

Tampa-Hillsborough County Expressway Authority
Minutes of May 18, 2020 Virtual Board Meeting
1104 E. Twiggs Street
Tampa, FL 33602

The Tampa-Hillsborough County Expressway Authority held a virtual public meeting at 1:31 p.m. on May 18, 2020 based in the Authority's Transportation Management Center, 1104 E. Twiggs Street, Tampa, Florida. The following were virtually present:

BOARD:

Vincent Cassidy, Chairman
Bennett Barrow, Vice Chairman
Danny Alvarez, Secretary
Shaun Oxtal, Member
FDOT D-7 Secretary David Gwynn, Member

STAFF:

Joe Waggoner, Amy Lettelleir, Robert Frey, Sue Chrzan, Rafael Hernandez, Man Le, Max Artman, Carl Shack, Brian Ramirez, Julie Aure, Shari Callahan, Diane Stull, Judith Villegas. Ellizabeth Gray, Anna Quiñones, Andrew Laflin, Debbie Northington

The following registered to attend the virtual meeting:

ATKINS	Bob Gates
BALLARD PARTNERS	Todd Josko, Carlos Ramos
BRYANT MILLER OLIVE	Duane Draper, Alecia Ingram
CDM SMITH	John Melendez
GEC-HNTB CORP.	Jim Drapp, Al Stewart, MacKenzie Clark
HUD	David Olson
ICS GROUP, LLC	Denisse Betancourt
KIMLEY-HORN	Michael Garau
PFM FINANCIAL ADVISORS	Brent Wilder, Hope Scarpinato
PLAYBOOK PR:	Sally Dee, Sarah Lesch, Kamila Khasanova
SUMMIT ENGINEERING	Jay Segalia
TRANSPORTATION POLICY CONSULTANTS LLC	Stephen Reich
VISTRA COMMUNICATIONS	Darren Alfonso
WELLS FARGO SECURTIES	John Generalli
WGI	Glenn Havinoviski
WSP	Christina Kopp

Registered to attend but have no company affiliation:

Yanet Aleman, Marqus Evans, Ingrid Hernandez, Sharonda McKnight, Christian Malespin, Linda Rivers, Alexis Santiago

CALL TO ORDER

Chairman Vincent Cassidy called the meeting to order at 1:31 p.m. There were no public presentations.

CONSENT AGENDA

Before the approval of the consent agenda, the Chairman asked the Board Members if there were any items which should be stricken from the Consent Agenda. At that time, it was requested that the second Task Order be considered separately.

The Chairman then continued with the Consent Agenda approvals.

A. Approval of the Minutes of the March 9, 2020 Committees as a Whole Meeting

B. Approval of the Minutes of the April 6, 2020 Board Meeting

C. Task Orders –

Twiggs St. Design Build CEI Procurement and Construction Support, \$90,000 (CPMP HI-140 C-05)

The Chairman called for a motion to approve the Consent Agenda consisting of the first two items and the first task order, which was made by Mr. Barrow and seconded by Mr. Alvarez. There was no discussion. All Members voted to approve the Meeting Minutes and the first Task Order of the Consent Agenda. The motion carries.

The second task order consisting of the Meridian DMC Properties Real Estate Support with Holland and Knight and a contract not to exceed \$50,000 was then considered. Mr. Bob Frey was asked to explain this Task Order in more detail. Mr. Frey explained this was to help determine what would be done when the flour mill did finally vacate. Secretary Gwynn expressed concern regarding the \$750 per hour rates. Holland and Knight's Washington DC office is the only offices to do this type of work and they did work with THEA before with Bus Toll Lanes. Mr. Frey stated that the services would not exceed the contract amount of \$50,000. There was also a list of attorneys and respective rates. Those with more emerging technologies did have a higher rate as did those with other specialized experience. Mr. Frey also explained that THEA would control with whom the agency worked within Holland and Knight and that the level of worked matched the expertise.

