Virtual Workshop of the Livable Roadways Committee
Wednesday, November 18, 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.

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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

II. Public Comment - 3 minutes per speaker, please

III. Approval of Minutes – October 28, 2020

IV. Discussion Items
A. Plant City Transit Plan (Vishaka Raman, MPO)
B. 2021 Meeting Calendar (Lisa Silva, MPO)
C. Vision Zero Corridor Studies (Lisa Silva and Wade Reynolds, MPO)

V. Old Business & New Business
A. Future Meeting Format (Lisa Silva, MPO)
B. Committee Chair and Membership Revisions (Michael Maurino)
School Transportation Coordination

VI. Adjournment

VII. 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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Persons needing interpreter services or accommodations for a disability in order to participate in this meeting, free of charge, are encouraged to contact Joshua Barber, (813) 273-3774, ext. 313 or barberj@plancom.org, three business days in advance of the meeting. If you are only able to speak Spanish, please call the Spanish helpline at (813) 273-3774, ext. 211.

Si necesita servicios de traducción, el MPO ofrece por gratis. Para registrarse por estos servicios, por favor llame a Joshua Barber directamente al (813) 273-3774, ext. 313 con tres días antes, o barberj@plancom.org de cerro electronico. También, si sólo se puede hablar en español, por favor llame a la línea de ayuda en español al (813) 273-3774, ext. 211.

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CALL TO ORDER

Chair Maurino called the meeting to order at 9:00 a.m. The meeting was held via GoToWebinar and a quorum was present at the start of the meeting. The Pledge of Allegiance took place.

Members Present: Karen Cashon, Melissa Collazo, Cathy Coyle, Christine Crespo Valentin, David Hey, Emily Hinsdale, Mark Hudson, Arizona Jenkins, Danni Jorgenson, Larry Josephson, Karen Kress, Matthew Lewis, Michael Maurino, Ray Mensah, Sandra Piccirilli, Anna Quinones, Carlos Ramirez and Justin Willits

Others Present: Beth Alden, Lisa Silva, Johnny Wong, Joshua Barber, Vishaka Shiva Raman, and Fatima Ellkot – MPO; Jason Krzyzanowski and Sharon Snyder – Planning Commission; Alex Henry – FDOT; and Michael Dixon

II. PUBLIC COMMENT

There were no public comments.

III. APPROVAL OF MINUTES

Motion: Approval of the September 16, 2020 minutes (Kress - Hey). The motion passed unanimously.

IV. STATUS REPORTS

A. Overview of Clearguide Data and Analysis Platform (Johnny Wong, MPO)

Dr. Wong provided an update of the ClearGuide Data and Analytics Platform. This is a project the MPO has been managing for about four years. For three of the four years, it was a vision that hadn’t come to fruition. In November 2019, the MPO was able to launch a shared analytics and data platform and they’re hoping this can represent a new way of how transportation planning and operations management gets done. The MPO is hoping that this platform can become the centralized repository for all mobility data across the County.

In 2016, Hillsborough MPO was selected to participate in a FHWA data business plan pilot study with the focus being on data business plans. The Feds were interested in knowing how agencies, especially MPOs, are acquiring, using, and managing transportation data. The study focused mainly on aspects of data governance because that was the Feds interest, so they asked questions such as “How is data being collected?”, “How are changes being documented?”, “Who’s responsible for data quality?”, and “How is access being regulated?”.

Dr. Wong shared the goals of the Data Business Plan (DBP) and the most interesting were what datasets are being collected, what datasets are not being collected and what are we working towards. To answer what datasets are and aren’t being collected, the MPO used a data and gap assessment which revealed about 50 sets of mobility data collected in Hillsborough County. Our County is operating at the higher end of the spectrum. Another interesting finding was, even back
in 2016, the County was operating at the cutting edge as we had agencies collecting connected vehicle data, autonomous vehicle data, location-based services and we were one of the first MPOs to participate in the Waze data exchange. There are a lot of agencies within the County doing amazing things with data analysis. The third interesting finding was the uneven landscape of data within the County and we suffer from a huge problem of data inequity. There are a few, well-funded programs in the County with mature data programs. We’re able to invest in building new tools and acquiring new datasets whereas some that don’t have those resources really suffer and good planning is contingent upon us being able to produce good datasets and share them with our partners for that consistency. We don’t want a wealth of information with just a few agencies, we want to be able to share. That is a message that Dr. Wong is trying to push, and other agencies are on board.

Dr. Wong and the Hillsborough MPO are managing the data and analytic portal, in strong coordination with their partners in the County, City and FDOT District 7. The portal has been operational for approximately ten months, but even in that short amount of time, they have received a lot of value from it. They feel this is the next wave of planning as it allows them to work smarter, not harder, and it’s producing insights and analytics that are reducing the amount of effort it takes to do quality checks.

The platform is a website that all the agencies have access to. It displays a map of the County along with weather data and real time traffic data across the entire network. They can analyze historical data to track trends over time. This is helpful for planning and operations. ClearGuide is an Iteris product, one of the leaders in this industry. The Hear data, which is provided to us for free by their central office, is produced in real time, but can be bend in very short intervals for operational purposes. People in traffic management center can customize the data to fit their needs for planning. They recently added crash data and Waze incidents. This is becoming a one-stop shop for all to see speed, delay, congestion, crashes and incidents. Dr. Wong showed a sample of the map with the data displayed.

One of the first use cases this tool was used for was studying route performance. When doing a planning study, most of the time the focus is on corridors. Instead of just looking at a 2 - 3 mile section of a corridor, they wanted to see what a typical commute would look like. The MPO wanted to explore the tool’s capabilities so they identified 15 key economic spaces from their travel demand model, and put together a 15 x 15 matrix to represent origin to destination, then calculated speed, delay, travel time, reliability, buffer index, etc., to see which of the 225 commuter routes was the most miserable. They thought the Top 20 Most Miserable Commutes would be a fun take on the Top 20 Vision Zero Corridors – this was done in house and the results will not be shared – but this is an example of the type of analysis ClearGuide allows the MPO to produce. In the future, after some refinements, this information could appear in the LRTP, because cross County commutes typically rely on the interstate system before moving on to arterials to arrive at the final destination. This was just an example of the type of analysis that can be done for the future Plan.

