



Hillsborough TPO Transportation Planning Organization

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Executive Director



Plan Hillsborough

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18th Floor
Tampa, FL, 33602

Public Workshop and Meeting of the Transportation Disadvantaged Coordinating Board

Friday, April 22, 2022, 9:30am

County Center, 18th Floor – Plan Hillsborough Committee Room

All voting members are asked to attend in person, in compliance with Florida's Government in the Sunshine Law. Please RSVP for this meeting. Presenters, audience members, and committee members in exceptional circumstances may participate remotely.

Remote Participation:

To view presentations and participate your computer, tablet or smartphone:

<https://attendee.gotowebinar.com/register/9130125076758116366>

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Presentations, full agenda packet, and supplemental materials [posted here](#), or phone us at 813-756-0371 for a printed copy.

- Please mute yourself after joining the conference to minimize background noise.
- Technical support during the meeting: Jason Krzyzanowski at 813-836-7327.

Rules of engagement:

Professional courtesy and respect for others at this meeting are expected, and failure may result in dismissal from the meeting. For more information on expectations for participation, please see the TPO's [Social Networking & Media Policy](#).

I. Call WORKSHOP to Order and Introductions

II. Roll Call & Declaration of Quorum (Gail Reese, TPO Staff)

A. Vote of Consent for Remote Member Participation – *if applicable*

III. WORKSHOP PRESENTATION (Joshua Barber, TPO staff)

Staff will give overview of Transportation Disadvantaged Program and public engagement

IV. Discussion

V. Public Comment - 3 minutes per speaker, please

VI. WORKSHOP ADJOURNMENT

.....

- I. **Call Regular Meeting to Order**
- II. **Public Comment** - 3 minutes per speaker, please
- III. **Approval of Minutes** – February 25, 2022
- IV. **Action Items**
 - A. Letter Requested by TDCB regarding surtax funding (Joshua Barber, TPO Staff)
 - B. Trip and Service Rate Approval (Karen Smith, Sunshine Line)
- V. **Status Reports**
 - A. Sunshine Line Update (Scott Clark, Sunshine Line)
 - B. FY23 & FY24 UPWP Preliminary Draft (Amber Simmons, TPO Staff)
 - C. Intro to New TPO Studies (Gena Torres, TPO Staff)
- VI. **Old Business & New Business**
 - A. Memo on Government in the Sunshine
 - B. Next Meeting: June 24, 2022
- VII. **Adjournment**
- VIII. **Addendum**
 - A. TPO Meeting Summary & Committee Report
 - B. Live. Grow. Thrive. Tampa Comprehensive Plan Vision Survey Flyer

The full agenda packet is available on the TPO'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) 576-2313 or barberj@plancom.org, three business days in advance of the meeting. If you are only able to speak Spanish, please call the Spanish helpline at (813) 272-5940 or (813) 273-3774 and dial 1.

Se recomienda a las personas que necesiten servicios de interpretación o adaptaciones por una discapacidad para participar en esta reunión, o ayuda para leer o interpretar los temas de esta agenda, sin costo alguno, que se pongan en contacto con Joshua Barber, (813) 576-2313 o barberj@plancom.org, tres días hábiles antes de la reunión. Si sólo habla español, por favor llame a la línea de ayuda en español al (813) 272-5940 o (813) 273-3774 ext. 1.

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**HILLSBOROUGH COUNTY MEETING OF THE
TRANSPORTATION DISADVANTAGED COORDINATING BOARD
HYBRID MEETING OF FEBRUARY 25, 2021
DRAFT MINUTES**

I. CALL TO ORDER

Chair Myers called the meeting to order at 9:30 AM.

Members Present In-Person: Commissioner Gwen Myers, Gloria Mills, Mike Lacey, Tracy Noyes, Emily Hughart, Beth Pasek, John Vargas, Scott Clark

Members Present Virtually: Artie Fryer, Clairedine Senate, Dr. Leslene Gordon, Councilman Gil Schisler, John Pelkey, Indihra Chambers

Members Excused/ Absent: Glenn Brown, Craig Forsell, Mark Harshbarger, Nancy Castellano, Alexcia Wiggins, Cassandra Blaylock

Others Present: Joshua Barber, Allison Yeh, Christopher English, Connor MacDonald, Jason Krzyzanowski, Rich Clarendon, Davida Franklin, Gail Reese (TPO Staff); Karen Smith (Sunshine Line); Gregory Brackin, Loretta Kirk (HART); Leslie White (Children's Board); Priscilla Green

An in-person quorum has been met. Some members are participating virtually because of medical reasons and the local declaration of emergency.

II. PUBLIC COMMENT – None

III. WELCOME OF NEW MEMBERS (*Timestamp 0:00:22*) – Commissioner Gwen Myers, Councilman Gil Schisler, John Vargas

IV. APPROVAL OF MINUTES (*Timestamp 0:01:45*) – December 10, 2021

Councilman Schisler moved to accept the December 10, 2021 minutes, seconded by Beth Pasek. Voice vote, motion passes unanimously.

V. ACTION ITEMS

A. Attendance Review and Declaration of Vacant Seats (Joshua Barber, TPO Staff) (*Timestamp 0:02:50*)

- Review attendance for all Board members. Members not present for three consecutive meetings may be removed by the Board.
- Absences/ appointments have been addressed.

Discussion:

Chair Myers encouraged all members to attend meetings. If a member needs to be excused, please communicate with TPO Staff prior.

B. Election of Officers (Joshua Barber, TPO Staff) (Timestamp 0:04:11)

- Require election of officers each year.
- Vice Chair – Mike Lacey nominates Gloria Mills. No other nominations, approved.
- Member-At-Large – Councilman Gil Schisler nominated himself. No other nominations, approved.

C. TIP Amendments Gibsonton Dr. PD&E and HART Maintenance Facility (Connor MacDonald, TPO Staff) (Timestamp 0:7:21)

- Three jobs impacted
 - 414963-2 HART Bus Replacements & 443140-1 Heavy Maintenance Facility
 - Reallocate funds from the HART Bus Replacements pool toward HART's Heavy Maintenance Facility
 - 450438-1 Gibsonton Drive from Fern Hill Drive to US301
- Add funds to FY 2022.
- HART Maintenance Facility (21st Ave). Came from a funding made available and requested for reallocation due to current state of the Heavy Maintenance Facility.
 - Review of the state of the facility; provided photos
- Gibsonton Drive Widening Study PD&E Study – project will include public engagement.
 - Posting of signs, Newsletter release, and Social Media release

Presentation: [HART & Gibsonton Dr TIP Amendment Presentation](#)

Comparative Report: [Comparative Report - HART](#)

Recommended Action: Approval of the TIP Amendments: reallocate funding from 414963-2 HART Bus Replacements to 443140-1 HART Heavy Maintenance Facility and add funds to 450438-1 Phase I Gibsonton Drive from Fern Hill Dr. to US 301.