The Chairman called for a motion to approve the Task Order, which was made by Mr. Barrow and seconded by Secretary Gwynn. Being no further discussion, a vote was taken and was two in favor and three against. The motion did not pass, and Mr. Frey was asked to bring the Task Order back to the Board with further clarification.

DISCUSSION/ACTION ITEMS

Reversible Express Lanes (REL) Construction of Aesthetic Lighting Contract – Judith Villegas, Staff

The Chairman asked the Board members if each had received the supplemental information send by Mr. Waggoner. All responded yes. Ms. Judith Villegas then stated the purpose of the project was to provide construction and installation of the decorative pier and bridge lighting on the REL bridge and began to review the supplemental information. The Selmon Expressway's current lighting system consists of fixtures on concrete slabs near the base of the piers. The lighting system is nearing its end of life and lighting is inconsistent in various areas. The new design concept places the fixtures on mounting brackets at the top of the piers. The fixtures will be fitted with LED lights which will be controlled from the TMC.

Operational costs will be reduced with the new lighting system. The long-lasting LEDs will require less maintenance and reduce power consumption and the new location will make the wiring, mounting brackets and light fixtures inaccessible to prevent the vandalism THEA has dealt with along sections of the Selmon.

The new design will allow the Authority to provide complete, consistent lighting to areas which are currently lacking such as areas over the Bypass Canal, other water crossings and along other sections of the Selmon near 22nd Street and along Adamo Drive approaching Channelside. Highway Safety Devices has expressed great enthusiasm to start this project. They have estimated this project to provide 45 jobs for the next year and will procure major materials from Florida and Georgia.

At this point, the Chairman declared the Board should have already read the narrative and asked that Ms. Villegas continue with the item.

[Per Mr. Waggoner, the balance of the narrative was to be included in the minutes and follows: This lighting system would enhance the driver and pedestrian experience along the Expressway, including enhancing lighting along the east end of the Selmon Greenway to enhancing visibility and security . With the ability to control and monitor from the TMC, this project has the potential to be a signature feature of the Expressway and possibly gain national attention during future major events in the Tampa Bay area.

The proposed contract value is \$8.48M. We estimate total costs of \$3.0M -\$3.5M in labor, and \$3.5M -\$4.M of materials purchased locally and American made materials. The only item the contractor did not know the source of was the luminaires which they are acquiring from a supplier in Georgia. Because most of the bid items are F&I (Furnished and installed), we do not know exactly how much is labor and how much is material costs.]

Ms. Villegas continued that the cost of \$8,842,716 would be from the Capital Budget. Two bids were received and it was requested that the Board approve the selection of Highway Safety Devices and authorize and direct the staff to negotiate and execute a contract with Highway Safety Devices in the amount of \$8,482,716 which is the Base Bid plus the Bid Alternative, for construction and installation of decorative pier and bridge lightning on the REL bridge structure. The Base Bid includes the installation of all elements of illuminating the bridge piers, while the Bid Alternate includes additional lighting fixtures and wiring for illuminating the superstructure. Contract execution is subject to final review and approval of THEA's General Counsel.

The Chairman asked for a motion to approve and Mr. Oxtal so moved, and Mr. Barrow seconded the motion. There was some discussion.

At that time, Mr. Oxtal thanked THEA for the additional information and shared that it was an important project which will create local jobs and the major parts would be made in Florida and Georgia. Mr. Barrow said that the safety to pedestrians, while creating jobs and giving back to the support of the community was important. Secretary Gwynn mentioned there have been a number of similar projects, such as the Sunshine Skyway, and they were well received in the community with assets that could be used for different things. The Chairman thought it was a tough project at face value but was thankful for the work which will benefit many in the community.

With no further discussion, a vote was taken, and the motion passed.

Consultant Support for the Procurement of Customer Service and Toll Collections Services – Rafael Hernandez, Staff

Mr. Hernandez began the presentation with some background on the project. In April of 2016, the Board approved the hiring of ETAN for third party customer service and toll collections service, with the process going live in October of 2016. Through March 2020, there has been \$25 million in revenue collected.