This tool can also be used as a supplement to traditional corridor-level Level of Service (LOS) analysis. The MPO is working with the County to update their comprehensive plan and the mobility element contains LOS analysis, but what is known about the County’s network is LOS doesn’t tell them a whole lot because most of the roads are performing poorly. The MPO is looking at reliability or travel time index as alternatives to LOS so they can target improvements to roads that will be most affected by new development.

ClearGuide is also a helpful public engagement tool because it provides an engagement opportunity and transparency. While handouts during a meeting are helpful, being able to
answers questions and produce the analysis on the spot makes it more engaging and easier to participate in a conversation.

Our partners are getting a lot of use from ClearGuide. The City recently used it to work on signal retiming. Dr. Wong explained the process and evaluation for retiming the signals in downtown Tampa. The next steps for data and analytics platform are building dashboards on the website, continue data exploration for transit, O-D and micro-mobility options, predictive analytics, open source, and expansion to other services.

The MPO has provided training to most of the agency partners already. Dr. Wong is happy to train others. Please email him at wongj@plancom.org, if interested. Dr. Wong also announced he will be scheduling a planning-oriented workshop on ClearGuide in either late November or early December. Please email Dr. Wong if you are interested in attending.

A discussion followed regarding predictive analytics for areas that are underserved by transit or for actual traffic patterns. Dr. Wong replied it is too early to tell what will become of it as the appropriate dataset to monitor transit hasn’t been determined, but it should be possible because the analysis can be manually completed now. Dr. Wong also discussed HART’s transit data monitoring tool. He hasn’t been able to view it yet, but has heard it is a very capable and advanced tool.

**B. Title VI and Nondiscrimination Plan Update (Joshua Barber, MPO Staff)**

Mr. Barber gave the Title VI and nondiscrimination plan update. The current plan, which is required by federal law, was adopted by the MPO in March 2018, and must be updated every three years. The 2018 plan covers identifying underserved communities and where they are located, how the MPO engages those communities in their work and what can be improved, past performance of plans and how the MPO can measure progress toward more equitable outcomes, internal agency procedures and processes, and recommendations.

As part of Plan Hillsborough’s ongoing commitment to the community, the executive leadership decided to expand the plan to include the Planning Commission as part of this year’s update. In addition to meeting federal and state Title VI nondiscrimination requirements, the staff has been working hard to identify major project goals. There aren’t very many examples nationwide of a joint nondiscrimination plan between a planning commission and a MPO. The goals of an agencywide nondiscrimination plan are to institutionalize equity as a priority throughout the Hillsborough Metropolitan Organization, Hillsborough County City-County Planning Commission and Hillsborough River Board; update, improve and expand data tracking and performance measurement of equity conditions and outcomes; improve community engagement and empowerment processes, strategies, and data tracking; and improve community representation throughout the agency.

Mr. Barber noted our country’s major civil rights legislation generally states that we must not discriminate in the provision of any agency program and activity against the following groups: by sex, gender and sexual orientation; by ability; by race, ethnicity, color or national origin; by age; by income; or by limited English proficiency (LEP). He shared maps depicting how past policies have resulted in disparate outcomes and he discussed equities such as home ownership, air quality, transportation safety and neighborhood safety.

Mr. Barber reviewed the scope of work: Task 1 is to define equity; Task 2 is the review the history of inequities from Planning Policy in our community; Task 3 is to identify Communities of Concern (COC); Task 4 is to identify existing conditions (internal agency plans and processes and external
community outcomes); Task 5 is community engagement; Task 6 is recommendations; and Task 7 is writing the 2021 Nondiscrimination Plan. He discussed the Resources and Next Steps. Mr. Barber worked with Charles Brown, PhD, with Equitable Cities, LLC and Rutgers University, to help guide him throughout this process. Dr. Brown is an expert in equity and transportation. He has also worked with Danielle Jackson, TELL Public Relations, a public relations expert in Tampa, who is helping with the agency’s community engagement processes. Staff has also completed Diversity and Inclusion training.

The timeline for this project is: Phase 1: Foundation and Background (July 2020-January 2021); Phase 2: Public Engagement (February and March 2021); Phase 3: Drafting recommendations (March – July 2021); and Phase 4: Ongoing public engagement – carrying out the recommendations (July 2021 and beyond).

Mr. Maurino discussed the United Way’s ALICE study (Asset Limited Income, Constrained and Employed) which is not necessarily studying only people in poverty, but those who are one emergency away from it. He is also happy to see Plan Hillsborough working with someone from Rutgers but asked if there is any consideration given to areas of the community that are understudied, such as those next to the redlined areas, like the communities right outside of MacDill AFB? Mr. Barber feels we can think about that as an agency. Part of the process is doing community and demographic mapping which help guide the process. Looking at the County’s history and putting our neighborhoods in context can really help guide the process, as well. A former employee of United Way, Mr. Maurino added the ALICE study shows 15-20% of families are at the poverty level, but another 40% have real economic struggles and losing paychecks can quickly get them to the poverty level. He also noted the impact and lack of availability of transportation and affordable housing.

Mr. Willits commented agencies need to get into the mode for predicting and planning for where Communities of Concerns might go with displacement that accompanies some of the redevelopment of the urban core and traditionally transit dependent communities.

C. Legislative Positions Review (Lisa Silva, MPO)

In preparation for the upcoming Florida Legislature session, staff seeks input from the MPO’s advisory committees before bringing legislative proposals to the MPO Board. Ms. Silva reviewed correspondence and position statements from the past year. Some of the measures have been adopted, notably full funding for reconstructing the Westshore Interchange (I-275 and SR-60) and enforcement of cell phone laws as a primary offense. The MPO strongly opposes legislation that affect citizen participation in key conversations like the movement to restrict who can serve on the MPO Board and restricting the use of the voter approved surtax. They encourage the Legislature to take steps to reduce high traffic death rates by banning the use of cell phones while driving, increasing the penalties to offenders for causing injuries and for drag-racing, establish local e-Scooter regulations, raise the standards for hazardous walking conditions, and support for the school districts for the bus service cost burdens. The MPO would like more flexibility and control in being able to use toll revenues to fund transit projects. The MPO also continues to oppose the elimination of crosswalks equipped with Rectangular Rapid Flashing Beacons (RRFB) at uncontrolled marked intersections.

