which is not classified as a Sole Source Aquifer. There are eight (8) named waterbodies within the buffer: Delaney Creek, McKay Bay, Hillsborough River, Ybor City Drain, South Tampa Canal, Ybor Channel, Uceta Yard Drain, and the Palm River. All of these waterbodies contain impairments that failed water quality standards.

More detailed stormwater treatment and attenuation facilities will be evaluated in the PD&E phase to minimize adverse effects to nearby waterbodies. A water quality impact evaluation (WQIE) will be conducted during the PD&E phase.

The anticipated effect to water quality and quantity will be **Minimal**.

**c) Floodplains**
According to Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps, portions of the study area are located in the special flood hazard areas. The project corridor is within FEMA Flood Insurance Rate Map (FIRM) panels 12057C0378J, 12057C0387J, 12057C0358H, 12057C0386J, 12057C0354H, and 12057C0359H. Impacts to the floodplain will be analyzed during the PD&E study.

It is anticipated that the effect on floodplains will be **Minimal**.

**d) Coastal Zone Consistency**
A Coastal Zone Consistency Determination is not required.

**e) Wildlife and Habitat**
The 500-foot buffer is not within any US Fish and Wildlife Service Consultation Areas. The project is not located within any critical habitat. According to the USFWS IPaC Trust Resources Report, the following species could occur within the project limits: Gulf sturgeon (*Acipenser oxyrhynchus desotoi*), Brooksville bellflower (*Campanula robinsiae*), Florida bonamia (*Bonamia grandiflora*), Florida golden aster (*Chrysopsis floridana*), pygmy fringe-tree (*Chionanthus pygmaeus*), West Indian manatee (*Trichechus manatus*), Florida scrub-jay (*Aphelocoma coerulescens*), wood stork (*Mycteria americana*), piping plover (*Charadrius melodus*), red knot (*Calidris canutus*), red-cockaded woodpecker (*Picoides borealis*), eastern indigo snake (*Drymarchon couperi*), hawksbill sea turtle (*Eretmochelys imbricate*), leatherback sea turtle (*Dermochelys coriacea*), and loggerhead sea turtle (*Caretta caretta*). The project does lie within wood stork Core Foraging Areas. State-listed species with potential to occur within the project buffer include the gopher tortoise and listed wading birds. According to the Florida Fish and Wildlife Conservation Commission (FWC) GIS data, the project area is within a watershed (Delaney Creek-Archie Creek Frontal) that contains rare and imperiled fish (ironcolor shiner).

It is anticipated that the effect to wildlife and habitat will be **Moderate**.

A NRE report will be prepared during the PD&E phase to evaluate the potential species and habitat impacts from this project.
f) Coastal and Marine
According to the National Oceanic and Atmospheric Administration (NOAA) Essential Fish Habitat (EFH) Mapper, coastal migratory pelagics, red drum, reef fish, and shrimp occur in or near the project area. There are no Habitat Areas of Particular Concern (HAPC) within the vicinity of the project. Moderate involvement regarding coastal and marine resources is anticipated due to the sensitive nature of the above noted resources and potential impacts from construction related disturbances. If impacts are proposed to EFH, then an EFH Assessment (including a benthic resources/seagrass survey) will be included as part of the NRE report to determine potential impacts to coastal and marine resources. Due to the location of the project and occurrence of EFH, the degree of effect is anticipated to be Moderate.

iv. Physical
a) Noise
Potential noise sensitive sites include the McKay Bay Nature Park and the Deputy John Kotfila, Jr. Memorial Dog Park, which are located directly adjacent to the Selmon Expressway. Additionally, there are residential areas located within and adjacent to the project study area. While temporary construction noise impacts may have short-term effects on the adjacent parks, overall noise and vibration-related impacts as a result of the project are anticipated to be Minimal. A noise study will be conducted during the PD&E phase to identify noise sensitive sites and to determine the eligibility for additional noise abatement measures.

b) Air Quality
Hillsborough County is an area which is designated attainment for all of the National Ambient Air Quality Standards under the criteria provided in the Clean Air Act. Therefore, the Clean Air Act conformity requirements do not apply to the project.

While temporary impacts to air quality could occur during construction as a result of fugitive dust and exhaust emissions, no permanent effects to air quality are anticipated. An Air Quality Technical Memorandum will be conducted to determine potential effects to air quality. Therefore, the Clean Air Act conformity requirements do not apply to this project at this time.

