Virtual Joint Meeting of the Technical & Citizens Advisory Committees
Wednesday, December 16, 2020, 12:00 PM

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Social Hour 12:00

I. Call to Order & Introductions 1:00

II. Public Comment - 3 minutes per speaker, please 1:05

III. Review & Approval of Minutes (by consensus): 1:15
A. Nov. 18 CAC Meeting
B. Nov. 23 TAC meeting

IV. Status Reports 1:20
A. Near Road Air Quality
   (Jason Waters, EPC and Dr. Amy Stuart, USF)
B. Tampa Vision Zero Projects and Speed Reduction Program 1:50
   (Stephen Benson & Karla Price, City of Tampa)
C. Update on the Tampa International Airport Master Plan 2:20
   (Gina Evans, Aviation Authority)

V. Unfinished Business & New Business 2:40
A. Plant City Transit Plan Follow-Up (Vishaka Shiva Raman, MPO staff)
B. Under 30 CAC Representative
C. Next Meetings: TAC – Jan. 4 at 1:30 PM, CAC – Jan. 6 at 9 AM

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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I. **CALL TO ORDER & INTRODUCTIONS**

Chair Bill Roberts called the virtual meeting to order at 1:30PM. There was a roll call for attendance.

**Members present:** Bill Roberts, Rick Fernandez, Hoyt Prindle, Steven Hollenkamp, David Bailey, Rick Richmond, Barbara Kennedy Gibson, Terrance Trott, Christine Acosta, Cliff Reiss, Don Skelton, Jr., Ed Mierzejewski, Vivienne Handy, and Amy Espinosa. Artie Fryer arrived at 2:06pm and Jeff Lucas arrived at 2:46pm.

**Members absent:** Nicole Rice, Camilo Soto, Alexis Boback, Letecia Walker

**Others present:** Rich Clarendon, Cheryl Wilkening, Vishaka Shiva Raman, Wade Reynolds and Lisa Silva

II. **Public Comment**

There were no public comments.

III. **Approval Minutes**

Chairman Roberts sought a Motion to approve the September 9 and October 13, 2020 minutes. Steven Hollenkamp so moved, seconded by Rick Fernandez and motion carried unanimously. Roll Call Vote 13-0.

IV. **Action Items**

**A. Transportation Improvement Program Amendments**

Vishaka Shiva Raman, MPO Staff, presented the TIP Amendments for fiscal years 2020/21 – 2024/25.

Amendment 15 is HART FTA discretionary bus and bus facilities program. The FTA Buses and Bus Facilities Program funds awarded to HART to assist with the purchase of 4 zero-emission electric buses, charging infrastructure. This amendment will add $5,485,350 as capital funds to FY 2021. The local match is being shared by HART and TECO. This project will allow HART to improve access, mobility and service reliability for residents of Tampa and Hillsborough County.

Amendment 16 is I-275, I-75 and I-4 wrong way vehicle detection system at various locations. This project will install WWVDS on the entrance/exit ramps at the following locations, I-4 @ Columbus, I-4 @ US 41 & 50th St, I-75 @ Fowler, I-275 @ Bird St, I-275 @ Busch Blvd, I-275 @ Scott ST, and I-275 @ Ashley Dr. Countermeasure implementation plan for wrong way driver vehicle detection system on entrance and exit ramps. This amendment will add $1,194,789 in construction funds to FY 2021.

Amendment 17 is corridor lighting in Hillsborough County at various locations. This project has identified 5 corridors in Hillsborough County for lighting retrofit of existing FDOT owned poles. The corridors are 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 and US 301 from S of Crescent Park Dr to S of E Broadway Ave. This Amendment will add $1.835 million to construction funds in FY 2021.
Amy Espinosa questioned if this included areas of underpass lighting or only corridor lighting. Steven Hollenkamp inquired about the funding and ACSS. Hoyt Prindle inquired about the wrong way driver signs and the use of freeway entrance signs. Rick Richmond stated he has a conflict of interest. Christine Acosta commented on the high-risk corridors and underpass lighting for pedestrians and bicyclist. Vivienne Handy inquired about the fatality statistics for these plans on wrong way drivers and projection on lighting adjustments.