Mr. Maurino feels we will need to continue to work on some of the issues. There are elements of the Westshore interchange project that still need to be worked on as a region to make sure some of the local connections go forward the way we want to see them go. Also, where there is increased traffic due to the interstate project, consideration should be made for local movements for both drivers and pedestrians, so there is a balance between improving the interstate and local
street level for all users. Mr. Maurino stated one comment he has heard in discussions related to transit is concern over the use of express buses in certain corridors and whether they can travel on certain types of shoulders. This is related to the TBARTA bus on shoulder project. It may be a matter of changing the statute but obviously this is something for TBARTA to work on.

In Mr. Maurino’s personal opinion, the MPO’s biggest issue is making sure that we, as a County, still have the ability to impose a tax that our citizens voted for in 2018 and we’re still not able to use. The ability of people to decide what is best for them and to use the apparatus of the Constitution and the Florida Statutes to do so instead of having it limited. Again, this is Mr. Maurino’s opinion and he isn’t saying this as a representative of anything else. He feels we have a lot of transportation issues in this community and in 2018 our community decided to take care of it, but we haven’t been able to take care of it yet.

In response to Mr. Maurino’s concern about the express bus service, Ms. Silva stated the toll revenues can be used for roads and express bus service. The MPO has done studies to push for this, but it’s limited there. The MPO is asking that these be broadened to be used for other projects, like maybe parallel transit routes to help the roadway or transit stations along the routes. There are some limitations for what else the transit funds can be used for so that is communicated in our prioritization to get more creative and flexible with that.

Ms. Kress asked if the MPO has weighed in on the Tampa Bay Chamber’s ability to give cities the opportunity to tax themselves. Ms. Alden stated the MPO has taken the position about that in the past, but not in the last 1 – 1 ½ years, so it wasn’t included in this roundup; however, it is something they have been advocating for. They have also shared this with the Florida MPO Advisory Council, so it is part of their legislative platform as well. This is a topic that the other MPO staff directors with the TMA Leadership group feel should be included in the position statement about transit funding. Ms. Alden does feel there may be revised draft of the position statement on transit funding that includes this and what Mr. Maurino mentioned about buses on shoulders. Florida Statute 343 limits the State’s funding of transit to inter-city rail and the request from TBARTA was to change that to inter-city fixed guideway transit operating a minimum of 50% in dedicated right-of-way. This would make a lot more projects eligible in our area. For example, it would allow the Central Avenue BRT to qualify for the support for operational funding, as the first seven years the SunRail enjoyed. The MPO will probably be bringing that back, as well. If HART’s BRT project goes all the way from downtown to Temple Terrace that could potentially be inter-city fixed guideway BRT, as well. There are a lot more opportunities there.

Ms. Alden doesn’t know what the chances are of any of this happening, but there does seem to be support from some of our legislative delegation for bus rapid transit strategies but in terms of providing new opportunities for local governments to address their shortfalls, she feels it’s an uphill battle. Mr. Maurino stated this is a perfect example of an initiative we can put forward to the MPO – the idea that we don’t have a shovel ready rail project – there isn’t a SunRail on deck – but the Central Avenue BRT project is moving forward and they have their own funds, and we’re closer on some of the BRT projects.

Mr. Jenkins suggested it might be easier to use the smaller mini-buses on the shoulders. He added they have a very good turning radius. Mr. Maurino thanked him for the suggestion and Ms. Alden commented she hopes we get to the point of being able to choose vehicles.

Mr. Maurino stated the agencies are obviously doing their best, but it takes changes to the policy at the legislative level to make some of these things move. He feels Ms. Alden’s point about making BRT, which is a fixed guideway if built the right way, eligible for the inter-city rail project
and changing it to inter-city fixed guideway projects, requires a motion. Ms. Alden agreed a motion was needed.

To clarify, Mr. Maurino stated currently there is a Florida inter-city rail transit fund that can be used for projects like SunRail, but cannot be used for a project like the Centra Avenue BRT, which is obviously some level of BRT, and what has been discussed is changing this program so a BRT would be eligible. There are currently a few BRT projects in other parts of the State, so this change won’t just benefit Hillsborough County.

Mr. Willits asked if we could use the term regional job centers instead of inter-city? Mr. Maurino stated that can be part of the comments, but a portion of the program is called inter-city rail transit. Ms. Alden stated we would have to define what the job centers are, which isn’t impossible, but is a problem unique to Hillsborough County because we have such a large, unincorporated area. Mr. Maurino thinks there may be job centers in the Jacksonville and the Miami-Dade areas, so this wouldn’t apply only to our County.

Motion: To ask the MPO Board to include in their Legislative priorities asking the Legislator to change the language referencing “inter-city rail program” to also include “inter-city fixed guideway program” to allow bus rapid transit projects to be eligible for that source of funding (Kress – Coyle). The motion passed unanimously.

V. OLD BUSINESS & NEW BUSINESS

A. November Meeting Format (Lisa Silva, MPO)

With the Covid-19 virtual meeting mandate ending on October 31st, the MPO is working with Hillsborough County facilities and County attorneys to determine how to have meetings safely and legally in November. The MPO is still waiting for some answers and Ms. Silva will be polling members to find out who can attend the November meeting in person to meet the quorum of 11 members. The Plan Hillsborough Room is being designed to safely accommodate attendees with plexiglass, spacing, signage, etc. Ms. Silva went over the County’s safety precautions in place to enter the building (temperature taken, masks required, and social distancing). If the Plan Hillsborough Room isn’t ready in time, the LRC may recess in November.

Ms. Silva asked members to comment in the chat log if they are willing to meet in person for the November 18th meeting. Those who indicated during the meeting that can attend in person are Justin Willits, David Hey, Sandra Piccirilli, Arizona Jenkins, Cathy Coyle, Karen Kress, Christine Crespo-Valentine (if needed), and Emily Hinsdale. Ms. Silva will also contact members not in attendance today.

The MPO is hoping to have a final decision regarding the meeting by November 4th, but at the latest November 10th.