The anticipated effect to air quality is Minimal.

c) Contamination
According to the Florida Department of Environmental Protection (FDEP) GIS data, there are 47 storage tank contamination monitoring sites, 37 petroleum contamination monitoring sites, and 21 hazardous waste sites that have been identified within the 500-foot project buffer. There are no solid waste sites.

The anticipated effect to contamination is Moderate.

A contamination screening evaluation will be conducted as part of the PD&E study to determine potential impacts to contamination sites.

d) Infrastructure
There are four (4) Federal Aviation Administration Obstructions and two (2) Wireless Antenna Structures within the 500-foot buffer. There are 421 USEPA Water Quality Monitoring Stations located within the 500-foot project buffer. There are 56 FDOT bridges within the 500-foot buffer. Impacts to existing infrastructure is unknown at this time, however it is anticipated to be Minimal.
e) Navigation
Analysis of GIS data provided in the EST identified one (1) navigable waterway within the project buffer: Sparkman-Ybor Channels. Impacts to navigable waterways from the project are not anticipated. If it is determined that impacts will occur to navigable waterways, further coordination with the US Coast Guard will occur. The anticipated effect to navigation will be **Minimal**.

v. Special Designations

a) Outstanding Florida Waters
Analysis of the GIS data showed the project buffer is not located within any Outstanding Florida Waters. The anticipated effect to Outstanding Florida Waters will be **N/A – No Involvement**.

b) Aquatic Preserves
Analysis of the GIS data showed the project buffer is not located within any aquatic preserves. The anticipated effect to aquatic preserves will be **N/A – No Involvement**.

c) Scenic Highways
Analysis of the GIS data showed no scenic highways in the project buffer. The anticipated effect to scenic highways will be **N/A – No Involvement**.

d) Wild and Scenic Rivers
Analysis of the GIS data showed no Wild and Scenic Rivers or river segments in the project buffer. The anticipated effect to Wild and Scenic Rivers will be **N/A – No Involvement**.

D. Anticipated Permits

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<tbody>
<tr>
<td>Environmental Resource Permit</td>
<td>SWFWMD</td>
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<tr>
<td>Clean Water Act Section 404 Dredge and Fill permit</td>
<td>USACE</td>
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<tr>
<td>National Pollutant Discharge Elimination System General Permit</td>
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E. Anticipated Technical Studies

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<tr>
<td>Cultural Resource Assessment Survey</td>
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<td>Contamination Screening Evaluation Report</td>
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<td>Air Quality Technical Memorandum</td>
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<td>Noise Study Report</td>
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III. Transmittal List

This Advanced Notification Package was distributed to the contact list below. The Florida State Clearinghouse acts as the single point of contact for state agency reviews.  

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<th>Organization</th>
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<tr>
<td>City of Tampa, Mobility</td>
<td>Vik Bhide</td>
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<td>City of Tampa, Parks and Recreation</td>
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<td>Robin Rhinesmith</td>
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<td>* Director, Office of Public Engagement</td>
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<td>National Marine Fisheries Service</td>
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<td>Southwest Florida Water Management District</td>
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<td>US Department of Health and Human Services</td>
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<td>Al Cazzoli</td>
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<td>Mark Cantrell</td>
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Board & Committee Agenda Item

Agenda Item:
Tampa International Airport Master Plan Update

Presenter:
Gina Evans, Hillsborough County Aviation Authority

Summary:
An update on the status of the Airport Master Plan and Capital Improvement Program.

In late 2011, Tampa International Airport officials began updating the Master Plan for the Airport’s 3,300-acre campus. The final plan, approved in 2013, allows the Airport to accommodate up to 34 million passengers each year, and is divided into three distinct phases: Decongestion, enabling and expansion. It allows a “build as demand dictates” approach to growth, with phases based on passenger volume.

The first phase, which was substantially completed in 2018, helps decongest the curbsides, roads and Main Terminal.

Phase 2, which broke ground in 2019, includes a curbside expansion and 35-acre commercial development around the Rental Car Center, dubbed the SkyCenter Development Area. The initial development will include a nine-story office building, known as SkyCenter One, a new commercial curb and an atrium that connects the development area to the SkyConnect station at the Rental Car Center. Future plans call for a convenience store with gas station and a new hotel. The curbside expansion includes 16 new express lanes exclusively for passengers without checked luggage.

Phase 3 includes the construction of a new Airside D with 16 gates capable of handling both domestic and international flights. Due to the COVID-19 pandemic, the start date for Airside D has been pushed back. The new timing is currently being reevaluated.