Chairman Roberts sought a motion to approve the Transportation Improvement Program Amendments. Rick Fernandez so moved; Steven Hollenkamp seconded the motion. Motion carried by roll call vote 12-1. Vivienne Handy voted no. Rick Richmond abstained to vote to Amendment 15 but voted yes to other two projects.

B. Plant City Transit

Vishaka Shiva Raman, MPO Staff, provided a Plant City Transit Study Overview. Currently there are over 40,000 residents in Plant City. Plant City is one of the fastest growing areas of Hillsborough County. The study includes Plant City and portions of Unincorporated Hillsborough County. These study's purpose is to explore options for transit in Plant City. These options include transit circulator to serve transit needs within Plant City and express route connecting Plant City to Tampa and potentially Lakeland. They will evaluate alternative routes and service based on costs, potential ridership and other performance measures and then identify areas to serve in the future to meet projected growth. Finally, recommend a set of proposed transit alternatives. Ms. Raman provided a tentative project schedule for the Plant City Transit Master Plan. There was a previous transit service study in Plant City. The previous service was the Strawberry connector that had four routes operating weekdays from 9 to 5. It was operated by HART from 2001-2005 and Plant City from 2005-2008. Routes 70 and 71 had highest ridership and approximately 37,392 annual riders. Another previous transit service was 28X County Express. It connected through Brandon before downtown Tampa with two round trips and later one trip a day. It operated between 2010 to 2017 with annual ridership in 2012 of 14,363 and 2017 of 7,474. The results of the studies existing conditions showed 39,156 residents as of 2018, 17,477 jobs as of 2017. The major corridors are Park Rd, S Collins St, Alexander St, Reynolds St and Baker St. and the major employers are South Florida Hospital and around Reynolds St. The average commute time is 23.6 minutes, 18% travel less than 10 minutes to work, 84% of workers drive alone and 1.5% of households in Plant City have no vehicle. Ms. Raman reviewed the Sunshine Line top destinations. The transit Alternative goals are to implement useful and reliable service, use transit to incentivize development downtown and connect Plant City to Tampa and Lakeland. Ms. Raman provided circulator alternative options and a matrix comparing the options. Then she showed a limited stop alternative with a comparison chart showing the limited stop route. There have been two Stakeholder meetings and a public open house. The results of the study showed this would open opportunities for jobs, tourism and growth, reliable service and coverage, commuters agreed transit is a desirable option, current development pattern could support transit, need more frequent trips with Plant City along Redman Plaza and most desired express route is to Tampa Downtown. Recommended action to approve the Plant City Transit study and recommend to the MPO Board.

Ed Mierzejewski inquired about an exit for the park and ride hub. Hoyt Prindle commented on the slide regarding the transit service to Plant City and Route 28x. Steven Hollenkamp thanked Ms. Raman for the presentation and commented on the need for the Plant City/Lakeland route and possibly a route to the Strawberry possible and use of a van at first then upgrade to a bus. Amy Espinosa inquired about the average participation at the workshop and how many people attended from an area of concern. Rick Fernandez requested clarification of what is being recommended in the Plan. Mr. Fernandez inquired if there is an overlap transit plan with the IOC and this Plant City Transit Plan and if it is tied to the surtax. Mr. Fernandez questioned the transit alternative goals and what is the price point per bus and type of fuel.
Artie Fryer inquired if this plan qualifies for the transportation disadvantaged and if he could receive a full copy of the report. Bill Roberts commented on his support but agreed the sample size is small so not clear on the validity. Rich Clarendon pointed out that HART asked for the analysis and they are asking for the CAC to endorse the finding and not make recommendations.

Mr. Hollenkamp moved to recommend the Plan and forward it to the MPO. Ms. Kennedy-Gibson seconded the motion.

Hoyt Prindle proposed an Amendment to the Motion, to caveat the recommendation that staff will come back with answers to questions raised by the CAC.