B. School Transportation Coordination (Lisa Silva, MPO)

The MPO used to have a School Transportation Working Group (STWG) and the LRC was identified as the MPO Committee most flexible to continue coordinating school transportation issues. School board staff are also members of the Technical Advisory Board. The Community Traffic Safety Team has many of the same members that were part of the STWG. They are coordinating projects and Ms. Silva participates to coordinate school transportation from a MPO prospective and to hear what staff, enforcement, engineering and others on the Committee are doing. The School Board formed their On-Site Circulation Committee to coordinate with all of our
agency partners on circulation and adjacent facilities; however, sometimes things fall through the cracks so school transportation coordination may be a reoccurring item on the LRC agenda for members to communicate items that are of concern. Then Ms. Silva can address these with the appropriate source for resolution and can report back to the Committee. Last month, Ms. Hinsdale reported on concerns about the COVID-19 circulation restructuring around schools making it more unsafe for the bicyclists and pedestrians. Ms. Silva was able to quickly get in touch with the right people, who addresses this with the principal, and the situation was corrected.

Ms. Silva also stated there are thirty-one schools to be sited in South County in the next 15 years. Because Hillsborough County doesn’t want to aggravate the existing substandard transportation issues, they are forming a School Siting Task Force to address this. The MPO, the Planning Commission, the BOCC and various other agencies will be members of this task force and Ms. Silva will share updates from this group with the LRC.

C. **World Mourning Day of Remembrance** (Lisa Silva, MPO)

The Vision Zero World Mourning Day of Remembrance event is Sunday, November 15th, at the Courtney Campbell Causeway. The event flyer was included in the agenda packet and Ms. Silva encouraged members to attend.

**VII. ADJOURNMENT**

The meeting adjourned at 10:09 a.m.
**Agenda Item**
Plant City Transit Study

**Presenter**
Vishaka Shiva Raman, MPO Staff

**Summary**
The Hillsborough MPO, in collaboration with the Hillsborough Area Regional Transit Authority (HART), is conducting a transit study to evaluate the feasibility of implementing transit services to Plant City to provide access to jobs, recreation and medical needs of the residents. Plant City was served by a local circulator called Strawberry Connector (from 2001 to 2008) and an express route called Route 28X operated by HART (from 2010 to 2017). Currently, there is no transit serving Plant City.

This study focuses on evaluating the feasibility of re-initiating a circulator service within downtown Plant City. It also evaluates the feasibility of providing a commuter service to connect to downtown Tampa and to Lakeland in the future. Through a series of public outreach including two stakeholder focus group meetings and a virtual public open house, staff has developed three alternatives for a local commuter service and five alternatives for an express route to connect Tampa to Plant City. The planning-level cost estimates for capital and operating costs for the different alternatives have also been evaluated and compared to help Plant City and HART determine the most feasible option for the future.

**Recommended Action**
Support the results of the study and recommend to the Board for approval.

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

**Attachments**
- Study website
- Presentation
PLANT CITY TRANSIT STUDY
Project Update

MPO Committees
November 2020
PLANT CITY TRANSIT STUDY
STUDY OVERVIEW
Background

Currently over 40,000 residents in Plant City

Plant City one of the fastest growing areas of Hillsborough County (by percent)*

Major corridors Park Rd, S Collins St, Alexander St, Reynolds St, Baker St.

*2045 MPO Population and Job Growth update
Study Purpose & Outcomes

Explore
Explore options for transit in Plant City:
- Transit circulator to serve transit needs within Plant City
- Express route connecting Plant City to Tampa and potentially Lakeland

Evaluate
Evaluate alternative routes and service based on:
- Costs
- Potential ridership
- And other performance measures

Identify
Identify areas to serve in the future to meet projected growth

Recommend
Recommend final set of proposed transit alternatives
# Plant City Transit Master Plan

## Tentative Project Schedule

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- **Community Engagement**
- **Project Deliverable**
PLANT CITY TRANSIT STUDY
PREVIOUS TRANSIT SERVICE
Previous Transit Service

Strawberry Connector
- Four routes operated by HART from 2001-2005, Plant City from 2005-2008
- Highest annual ridership: 47,543 (FY 2006/2007)

28X East County Express
- Two round trips (morning/afternoon) and later one trip a day (morning/afternoon); operated between 2010 to 2017
- Peak average annual ridership in 2012: 14,363 annual riders (17.3 riders per trip)
PLANT CITY TRANSIT STUDY
COMMUTING CHARACTERISTICS
Commute Patterns & Zero Car Households

- 84% of workers drive alone
- Mean travel time to work is 23.6 minutes
- 18% of residents travel less than 10 minutes to work
- 1.5% of households in Plant City have no vehicle
- Coincides with Communities of Concern map by Hillsborough MPO
# Sunshine Line

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<th>Top Destinations</th>
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<td>Winn Dixie</td>
<td>Grocery</td>
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<tr>
<td>St. Clements Church &amp; Food Pantry</td>
<td>Church/Food Pantry</td>
</tr>
<tr>
<td>Save-A-Lot</td>
<td>Grocery</td>
</tr>
</tbody>
</table>
PLANT CITY TRANSIT STUDY OUTREACH EFFORTS
Outreach Efforts

Stakeholder Focus Group Meeting I – Feb 2020

Stakeholder Focus Group Meeting II – May 2020
  ◦ Survey distributed to stakeholders and public following the focus group meeting

Virtual Public Meeting – Open House Format
  • Flyers distributed at various location in Plant City
  • Live Presentation on August 26 for public
  • Workshop was live for 3 weeks from Aug 24 to Sep 13
PLANT CITY TRANSIT STUDY
ALTERNATIVES ANALYSIS
Transit Alternative Goals

1. Implement useful and reliable service for people who need it most (Communities of Concern & persons with disabilities)
2. Use transit to incentivize development downtown
3. Connect Plant City to Tampa and Lakeland/Polk County with transit
PLANT CITY TRANSIT STUDY
CIRCULATOR ALTERNATIVES
Assumptions

$600K capital cost for each new bus
Paratransit costs are an additional 12% of operating costs
Operates from 6 am to 10 pm
7 days/week

Note: All costs are planning-level cost estimates. Any route will require more in-depth analysis by HART staff for more detailed cost estimates.
PLANT CITY TRANSIT STUDY
Circulator Alternatives