Discussion:

Councilman Schisler asked how this funding transfer has been communicated to HART for the transfer of budget. Because HART is using CNG buses. Will be able to compete for grants based on those buses where other agencies will be competing for EV grants. It was also asked if these funds are being transferred from the committed new EV buses or the anticipated buses. Councilman Schisler sits on the HART Board and has not heard of this funding allocation switch. The TPO Staff has been working with HART on this amendment. The SU are surface transportation block grant dollars from FHWA and the TPO has the discretion to allocate. FTAT funds are Federal Transit Administration dollars that go directly to HART. Have been coordinating closely with HART and FDOT for the shift in money.

Councilman Schisler moved to approve the TIP Amendments, seconded by Tracy Noyes. Voice vote, motion passes unanimously.

D. Community Transportation Coordinator Evaluation FY2020/ 2021 (Joshua Barber, TPO Staff)
(Timestamp 0:17:28)

- Went over the Overview of what the CTC Evaluation is. State required and contains four major components: Performance Evaluation, Customer Surveys, Evaluation Workbook, Recommendations. Part of TPO Transportation Disadvantaged Planning Grant.
- Reviewed effects of COVID-19 and the impact to the numbers and trips taking place.
- Walked through the evaluation. Sunshine line met all but 2 standards: Cost per Trip and Trips per Revenue Hour. These stemmed from COVID-19 impact. The number of chargeable accidents per 100,000 VMT increased but is consistent with national averages.
- Review of Door-to-Door and Bus Pass Customers survey results and highlighted response comments.
- The Evaluation Workbook is at the end of the report. It is provided by the Commission for Transportation Disadvantaged and to be filled out each year. It is a statutory requirement. There were no findings or areas of concern to be addressed.
- Recommendations: revolve around service as needs change based on COVID-19.

Report: [Community Transportation Coordinator Evaluation \(Annual\) FY 2020/2021](#)

Recommended Action: To approve the evaluation and transmit it to CTD

Discussion:

There was discussion around how many respondents there were to the door-to-door survey. There was a 40% response rate and there were approximately 500 surveys returned. The bus user return rate was the same as the Sunshine Line user rate. The return rate was consistent with previous years if not a bit better than last year. It was asked if there is any type of Social Media outreach that can be used at the municipal level, specifically in Temple Terrace, to get the message out. This can be worked out outside of this meeting between Sunshine Line and interested parties.

Bath Pasek moved to approve the evaluation, seconded by Mike Lacey. Voice vote, motion passes unanimously.

VI. STATUS REPORTS

A. HART ADA Paratransit Program Update (Gregory Brackin, HART Staff) (Timestamp 0:30:12)

- HART has increased the ADA corridor. Required is $\frac{3}{4}$ mile; chosen to increase to $1 \frac{1}{2}$ miles. This is the max that HART can go under ADA regulations.
- Have been in touch with Sunshine Line and the TPO on this.
- Have been provided with client information inside that corridor and have informed current clients of the increased area.
- Performance rates:

- FY 2021 (Oct 1, 2020 – Sept 30, 2021) – 129,316 trips, 90.13% on time pick-up average, 99.17% on time to appointment.
- January 2022 – 13,440 trips, 89.17% on time pick-up average, 99.09% on time to appointment.
- Averaging 550 – 600 trips per day. Peak prior to COVID-19 was approximately 900 trips per day.

Discussion:

Discussed when changes went into effect, February 6. The distance is 1 ½ miles on each side of the fixed route. Changes have gone out to regular customers; HART website has the changes indicated; have reached out to the specific user populations. Request for statistics for improved service and usage for ADA clients in 6 months. It was noted that people can travel from outside the buffer area and utilize the service.

B. Sunshine Line Update (Scott Clark, Sunshine Line) (Timestamp 0:38:22)

- Anytime mass transit is available, it is a good thing. As public transit expands, door-to-door shrinks.
- Unintended consequences – as HART expands out, service is provided for people with disabilities. They will have to transfer to HART Plus. TD users will continue to utilize Sunshine Line. There will be a fair involved using HART Plus. It could result that one person in a household who is TD can ride Sunshine Line and another person in the household is ADA, they will ride HART Plus.
- This will have to be checked individually for the addresses in the new area manually in the zip codes. Will have to notify clients to facilitate smooth transition.
- Will provide a 30-day transition service along with a possible continuation.
- Sunshine Line runs until 5P, HART Plus runs until 1 AM.
- There is an island service area in South Tampa that is not covered by HART Plus, will see about coordinating that being covered as well.
- Offered to provide new members with a history of Sunshine Line and partnership
- Request from a Commissioner's office – found out it wasn't a complaint on Sunshine Line. She was stranded by Humana on numerous occasions. Believes Sunshine Line is the best service available. This seems to be a trend with HMO and Healthcare providers. Made an exception and are providing the service. Cannot use TD funding, are absorbing the cost. Use escalation in circumstances such as this.
- Had evacuation at Colonial ALF – EWG works with HART, Sunshine Line, and the School Board. Brought transportation over to keep people cool. Sunshine Line assisted in the transportation effort due to the number of patients.
- Key Indicators – January 2022 compared to January 2021 and January 2019.
 - New clients: 205; average is 188; up 14% over 2020. In 2019: 401.
 - Door-to-Door trips: 5,992; average is 5,900; up 44% from 2021; 2019 – 13,684
 - Bus passes: 1,369, trips 31,337; in 2019, 40,000; with Flamingo Fares, can calculate exact number of trips instead of state estimates. Should provide a bump up in grant funding.
 - On-time performance: 90% which is standard; 2019 it was 91%
 - Calls Handled: 6,109 with a 96% answer rate; up 29% over 2020; in 2019, 7,292 calls.

- Compliments received: 12, average is 12; in 2019, it was 14.
- Complaints received: 6; in 2019 there were 7
- There were no accidents reported in January 2022 or in January 2019.
- Cost per trip: \$78.23, down 16% from 2021; January 2019 it was \$32.48 per trip. Things are going to go back to “normal”. Trying to get this to \$45 per trip.
- Opened group trips for senior housing facilities.
- CTD has potential funding for the Innovation Grant that went away. Looking at nights and weekends again if funding gets approved. Looking at cross-county trips with Pinellas, Pasco and Hillsborough through a separate grant that Pasco will apply for.
- Aging services, centers are beginning to reopen in early April. Looking forward to getting the seniors back to those events.
- Currently at 64% for operators. Driver shortage is consistent with national indicators across multiple types of industries. Last recruitment period had 6 candidates: 3 declined due to low pay, 1 declined due to vaccination mandates, 1 could not pass the physical. The 5-week training will be done for 1 person. Working with HR on pay disparity and compensation; working with Career Source; adding decals to all vehicles indicating they are hiring.
- Purchase services for overflow: bid in progress with taxi service, transportation network (Uber, Lyft, etc.), and any paratransit operation.
- Advocating with the talks about Transportation Funding and the new tax, recommend this Board send a letter to the County Administrator and the BOCC Chair to consider Transportation Disadvantaged as transportation funding discussions occur. TD is often not considered until after the fact. Look at transit but not those people outside of transit service.