Recommended Action:
Information only.

Prepared By:
Sarah McKinley, MPO Staff

Attachments:
Master Plan Project Website
New Business Item
Livable Roadways Membership Review
Presenter
Lisa Silva, MPO Staff

Summary
In November 2020 during New Business there was discussion about pursing the addition a School/Parent Representative to the LRC membership. All new members require Bylaw amendments. Given this request, a new Chair and it has been years since the Bylaws change, the committee is being asked to review the entire membership to determine if there are any other amendments to process collectively.

See attached Membership Roster for status of the positions listed below. Of note, the Neighborhood representative position has been vacant for many years.

Except from currently adopted MPO Bylaws:

MPO Livable Roadways Committee (LRC): The LRC shall be responsible for integrating Livable Roadways principles into the design and use of public rights-of-way and the major road network throughout Hillsborough County. The LRC seeks to accomplish this responsibility by: making recommendations to create a transportation system that balances design and aesthetics with issues of roadway safety and function; ensuring that public policy and decisions result in a transportation system that supports all modes of transportation, with a special emphasis on pedestrian and bicycle infrastructure and transit infrastructure and service; providing information and assistance to the MPO, local governments and transportation agencies relating to the mission of the Committee; and enhancing coordination among MPO member agencies and public participation in the transportation planning process. The LRC shall coordinate its actions with the appropriate representatives of the Florida Department of Transportation.

LRC Membership: The LRC shall be composed of representatives of local government departments, transportation agencies and other organizations. They may be elected officials, appointed officials, organization members, designated representatives, or staff, but may not be staff to the MPO. Members will represent the following: City of Plant City; City of Tampa Parks and Recreation Department, Public Works, Transportation Division, or Urban Development Department (up to two members); City of Temple Terrace; Hillsborough County Planning and Infrastructure (up to two members); Hillsborough Area Regional Transit; Hillsborough County MPO Board Member (appointed by the MPO to serve as chair of the committee); Hillsborough County City-County Planning Commission; Tampa Hillsborough Expressway Authority and five
members from professional organizations whose mission is consistent with the principles of Livable Roadways (such as American Planning Association; American Society of Landscape Architects; Urban Land Institute; Institute of Transportation Engineers; Congress for New Urbanism and American Institute of Architects); University of South Florida; New North Transportation Alliance; Tampa Downtown Partnership; Westshore Alliance; Person with disabilities; Neighborhood representative; Transit user representative; Citizen advocate for livable communities and/or multimodal transportation.

Recommended Action
Review for further discussion in January 2021

Prepared By
Lisa K. Silva, AICP, PLA

Attachments
Current Membership Roster
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<th>#</th>
<th>First Name, MI</th>
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*VACANT City of Tampa Urban Development Department*
MPO Board Meeting of Wednesday, November 4, 2020

CALL TO ORDER, PLEDGE OF ALLEGIANCE & INVOCATION

The MPO Vice Chairman, Commissioner Pat Kemp called the meeting to order at 9:10 a.m., led the pledge of allegiance. The regular monthly meeting was held in-person and virtual via Webex.

The following members were present in person:

Mayor Andrew Ross, Michael Maurino, Councilman Joseph Citro, Councilman John Dingfelder, Charles Klug, Cindy Stuart, Mayor Rick Lott, Melanie Williams, Bob Frey

Commissioner Les Miller, Commissioner Pat Kemp, Commissioner Kimberly Overman Commissioner Mariella Smith, Councilman Guido Maniscalco, Joseph Lopano and Gina Evans

A quorum was met in person.

APPROVAL OF MINUTES – August 31 and October 14

Vice Chair Commissioner Kemp sought a motion to approve the August 31, 2020 minutes. Commissioner Overman so moved; it was seconded by Councilman Maniscalco. Roll Call vote. 15-0. Motion passes.

Vice Chair Commissioner Kemp sought a motion to approve the October 14, 2020 minutes. Councilman Maniscalco so moved; it was seconded by Commissioner Smith. Roll Call vote. 13-0. Motion passes.

PUBLIC COMMENT

There a public comment by Chris Vela. Mr. Vela thanks Commissioner Miller for his service on the MPO Board and congratulated Commissioner Kemp for the re-elections. Mr. Vela commented on rail, autonomous vehicles and the Discrimination Plan and lastly thanked Ms. Alden for being accommodating, professional and supportive and hope for a good performance evaluation.