Two options evaluated:

Option A
- 1 bus every 60 minutes
- Connects Strawberry Festival Grounds on the west through Downtown to Walmart along Redman Parkway on the south

Option B
- 2 routes operated by 2 buses
- Splits Option A into 2 routes and covers more area
# Circulator Route Cost Comparison

<table>
<thead>
<tr>
<th>Performance Measures</th>
<th>Option A</th>
<th>Option B, Routes 1 &amp; 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Annual Operating Cost</td>
<td>$600 - $650K</td>
<td>$1.12M-$1.22M</td>
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<tr>
<td>Paratransit Cost</td>
<td>$72K-78K</td>
<td>$136K-146K</td>
</tr>
<tr>
<td># of vehicles</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>Frequency</td>
<td>60 min</td>
<td>30 min (route 1) 40 min (route 2)</td>
</tr>
<tr>
<td>Travel Time (round trip)</td>
<td>50 min</td>
<td>25 min (route 1) 30 min (route 2)</td>
</tr>
<tr>
<td>Connection to other routes</td>
<td>Limited stop alternatives</td>
<td>Limited stop alternatives</td>
</tr>
<tr>
<td># of people within ½ mile</td>
<td>10,056</td>
<td>18,741</td>
</tr>
<tr>
<td># of jobs within ½ mile</td>
<td>4,942</td>
<td>7,737</td>
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<tr>
<td>% in poverty within ½ mile</td>
<td>18.74%</td>
<td>19.2%</td>
</tr>
<tr>
<td>% minority within ½ mile</td>
<td>64.7%</td>
<td>61.5%</td>
</tr>
<tr>
<td>% seniors within ½ mile</td>
<td>11.2%</td>
<td>13.5%</td>
</tr>
<tr>
<td>% households w/no vehicles within ½ mile</td>
<td>9.0%</td>
<td>8.2%</td>
</tr>
</tbody>
</table>
Option C: On-Demand Service

On-demand, point-to-point service

Case Study - Downtowner
- Approx. $1.6M per year to operate 6 vehicles in an area the size of downtown Tampa
- Metrics specific to downtown Tampa
  - Funded through a grant with 50% local match
  - 14,010 passengers per month
  - $5.09 cost per passenger (paid by HART)
  - Avg wait time: 15 min
PLANT CITY TRANSIT STUDY
LIMITED STOP ALTERNATIVES
Assumptions

$600K capital cost for each new bus

Each route would require 2 buses

Operates Monday – Friday
  - 6:00 am to 8:00 pm

Sat/Sun
  - 10:00 am to 8:00 pm

Note: All costs are planning-level cost estimates. Any route will require more in-depth analysis by HART staff for more detailed cost estimates.
## Tampa - Plant City
### Limited Stop Route Comparison

<table>
<thead>
<tr>
<th>Performance Measures</th>
<th>28X</th>
<th>I-4</th>
<th>MLK</th>
<th>Rt. 38 Ext</th>
<th>I-4 + MLK</th>
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</thead>
<tbody>
<tr>
<td><strong>Annual Operating Cost</strong></td>
<td>$950K-1.25M</td>
<td>$950K-1.25M</td>
<td>$900-950K</td>
<td>$950K-1M</td>
<td>$950K-1M</td>
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<tr>
<td><strong>Cost per Day</strong></td>
<td>Weekday: $3K Sat/Sun: $2,228</td>
<td>Weekdays: $2,800 Sat/Sun: $2,800</td>
<td>Weekdays: $2,700 Sat/Sun: $2K</td>
<td>Weekdays: $3K Sat/Sun: $2,250</td>
<td>Weekdays: $3K Sat/Sun: $2,250</td>
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<tr>
<td><strong>Frequency</strong></td>
<td>45 min</td>
<td>45 min</td>
<td>60 min</td>
<td>60 min</td>
<td>60 min</td>
</tr>
<tr>
<td><strong>Travel Time (one-way)</strong></td>
<td>45 min</td>
<td>40 min</td>
<td>50 min</td>
<td>50 min</td>
<td>50 min</td>
</tr>
<tr>
<td><strong>Distance Traveled; 2 veh (round trip)</strong></td>
<td>53.6 miles</td>
<td>49.67 miles</td>
<td>46.3 miles</td>
<td>37.7 miles</td>
<td>52.18 miles</td>
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<tr>
<td><strong>Transfers to get to Downtown Tampa</strong></td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>0</td>
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<tr>
<td><strong># of people within ½ mile</strong></td>
<td>44,596</td>
<td>15,509</td>
<td>19,848</td>
<td>6,644</td>
<td>20,734</td>
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<tr>
<td><strong># of jobs within ½ mile</strong></td>
<td>104,602</td>
<td>77,783</td>
<td>70,672</td>
<td>11,685</td>
<td>77,458</td>
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<tr>
<td><strong>% in poverty within ½ mile</strong></td>
<td>20.6%</td>
<td>24.7%</td>
<td>20%</td>
<td>19.4%</td>
<td>21.5%</td>
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<tr>
<td><strong>% minority within ½ mile</strong></td>
<td>55%</td>
<td>58.6%</td>
<td>50.9%</td>
<td>62.1%</td>
<td>55.7%</td>
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<tr>
<td><strong>% seniors within ½ mile</strong></td>
<td>10.1%</td>
<td>12.9%</td>
<td>10.5%</td>
<td>11.1%</td>
<td>12.6%</td>
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<tr>
<td><strong>% no vehicles within ½ mile</strong></td>
<td>9.9%</td>
<td>13.6%</td>
<td>11.9%</td>
<td>9.0%</td>
<td>12.9%</td>
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</table>
Plant City - Amazon - Lakeland
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<tr>
<th>Performance Measures</th>
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<tr>
<td>Annual Operating Cost</td>
<td>$460K - $510K</td>
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<tr>
<td>Cost per Day</td>
<td>Weekday: $1,400 Sat/Sun: $1K</td>
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<td>Frequency</td>
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<tr>
<td>Travel Time (one way)</td>
<td>25 min</td>
</tr>
<tr>
<td>Distance Traveled; 1 veh (round trip)</td>
<td>24.84 miles</td>
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<tr>
<td>Connection to other routes</td>
<td>Circulators, limited stop routes</td>
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<tr>
<td># of people within ½ mile</td>
<td>4,955</td>
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<tr>
<td># of jobs within ½ mile</td>
<td>8,416</td>
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<tr>
<td>% in poverty within ½ mile</td>
<td>23.3%</td>
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<tr>
<td>% minority within ½ mile</td>
<td>47.1%</td>
</tr>
<tr>
<td>% seniors within ½ mile</td>
<td>17.1%</td>
</tr>
<tr>
<td>% no vehicles within ½ mile</td>
<td>19.5%</td>
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</table>

