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 GoToMeeting link above, or by phoning in and visiting the Plan Hillsborough website for the agenda packet and presentation slides. Please mute yourself upon joining the meeting. For technical support during the meeting, please contact Greg Colangelo at (813) 273-3774 x366.

Hybrid Virtual and In-Person Meeting of the Technical Advisory Committee
Monday, November 23, 2020 @ 1:30 PM

The County Center and Plan Hillsborough offices continue to be closed to the public in response to the pandemic. A minimum number of board members will meet in person at the County Center on the 18th Floor, and all other participation will continue to be virtual.

To view presentations and participate your computer, table or smartphone:
https://attendee.gotowebinar.com/register/3915790126818407182
Register in advance to receive your personalized link, which can be saved to your calendar.


Agenda packet, presentations, and supplemental materials posted here.

Please mute yourself after joining the conference call to minimize background noise.

I. Committee Soundcheck 15 minutes prior to meeting

II. Call to Order Public Comment - 3 minutes per speaker, please

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 up to one hour before the meeting:
• by leaving a voice message at (813) 273-3774 ext. 369.
• by e-mail to mpo@plancom.org

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

III. Approval of Minutes – October 19, 2020

IV. Action Items

A. Transportation Improvement Program Amendments
   (Vishaka Shiva Raman, MPO staff)
i. Project 448139-1: HART/FTA Discretionary Bus and Bus Facilities Program
ii. Project 445507-2: Wrong Way Driver Vehicle Detection System
iii. Project 439829-9: Corridor Lighting at Various Locations

B. Plant City Transit Plan (Vishaka Shiva Raman, MPO staff)
C. Vision Zero Corridor Studies (Wade Reynolds & Lisa Silva, MPO staff)
D. 2021 Meeting Calendar (Sarah McKinley, MPO staff)

V. Status Reports
A. TBARTA/NASA/MPO Vertiport Pilot Project (Brian Pessaro, TBARTA & Roger Mathie, MPO Staff)

VI. Old Business & New Business
A. Next Meeting December 16, 2020, Joint TAC and CAC @12:00pm

VII. Adjournment

VIII. 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 x313 or barberj@plancom.org, three business days in advance of the meeting. Also, 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 Johnny Wong directamente al (813) 273-3774, ext. 370 tres días antes, o por correo electrónico wongj@plancom.org. 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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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.
The Metropolitan Planning Organization (MPO), Technical Advisory Committee, Hillsborough County, Florida, met in Regular Meeting, scheduled for Monday, October 19, 2020, at 1:30 p.m., held telephonically.

The following members were present:

Michael Williams, Vice Chairman
Grisel Cisneros for Rachel Chase
Jay Collins
Matthew Pleasant for Amber Dickerson
Leland Dicus (arrived at 1:38 p.m.)

Michael English
Gina Evans

Robert Frey (arrived at 2:29 p.m.)

Anthony Garcia
Mark Hudson for Julie Ham
Danni Jorgenson
Nicole McCleary
Christopher DeAnnuntis for Brian Pessaro

Anna Quinones (arrived at 1:39 p.m.)

The following members were absent:

Jeffrey Sims, Chairman
Jonathan Scott
Troy Tinch

I. CALL TO ORDER

Vice Chairman Williams called the meeting to order at 1:34 p.m.

II. PUBLIC COMMENT – None.
III. APPROVAL OF MINUTES - SEPTEMBER 28, 2020

Vice Chairman Williams sought a motion to approve the meeting minutes. Ms. Evans moved to approve the minutes, seconded by Mr. Collins, and carried unanimously by members present. (Chairman Sims and members Scott and Tinch were absent.)

IV. STATUS REPORTS

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

Ms. Beth Alden, MPO, reviewed the item. Ms. Evans inquired about following the advice of the MPO, due to the current year budget constraints. Ms. McCleary questioned the regulation of scooters. Vice Chairman Williams asked if the MPO was taking the position of not taking money out of the trust fund. Discussion ensued.

B. Fowler Avenue Multimodal Study

Mr. Kenneth Spitz, Florida Department of Transportation, expounded on the item. Vice Chairman Williams questioned if mall owners were notified with the changes to Fowler Avenue.

C. ClearGuide

Dr. Johnny Wong, MPO, supplied a presentation.

D. MPO Nondiscrimination Plan

Mr. Joshua Barber, MPO, talked about the item.

V. OLD BUSINESS AND NEW BUSINESS – None.

A. Next Meeting November 23, 2020

Ms. Sarah McKinley, MPO, spoke on the item.