COMMITTEE REPORTS and Advance Comments

Bill Roberts, CAC Chair, presented an update from the CAC. The CAC met on September 9th and reviewed the re-evaluation of transit asset management, pavement, bridge and system performance targets. We voted to approve staff’s recommendation to correct the target for maintaining transit equipment in a state of good repair. We also were briefed on HART’s proposed service changes for 2021. CAC members wanted to know how they would impact communities of concern, how the All for Transportation surtax funding could affect these changes, if increasing HART’s millage rate was being considered, and how people could weigh in through HART’s online survey.
In lieu of our October meeting, we had a CAC workshop on managed lanes, which was held the evening before your workshop. Mr. Todd Litman of the Victoria Transport Policy Institute, who spoke at your workshop, was our featured speaker. We had a lengthy Q&A with Mr. Litman, during which members voiced concern about the State’s policy governing the use of toll revenues for transit, the impact of managed lanes on low-income individuals, establishing a cap on variable tolls, how BRT could operate in toll lanes, and the lack of a robust transit system with first and last mile connections that would provide a viable alternative for those who couldn’t afford variable tolls.

Wanda West, MPO Staff, presented an updated on all other committees. ITS approved the Reevaluation of Transit Asset Management, Pavement & Bridge, and System Performance Targets and Regional TSMO MOU. TAC status reports on last year’s legislative positions, ClearGuide, MPO Non-Discrimination Plan, and Fowler Avenue Multimodal Study. TDCB approved the CTC Annual Operating Report and the Plant City Transit Plan. LRC heard a status reports Overview of ClearGuide Data and Analysis Platform, the Nondiscrimination Plan Update and last year’s Legislative Positions. During legislative review the Committee made a motion to change language referencing “inner city rail” to “fixed guideway” to allow bus rapid transit to be eligible for funding. BPAC heard status reports on Love to Rideout introductions, review last year’s legislative positions, Tampa activities Update and an overview of ClearGuide.

Wanda West reviewed the emails received. There was an email from Sheila McNamara thanking Allison Yeh for her work on the sustainability project team. Wade Reynolds responded to an email from Caitlin Johnston regarding the most dangerous roads. There was an email from Lena Young regarding the application for Culture of Health. Steven Hollenkamp requested a breakdown of MPO spending. Lastly, Gena Torres responded to all the Vision Zero Leadership summit audience questions.

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

**ACTION ITEMS**

**A. Committee Appointments**

Rich Clarendon, MPO Staff, presented the committee appointments. The CAC nominated Alexis Boback, TDCB nominated Beth Pasek, TAC nominated Nicole Sutton and Grisel Cisneros, as alternate and ITS nominated Frank Coughenour.

Vice Chair Commissioner Kemp sought a motion to approve the Committee Appointments. Councilman Maniscalco so moved; it was seconded by Commissioner Overman. Roll Call vote. 14-0. Motion passes.

**B. Reevaluation of Transit Asset Management, Pavement & Bridge, and System Performance Targets**

Johnny Wong, MPO Staff, presented the reevaluation of Transit Asset Management, Pavement & Bridge and System Performance Targets. Johnny Wong, MPO Staff, provided the MAP-21 (2012) and the FAST Act (2015) which is to develop objectives relating to goal achievement, ensure measurability of goals by establishing achievable and data-driven targets and evaluating progress, foster coordination among stakeholders and use performance data to identify strategies of achieving goals and objectives. All of these rules originate from MAP-21 and the FAST Act, which emphasize performance-based planning and accountability related to seven national goals. The rules prescribe performance measures for DOTs and MPOs relating to those goals and requires us to establish achievable and data-driven targets to benchmark
and monitor progress. Mr. Wong reviewed the schedule for performance evaluations. The MPOs are required to coordinate asset condition performance targets with transit provider(s) and State DOTs once every 4 years and then report targets in Transportation Improvement Plans (TIPs) and Long Range Transportation Plan (LRTPs). The first rule is Transit Asset Management. Transit Asset Management or TAM is a process of creating an inventory of transit assets, assessing the condition, and establishing a process to fund maintenance of the assets at the appropriate time. The TMA rule applies to all transit providers receiving federal funding. Rather than asset values, MPOs are required to report the total number of assets in each of the four categories which are not in a State of Good Repair. The lower numbers mean assets are in better condition either based on mileage or age standards. The percent of rolling stock vehicles not in State of Good Repair is 40.56%. The total percent of equipment assets not in a state of good repair is 32.54%. The target needs to be updated to reflect that it is 19% of equipment assets not in a SGR. We incorrectly adopted a target of 81%. Mr. Wong reviewed the target condition for facilities assets and target condition for infrastructure assets. To improve the condition of transit assets, the MPO prioritized $4M every year, which about ¼ of our surface transportation program funds, to replace buses. We are working with HART leadership to prioritize $10M to replace the CAD/AVL system. The second rule is related to pavement and bridge condition. Under this rule, DOTs and MPOs are required to establish pavement and bridge targets for the National Highway System and report them in our TIPs and LRTPs. For bridge condition, we are proposing that we agree to support the statewide targets for this measure. The third and final rule is System Performance, which is measured in terms of travel time reliability. Travel time reliability measures the expected duration of your commute at different times of the day. Mr. Wong provided examples on how to interpret reliability. In November 2018, Hillsborough MPO agreed to support statewide targets. Level of travel time reliability (LOTTR) is reliability measure that compares travel time for days of moderate congestion to days of typical congestion. LOTTR score of 1.50 means that moderate congestion should only add 50% travel time. Truck Travel Time Reliability (TTTR) is measured according to an index from 1 and above. A score of 2.00 means that on the absolutely worst travel days, travel time should double. We can address low reliability by addressing bottlenecks, reduce crashes and other causes of non-recurring congestion and integrated corridor management (ICM). The recommended action is to approve a correction to the TAM targets by changing 81% equipment assets not in a SGR to 19% equipment assets not in a SGR.