Chairman Roberts clarified that the Amendment regarding the Plant City Transit Plan is to ask staff to report on the issues suggested by committee members. Hoyt Prindle so moved; Don Skelton, Jr. seconded the Amendment to Motion. Motion carried by roll call vote 9-5. Bill Roberts, Rick Fernandez, Amy Espinosa, Christine Acosta and Rick Richmond voted No.

Christine Acosta noted a concern about how the plan would incentivize the downtown development and contribute to the land use and community revitalization and proposed another amendment to the original Motion.

Chairman Roberts clarified that her motion would postpone action on the Plan until the Committee hears back about the land use pairing. Christine Acosta made a substitute motion to defer the item for 30 days or until the next meeting; David Bailey seconded the Motion. Motion carried by roll call vote 9-5. Rick Fernandez, Steven Hollenkamp, Hoyt Prindle, Jeff Lucas, and Rick Richmond voted No.

C. Vision Zero Corridor Studies

Lisa Silva and Wade Reynolds, MPO Staff, began the presentation with the Vision Zero Action Plan. It consists of four tracks which include one message, many voices, consistent & fair, paint saves lives and the future will not be like the past. There are two goals of the paint saves lives. Goal one is to raise driver awareness and goal two is to implement low-cost treatments to improvement safety of the roadway. The eight most dangerous corridors are Bruce B. Downs Blvd, Fletcher Ave, Lynn-Turner Road, Sheldon Road, Gibsonton Drive, Mango Rd/CR 579, 15th St and 78th Street. They provided system-level crash trends, countermeasures and recommendations for each corridor. The “Paint Saves Lives” is funded by Hillsborough County BOCC and the public outreach approach included online surveys, physical distribution of fact sheets, constant contact e-distribution, Facebook/twitter and September Committee presentations for feedback.

Hoyt Prindle requested clarification of the term buffered bike lanes and if it means a painted stripe or cone. Christine Acosta commented on the buffered bike lane and agreed they really need a physical barrier. Ms. Acosta noted vertical delineators are great, but the city is in need of street sweepers if these are used.

Chairman Roberts sought a motion to approve the Vision Zero Corridor Studies. Terrance Trott so moved; Rick Richmond seconded the motion. Motion passed unanimously 15-0.

D. 2021 Meeting Calendar

Rich Clarendon presented the calendar and noted the meetings are earlier in the month and all will be at 9am except the December Joint TAC and CAC meeting at noon.

Vivienne Handy suggested in the chat box that a later meeting time to avoid adding to the already overwhelming congestion at that time of the morning.
There were no other comments or questions and motion was not needed.

V. Status Reports

A. MPO Non-Discrimination Plan

Joshua Barber, MPO Staff, provided an update on Title VI Non-discrimination plan. The MPO adopted the last Nondiscrimination plan on March 2018. It is required by Federal Law and must be updated every 3 years. The next update is due in 2021. The Nondiscrimination plan covers identifying underserved communities and where they are located, how we engage those communities and what can be improved, past performance of plans and how we measure progress toward more equitable outcomes, and internal agency procedures, processes and recommendations. The goals of an agencywide nondiscrimination plan is 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. Federal law requires agencies receiving federal funds to ensure that the rights of specific historically disadvantaged groups are protected. These groups that have experienced discrimination in the U.S. in the past are identified by sex, gender, sexual orientation, ability, race, ethnicity, color, origin, age, income and limited English Proficiency. Past policies have resulted in desperate outcomes so how can we involve the people most impacted by our decisions in our processes and influence policy to have more equitable outcomes in the future. Mr. Barber reviewed the seven tasks of the scope of work, resources and the next steps.

David Bailey thanked Joshua Barber for the presentation. Artie Fryer also thanked Joshua and inquired how are they going to get these ideas to the people who make decisions and what is the action for this analysis. Vivienne Handy commented on the community mapping and the urban sprawl in these areas. Artie Fryer asked if Joshua Barber would keep them updated. David Bailey would like to participate as well.

VI. Unfinished Business & New Business

A. At-Large Seat for person under 30

Rich Clarendon noted there is a vacant seat for a person under 30. Mr. Clarendon has several applications and would like to send out to the committee members to review before the next meeting and give him the top 3 candidates.