VI. ADDENDUM

A. MPO Meeting Summary and Committee Report

B. Tampa Interstate Study Supplemental Environmental Impact Statement Location and Design Acceptance Notice

C. Announcement: County Seeks Input on Westshore Boulevard Complete Streets Project
MONDAY, OCTOBER 19, 2020

VII. ADJOURNMENT

There being no further business, the meeting was adjourned at 2:40 p.m.

READ AND APPROVED: ________________________________

CHAIRMAN

ATTEST:
PAT FRANK, CLERK

By: ________________________________
   Deputy Clerk

ad
Board & Committee Agenda Item

**Agenda Item**
Transportation Improvement Program (TIP) Amendments

**Presenter**
Vishaka Shiva Raman, MPO Staff

**Summary**
Hillsborough MPO received three amendment requests from FDOT for the Transportation Improvement Program (TIP) FY 2020/21 through 2024/25. The TIP Amendments included for this month are as follows:

**Amendment #15 - HART FTA Discretionary Bus and Bus Facilities Program** will add US DOT Revitalize American Bus Infrastructure Grant Funding towards HART’s discretionary bus and bus facilities program. HART was one of the 96 recipients to receive funding to purchase new electric buses and charging infrastructure. The project will allow HART to improve access, mobility, and service reliability for residents of Tampa and Hillsborough County. This amendment will add $5,485,350 as Capital funds to the project.

**Amendment #16 - I-275, I-75, I-4 Wrong Way Drive Vehicle Detective System at Various Locations in Hillsborough County** is a countermeasure implementation plan to install Wrong Way Drive Vehicle Detective System at the entrance and exit ramps at various locations across Hillsborough County. This amendment adds $1,194,789 towards the construction funds.

**Amendment #17 - Corridor Lighting at various locations** is a project to expedite the retrofit the existing FDOT owned light poles. The existing High Pressure Sodium (HPS) lamps will be replaced with Light-Emitting Diode (LED) lamps to improve safety and reduce significant nighttime crashes at the most critical top 12 corridors in Hillsborough County identified by FDOT. An amount of $1,835,884 will be added to this project with this amendment.

**Recommended Action**
Recommend approval of Amendments 15, 16 and 17.

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

**Attachments**
Comparative Report for TIP amendments 15, 16 and 17.

Factsheet for Amendments 15, 16 and 17.
Comparative Reports for Amendments 15, 16 and 17

Transportation Improvement Program (TIP)
FY2020/21 through 2024/25
## FDOT 5 Year TIP
### Hillsborough County, District 7

**Status:** Amended  
**Amendment Date:** 12/01/2020  
**Amendment Number:** 15  

**Item Number:** 448139 1  
**Description:** HART FTA DISCRETIONARY BUS AND BUS FACILITIES PROGRAM  
**Related Project:**  
**Extra Description:** HART FTA  
**Type of Work:** TRANSIT IMPROVEMENT  
**LRTP:** Choices when not driving, p. 43

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<th>2022</th>
<th>2023</th>
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**Item 448139 1 Totals:** $0 | $5,485,350 | $0 | $0 | $0 | $0 | $0 | $0 | $5,485,350
## FDOT
### 5 Year TIP
#### Hillsborough County, District 7

### HIGHWAYS

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<tr>
<td>Description:</td>
<td>I-275, I-75, I-4 WWVDS AT VARIOUS LOCATIONS HILLSBOROUGH COUNTY</td>
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<td>COUNTERMEASURE IMPLEMENTATION PLAN FOR WWVDS</td>
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<td>LRTP:</td>
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FDOT
5 Year TIP
Hillsborough County, District 7

HIGHWAYS

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<td>Description: CORRIDOR LIGHTING - HILLSBOROUGH COUNTY VARIOUS LOCATIONS</td>
<td>LRTP: Vision Zero, p. 35</td>
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<td>Related Project:</td>
<td>Extra Description: LIGHTING AND RETROFIT TO ADDRESS PED/BIKE NIGHTTIME CRASHES</td>
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| Type of Work: LIGHTING | | *NON-SIS*

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<td>$1,835,884</td>
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</table>
Amendment 15  
**448139-1 HART FTA DISCRETIONARY BUS AND BUS FACILITIES PROGRAM**

The amendment adds US DOT Revitalize American's Bus Infrastructure grant funding for HART’s discretionary bus and bus facilities. HART was 1 of 96 recipients who received funding to purchase new electric buses and charging infrastructure. This project will allow HART to improve access, mobility and service reliability for residents of Tampa and Hillsborough County.