Discussion:

Talked about composing a letter to the BOCC to request that TD be included in transportation funding discussions. The Board agreed with that without a motion. Discussed the cross-county trips and how the grants apply to those trips. Legislation is working on allocating the entire trust fund and are working on getting it through. One of the three counties will be working on the grants. Pinellas and Hillsborough are looking for funding for nights and weekends, Pasco would need to apply for this. The three counties would have to coordinate on this effort. Have been working on this since 2012. Sustaining funding past a one-time grant is challenging. Went over driver requirements to continue working on getting additional drivers. Suggest working with the municipalities on driver recruitment as well.

In 2021, there was TD Tampa Bay. It went for a few months and then funding was cut off. This is something for the future. Especially for older people who may not want to drive. We have had county-to-county.

VII. OLD BUSINESS & NEW BUSINESS (Timestamp 1:13:52)

- A. Next Meeting: April 22, 2022 – includes a public workshop as required ... Will call that to order first, close it, and then call the regular meeting to order and conduct that business. Asked for workshop topics.

A few members volunteered to assist in facilitating the workshop.

- B. Hillsborough County Government – opportunity for 3 more Town Hall meetings focusing on the transportation surtax trying to bring to the ballot this coming November 2022.

VIII. **ADJOURNMENT** – adjourned at 10:49 AM

DRAFT



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

Letter on Surtax Funding from the Transportation Disadvantaged Local Coordinating Board

Presenter:

Joshua Barber, TPO Staff

Summary:

In February 2022 the Hillsborough County Transportation Disadvantaged Local Coordinating Board (TDLCB) directed staff to write a letter to the Hillsborough County Commission regarding the Transportation System Surtax slated for the November 2022 election. The TDLCB is requesting that if the surtax is passed by the voters, that the County consider dedicating a portion of funding to the Community Transportation Coordinator, Sunshine Line, above existing baseline funding.

Ensuring that the most vulnerable residents of Hillsborough County have transportation is essential for an equitable and just transportation system, and for creating opportunities for upward economic mobility. The provision of additional funding to provide transportation for individuals who have a disability, those who because of old age are unable to drive, those who are low-income, as well as children-at-risk is essential for ensuring an equitable and accessible transportation system for Hillsborough County.

Recommended Action:

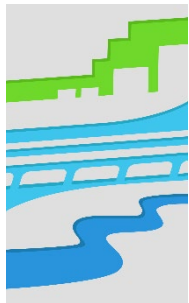
Approve the Letter on Surtax Funding for the Transportation Disadvantaged and forward to the TPO Board.

Prepared By:

Joshua Barber, TPO Staff

Attachments:

Letter on Surtax Funding from the Transportation Disadvantaged Local Coordinating Board.



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The Hillsborough County Transportation Planning Organization, at the request of the Transportation Disadvantaged Local Coordinating Board (TDLCB), would like to request the Hillsborough County Commission consider dedicating a portion of their revenue from the Transportation System Surtax slated for the November 2022 Election, if passed by the voters, to funding the Community Transportation Coordinator (CTC) above existing baseline funding.

The CTC for Hillsborough County is the Hillsborough County Board of County Commissioners. Sunshine Line, a division of Hillsborough County government, is the County operator and has been since 1990. Sunshine Line provides transportation-of-last-resort to individuals who because of a disability, old age, or income do not have their basic transportation needs met. Qualified clients receive a free bus pass for HART if they live within HART's service area and are physically able to ride the fixed-route network. Qualified clients outside HART's service receive free door-to-door transportation for medical appointments, grocery shopping, employment, adult day care, and other essential services. The program is funded by the Florida Commission for the Transportation Disadvantaged and Hillsborough County Government.

Ensuring that the most vulnerable residents of Hillsborough County have transportation is essential for an equitable and just transportation system, and for creating opportunities for upward economic mobility. In addition, Sunshine Line has an essential role in Hillsborough County's Emergency Operations Center. The system responded dynamically and innovatively during the COVID-19 Pandemic through continuing to provide essential trips including medical appointments, transporting meals to clients, trips from quarantine sites, as well as trips for vaccines when they became available. In addition, Sunshine Line plays an essential role in providing transportation during hurricane evacuations with coordination from the Office of Emergency Management and HART. Moving forward, these services will only become more essential to ensure transportation system resiliency.

Sunshine Line continues to meet nearly all the annual service standards developed by the TDLCB, save for ones relating to number of trips which have been impacted by the Covid-19 Pandemic. The annual CTC Evaluation shows exemplary remarks, and customers continue to express significant praise for the system. In the last review year, 100% of survey respondents agreed that the service improves their independence and quality of life. From July 2019 to June 2020, Sunshine Line provided nearly 140,000 door-to-door trips and their bus pass program funded at least 181,000 trips for their transportation disadvantaged clients.

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The Transportation Planning Organization's 2045 Long-Range Transportation Plan (LRTP) examined the availability of public transit services for the transportation disadvantaged in Hillsborough County with and without the additional transportation sales tax funding as passed by the voters in 2018. The LRTP estimated that around 175,000 transportation disadvantaged people would be unserved by transit in 2045 with the sales tax, compared to nearly 264,000 transportation disadvantaged people that would be unserved without the sales tax funding. While the number of TD clients served by transit will increase with surtax funding, additional County funding for the Community Transportation Coordinator will allow for expanded mobility options for Hillsborough County's transportation disadvantaged residents that will need bus passes for the newly expanded transit system, and will also allow additional services to be provided in rural and suburban areas that cannot be served by transit.

As such, the TPO supports additional funding for the Community Transportation Coordinator as part of the revenue from the Transportation System Sales Surtax ordinance planned for the November 2022 election, if passed. The provision of additional funding to provide transportation for individuals who have a disability, those who because of old age are unable to drive, those who are low-income, as well as children-at-risk is essential for ensuring an equitable and accessible transportation system for Hillsborough County.

Sincerely,

Beth Alden

TPO Executive Director

Cc:

Hillsborough County Commissioner District 1 Harry Cohen

Hillsborough County Commissioner District 2 Ken Hagan

Hillsborough County Commissioner District 3 Gwen Myers

Hillsborough County Commissioner District 4 Stacy White

Hillsborough County Commissioner District 5 Mariella Smith

Hillsborough County Commissioner District 6 Pat Kemp

Hillsborough County Commissioner District 7 Kimberly Overman



Hillsborough TPO
Transportation
Planning Organization

Board & Committee Agenda Item

Agenda Item:

Community Transportation Coordinator (CTC) Trip and Service Rates for 2022/2023

Presenter:

Karen Smith, Sunshine Line

Summary:

Each year the Community Transportation Coordinator (CTC) is required to submit a completed Rate Calculation Model worksheet to the Commission for the Transportation Disadvantaged. This rate model determines the trip rates for reimbursement to the CTC from the Trip/Equipment Grant.

The CTD Disadvantaged Rate Calculation Model for the 2022/2023 grant year effective July 1, 2022 are proposed to be:

<u>DOOR-TO-DOOR SERVICE</u>	<u>RATE PER ONE-WAY TRIP</u>
AMBULATORY TRIP	\$37.33
WHEELCHAIR TRIP (requiring the use of vehicle lift)	\$63.99

GROUP TRIP* PER PASSENGER	\$18.28
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*5 or more passengers transported in one vehicle at the same time and being picked up at multiple origins and travelling to one single destination or being picked up from one single origin and traveling to multiple destinations.