B. Hillsborough County/School District Coordination

Rich Clarendon noted this was brought up in last meeting about location of new schools and sufficient transportation facilities, road connections and sidewalks. Mr. Clarendon reached out to Amber Dickerson and her letter is attached for reference. He will continue to reach out to her until they receive a response from the task force.

C. HART Capital Improvements Program

Rich Clarendon pointed out the presentation from Johnny Wong on Performance Targets and there were some concerns on not achieving them. The CAC questioned if the surtax funding doesn’t materialize what is plan B? HART has increased the budget in this category, but the issue is still out there. Mr. Clarendon suggested inviting HART back in early 2021.
Mr. Clarendon noted the next CAC meeting is on December 16. It is a Joint meeting with the TAC. It may be a virtual meeting with no votes.

**VII. ADJOURNMENT**

There being no further business, the meeting adjourned at 4:22 pm.
The Metropolitan Planning Organization (MPO) Technical Advisory Committee (TAC), Hillsborough County, Florida, met in Regular Meeting, scheduled for Monday, November 23, 2020, at 1:30 p.m., in the Plan Hillsborough Committee Room, 18th Floor, Frederick B. Karl County Center, Tampa, Florida.

The following members were present:

Michael Williams, Vice Chairman
Grisel Cisneros for Rachel Chase
   (via telephone)
Jay Collins
Chris DeAnnuntis
Leland Dicus
Michael English (via telephone)
Gina Evans
Anthony Garcia
Mark Hudson for Julie Ham (via telephone)
Danni Jorgenson (via telephone)
Nicole McCleary
Brian Pessaro (via telephone)
Anna Quinones
Jonathan Scott
Michelle Jenkins for Jeffrey Sims
   (nonvoting alternate)
   (arrived at 1:41 p.m.)
Nicole Sutton

The following members were absent:

Amber Dickerson
Robert Frey
Troy Tinch

I. CALL TO ORDER PUBLIC COMMENT

Vice Chairman Williams called the meeting to order at 1:33 p.m. and sought public comment; there was no response.
II. APPROVAL OF MINUTES – OCTOBER 19, 2020

Mr. Dicus moved approval of the minutes, seconded by Mr. Scott, and carried unanimously by members present. (Members Dickerson, Frey, and Tinch were absent.)

III. ACTION ITEMS

A. Transportation Improvement Program (TIP) Amendments

Ms. Vishaka Shiva Raman, MPO, introduced the item.

i. Project 448139-1: HART/Federal Transit Administration Discretionary Bus and Bus Facilities Program

Ms. Raman summarized on the item.

ii. Project 445507-2: Wrong Way Driver Vehicle Detection System

Ms. Raman touched on the item.

iii. Project 439829-9: Corridor Lighting at Various Locations

Ms. Raman reviewed the item. Ms. McCleary desired clarification on the specific area selections for the wrong-way driver project. Vice Chairman Williams sought a motion. Mr. Collins moved approval of the TIP Amendments 15, 16, and 17, seconded by Mr. Scott, and carried unanimously by members present. (Members Dickerson, Frey, and Tinch were absent.)

B. Plant City Transit Plan

Ms. Raman elaborated on the item. Mr. Collins inquired on any HART/MPO project input. Vice Chairman Williams asked for a motion. Mr. Scott moved to approve, seconded by Ms. McCleary, and carried unanimously by members present. (Members Dickerson, Frey, and Tinch were absent.)

C. Vision Zero Corridor Studies

Mr. Wade Reynolds, MPO, expounded on the presentation. Subsequent to inquiry on the bus stop relocation coordination, Vice Chairman Williams requested a motion. Mr. Scott moved approval, seconded by Mr. Garcia, and carried unanimously by members present. (Members Dickerson, Frey, and Tinch were absent.)
D. 2021 Meeting Calendar

Ms. Sarah McKinley, MPO, spoke on the item and sought approval. Vice Chairman Williams asked for a motion. Mr. Collins moved to approve the 2021 calendar, seconded by Mr. Dicus, and carried unanimously by members present. (Members Dickerson, Frey, and Tinch were absent.)