Amendment 16  
**445507-2: I-275, I-75, I-4 WWVDS AT VARIOUS LOCATIONS HILLSBOROUGH COUNTY**

The project will install Wrong Way Drive Vehicle Detection System on the entrance / exit ramps at the following locations:
- I-4 @ Columbus Dr;
- I-4 @ US 41/50th St;
- I-75 @ Fowler;
- I-275 @ Bird St;
- I-275 @ Busch Blvd;
- I-275 @ Scott St;
- I-275 @ Ashley Dr

The map showing the locations is also attached.

Amendment 17  
**439829-9: CORRIDOR LIGHTING - HILLSBOROUGH COUNTY VARIOUS LOCATIONS**

Funding to expedite the retrofit of existing FDOT owned light poles. By replacing deficient High Pressure Sodium (HPS) lamps with Light-Emitting Diode (LED) lamps, the purpose is to improve safety by enhancing roadway illumination and visibility of vehicle, pedestrians and bicycles traveling at night on the State Highway System. FDOT has identified the most critical top 12 corridors in District 7 that have significant nighttime crashes resulting in pedestrian or bike fatalities and/or severe injuries. This project has identified 5 corridors in Hillsborough County eligible for lighting retrofit of existing FDOT owned poles.
- W Hillsborough Ave from Dale Mabry to I-275
- US 301 from Balm Rd to Bloomingdale Ave
- SR 674 / College Ave from US 41 to 30th St SE
- SR 60 / Brandon Blvd from Falkenburg Rd to S of Rolling Hills Blvd
- US 301 from S of Crescent Park Dr to S of E Broadway Ave
Board & Committee Agenda Item

**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

| Task                                                                 | JAN | FEB | MAR | APR | MAY | JUNE | JULY | AUG | SEPT | OCT | NOV | DEC 
|----------------------------------------------------------------------|-----|-----|-----|-----|-----|------|------|-----|------|-----|-----|-----
| Data Collection                                                      |     |     |     |     |     |      |      |     |      |     |     |     
| Travel Demand/Market Characteristics                                |     |     |     |     |     |      |      |     |      |     |     |     
| Stakeholder Focus Group Meetings                                    |     |     |     |     |     |      |      |     |      |     |     |     
| Alternatives Identification                                          |     |     |     |     |     |      |      |     |      |     |     |     
| Planning-Level Cost Estimates and Potential Funding Sources         |     |     |     |     |     |      |      |     |      |     |     |     
| Virtual Public Open House                                           |     |     |     |     |     |      |      |     |      |     |     |     
| Summary of Alternatives Evaluation                                  |     |     |     |     |     |      |      |     |      |     |     |     
| Board/City Commission Presentations                                 |     |     |     |     |     |      |      |     |      |     |     |     
| Transit Study Report                                                |     |     |     |     |     |      |      |     |      |     |     |     

- **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

<table>
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<tr>
<th>Top Destinations</th>
<th>Type</th>
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<tbody>
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<td>Plant City Adult Day Care</td>
<td>Day Care</td>
</tr>
<tr>
<td>YMCA</td>
<td>Community Center</td>
</tr>
<tr>
<td>Lighthouse for the Blind</td>
<td>Rehabilitation Center</td>
</tr>
<tr>
<td>Davita Dialysis</td>
<td>Medical</td>
</tr>
<tr>
<td>South Florida Baptist Hospital</td>
<td>Medical</td>
</tr>
<tr>
<td>Walmart Super Center</td>
<td>Grocery/Shopping</td>
</tr>
<tr>
<td>Winn Dixie</td>
<td>Grocery</td>
</tr>
<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>
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<tr>
<th>Performance Measures</th>
<th>Option A</th>
<th>Option B, Routes 1 &amp; 2</th>
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<tr>
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<td>2</td>
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<tr>
<td>Frequency</td>
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<td>30 min (route 1) 40 min (route 2)</td>
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<tr>
<td>Travel Time (round trip)</td>
<td>50 min</td>
<td>25 min (route 1) 30 min (route 2)</td>
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<tr>
<td>Connection to other routes</td>
<td>Limited stop alternatives</td>
<td>Limited stop alternatives</td>
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<tr>
<td># of people within ½ mile</td>
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<tr>
<td># of jobs within ½ mile</td>
<td>4,942</td>
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<tr>
<td>% in poverty within ½ mile</td>
<td>18.74%</td>
<td>19.2%</td>
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<td>% minority within ½ mile</td>
<td>64.7%</td>
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<tr>
<td>% seniors within ½ mile</td>
<td>11.2%</td>
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<tr>
<td>% households w/no vehicles within ½ mile</td>
<td>9.0%</td>
<td>8.2%</td>
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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