GROUP TRIP* PER GROUP	\$68.96
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*(5 or more passengers in one vehicle being picked up from a single origin and traveling to a single destination at the same time).

BUS PASSES/TICKETS: Cost of pass or ticket plus administration. *

Recommended Action:

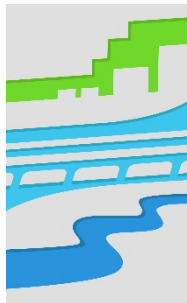
Approve the Trip and Service Rates for the FY22/23.

Prepared By:

Joshua Barber, TPO Staff

Attachments:

Rate Worksheet



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Worksheet for Multiple Service Rates

CTC: Hillsborough Cc Version 1.4
 County: Hillsborough County

1. Answer the questions by completing the GREEN cells starting in Section I for all services
2. Follow the DARK RED prompts directing you to skip or go to certain questions and sections based on previous answers

SECTION I: Services Provided

1. Will the CTC be providing any of these Services to transportation disadvantaged passengers in the upcoming budget year?.....

Ambulatory	Wheelchair	Stretcher	Group
<input checked="" type="radio"/> Yes	<input checked="" type="radio"/> Yes	<input checked="" type="radio"/> Yes	<input checked="" type="radio"/> Yes
<input type="radio"/> No	<input type="radio"/> No	<input type="radio"/> No	<input type="radio"/> No
Go to Section II for Ambulatory Service	Go to Section II for Wheelchair Service	Go to Section II for Stretcher Service	Go to Section II for Group Service

SECTION II: Contracted Services

1. Will the CTC be contracting out any of these Services TOTALLY in the upcoming budget year?....

Ambulatory	Wheelchair	Stretcher	Group
<input type="radio"/> Yes	<input type="radio"/> Yes	<input type="radio"/> Yes	<input type="radio"/> Yes
<input checked="" type="radio"/> No	<input checked="" type="radio"/> No	<input checked="" type="radio"/> No	<input checked="" type="radio"/> No
Skip # 2, 3 & 4 and Go to Section III for Ambulatory Service	Skip # 2, 3 & 4 and Go to Section III for Wheelchair Service	Skip # 2, 3 & 4 and Go to Section III for Stretcher Service	Skip # 2, 3 & 4 and Go to Section III for Group Service

2. If you answered YES to #1 above, do you want to arrive at the billing rate by simply dividing the proposed contract amount by the projected Passenger Miles / passenger trips?.....

<input type="radio"/> Yes	<input type="radio"/> Yes	<input type="radio"/> Yes	<input type="radio"/> Yes
<input checked="" type="radio"/> No	<input checked="" type="radio"/> No	<input checked="" type="radio"/> No	<input checked="" type="radio"/> No

3. If you answered YES to #1 & #2 above, how much is the proposed contract amount for the service?
 How many of the total projected Passenger Miles relate to the contracted service?
 How many of the total projected passenger trips relate to the contracted service?

Ambulatory	Wheelchair	Stretcher	Group
Leave Blank	Leave Blank	Leave Blank	Leave Blank

Effective Rate for Contracted Services:
 per Passenger Mile =
 per Passenger Trip =

Ambulatory	Wheelchair	Stretcher	Group
Go to Section III for Ambulatory Service	Go to Section III for Wheelchair Service	Go to Section III for Stretcher Service	Go to Section III for Group Service

4. If you answered # 3 & want a Combined Rate per Trip PLUS a per Mile add-on for 1 or more services, INPUT the Desired per Trip Rate (but must be less than per trip rate in #3 above =
 Rate per Passenger Mile for Balance =

Combination Trip and Mile Rate			
Leave Blank and Go to Section III for Ambulatory Service	Leave Blank and Go to Section III for Wheelchair Service	Leave Blank and Go to Section III for Stretcher Service	Leave Blank and Go to Section III for Group Service

Worksheet for Multiple Service Rates

CTC: Hillsborough Co Version 1.4
 County: Hillsborough County

1. Answer the questions by completing the GREEN cells starting in Section I for all services
2. Follow the DARK RED prompts directing you to skip or go to certain questions and sections based on previous answers

SECTION III: Escort Service

1. Do you want to charge all escorts a fee?.....
 Yes
 No
Skip # 2 - 4 and Go to Section IV
2. If you answered Yes to #1, do you want to charge the fee per passenger trip OR
 per passenger mile?.....
 Pass. Trip **Leave Blank**
 Pass. Mile
3. If you answered Yes to # 1 and completed # 2, for how many of the projected
 Passenger Trips / Passenger Miles will a passenger be accompanied by an escort? Leave Blank
4. How much will you charge each escort?..... Leave Blank

SECTION IV: Group Service Loading

1. If the message "You Must Complete This Section" appears to the right, what is the projected total number of Group Service Passenger Miles? (otherwise leave blank).....
 You Must Complete This Section!
- And what is the projected total number of Group Vehicle Revenue Miles? **Loading Rate** 3.77 to 1.00

SECTION V: Rate Calculations for Multiple Services:

1. Input Projected Passenger Miles and Passenger Trips for each Service in the GREEN cells and the Rates for each Service will be calculated automatically
 * Miles and Trips you input must sum to the total for all Services entered on the "Program-wide Rates" Worksheet, MINUS miles and trips for contracted services IF the rates were calculated in the Section II above
 * Be sure to leave the service BLANK if you answered NO in Section I or YES to question #2 in Section II

		RATES FOR FY: 2022 - 2023			
		Ambul	Wheel Chair	Stretcher	Group
Projected Passenger Miles (excluding totally contracted services addressed in Section II) =	1,084,107	427,112	188,514		468,481
Rate per Passenger Mile =		\$4.39	\$7.53	\$0.00	\$2.15 \$8.12 per passenger per group
Projected Passenger Trips (excluding totally contracted services addressed in Section II) =	122,857	46,260	25,780		50,818
Rate per Passenger Trip =		\$37.33	\$63.99	\$0.00	\$18.28 \$68.96 per passenger per group
2. If you answered # 1 above and want a COMBINED Rate per Trip PLUS a per Mile add-on for 1 or more services, ...		Combination Trip and Mile Rate			
...INPUT the Desired Rate per Trip (but must be less than per trip rate above) =					\$0.00
Rate per Passenger Mile for Balance =		\$4.39	\$7.53	\$0.00	\$2.15 \$8.12 per passenger per group

		Rates If No Revenue Funds Were Identified As Subsidy Funds			
		Ambul	Wheel Chair	Stretcher	Group
Rate per Passenger Mile =		\$8.04	\$13.78	\$0.00	\$3.94 \$14.86 per passenger per group
Rate per Passenger Trip =		\$68.29	\$117.08	\$0.00	\$33.44 \$126.18 per passenger per group

Worksheet for Multiple Service Rates

1. Answer the questions by completing the GREEN cells starting in Section I for all services

2. Follow the DARK RED prompts directing you to skip or go to certain questions and sections based on previous answers

CTC: Hillsborough Co Version 1.4
County: Hillsborough County

Program These Rates Into Your Medicaid Encounter Data



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

FY 23 & FY 24 UPWP Preliminary Draft

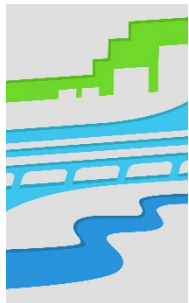
Presenter:

Amber Simmons, TPO staff

Summary:

The Unified Planning Work Program (UPWP) defines the transportation planning activities and products to be developed by the Transportation Planning Organization (TPO) and other transportation planning agencies. It is the basis for allocating federal, state, and local funds for long range transportation planning activities within Hillsborough County. This UPWP covers a two-year period from July 1, 2022, to June 30, 2024.