IV. STATUS REPORT

A. TBARTA/National Aeronautics and Space Administration/MPO Vertiport Pilot Project

Mr. Pessaro and Mr. Roger Mathie, MPO, gave a presentation. Mr. Dicus inquired on the project goal, to which Ms. Allison Yeh, MPO, responded. Ms. McCleary asked about the user costs and the proposed timing.

V. OLD BUSINESS AND NEW BUSINESS

A. Next Meeting December 16, 2020, Joint TAC and Citizen Advisory Committee at 12:00 p.m.

Vice Chairman Williams inquired on the upcoming meeting being completely virtual due to the lack of action items.

VI. ADDENDUM

A. MPO Meeting Summary and Committee Report

VII. ADJOURNMENT

There being no further business, the meeting was adjourned at 2:45 p.m.

READ AND APPROVED: ____________________________

CHAIRMAN

ATTEST:
PAT FRANK, CLERK

By: ____________________________

Deputy Clerk

jh
Board & Committee Agenda Item

**Agenda Item:**
Near Road Air Quality & The Use of Low-Cost Community and Personal Air Monitors

**Presenter:**
Jason Waters, EPC Staff and Dr. Amy Stuart, USF

**Summary:**

EPC Staff will provide an overview of the air quality data in Downtown Tampa near the I-275 roadway, as measured by the EPC operated and maintained Munro Air Monitoring Station. In addition, USF Professor of Environmental & Occupational Health and Civil & Environmental Engineering, Dr. Amy Stuart, will provide a national overview of the types of pollutants, health impacts, exposures, and potential mitigation measures to reduce exposures near roadways. The presentation will also include an overview of the use of low-cost community-based personal air monitors that are in use to measure air quality.

**Background:** On February 9, 2010, the U.S. Environmental Protection Agency (EPA) promulgated new minimum monitoring requirements for the nitrogen dioxide (NO2) monitoring network in support of a newly revised 100 ppb 1-hour NO2 National Ambient Air Quality Standards (NAAQS), while retaining the 53 ppb annual NAAQS. The new monitoring regulations required state and local air monitoring agencies to install Near-Road NO2 monitoring stations in areas where populations were ≥ 1 million at locations where peak hourly NO2 concentrations were expected to occur within the near road environment in large urban areas by January 1, 2014. The EPA also required the NO2 monitors be co-located with PM2.5 monitors by January 1, 2015 in areas with populations ≥ 2.5 million and by January 1, 2017 in areas with populations ≥ 1 million.

During the revision, the EPA recognized that roadway-associated exposures account for a majority of ambient exposures to peak NO2 concentrations. In the rulemaking process leading to the recent NO2 NAAQS revision, it was established that the combination of higher urban population densities with increased vehicle miles traveled (VMT), which correspond to on-road mobile source emissions, can result in an increased potential for exposure and associated risks to human health and welfare.

The EPA estimates that over 45 million people in the US live within 300 feet of a major transportation roadway. The near-road NO2 data will provide a clear means to determine whether the NAAQS are being met within the near-road environment throughout a particular urban area. Research has demonstrated that exposure to pollutants emitted from motor vehicles can cause lung and heart problems and premature death.
In response to the revised NO2 NAAQS, EPC has operated and maintained a Near Road Air Monitoring Site in the Downtown Tampa Area since January 2014, and currently operates the Munro Site near I-275 near the University of Tampa. In 2014, the Munro site was 1 of only 52 Near Road Sites in the US and is currently 1 of 6 sites in the State of Florida, with a total of 74 sites nationally.

EPC Staff will present an analysis of the ambient air monitoring data from the Munro Air Monitoring Site, while USF Professor of Civil and Environmental Engineering, Dr. Amy Stuart, will provide a national overview of the types of pollutants, health impacts, exposures, and potential mitigation measures to reduce exposures near roadways. The presentation will also include an overview of the use of low-cost community-based personal air monitors that are in use to measure air quality.