Commissioner Smith commented adopted targets and Level of Travel Time Reliability (LOTTR). Commissioner Overman appreciated partnership with FEDS and FDOT but we have failed to hit any of our targets on how transit is getting people around and we miss all our benchmarks. Councilman Dingfelder questioned if it will be an open platform and LOTTR evaluation was it COVID adjusted. Melanie Williams questioned how targets are based and how do we know if we are successful. Bob Frey inquired how this matrix fit in with other tools that are out there.

**Commissioner Miller sought approval of the Reevaluation of Transit Asset Management, Pavement & Bridge, and System Performance Targets.** Councilman Maniscalco made the motion and it was seconded by Commissioner Kemp. Roll Call Vote 15-0. Motion passes.

**C. Regional TSMO MOU**

Johnny Wong, MPO Staff, explained Transportation Systems Management and Operations (TSMO) is an integrated set of strategies to optimize the performance of existing infrastructure through the implementation of multimodal and intermodal, cross-jurisdictional systems, services, and projects designed to preserve capacity and improve security, safety, and reliability of the transportation system. The reason for TSMO is limited funding, advances in technology, greater expectations from customers and better understanding of congestion. Mr. Wong provided a chart showing urban congestion perspective and rural congestion perspective. There are several TSMO strategies such as active transportation, congestion
pricing, freight management, integrated corridors and managed lanes. The goals of the coalition is to advance TSMO, identify and build champions, secure funding for deployments, harmonize operations across jurisdictions and formalize work that is already being done. The working group objectives are to secure the State Transportation Innovation Council (STIC) Incentive Program, memorandum of understanding, membership list and to obtain feedback. Mr. Wong reviewed the tasks, actions steps and responsible party/partner for the coalition plan. The next steps will be to have a working group meeting, action on MOUs and governance. The proposed action is to approve adoption of the Regional TSMO Memorandum of Understanding and forward to the Board for consideration.

Commissioner Smith commented on the managed lanes in the works for the I4 corridor. Bob Frey inquired how does District 5 DOT feel about it. Michael Maurino questioned would this working group play a role in maintaining the I4 right of way or jurisdictions. Commissioner Overman questioned how this formulated and is the desire to work through metro plan and if so, what happens if this grant expires.

Vice Chair Commissioner Kemp sought a motion to approve the Regional TSMO MOU. Mayor Lott so moved; it was seconded by Councilman Dingfelder. Roll Call Vote 12-0. Motion passes.

D. MPO Executive Director Performance Evaluation

Melissa Zornitta, Planning Commission Executive Director, presented the MPO Executive Director Performance Evaluation. MPO administered evaluation of Beth Alden with direction from MPO Attorney Cameron Clark. Ms. Alden’s salary is paid by federal grants and not affect the Planning Commission Operating Budget.

Commissioner Smith inquired if they could make the merit increase retroactive. Mayor Lott inquired if this is a merit increase or a one-time bonus. Councilman Dingfelder questioned the memo in the agenda packet that mentioned the merit increase and bonus and what does Commissioner Miller recommend. Melanie Williams asked again if this is a one-time bonus or merit increase and inquired what other staff received.