The UPWP is required by federal law under Title 23 CFR 450.314 and Title 49 CFR 613.100 when federal funds are used for transportation planning. The UPWP is reviewed by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), and the Florida Department of Transportation (FDOT). This review and approval process is required by state law under Chapter 339.175 governing TPOs.



Staff will provide an overview draft document on the [TPO website](#). Final TPO projects have yet to be determined and will be included in the final document to be adopted at the TPO board meeting on May 11, 2022. Additional information can be found at [Unified Planning Work Program | Plan Hillsborough](#).

Recommended Action:

None; for information only

Prepared By:

Amber Simmons, TPO Staff

Attachments:

[Presentation
FY23 & FY24 UPWP Preliminary draft](#)

Plan Hillsborough
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18th floor
Tampa, FL, 33602



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

Introduction to New TPO Studies

Presenter:

Gena Torres, TPO staff

Summary:

Several TPO studies have recently kicked off. These projects were requested by partner agencies and were included in the Unified Planning Work Program to be funded in calendar year 2022. A brief overview of the studies will be provided with notes as to the anticipated deliverables and timing for completion of the projects and public engagement opportunities.

Recommended Action:

None. For information only.

Prepared By:

Gena Torres

Attachments:

[Presentation slides](#)



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Hillsborough TPO

Transportation Planning Organization

MEMORANDUM

DATE: March 30, 2022
TO: TPO Advisory Committee Members and Alternates
FROM: TPO Executive Director Beth Alden
RE: Compliance with Florida's Government in the Sunshine Law

Recently there has been interest by some committee members in sharing their opinions with each other outside of publicly noticed and documented meetings. While the TPO welcomes and supports sharing of information in most circumstances, such sharing of opinions may be inconsistent with Florida's Government in the Sunshine Law if it is a) between two members or alternates of the same committee; and b) on a topic that may come to that committee for action in the future. (Note that the restriction does not apply to conversations between a member and his/her own alternate, as they cannot both cast a vote at the same time.)

The sharing of opinions on topics that a committee might vote on should take place **only at the public meetings of the committee**. The TPO staff provides notice to the public about topics that the committee is scheduled to consider at such meetings; provides access for the public to share their own comments and observe the committee's discussion; and provides a record of the committee's discussion and action for the public to read afterward. This ensures an open and transparent decision-making process. The sharing of opinions between committee members about action items, or potential action items, through email, social media, or conversations outside of public meetings, is inconsistent with principles of transparency and is illegal if a second member responds. Even "liking" another member's social media post may be construed as illegal two-way communication.

Some members have stated that there is no reason for volunteer citizens to comply with these restrictions because there are no significant penalties for volunteers. The same cannot be said about penalties for public agencies. When committee members flout the law in this way, it jeopardizes the TPO's statutory compliance as an organization. Further, it undermines the TPO's commitment to an open and transparent decision-making process for the public.

For these reasons, the TPO's adopted bylaws state, "Members shall refrain from participating in any private communications regarding TPO business involving two or more members," and further, "Any written material received by a member in connection with TPO Business shall be given to the Executive Director or the member's committee support staff..." Noncompliance with bylaws is grounds for dismissal. I urge all members to take these standards of conduct seriously.

We greatly appreciate the time and expertise that all our advisory committee members contribute. When you have information and/or perspectives to share with other members of your committee, **please provide the material to your committee staff person no later than a week before the meeting**. We will be happy to include it in the agenda packet, which is posted online so that the public has access to the same information and is notified of possible actions. Thank you for your attention.

Commissioner Harry Cohen
Hillsborough County
MPO Chair

Commissioner Pat Kemp
Hillsborough County
MPO Vice Chair

Paul Anderson
Port Tampa Bay

Councilman Joseph Citro
City of Tampa

Councilman John Dingfelder
City of Tampa

Commissioner Nate Kilton
City of Plant City

Adelee LeGrand
HART

Joe Lopano
Hillsborough County
Aviation Authority

Councilman Guido Maniscalco
City of Tampa

Commissioner Gwen Myers
Hillsborough County

Commissioner
Kimberly Overman
Hillsborough County

Cody Powell
Planning Commission

Mayor Andrew Ross
City of Temple Terrace

Greg Slater
Expressway Authority

Commissioner
Mariella Smith
Hillsborough County

Jessica Vaughn
Hillsborough County
School Board

Beth Alden, AICP
Executive Director



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**HILLSBOROUGH TRANSPORTATION PLANNING ORGANIZATION BOARD
HYBRID MEETING, MARCH 9, 2022
DRAFT MINUTES**

I. CALL TO ORDER, PLEDGE OF ALLEGIANCE *(Timestamp 0:00:08)*

Commissioner Cohen, called the meeting to order at 10:02 AM and led the pledge of allegiance. The regular monthly meeting was held in-person and virtual via WebEx.

II. ROLL CALL *(Timestamp 0:00:38)* (Gail Reese, TPO Staff)

The following members were present in person: Commissioner Harry Cohen, Commissioner Pat Kemp, Commissioner Kimberly Overman, Commissioner Gwen Myers, Councilman Joseph Citro, Commissioner Nate Kilton, Gina Evans, Greg Slater, Charles Klug, Planning Commissioner Cody Powell

The following members were present virtually: Commissioner Mariella Smith, Adalee Le Grand, Bob Frey, School Board Member Jessica Vaughn

The following members were absent/excused: Councilman Guido Maniscalco, Councilman John Dingfelder, Mayor Andrew Ross

A quorum was met in person.

Some members are participating virtually because of medical reasons and the local declaration of emergency.

III. APPROVAL OF MINUTES *(Timestamp 0:02:29)* – February 9, 2022

Chair Cohen sought a motion to approve the February 9, 2022 minutes. Commissioner Kemp so moved, seconded by Commissioner Myers. Voice vote: motion carries unanimously.