Note: All costs are planning-level cost estimates. Any route will require more in-depth analysis by HART staff for more detailed cost estimates.
Lessons Learnt

Opens opportunities for jobs, tourism and economic growth

Providing reliable service and coverage are challenges, public perception about transit

All the commuters drove to work and majority saw transit as a desirable option, prefer transit plaza

Need easy Access to transit stops, comfortable facilities and shorter waiting times, service frequency

Current development pattern could support transit, but need more density to support frequent transit service, policy decisions

Most frequent trips within Plant City for shopping along Redman Plaza, medical appointments, area around the hospital and to work

For Express route, most desired destination Tampa Downtown, followed by Tampa International Airport, Brandon and USF area. Lakeland is a desired destination
Board & Committee Agenda Item

**Agenda Item**
2021 Meeting Calendar

**Presenter**
Committee Liaison

**Summary**
Staff has prepared a calendar of meetings for 2021. We ask that each MPO advisory committee review and approve its meeting dates. Upon approval by the MPO Board, this calendar will be published and posted online to provide the public with ample notice of meeting schedules.

**Recommended Action**
Review and approve the 2021 MPO and Committees Meeting Calendar

**Prepared By**
Johnny Wong, PhD

**Attachments**
MPO Meeting Calendar
### 2021 SCHEDULE OF MONTHLY MEETINGS

<table>
<thead>
<tr>
<th>MPO 10:00 AM</th>
<th>POLICY 8:30 AM</th>
<th>TAC 1:30 PM</th>
<th>CAC 9:00 AM</th>
<th>BPAC 5:30 PM</th>
<th>LRC 9:00 AM</th>
<th>ITS 1:30 PM</th>
<th>TDCB 9:30 AM</th>
<th>TMA 9:30 AM</th>
<th>CCC 11 AM</th>
<th>CCC DIRECTORS 1:30 PM</th>
<th>IOC 6:00 PM</th>
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<td><strong>JUNE</strong></td>
<td>9 Public Hearing (a)</td>
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<td>17 Pinellas</td>
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<td><strong>OCTOBER</strong></td>
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<td><strong>DECEMBER</strong></td>
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<td>1 or 8</td>
<td>Joint Mtg. 1 (c) @ 12P</td>
<td>8</td>
<td>15</td>
<td>10</td>
<td>10 Hillsborough</td>
<td>10</td>
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</tbody>
</table>

**Meeting Location**
(c) BOCC Chambers, County Center, 601 East Kennedy Blvd., 2nd Floor
(b) Plan Hillsborough Committee Room, County Center, 601 East Kennedy Blvd., 18th Floor
(c) 26th Floor, Rooms A&B, County Center Building, 601 E. Kennedy Blvd.
(d) Call (813) 282-8200 or [www.tbarta.com](http://www.tbarta.com) for meeting location - TBARTA Office, 4350 W. Cypress St. #700, Tampa
(e) Planning Commission Boardroom, County Center, 601 East Kennedy Blvd., 18th Floor

**Acronyms**
- BPAC: Bicycle - Pedestrian Advisory Committee of the MPO Board
- CAC: Citizens Advisory Committee of the MPO Board
- CCC: TBARTA MPO Chairs Coordinating Committee
- ITS: Intelligent Transportation Systems Committee of the MPO Board
- MPO: Metropolitan Planning Organization Board
- POLICY: Policy Committee of the MPO Board
- TAC: Technical Advisory Committee of the MPO Board
- TDCB: Transportation Disadvantaged Coordinating Board
- LRC: Livable Roadways Committee of the MPO Board
- TMA: Tampa Bay Transportation Management Area Leadership Group
- IOC: Independent Oversight Committee

**Meeting Locations**
- (a) Planning Commission Boardroom, County Center, 601 East Kennedy Blvd., 18th Floor
- (b) 26th Floor, Rooms A&B, County Center Building, 601 E. Kennedy Blvd.
- (c) Call (813) 282-8200 or [www.tbarta.com](http://www.tbarta.com) for meeting location - TBARTA Office, 4350 W. Cypress St. #700, Tampa
- (d) Planning Commission Boardroom, County Center, 601 East Kennedy Blvd., 18th Floor

Revised 10-29-20
Board & Committee Agenda Item

**Agenda Item**
Hillsborough County Vision Zero Corridor Studies Draft Recommendations

**Presenter**
Wade Reynolds and Lisa Silva, MPO Staff

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

A presentation of draft recommendations and public outreach results from the communities surrounding these HIN corridors:

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

Please visit the project page to review the reports for any of the corridors.

**Recommended Action**
Approval of recommendations.

**Prepared By**
Gena Torres

**Attachments**
Draft Reports
Virtual MPO Board Workshop on Managed Lanes

CALL TO ORDER and PLEDGE OF ALLEGIANCE

The MPO Vice Chairman, Commissioner Pat Kemp, called the meeting to order at 9:00 a.m. and led the pledge of allegiance. The meeting was held virtually via GoToWebinar.