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<td></td>
<td>Sat/Sun: $2,228</td>
<td>Sat/Sun: $2,800</td>
<td>Sat/Sun: $2K</td>
<td>Sat/Sun: $2,250</td>
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<tr>
<td>Frequency</td>
<td>45 min</td>
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<td>60 min</td>
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<tr>
<td>Travel Time (one-way)</td>
<td>45 min</td>
<td>40 min</td>
<td>50 min</td>
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<tr>
<td>Distance Traveled; 2 veh (round trip)</td>
<td>53.6 miles</td>
<td>49.67 miles</td>
<td>46.3 miles</td>
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<td>Transfers to get to Downtown Tampa</td>
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<td>0</td>
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<tr>
<td># of people within ¼ mile</td>
<td>44,596</td>
<td>15,509</td>
<td>19,848</td>
<td>6,644</td>
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<tr>
<td># of jobs within ¼ mile</td>
<td>104,602</td>
<td>77,783</td>
<td>70,672</td>
<td>11,685</td>
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<tr>
<td>% in poverty within ¼ mile</td>
<td>20.6%</td>
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<td>% minority within ¼ mile</td>
<td>55%</td>
<td>58.6%</td>
<td>50.9%</td>
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<tr>
<td>% seniors within ¼ mile</td>
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<td>12.9%</td>
<td>10.5%</td>
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<td>12.6%</td>
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<tr>
<td>% no vehicles within ¼ mile</td>
<td>9.9%</td>
<td>13.6%</td>
<td>11.9%</td>
<td>9.0%</td>
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Plant City - Amazon - Lakeland
# 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>Distance Traveled; 1 veh (round trip)</td>
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<td>Connection to other routes</td>
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<td># of people within ½ mile</td>
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<td>% in poverty within ½ mile</td>
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<td>% minority within ½ mile</td>
<td>47.1%</td>
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<td>% seniors within ½ mile</td>
<td>17.1%</td>
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<tr>
<td>% no vehicles within ½ mile</td>
<td>19.5%</td>
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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
THANK YOU

Comments and Questions
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
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

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<tr>
<th></th>
<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>JUNE</td>
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<td>9 Public Hearing (a)</td>
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<td>17 Pinellas</td>
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<td>10 Hillsborough</td>
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### 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) **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**

Revised 10-29-20
Board & Committee Agenda Item

Agenda Item
TBARTA/ NASA/ MPO Vertiport Pilot Project

Presenter
Brian Pessaro, TBARTA
Roger Mathie, MPO Staff

Summary
In July 2020, TBARTA completed the Innovative Transit Technology Study that looked at three modes of transit: hyperloop, aerial gondolas, and air taxis. A copy of the study can be found here: https://www.tbarta.com/en/planning-programs/innovative-transit-technology/. The study was intended to be a high-level evaluation of the current state of technology of each mode. One of the study recommendations was for TBARTA to collaborate with NASA on modeling work that they are doing related to air taxis.

Researchers from NASA have been developing an Urban Air Mobility Regional Modeling and Simulation Tool. This is a GIS-based simulation model that will help state and local governments to identify the best locations for air taxi vertiports. TBARTA and the Hillsborough MPO have been collaborating with a researcher from NASA on developing a customized model for Hillsborough County. Once completed, the model will be provided to the Hillsborough MPO for use in long range transportation planning.

Recommended Action
None; for information only.

Prepared By
Allison Yeh, AICP, LEED GA - MPO Staff

Attachments
None
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 operate, 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.
Committee Reports

Meeting of the Citizens Advisory Committee (CAC) on September 9
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.

Meeting of the Bicycle/Pedestrian Advisory Committee (BPAC) on September 9
Under Action items, the BPAC approved and forwarded to the MPO Board

• Review State of Good Repair, Transit Asset Management & Level of Travel Time Reliability targets

The BPAC heard status reports on Vision Zero Corridor Studies and CeVe Mobility and Vulnerable Users

The committee also heard public comment on the need for increased maintenance and debris removal from bike lanes and road shoulders. This has been a topic of concern for the committee for some time.

It was also announced that Jim Shirk was selected as the Volunteer of the Year for the Florida Bicycle Association.

Meeting of the Technical Advisory Committee (TAC) on September 28
Under Action items, the TAC approved and forwarded to the MPO Board:

• Reevaluation of Transit Asset Management, Pavement & Bridge,
  and System Performance Targets

The TAC heard status reports on Vision Zero Corridor Studies

Meeting of the Liveable Roadways Committee (LRC) on September 16
Under Action Items, the LRC approved and forwarded to the MPO Board

• Reevaluation of Transit Asset Management, Pavement & Bridge,
  and System Performance Targets
The LRC heard status reports on the Fowler Multimodal Study, Hillsborough County Safe Routes to School Initiative, and Vision Zero Corridor Studies

Meeting of the Tampa Bay Transportation Management Area (TMA) Leadership Group on September 18