IV. PUBLIC COMMENT *(Timestamp 0:02:50)* (30 minutes total, with up to 3 minutes per speaker)

- A. Christopher Hatten** – Transportation engineer with Kimley-Horn; assisting the Rithm development and working in conjunction with R.D. Management. Providing feedback on the type of transit development the Rithm development would like to see on the Fowler PD&E study. Would like to see the best development for safety, transit access, and flexibility for future developments and improvements along Fowler. In support of the BAT Lanes (Business and Transit). Have been in coordination with Mr. Craig Fox at FDOT. Understand public engagement is not scheduled yet. Are starting the process now and bringing forth their thoughts.
- B. Rick Fernandez** – From Tampa Heights. Noted he has time donors (Connie Rose & Michelle Cookson). Verified they are on the line. Tampa Heights and other historic districts in the region stand against highway expansion. Many, if not all of the Board, have cast votes for the expansion of I-275. Noted FDOT miscommunication dating back to at least January of 2020 regarding impact

of the retention walls around Tampa Heights. Reviewed history of current documentations that have been sent in via email. Also discussed CAC motions approved including striking amendments 8 and 9. Reviewed the time spend on this at the February 2022 meeting. Stated that the stakes for the wall movement have been put in place. Asked the TPO Board to consider further discussion and start with the supplemented materials provided.

- C. Nicole Perry** – Live by DTI in Tampa Heights. Expressed concerns for the neighborhood from the past and the immediate future with the construction on I-275 in the forms of air pollution, noise pollution, decreased property values, historic building destruction. Noted that wider highways induce demand and do not reduce congestion. Asked for increase in real transit solutions including mass transit. Opposes the expansion of I-275 and supports striking of TIP amendments 8 and 9.
- D. Robert Miley** – Live in Historic Ybor. Opposes the expansion of the walls in Tampa Heights and supports striking amendments 8 and 9 from the TIP.
- E. Matthew Suarez** – 406 W Azeal Street, Unit 508, Tampa, FL. Would like to request the TPO Board file and approve the amendments 8 and 9 be stricken from the TIP. This would stop further destruction of the Tampa Heights area. Noted that the TPO Board controls this project as it has not entered into the design phase pursuant to 23CFR section 771.113. Contract is not scheduled to be awarded until late June 2022.
- F. Doreen Jesseph** – Has come before this board for seven years. Brought up that Pat Kemp (not a Board member at the time) noted that the MPO (now TPO) could stop this. Opposes the movement of the walls and further destruction of urban neighborhoods: Downtown, Tampa Heights, Seminole Heights, Ybor, and Sulphur Springs. The lanes will harm the area and the region while not providing additional safety or improving congestion. Many members of the TPO know this and are choosing not to stop this.
- G. Adrienne Rodriguez** – Tampa native. Supporting the Tampa Heights area and opposes the I-275 expansion.
- H. Josh Frank** – Sits on the TPO CAC along with other boards across the city and region with multiple interests including transportation, land-use, architectural, etc. Expressed that this Board needs to understand their leverage over the TIP. The statute on projects entering the design phase has never been challenged. Expressed that a place on the TIP needs to be earned. The additional lanes will add additional capacity, induced demand, environmental impacts, equitable impacts, etc. New to reduce trips overall.
- I. Clive Hon** – Lives on Elmore Avenue directly adjacent to the west barrier of I-275. Noted that since work has started on the east side of I-275, there has been an increase in the shaking noticed on the west side; increased staining on his house; and increased pollution. There have been many construction vehicles drive up and down Elmore. Opposes further movement of the I-275 walls and supports the striking of TIP amendments 8 and 9. Hopes the elected officials will do what the citizens are requesting.

- J. **Lena Young Green** – Talking about safety and the expansion of the walls and the impact on the historic district. Have been hearing about safety for years from FDOT. That is being used to intrude further and further into the core communities and communities of color. That is happening again. There are health issues impacts, ongoing accidents around the interstates. Asked for the TPO Board to support the resolutions from the CAC.
- V. **COMMITTEE REPORTS & ADVANCE COMMENTS** (Bill Roberts, CAC Chair; Davida Franklin, TPO Staff; Beth Alden, TPO Director) *(Timestamp 0:26:40)*
- A. **CAC** – Bill Roberts, CAC Chair (February 2, 2022 meeting)
- Approved the three TIP Amendments on today’s agenda and the Community Transportation Coordinator evaluation.
 - Deferred status reports.
 - Considerable discussion resulted in a vote 10 – 8 to initiate removal of two amendments from the TIP.
 - Heard comments from Secretary Gwynn about remarks made during the CAC meeting.
 - Heard remarks from Cameron Clark on the Sunshine Law.
 - CAC committee agreed to ask FDOT Legal representation present legal obligations of FDOT.
- B. **TAC – February 7, 2022** (Davida Franklin, TPO Staff)
- Approved Safety Performance Targets
 - Status reports heard – Low-Cost Air Quality Monitoring Pilot Study, West River Multimodal Safety & Network Improvements, Hillsborough County Multimodal Level of Service Update
- C. **LRC – February 23, 2022** (Davida Franklin, TPO Staff)
- Approved the Commuter Benefits Ordinance Request Letter.
 - Status reports heard
 - West River Multimodal Safety & Network Improvements and Bicycle Pedestrian Counts
 - Tampa Bay Citizens Academy on Transportation CUTR and Morrison-Greenway Student Presentation – **Approved a motion encouraging TPO and FDOT work together on improved bicycle and pedestrian access at the intersection of Henderson, Dale Mabry, and Morrison, with a strong recommendation for a leading pedestrian interval phase in the traffic signals.**
- D. **BPAC – February 23, 2022** (Davida Franklin, TPO Staff)
- Approved unanimously to recommend Martin Santiago for membership as a Citizen at Large.
 - Status reports heard
 - West River Multimodal Safety & Network Improvements
 - Tampa Citizens Academy on Transportation CUTR and Morrison-Greenway Student Presentation – **Supported the LRC’s ask regarding the Dale Mabry, Morrison, and Henderson intersection.**
 - Bicycle/Pedestrian Counts
 - Hillsborough County Multimodal Level of Service Update
- E. **TDCB – February 25, 2022** (Davida Franklin)

- Approved TIP Amendments for Gibsonton Drive PD&E and HART Maintenance Facility and the Community Transportation Coordinator Evaluation

F. Public Comments Received Through Email & Social Media (Davida Franklin, TPO Staff)

- Heard a lot of the email and social media comments during public comment today.

Detailed [Email](#) and [Social Media](#) are located at the end of the minutes.

G. TPO Policy Committee – March 9, 2022 Meeting (Beth Alden, TPO Executive Director)

- Approved the draft letter on the Consent Agenda for today – class 2 noise walls.
- Had robust discussion about the I-75 PD&E study and asked that the TPO Board send a letter of comment to FDOT about it. Will be brought back for approval in April.
- Looked at options for TPO apportionment plan. Will be bringing back options for consideration.

H. Review of photos from DTI noise wall stakes (Beth Alden, TPO Executive Director) Recommend discussion be done under Old/New Business. Cameron Clark is on hand for questions. ([Photos included at the end of the minutes.](#))

VI. CONSENT AGENDA (Timestamp 0:39:39)

A. Updated Committee Appointments

- BPAC – Savana Vidal (Hillsborough County Sheriff's Office); Martin Santiago (Member-at-Large)

B. Request for additional seat on the TAC – supported by TAC

C. Class 2 Noise Walls Letter – reviewed by Policy Committee

D. Commuter Benefits Ordinance Request Letter – supported by CAC and LRC

Commissioner Myers moved to approve the Consent Agenda, seconded by Commissioner Kemp. Voice vote, motion to approve the Consent Agenda in total passes unanimously.