ROLL CALL

Roll call was taken by Cheryl Wilkening, MPO Staff. The following members were present:

Commissioner Kemp, Commissioner Overman, Commissioner Smith, Councilman Citro, Councilman Dingfelder, Gina Evans, Melanie Williams, Paul Anderson, Joe Waggoner, Michael Maurino, Bob Frey, Adam Harden and Cindy Stewart

The following members were absent: Commissioner Les Miller, Councilman Guido Maniscalco, Commissioner Ken Hagan, Mayor Lott, Mayor Ross,

Goals for Today’s Workshop

Beth Alden, MPO Director, shared background on managed lanes in the Tampa Bay area. The FDOT has planned express lanes, sometimes called managed lanes, for our area interstates since the early 1990s. There were questions expected to be answered later like how those would the express lanes operated, would they have tolls, where would access points be, and would there be transit in parallel with them. We are now 30 years later at the point we need to start answering some of those questions. The first express lanes expected to be built in the Tampa Bay area are the Tampa Bay Next Managed Lanes. The first express lanes would be over the Howard Frankland Bridge into Pinellas county. The next ones would be on I-275 through the center of Tampa to the Westshore Interchange area (shown in red on the map). The LRTP indicates Interstate 4 (shown purple on the map) would be next and it would head towards Orlando then after I4 they would look at I75 through most of the county. Ms. Alden explained a map of what is included in the Transportation Improvement Program. She then provided a brief introduction of all the speakers.

FDOT’s Managed Lanes Program

Raj Pannaluri, FDOT Arterial Management Engineer, presented the FDOT’s Managed Lanes Program. FDOT’s Managed Lanes Policy provide safe travel choices, offers predictable travel times, and prioritizes long distance trips. The goals of managed lanes are to offer safe choice to bypass congestion, reduce congestion and improve traffic flow, ensure efficient use of road capacity and provide innovative travel alternatives. The benefits of managed lanes are to provide drivers with safe travel choices, offer more predictable travel time, reduce fuel consumption, decrease air pollution and support transit usage. There are 80 miles of managed lanes in operation, 100 miles under construction and 400 miles under consideration. Allison Stettner, FDOT Office of Policy Planning Director, noted that there is continuous public engagement through life of the project, align with community vision, match the strategy for
community and facility and solutions must be adaptable and developed collaboratively. The managed lanes guidebook provides direction for the implementation of the managed lanes policy. The managed lanes guidebook content includes project identification, project development, alternatives, design consideration and operations & maintenance. The key takeaways are tailored to community and facility, include an open and collaborative process, apply holistic approaches to manage congestion, follow a consistent process documented by the managed lanes guidebook and are dynamic and flexible.

Councilman Dingfelder inquired about the pricing structure and the exemptions like the Transportation Disadvantaged folks. Councilman Citro commented on the pictures provided that the express lanes where empty and the other lanes were full of traffic. He stated there are accidents everyday on our roads and if there are polls separating the express lanes how will people be diverted to the express lanes and how will mass transit buses be rapid if the lanes are tied up. Commissioner Kemp inquired if the Veterans is activated as congestion management and pointed out in South Florida, they used the existing lanes. Councilman Citro inquired if COVID 19 and telecommuting have been considered. Commissioner Smith commented FDOT will manage the lanes with cost pricing which will price some people out to where they can’t afford the toll lanes and congest the regular lanes so how is that more efficient than allowing everyone to use all lanes.

**Economic, Social, & Community Implications of Congestion Pricing**

Todd Litman, Victoria Transport Policy Institute Executive Director, presented managing lanes for transportation efficiency and fairness. Public roads are valuable and scarce resource so the question is how should they be managed for maximum efficiency and fairness. Most people assume that user fees, such as fuel taxes and tolls, fund roads, but in fact, about half of all roadway costs are funding by general taxes that people pay regardless of how they travel. User fees are more equitable. They ensure that users “get what they pay for and pay for what they get.” They also give travelers an incentive to use alternatives when possible, reducing traffic problems. Most motorists dislike paying tolls, but unpriced roads are not really free, travelers either pay with money or time. Paying with money is more efficient and generates revenue. High Occupancy Toll lanes allow motorists to avoid congestion for urgent trips, if they are willing to pay a premium. Efficient pricing is the only effective way to reduce long-term traffic congestion. When motorists oppose user fees, they are choosing congestion. A basic economic principle is that prices should equal the marginal cost of producing that good. Motorist want roadway expansions provided somebody else pays for them, but if charged the full cost, they often choose alternatives. There is no vocabulary that describes underpricing. With current pricing, people who never drive during peak periods pay for urban highway expansions they never use. With unpriced roads, traffic congestion maintains self-limiting equilibrium which means traffic volumes increase until delays cause motorist to forego some peak-period trips. Expanding those lanes generally does not reduce long-term congestions because the additional capacity is soon filled with generated traffic. Traffic volumes increase until a road experiences congestion. At that point, delays discourage additional peak-period trips. If roads expand, traffic volumes grow to reach a higher equilibrium. The additional peak-period trips on that roadway are called generated traffic. Increases in total vehicle mileage are called induced travel. High occupancy toll lanes during congested periods and discounts during off-peak periods, encourage travelers to shift when and how they travel. Managed lanes make public transit more efficient and attractive. Congestion pricing applies higher during peak periods to reduce congestion. The most effective and cost-effective solution is generally an integrated package that includes roadway management that favors high-occupant vehicles, efficient pricing, public transit service improvements and transportation demand management. Mr. Litman provided ideas on how to attract discretionary riders and gave success stories. He also explained how to respond to criticisms for example pricing can include a limited number of free trips or discounts for lower-income households. A basic planning principle is that individual, short-term decisions should support strategic, long-term goals.
Commissioner Overman asked in the process of FDOT funding and planning where in that process do we address identifying prioritization of our priorities. Commissioner Kemp inquired about frequency and service. Joe Waggoner commented on fast times and reliable trips. Councilman Citro commented on the Westshore interchange and an express bus system would not be able to work here.

**Use of Toll Revenue for Multimodal Capacity in Northern Virginia**

Kate Mattice, Northern Virginia Transportation Commission Executive Director, presented providing transit options for Northern Virginia Manages Lanes. The Northern Virginia Transportation Commission is responsible for funding and stewardship of WMATA, managing state and regional funding for five jurisdictional bus systems, working across jurisdictional boundaries to coordinate transit service and administering the commuter choice program. Ms. Mattice provided a map of the Northern Virginia’s Express Lane Network and the commuter choice program. The commuter choice is to move more people, reduce roadway congestion, increase travel options, enhance transportation and improve transit service. Eligible types of project include expanded transit services and related capital improvements, roadway improvements specific to the corridor, access to transit improvements, transportation system management strategies and transportation demand management. Ms. Mattice explained the technical evaluation process and provided an outline of current projects. The I-66 commuter choice project consists of 35 projects and it is a $41.5 million dollar investment which includes nine new express bus routes, added service to seven bus routes, park and ride lot, bus stop improvements bikeshare operations carpool and vanpool incentives and ITS/Traveler information. The I-395/95 commuter choice project consists of 10 projects and $19 million dollar investment. There are eight new bus services and two transportation demand management campaigns. Ms. Mattice explained the changes in I-66 performance to date. The commuter choice program is administered by three FTE plus consultants. Dedicated transit funding does provide toll-free options and may help with community buy-in/equitable access, a competitive metric based program gives public confidence of investment, oversight and performance reporting will ensure funding supports goals and revenue certainty will vary depending on corridor characteristics.