Air sensor monitors that are lower in cost ($100 - $2,500), which are portable and generally easier to operate than regulatory-grade monitors ($12,000 - $30,000), are widely used in the United States to understand air quality conditions. The presentation will address the latest advancements in air sensor technology, including types of equipment and systems, as well as their use in near road environments, along with a discussion of the international PurpleAir Personal Air Sensor Network and several community-based projects.

**Recommended Action:**
Information only.

**Prepared By:**
Sarah McKinley, MPO Staff

**Attachments:**
Project Factsheet
AIR MONITORING NETWORK

- 11 air monitoring stations
- Continuous monitors for Ozone, NO₂, CO, SO₂ and Particulate Matter
- Near-road monitoring station near I-275 to enhance understanding of mobile source impacts
PurpleAir Personal Air Sensor Network

PurpleAir PA-II-SD PM2.5 Air Sensor - $250
Board & Committee Agenda Item

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

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

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

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

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

**Attachments**
None.
Agenda Item:
Tampa International Airport Master Plan Update

Presenter:
Gina Evans, Hillsborough County Aviation Authority

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

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

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

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

Recommended Action:
Information only.

Prepared By:
Sarah McKinley, MPO Staff

Attachments:
Master Plan Project Website
UNFINISHED & NEW BUSINESS
Board & Committee Agenda Item

**Agenda Item:**
Plant City Transit Plan Follow-Up

**Presenter:**
Vishaka Shiva Raman, MPO staff

**Summary:**
At the Citizens Advisory Committee’s meeting of November 18th, members asked for more information about the type and cost of vehicles required to implement the Plan.

HART staff clarified that the vehicles assumed in the Plan are standard 40-foot buses powered by Compressed Natural Gas (CNG). These typically cost approximately $600,000 each.

If electric buses were used, each would cost approximately $900,000 or more, depending on their specifications. In addition, charging stations would be needed, which range from $65,000 for plug-in to $350,000 online chargers. A suitable location for the buses to park and charge would be required, as well as the cost to construct the necessary infrastructure.

Another question raised by the CAC was how the Plan would help incentivize downtown development and contribute to community revitalization. Attached are City policies and redevelopment initiatives in Downtown and Midtown that the Transit Plan would help further and in turn would help build transit ridership.

**Recommended Action:**
None; for information only

**Prepared By:**
Rich Clarendon, AICP

**Attachments:**
- Supportive Land Use Policies and Initiatives
- Supporting Downtown and Midtown Development with Transit
Plant City Transit Plan

Supportive Land Use Policies and Initiatives.

This study developed three transit alternative goals based on feedback received from the Stakeholder Focus Group meetings and the public open house surveys. The goals are to 1) provide transit access to people who need it the most, 2) help to incentivize downtown development and 3) connect Plant City with Tampa and possibly Lakeland with transit. All these goals can be achieved in the future through coordination between Plant City and HART.

The central business district in Plant City is the focus of the Plant City Community Redevelopment Plan, adopted in 1984. Future development and redevelopment in the downtown area is guided by the Community Redevelopment Agency, which is served by the City Commission. The redevelopment plan focuses on increasing office and commercial activity, establishing new businesses and rehabilitation of existing structures within the downtown central business district, much of which has already been accomplished by 2010. The Plant City Comprehensive Plan has been developed with the consideration to further redevelop Downtown. Both the Community Redevelopment Plan and the Midtown Redevelopment Vision Plan, adopted in 2007, focus on the development of additional residential multi-family uses to support increases in retail, commercial and office space development. The downtown is designed to have an urban character and to have the intensity and density of land use to encourage pedestrian movement within the downtown core. These developments would be coordinated with the objectives of the Community Redevelopment Plan.

Further, the Plant City Comprehensive Plan Land Use Policy has specifically laid out policies that promote downtown redevelopment. Land Use Objective 4.2 states: Continue to implement incentive programs and urban design guidelines that will promote high quality private and public development in Downtown and Midtown.