Commissioner Miller sought a motion make the merit increase retroactive to May 13, 2020. Commissioner Smith so moved; it was seconded by Commissioner Overman. Roll Call Vote 14-0. Motion passes.

Commissioner Miller sought a motion to approve a 4 percent merit increase based on Beth Alden’s performance evaluation for MPO Executive Director. Commissioner Kemp so moved; it was seconded by Commissioner Overman. Roll Call Vote 13-0. Motion passes.

STATUS REPORT

A. Non-Discrimination Plan Update

This status report will be moved to next meeting.

B. MPO Bylaws Amendment for TDCB

This status report will be moved to next meeting.

C. Review Last Year’s Legislative Positions and Suggest New Ones

Beth Alden, MPO Director, advised that she will bring a discussion to the Tri-County TMA Leadership Group Meeting on the 20th of November about the MPO position on Transit Funding and what to ask our
legislative delegation. There are a number of positions they have taken in the last two years and those letters are in the agenda packet. Ms. Alden shared one change which is a draft position statement about transit funding. When there is an earmark in the state budget for a transportation project, really of any kind, but this has become critical in the transit arena. It does not bring new money to this area but dollars that our DOT District 7 receives from the state must be used for the project that is listed in the earmark in previous years. Our District 7 Office has been able to cover these earmarks out of contingency funds. What we understand going forward is that those contingencies are mostly exhausted and is so that means that projects that have been priorities for some time and have been in que can get bumped when there are state budget earmarks. There are two examples in your agenda packet. Ms. Alden would like to bring these recommendations to the Tri-County Group on November 20th, and would like to seek guidance from the board today.

**Commissioner Miller sought a motion Amend the motion to delete the intercity rail and replace with fixed guideway. Commissioner Kemp so moved; it was seconded by Commissioner Smith. Roll Call Vote 13-0. Motion passes.**

**Commissioner Miller sought a motion to approve the draft position on transit funding. Commissioner Overman so moved; it was seconded by Councilman Dingfelder. Roll Call Vote 13-0. Motion passes.**

**Executive Director’s Report**

Beth Alden reviewed the 2021 MPO Board and Policy Committee Meeting Calendar and noted the virtual workshop of the MPO Chairs Coordinating Committee and TMA Leadership Group on November 20th at 8:30am and CCC at 10am.

**OLD & NEW BUSINESS**

Commission Miller noted that it was Cindy Stuarts and Michael Marino last meeting. It is also Commissioner Miller’s last meeting on the MPO. Mayor Lott and Beth Alden thanked Commissioner Miller for his service.

**ADJOURNMENT**

The meeting adjourned at 11:04 a.m.
Committee Reports

**Meeting of the Citizens Advisory Committee (CAC) on November 18**

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

- ✓ Transportation Improvement Program Amendments for HART’s FTA Discretionary Bus and Bus Facilities Program, FDOT’s Wrong-Way Driver Vehicle Detection System and Corridor Lighting projects
- ✓ Vision Zero Corridor Studies
- ✓ The CAC also concurred with its 2021 Meeting Calendar.

The CAC postponed approving the Plant City Transit Plan, pending more information on how it supports downtown development.

The committee heard a status report on the MPO Non Discrimination Plan. Several members asked to be included in the process.

**Meeting of the Technical Advisory Committee (TAC) on November 23**

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

- ✓ Transportation Improvement Program Amendments for HART’s FTA Discretionary Bus and Bus Facilities Program, FDOT’s Wrong-Way Driver Vehicle Detection System and Corridor Lighting projects
- ✓ Plant City Transit Plan
- ✓ Vision Zero Corridor Studies
- ✓ 2021 Meeting Calendar

The committee heard a status report on the TBARTA/NASA/MPO Vertiport Pilot Project.

**Meeting of the Bicycle/Pedestrian Advisory Committee (BPAC) on November 18**

Under Discussion items, the BPAC approved and forwarded to the MPO Board:

- ✓ Plant City Transit Plan
- ✓ Vision Zero Corridor Studies
- ✓ 2021 Meeting Calendar

The committee heard status reports on the MPO Non Discrimination Plan and the Florida Bicycle Association Legislative Update.

**Meeting of the Livable Roadways Committee (LRC) on November 18**

Under Discussion Items, the LRC approved and forwarded to the MPO Board:

- ✓ Plant City Transit Plan
- ✓ Vision Zero Corridor Studies
- ✓ 2021 Meeting Calendar