VII. ACTION ITEMS (Timestamp 0:40:03)

A. Transportation Improvement Program Amendments for Gibsonton Drive Widening Study and HART Maintenance Facility (Connor MacDonald, TPO Staff)

- Three jobs impacted
 - 414963-2 HART Bus Replacements & 443140-1 Heavy Maintenance Facility
 - Reallocate funds from the HART Bus Replacements Pool toward HART's Heavy Maintenance Facility
 - 450438-1 Gibsonton Drive from Fern Hill Drive to US301
- Add funds to FY 2022.
- HART Maintenance Facility (21st Ave). Came from a funding made available and requested for reallocation due to current state of the Heavy Maintenance Facility.
 - Review of the state of the facility; provided photos

- Gibsonton Drive Widening Study PD&E Study – project will include public engagement including , Small Group Meetings, Public Hearing
- Posting of signs, Newsletter release, and Social Media release

Presentation: [HART & Gibsonton Dr TIP Amendment Presentation](#)

Comparative Report: [Comparative Report - HART](#)

Recommended Action: Approval of the TIP Amendments: reallocate funding from 414963-2 HART Bus Replacements to 443140-1 HART Heavy Maintenance Facility and add funds to 450438-1 Phase I Gibsonton Drive from Fern Hill Dr. to US 301.

Discussion:

There was discussion on if the Gibsonton Road project is taking a collector road and turning it into highway status. It was asked if there would be a community impact study done as part of this project. The PD&E will look at the impacts as well as public engagement. Clarification of the exact location of the study was asked for.

Commissioner Kemp moved to approve the TIP amendments, seconded by Commissioner Myers. Roll call vote, motion passes 13 – 0.

VIII. STATUS REPORTS (Timestamp 0:47:30)

A. Brightline Update (Christine Kefauver, SVP, Corporate Development)

- Privately owned and operated. Challenging the transit status quo.
- Sister project connecting California to Los Vegas.
- Went over video of currently line from Miami to West Palm Beach; continues to Orlando; updated train controls for integration. Stations are embedded in communities. Showed final connection to Tampa.
 - Adding stations in South Florida – provides some commuter solution in the region.
 - Rail to Orlando International Airport is 73% complete; operational early 2023. Looked at the Intermodal Terminal Facility at Orlando International Airport.
 - Will be able to handle Sun Rail and that getting to the airport.
 - Vehicle maintenance facility is in Orlando on airport property and can fit a full train.
- Review of average mph on I-95. Have also reviewed the I-4 congestion.
- Inner-city connections are about connected city pairs. Florida is the third largest state in the U.S. Connecting from Miami to Tampa connects the 11th largest economy in the western hemisphere.
- Proud of partnerships with the local governments and impacting economies.
- Review of ridership after COVID pause – takes cars off the road, improves quality of life, business and leisure travel.
- Creating environmental impact with intention of improvement – rail is greener, safer, and faster mode of transportation. Rail used is recycled steel, biofuel, 80% of wash water is recycled, utilize a cistern.

- Hit speeds of 120 mph on the system; investing to improve safety of crossings.
- Use I-4 corridor as part of 2018 agreement with FDOT. Pretty close to having a positive solution with the alignment in Central Florida. 80+ miles from Orlando International Airport to Tampa with 60+ on I-4.
- Have worked with City of Tampa on landing, looking at Ybor close to I-4. Listening today, Brightline does not want to interrupt communities and keep things lower to the ground. Big decisions being made.
- Invited TPO Board members and their staff to Orlando to see the train and in taking Brightline. Provided contact information.
- Working hard to manage first and last mile – utilize buses, shuttles, golf carts, scooters, etc.

Website: www.gobrightline.com

Discussion:

Entire area is looking to explore rail corridor and preserving them for use. Marrying two major economic centers on the east/west corridor is a great thing. Asked that Brightline work with other boards in the region to show progress. Requested a joint meeting with the TPO Board, City of Tampa, and others that would be involved. HART has it in it's priorities to begin negotiating with CSX for use of the lines. A copy of the presentation was distributed. Brightline is on the TBARTA agenda for April. Christine Kefauver is a member of the Tampa Downtown Partnership. Discussion around the station in Orlando and it being intermodal. It is important to centralize connections to other modes of transportation. It was noted that the intermodal center in Orlando is actually a parking garage is still a mile or so to the airline terminals and that the Orlando airport is not near the downtown area. Important to talk about what these things are so the vision is completed according to what Hillsborough County wants. There was discussion around the length of travel and cost. More commuter type stations were discussed as well as impact and blending into the landing area in Tampa.

B. Planning Commission Annual Report & Plan Hillsborough Strategic Plan (Melissa Zornitta, Planning Commission Director)

- Review of strategic plan by all three boards supported. All TPO Board members should have received a copy of the annual report.
- Went over Linking Land Use and Transportation initiatives.
- Review of citizen engagement numbers and projects and planning projects.
- Looked at the regional participation and projects.
- Went over technology and innovation in response to COVID and also making meetings more accessible to the public; website has been updated.
- Internal agency enhancements and updates.
- Strategic plan has a five-year horizon, will begin working with the three boards in 2023 to start updates.

IX. EXECUTIVE DIRECTOR'S REPORT (Timestamp 1:37:06)

- A. Quarterly regional meeting on March 11, 2022: updates on rail planning, water transit, state budget earmarks.
- B. Distributed regional multi-use trail maps to each member, extras are available.
- C. Has been mentioned that all of our members, including volunteer member, adhere to a code of ethics that could be included in the TPO Bylaws. Noted that the Planning Commission has a great Code of Ethics. Can bring back as an amendment referencing the Planning Commission Code of Ethics as something that the TPO also adheres to.

X. **OLD & NEW BUSINESS** (*Timestamp 1:39:09*)

- A. **Commissioner Smith** brought up item number 4 in the Announcements section of the agenda for the current meeting: US 301 PD&E Study and the public hearing on March 24th.
 - Important that the Board pay attention to the timing of when they provide input on FDOT projects.
 - This project is about widening US 301 north of Fowler Avenue, past the county line, up to Highway 56. It is turning a two-lane, rural road into a very wide, divided highway with medians, swales, and speeds of up to 65 mph.
 - It goes through our rural area
 - It goes through important preserves and environmental systems.
 - Widening US 301 in this area would be detrimental to this large wildlife and wetland system.
 - Does not see any reason why this needs to be widened at this time. It is outside the urban service area; it is a rural area where the county has no plans to increase development and density within the next several decades. It is currently prohibited from being developed. If it is going to be widened anyway, there needs to be plans for wildlife underpasses and corridors for the important wetlands and preserves on either side of the corridor.
 - Provided information to the Conservation Director for their input and to make the other TPO Board members aware of this at an early stage.
 - This item will be on the TPO Board agenda in April.
- B. **Commissioner Overman** brought up that, what is left of the county wildlife corridors, is in danger without some design standards coming into play. Need establish standards how highways are developed in Hillsborough County that provide wildlife passthroughs. These road and highway designs exist to allow wildlife to travel, not impede migration, and reduce the number of wildlife deaths on our highways.
 - Would like to see where that fits in the planning.
 - Would like it brought back to the Board ways to establish standards for road design that would preserve wildlife opportunities and migration in our area.
- C. **Commissioner Overman** asked that FDOT come back in the future a status report on the Florida State plan for electric charging stations along the highways and methodologies for the urban corridors as well. The state will be required to provide a report, study, and a plan that needs to be established and presented to the U.S. DOT if we were going to incorporate charging stations into our overall plan. Believes the application or start of the process is at the end of 2022.