The contract is approaching the end of the fifth year and THEA would like to utilize an existing miscellaneous support contract with Milligan Partners (Consultant) to support the procurement of a new vendor to provide the same Customer and Toll Collection services. In March 2018, Milligan, helped THEA update the business operations for the utilization of CCSS. The Consultant's work would include the following project phases; bid package preparation, proposal evaluation support, and implementation oversight. The cost of \$196,212 would be from the Operating Budget.

Mr. Hernandez requested the Board to authorize the THEA staff to issue a task order for Milligan Partners to support THEA's procurement of a new vendor to provide Customer Service and Toll Collection services in the amount not to exceed \$196,212. The Task Order Execution is subject to final review and approval of THEA's General Counsel.

Chairman Cassidy asked for a motion to approve. Mr. Oxtal moved, and Mr. Barrow seconded the motion. There were questions for discussion.

Mr. Barrow expressed some concerns on the high billing amount and asked about Milligan Partners. Mr. Hernandez stated that Milligan was a specialized group of consultants, helping toll agencies draft policies for many back-office operations. Milligan works with other tolling agencies in Florida as well as Texas. It is well-versed in emerging technologies, including connected vehicles, and policy design with an expertise in back-office business rules. As previously stated, Milligan was initially engaged in a push-button contract to help with CCSS in March 2018. Secretary Gwynn asked if the rates were fully loaded, to which Mr. Hernandez replied they were.

With no further discussion, the vote was taken, and the motion passed.

INFORMATIONAL ITEM

Joint Participation Agreement (JPA) – Bob Frey, Staff

Mr. Frey stated this was for the Board's information regarding the Joint Participation Agreement and the Florida Department of Transportation (FDOT). On May 6, 2020, the Tampa Hillsborough Expressway Authority executed a JPA with the FDOT to include the installation of a mast arm signal at the intersection of Nebraska Avenue and Twiggs Street. The agreement also includes updating the pedestrian signals and ITS communication connections. This construction will all be completed during the Twiggs Street Improvements Design-Build Project. Mr. Frey also stated THEA has many such agreements with FDOT and other agencies. This was just one example of such a project. No action was required.

STAFF REPORT

CV Pilot Update – Bob Frey, Staff

Mr. Frey continued with an update, to the Board, on the CV Pilot project. This project is coming to an end on September 30, 2020.

The funding partners for the CV Pilot Project were THEA, the US Department of Transportation (USDOT) and Florida's Department of Transportation (FDOT). The technical and operations partners included the City of Tampa, HART, the University of South Florida's Center for Urban Transportation Research (CUTR), Brandmotion, HNTB, Siemens and SiriusXM.

THEA recruited about 1,200 commuters to participate in the CV Project. Mr. Frey said THEA also partnered with the TECO Line Streetcar System to install the technology in nine streetcars and with ten HART public transit vehicles. There are currently 44 Roadside Units (RSUs), which will expand due to an adjacent project. The current RSUs currently spot cover about 70% of the Tampa Downtown area. Mr. Frey showed two maps which pinpointed the RSU locations, the first showing 84% came through the REL onto Meridian. The second map showed the 52% on REL to Twiggs and Courthouse area.

The next slide showed two different maps. One was the Basic Safety Messages (BSMs) generated by cars on the REL and the other showed a heat map depicting the peak hours of 7:00 a.m. to 8:00 a.m. The heat map was generated by analyzing speed data from the BSMs. Data was analyzed and reported at 1-minute intervals over a 24-hour period.

Mr. Frey went on to explain the travel time distributions and network frequency. There was an average of 1.7 million BSUs per day and .9 million from RSUs. The slides showed the travel patterns during the peak periods in the morning and afternoon, day in and day out, with a drop on the weekends. Mr. Frey mentioned that 270 participants per hour create the data and what is happening. The system was one of the few in the world to do so.