To accomplish that objective, Policy 4.2.6 is to Promote Downtown and Midtown redevelopment through the use of zoning or other incentives, which will encourage mixed use of residential, office and commercial developments, thereby reducing the number of trips generated through internal capture.

These goals, objectives and policies support Plant City’s desire to offer transit service to provide access to jobs and other destinations for the residents.

Plant City also recognizes that commercial development and redevelopment are emerging issues in the community. Hence, it is important to offer employment opportunities to young adults within Plant City and not to make it as a bedroom community to Tampa and Lakeland. To achieve this, the municipality is also focusing on improving employment opportunities through redevelopment programs in Downtown and Midtown, in addition to the establishment of the Mixed Use Gateway, along James L. Redman Parkway. These are the some of the areas that will be connected through the proposed transit route alternatives.

Alexander Street, Reynolds Street and Baker Street are additional areas of future growth centered around the South Florida Baptist Hospital. There are many commercial uses around this area including doctor’s offices, pharmacies, restaurants, banks. The Plant
City Comprehensive Plan encourages commercial uses supporting the hospital in this area through the South Florida Baptist Hospital Overlay District.

Plant City’s Midtown Redevelopment Project lays out proposals to focus on development west of Downtown that has historic and commercial importance. The project focuses on improving areas that will provide access to the South Florida Baptist Hospital, Strawberry Festival Grounds along Reynolds St, Walden Lake, Plant City High School along Alexander Street, Plant City Stadium along Park Road and Lakeside Station Logistics Park Industrial Area near County Line Road. The transit alternative options evaluated in this study could provide access to these destinations within Plant City and promote industrial, commercial and economic development.

(December 2020)
Supporting Downtown & Midtown Development with Transit

Reduced parking in Midtown and no minimum parking required in Downtown*

Midtown Redevelopment Project
◦ Plant City’s vision for a pedestrian friendly, mixed-use community with projected population of nearly 73,000 by 2021**
◦ City has invested more than 4.5 million in improvements in 15-plus acre area for redevelopment

Plant City Community Redevelopment Plan (1984)
◦ Increased office and commercial activity through the attraction of new businesses and rehabilitation of existing structures within the downtown CBD
◦ Future development guided by Community Redevelopment Agency

Mixed Use Gateway along James L. Redman Parkway south of Charlie Griffin Road
South Florida Baptist Hospital Overlay District encourages doctor’s offices, pharmacies, banks, restaurants and other uses that support the Hospital along Alexander St, Baker St, etc.

*https://library.municode.com/fl/plant_city/codes/code_of_ordinances?nodeId=SPBBULADERE_CH102ZO_ARTVIASURE_DIV11ACMAOREPACIBIPEFARE_S102-1411PU
ADDENDUM ITEMS
MPO Board Meeting of Wednesday, November 4, 2020

CALL TO ORDER, PLEDGE OF ALLEGIANCE & INVOCATION

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

The following members were present in person:

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

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

A quorum was met in person.

APPROVAL OF MINUTES – August 31 and October 14

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

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

PUBLIC COMMENT

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

COMMITTEE REPORTS and Advance Comments

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

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

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

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

**ACTION ITEMS**

**A. Committee Appointments**

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

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

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

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

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

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

**C. Regional TSMO MOU**

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

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

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

D. MPO Executive Director Performance Evaluation

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

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

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

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

STATUS REPORT

A. Non-Discrimination Plan Update

This status report will be moved to next meeting.

B. MPO Bylaws Amendment for TDCB

This status report will be moved to next meeting.

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

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

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

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

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

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

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

Meeting of the Citizens Advisory Committee (CAC) on November 18
Under Action items, the CAC approved and forwarded to the MPO Board:

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

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

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

Meeting of the Technical Advisory Committee (TAC) on November 23
Under Action items, the TAC approved and forwarded to the MPO Board:

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

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

Meeting of the Bicycle/Pedestrian Advisory Committee (BPAC) on November 18
Under Discussion items, the BPAC approved and forwarded to the MPO Board:

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

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

Meeting of the Livable Roadways Committee (LRC) on November 18
Under Discussion Items, the LRC approved and forwarded to the MPO Board:

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