

New North Transportation Alliance (NNTA)
Advisory Board Meeting Minutes

DRAFT

Wednesday, September 8, 2021

USF Center for Urban Transportation Research

Attendance by video conference or phone:

Sean Barbeau	Center for Urban Transportation Research
Julie Bond	NNTA/Center for Urban Transportation Research
Kenneth Boden	Tampa Bay Area Regional Transit Authority
Marie Bowen	USF Parking & Transportation Services
Alicia Burden	James A. Haley Veterans Administration Hospital
Joanne Caceres	Hillsborough Area Regional Transit Authority
Lynda Crescentini	Hillsborough Area Regional Transit Authority
Christine Epps	NNTA/Center for Urban Transportation Research
Ray Gonzalez	USF Facilities Management
Chadaphan Hanwisai	USF Facilities Management
Sara Hendricks	NNTA/Center for Urban Transportation Research
Rebecca Hessinger	Hillsborough County Economic Development
Arlinda Karuli	Commute with Enterprise
Loretta Kirk	Hillsborough Area Regional Transit Authority
Karen Kress	Tampa Downtown Partnership
Juston Lafler	Hillsborough Area Regional Transit Authority
Eric Larson	Tampa Innovation
Rich Piccininni	USF Facilities Management
Carla Williams	Hillsborough Area Regional Transit Authority
Phil Winters	NNTA/Center for Urban Transportation Research

Welcome/Introductions

The meeting was called to order at 8:38 a.m. by Co-Director Sara Hendricks, who welcomed members and visitors. Ms. Hendricks described the purpose of the NNTA. Each person introduced themselves. The meeting was held by videoconference. The video recording will be posted on the NNTA website.

Approval of Minutes

There was a motion and second to approve minutes from the NNTA meeting held on May 12, 2021. The minutes were approved with no changes.

Presentation: HART FY 2022 Proposed Budget and Review Process

**Presenters: Ms. Loretta Kirk and Ms. Joanne Caceres, Director of Budgets and Finance
Hillsborough Area Regional Transit Authority**

Ms. Caceres shared the tentative fiscal year 2022 budget for both operating and capital projects for Hillsborough Area Regional Transit Authority (HART), which totals approximately \$168 million.

Ms. Caceres shared that HART develops a balanced budget every year and noted the different revenue sources that total over \$105 million to cover operating expenses, almost 50 percent of which covers salary and wages.

Ms. Caceres reviewed the list of capital projects for HART for fiscal year 2022, including \$23 million for electric busses, maintenance, building renovation, technology, bus shelters, planning studies, and more.

A board member asked regarding the capital projects list, what the plan for the bus fleet would be. Would HART pursue all electric busses and what is service life? Ms. Caceres indicated that the service life for either type of bus is 12 years. The range for an electric bus is 150 miles and the average route is over 200 miles. To pursue electric busses, route length would need to be addressed and infrastructure would need to be improved.

Another board member asked what the most challenging expense is for HART to cover. HART is well within range of industry standard of 65% of labor, which is positive.

A member asked if capital revenues can only be spent on capital expenditures? Yes.

Ms. Caceres indicated that the budget will go to the HART board for review before approval.

One member asked if mobility fees only go to capital. Ms. Caceres indicated that is true at this time and funds are matched by FDOT.

Presentation: Summary of the 2016 USDOT Smart City Challenge winner, Smart Columbus
Presenter: Dr. Sean Barbeau, Principal Mobile Software Architect for R&D
University of South Florida, Center for Urban Transportation Research

Dr. Barbeau provided a summary of the lessons learned by the 2016 US DOT Smart Cities awardee, Smart Columbus. The information shared was from their executive summary. The award from US DOT was \$40 million and Smart Columbus received a \$10 million grant.

Dr. Barbeau shared that their successes that included the deployment of a multimodal transportation smartphone application, an Automated Vehicle deployment, and a parking management app.

Dr. Barbeau reviewed the final projects:

1. Data was gathered on all transportation on an open-source, cloud-based system; managed over 2000 data sets.
2. Implemented connected vehicle environment (CVE) at 85 intersections for vehicles to communicate with infrastructure or vehicle to vehicle.
3. Multimodal Trip planning app – open-source app to reserve bike/scooter share and ride-hailing. OneBusAway uses this in Tampa. Smart Columbus saw challenges and delays with providers and reduced riders due to the pandemic. One lesson learned was that to progress

in Mobility-as-a-Service (MaaS) applications, a transit agency can help champion with mode share providers.