Councilman Citro inquired how did they get the VDOT to fund the grant program and what percentage of their own money was put into this fund. Commissioner Smith commented on slugging and are the toll facility funding transit. Councilman Dingfelder commented about the equity issue and try to allocate to all drivers. Commissioner Kemp commented on the $35 cost on the express lanes.

**Addressing Impacts on Lower Income Residents: L.A. Metro’s Approach**

Mark Linsenmayer, Congestion Reduction Programs Deputy Executive Officer, presented the Los Angeles Metro Express Lanes Low Income Assistance Program. Mr. Linsenmayer provided a metro system map which consists of 515 freeway miles. The Metro Express Lanes Program goals consists of safety & reliability, throughput, service, economics, sustainable and growth. Mr. Linsenmayer provided a sample cross-section of the express lanes. Express Lanes are equitable and fair. Free roads subsidize driving, and the wealthy drive benefit the most. The transportation disadvantaged are more likely to take transit than drive and road pricing keep transit moving. Road users benefit from free roads, while nearby non-users must deal with the generalized costs. Express Lanes corridor enhancements include reinvest the revenue so that those who incur the costs also receive the benefits and keep revenues focused on transportation investments. There is a low-income assistance plan which is the only program of its kind in the country. There are transit rewards, carpool loyalty and clean air vehicle discounts. The net toll revenue reinvestment targets are transit, roadway improvements and system connectivity and active transportation. Low income assistance plan accountholders make more express lanes trips on average than standard accountholders after adjusting for the effect of income on total annual miles driven. This
includes trips that are charged the SOV toll rates, suggesting that the LIAP is effective at reducing barriers to entry for express lanes among low-income users.

Councilman Dingfelder inquired how LIAP is verified and why not a greater subsidy of the $25.00. Commissioner Smith inquired about the revenue reinvestment targets. Commissioner Kemp commented on local impacts on the community on the road widening in the urban areas.

**FDOT Perspectives on Next Steps**

David Gwynn, FDOT District 7 Secretary, noted there are several ways to look at this and there are building blocks with the County, City and State to work together. He commented that we need regional transit to help the local transit. After listening to everyone’s concerns that managed lanes is not the concern it is how equity is applied to the managed lanes. Next year they will start the process of determining the tolling strategies and everyone will be involved. They will take everyone’s concerns into account while the managed lanes handbook is developed. Mr. Gwynn does believe Managed Lanes will provide some benefits.

Councilman Dingfelder thought a unified discussion across the bay should happen. Commissioner Overman believes consulting with other organizations that have adopted a managed lanes strategy that does address equity then we can get the results we are looking for. Commissioner Kemp noted options for people to get to places better and commented on the South Florida transit.

**Public Comment**

Chris Vela commented on equity in TBX and Florida. He stated we have under 1000 miles of toll lanes in Florida which more than anyone in the Nation and we are still in gridlock. It can’t hurt the revenue if you operate the train. He pointed out the express lanes are going through the CRA as noted in the SEIS. There is an incomplete report on equity and civil rights matter.

Christopher Gleason commented that he attended the CAC Managed Lanes Workshop and today’s MPO Managed Lanes Workshop and he is upset that the speaker was from Canada and he cannot fathom how backwards Florida is. Everything that was said today was all theoretical situations. He feels the speakers should be from our state and city to know exactly the situation we are in today and if there isn’t money available to do the projects it doesn’t matter what you say anyways.

There were no other public comments.

**ADJOURNMENT**

The meeting adjourned at 12:00 p.m.
Meeting of the Citizens Advisory Committee (CAC) on October 13

In lieu of our October meeting, we had a CAC workshop on managed lanes, which was held the evening before your workshop on the same topic. Mr. Todd Litman of the Victoria Transport Policy Institute, who spoke at your workshop, was our featured speaker. We had a lengthy conversation 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.

Meeting of the Technical Advisory Committee (TAC) on October 19

The TAC heard status reports on:
- Review last year’s legislative positions and suggest new ones
- ClearGuide - HART staff liked the tool and thanked the MPO for the training.
- MPO Non-Discrimination Plan
- Fowler Ave Multimodal Study

Meeting of the Intelligent Transportation Systems Committee (ITS) on October 8

Under Action items, the ITS Committee approved and forwarded to the MPO Board:
- Reevaluation of Transit Asset Management, Pavement & Bridge, and System Performance Targets
- Regional Transportation Systems Management & Operations Memorandum of Understanding

The committee heard status reports on legislative positions and their 2021 meeting calendar.

Meeting of the Bicycle/Pedestrian Advisory Committee (BPAC) on October 14

The BPAC heard status reports on:
- All Love Rideout Introduction – This introduction was from a group that conducts large bicycle rides and highlighted groups with over 300 people participating.
- Review last year’s legislative positions and suggest new ones – The BPAC was supportive of previous positions and also suggested the Florida Bicycle Association legislative priorities be considered.
- Tampa Activities Update – The committee received a report from the Parks Dept. and the Transportation Dept. on the many projects underway in the City.
- Overview of ClearGuide Data Analytics Platform
• Fowler Ave. Multi-Modal Study – Committee members provided feedback on FDOT’s proposed multi-modal improvements for Fowler Ave.

Transportation Disadvantaged Coordinating Board (TDCB) on October 23

Under Action items, the TDCB approved and forwarded to the MPO Board:
• Community Transportation Coordinator Annual Operating Report
• Plant City Transit Plan

The TDCB heard status reports on reviewing legislative positions and on the MPO Non-Discrimination Plan.

Meeting of the Livable Roadways Committee (LRC) on October 28

The 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.