Before continuing, Mr. Frey noted that it could not be said that the following would happen in all situations, but the data observations presented were actual observations generated by the CV Pilot Project. The system warned of 14 wrong way drivers on an expressway off ramp. The streetcars

warned nine drivers of an impending crash. In February 2020, 1,280 speed advisories were issued to 538 equipped vehicles to reduce morning backups and improve flow into downtown Tampa. On an average workday, out of 325 cars in the study area, ten drivers in older vehicles without technology are warned of possible collisions, due to cars ahead stopping too quickly. Finally, in an April 25, 2020 demonstration, as there was no actual data, it was shown that warnings could be provided to drivers of potential pedestrian/auto crashes outside the driver's sightline. Mr. Frey stated, this data had been given to USDOT for its case with the FCC to continue the technology for the bandwidth to continue.

Mr. Frey also shared future technology projects with the Board beyond September 2020. First, was the CV Pilot 2 where THEA, partnered with USDOT, would continue the operation of the CV Pilot and work to measure the benefits and identify any issues. Honda, Toyota, and Hyundai committed to working with THEA on CV technology through its dealerships. Mr. Frey mentioned an I-4 frame integration, in a 50-50 partnership with FDOT. District 7 would be the project manager of the project which would, using the I-4 connector, integrate the CV Pilot onto I-4. This would create a real-world CV corridor from Tampa to Orlando. This CV corridor would be able to measure benefits and issues. Mr. Frey thanked District 7 Secretary Gwynn for his support of the program. Finally, a grant would also be issued to deploy connected technology using a mix of existing technology, such as DMS and satellite radio and CVs at ramps and other areas of potential high conflict.

The Chairman had some questions for Mr. Frey regarding before and after data in conjunction with the Tampa Police Department, particularly with the wrong-way drivers. Mr. Alvarez also asked if there was a way to identify the wrong way drivers to find out more information, such as the time of day and how long it took to turn around. Mr. Frey stated that privacy was built into the review council and therefore the names and such information could not be revealed. There would be a survey sent to all participants as follow up on this program. Mr. Frey explained that CUTR was putting together a performance measure document and that would be a further presentation when completed. Mr. Waggoner also stated that crash data could be obtained from other sources.

The Chairman also suggested this data should be a press release item for THEA.

EXECUTIVE REPORTS

A. Executive Director (*Joe Waggoner*)

Mr. Waggoner presented the Contract Renewal and Expiration Report. There were two contracts up for renewal, the first being with the Road Rangers. It was the last year and THEA planned to move ahead with the renewal. The second contract was with Kisinger, Campo for miscellaneous design and was in its second of three years. Mr. Waggoner stated that THEA would also move ahead with that contract. This was the notice of intent to the Board these contracts would be renewed.

B. General Counsel (*Amy Lettelleir, Esq.*)

There was no report. Chairman Cassidy asked about revenue to which Ms. Lettelleir replied that it was still down about 40%. There was no other information requested.

C. Chairman (*Vincent Cassidy*)

The Chairman asked Mr. Waggoner if traffic was rebounding. Mr. Waggoner stated there was a gradual increase of about 20% in the last month. Also, weekend traffic was also increasing. The previous weekend's traffic was only down about 33% where in previous weekends, the traffic was down 40-50%.

There would be no need for the upcoming June Committees as a Whole Meeting. The Chairman also stated that the upcoming June Board meeting would also be a Zoom meeting. The Chairman also wondered if the THEA meeting times should be changed to allow all the Board Members to attend. Mr. Waggoner stated he would check into the Hillsborough County Emergency Committee meeting times and if needed change the times.

V. ADJOURNMENT

With no further business to come before the Board, Chairman Cassidy adjourned the meeting at 2:09 p.m.

APPROVED: 
Chairman: Vincent J. Cassidy

ATTEST: _____

DATED THIS 18th DAY of May 2020

B. General Counsel (*Amy Lettelleir, Esq.*)

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C. Chairman (*Vincent Cassidy*)

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DATED THIS 18th DAY of May 2020

Bennett, Barrow, Vice Chairman