4. Mobility assistance for people with cognitive disabilities: MAPCD. Turn by turn navigation. Caregiver response model. Encourage independence in riding through app. Smart Columbus thought that the cost savings in paratransit would help fund the program, but that was not the case. It requires coordination with transit agencies and community service agencies. HART uses travel trainers.
5. Prenatal Trip Assistance: provide flexible, reliable prenatal trips using a call center and an app. While Smart Columbus was not able to establish a statistically significant link between use of the service and the reduction in adverse birth outcomes due to the small study population, the participants did take a higher number of trips to receive prenatal services than the study control group, and the participants were highly satisfied with the service.
6. Smart Mobility Hub – kiosks to access transportation planning. Smart Columbus established six locations, mostly transit locations. Also included ride hailing, bike & car sharing and transit. There was limited use due to the pandemic.
7. Event parking management – reduce circling around for parking in the Short North Arts District & Downtown. Smart Columbus was able to build upon existing partnerships and an existing user base for the use of this app so it was more widely used.
8. Connected Electric Autonomous Vehicles - 6 shuttles in 2 routes operating in mixed traffic. Operator on board at all times. A person was injured during a hard braking event, so the project was halted after 2 weeks and the shuttles were then used for food delivery. Sun glare and rain caused issues for the autonomous vehicles.

Dr. Barbeau discussed the final budget and timeline that Smart Columbus followed. The lessons learned were to remain flexible, align partner priorities and user needs, identify resources needed early, and expect the unexpected and delays.

One board member asked if there will be more grants like this in the future and can Tampa compete for one? Dr. Barbeau explained that there should be future grants like this and Tampa is trying to develop partnerships through Tampa Bay Smart Cities Alliance (TBSCA). Workshops are held on the topic of MaaS, reimagining infrastructure and other topics. The public and private sector are welcome to attend. The next meeting of TBSCA is 10/6/21 at 1:30pm

Another member asked if there is a contract with Moovit and the City of Tampa? The contract details are not yet complete.

NNTA member round robin updates on activities and announcements

Phil Winters announced that the TBSCA meeting on 10/6/2021 at 1:30 p.m. will be in person at the FDOT District Seven office and also virtually.

Marie Bowen of USF Parking and Transportation Services shared that the USF electric bus has been deployed and they are very pleased with its performance.

Chaddy Hanwisai of USF Facilities Management shared that Hillsborough County has three projects along Bruce B. Downs Blvd now in procurement, including sidewalks in the area of USF Pine Drive to Fletcher Ave, near James A. Haley VA Hospital. This will be an important safety enhancement as new student housing is being built in the vicinity. This sidewalk will be 5 feet wide and located on the east side of Bruce B. Downs Blvd. and along the west side of Lake Behnke. Completion date was estimated in the Fall 2021.

Eric Larson of Tampa Innovation Alliance reported that the Rithm at Uptown project (former University Mall) will have student housing at the former Sears site. They are working with the Hillsborough TPO for the creation of a pedestrian connection north of the VA with a flyover to USF campus. They also are planning their Annual Innovation Gathering to be October 28, 2021 at 5pm-7pm. and they are still accepting registrations. Margaret O'Mara will be guest speaker.

Sara Hendricks provided an update on the activities of the NNTA, including promoting Best Workplaces for Commuters (BWC) at the area's chain hotels, and employers within New North that were cited by Tampa Bay Times as among the 100 Best Workplaces. NNTA also will be working with the Entrepreneur Collaborative Center of Hillsborough County to share information about BWC and also is working with AdventHealth. The Bike/Walk Tampa Bay Sprint for Safety is beginning in October to promote safe walking. The FDOT 6th Annual Statewide Mobility Week will be at the end of October. Hillsborough Transportation Planning Organization has made a survey available online to seek input regarding three alternative alignments for a proposed shared-use path from the James A. Haley Veterans Hospital to the Green ARTery Perimeter Trail south of Fowler Avenue. The TPO also seeks input regarding a pilot study for traffic calming around public parks and the input from NNTA members would be appreciated, especially as it relates to Copeland Park.

Adjournment

The meeting was adjourned at 9:57 a.m.

Next Meeting

The next NNTA meeting will be held November 10, 2021.