D. Commissioner Kemp talked about the US 301 north widening. Also talked about the pictures of the stakes laid out for the I-275 wall movement. Asked about meetings to see renderings and plans from an arial and ground perspective on how this wall is perceived to be altered.

Secretary Gwynn noted that the surveyors went out and put in stakes every 200 feet and it will be filled in every 50 feet. There are three community events set up in-person for April 26 with community leaders; April 27, FDOT will be out to walk along the area and answer questions; April 28th will be a virtual community meeting. The purpose will be to set up stations addressing the areas of concern stated by the Tampa Heights residents.

There was discussion about construction impacts and mitigation efforts to the community.

E. Commissioner Kemp believes it is important to have early community engagement on the project from Downtown across Fowler Avenue. It was brought up by Mr. Hatton endorsing the BAT lanes which is contrary to what she has seen and heard. It is an important transit corridor and would like to see community engagement and input sooner rather than later.

There was additional discussion about funding and coordinated discussions on this project.

F. Next meeting April 13, 2022, from 10:00 AM – 12:00 Noon.

XI. ADJOURNMENT – The meeting adjourned at 12:06 PM

The recording of this meeting may be viewed on YouTube: [Meeting Recording](#)

Social Media

Facebook

3/8

In response to a post about the TIP Amendment for the Gibsonton Dr. Study:

Dennis Shepherd: “6 lanes each way and a 2 lane northbound entrance ramp onto I75 might work”

Nancy Dulin: Please! Improve the traffic flow!!!

3/8

From the board meeting event page:

Rick Fernandez:

To: TPO Board Members

Subject: Public Comment _ TPO Board Meeting March 9, 2022 _ Stop the further intrusion of Interstate 275 retention walls in Tampa Heights

It has been seven years since the words “Tampa Bay Express” were first uttered in Tampa Heights. The TBX legacy project, DTI Quick Fix, remains as the current challenge and threat.

We cautiously hope this is the last chapter in the 60-year history of FDOT’s assault on Tampa’s Urban Core.

It is fitting we find ourselves in this moment, three months removed from the annual TIP Public Hearing in June and in the early stages of the 2022/2023 election cycle. This is the perfect opportunity for elected officials to prove their bona fides to the constituents they represent.

The Tampa Heights Community has been proud to stand with friends and neighbors from Tampa’s heartland: Tampa Heights, Seminole Heights, VM Ybor, Historic Ybor City, East Tampa, Downtown Tampa and West Tampa, as we have opposed Interstate expansion through our storied communities.

Some of you found your political footing advancing the same arguments we have made, walking in the same protest marches and offering public comment during the same hearings. Some of you have stood your ground and kept the faith.

Some of you have voted to expand the Interstate through Tampa’s urban core. Some of these votes have violated campaign promises. Some votes were “justified” as a way to “keep the parties talking”. Some were “justified” as a way to protect political flanks against future opponents. No doubt, some of these votes were cast because the official could not have cared less about the people and history of Tampa’s urban core. Slavish adherence to all things FDOT being the rule of the day.

There is evidence to suggest many, if not all, of you have cast votes to expand the Downtown Interchange, as recently as October of 2021, without realizing the impact that expansion would have upon Tampa Heights. We extend grace in characterizing those votes as indicative of benign neglect. Votes secondary to FDOT’s pattern and practice of miscommunication and misrepresentation, dating back to at least January 2020, regarding project details impacting the Interstate retention walls along the eastern boundary of Tampa Heights. We saw a similar miscommunication debacle in 2015 and 2016 leading to the collapse of the original TBX project. The hiding of inconvenient truths is not new for FDOT District 7.

Tampa Heights and the undersigned first learned of FDOT’s plans to further expand the Interstate’s footprint into the community on November 17, 2021.

From that date to this we have labored to develop a record establishing: 1. FDOT’s failure to inform the Tampa Heights Community of planned wall intrusion; 2. FDOT’s affirmative misrepresentation of facts to the Tampa Heights Community related to planned wall intrusion; 3. FDOT’s violation of the Tampa Heights Community’s right to due process in the concept

development phase of the DTI Quick Fix project during 2020 and 2021, and; 4. FDOT's failure to disclose and misrepresentations of fact regarding planned wall intrusion before the TPO Board and CAC.

These issues were first raised via email to TPO staff (Rich Clarendon, Beth Alden, Johnny Wong) on December 1, 2021. That email thread is attached ("Requested Addition to TPO CAC agenda for January") and establishes: 1. Staff's initial unwillingness to address the issues, and; 2. At least one senior staff member's lack of knowledge regarding the subject retention wall intrusions.

The record has been painstakingly developed during several meetings of the CAC and the TPO Board in December (Board), January (CAC and Board), February (CAC and Board) and March (CAC).

The CAC has passed a Resolution to stop Interstate retention wall intrusion in Tampa Heights (January 5, 2022) and a Motion to Strike TIP Amendments 8 & 9 (March 2, 2022). In the aggregate, these two documents establish the facts and prayers for relief. They are incorporated here by reference. The goal is to stop further retention wall intrusions along the eastern boundary of Tampa Heights. The CAC has offered multiple paths to that goal from reengineering the offending lane movements (WB I-4 to SB I-275 and SB I-275 to EB I-4) to striking them from the TIP altogether.

On February 9, 2022, the TPO Board devoted 90 minutes of a scheduled two-hour meeting to a de facto hearing and Board discussion on these issues (see YouTube: <https://youtu.be/C6ULrOwODx0?t=5505> ... The TPO Board meeting begins at time stamp 1:32. Public comment and Board discussion on issues related to Tampa Heights Interstate retention walls start at time stamp 1:32 and end at time stamp 3:03). Testimonial and documentary evidence was presented through public comment. The undersigned presented a closing argument with time donated by seven of my fellow urban core residents. Commissioner Cohen closed the session, quoting in part:

"THIS HAS NOT BEEN OUR BEST DAY AS A COMMUNITY, I THINK, AND WHAT WE NEED TO DO IS USE THIS AS A LEARNING TOOL TO DO BETTER. AND I HAVE TO TELL YOU, I SPENT SOME TIME IN THE NEIGHBORHOOD ABOUT A WEEK AGO, AND MOST OF THE ISSUES THAT ARE REMAINING ARE REALLY ISSUES RELATED TO THE DETAILS OF HOW THIS PROJECT GOES FORWARD ... THE ONE THING I WANT TO REITERATE ... IS THAT THIS PROJECT HAS NOT EVEN BEEN AWARDED TO A CONTRACTOR YET. THERE'S STILL TIME TO EFFECT IT IN ITS DETAILS ... "

As of this writing, there has been no FDOT, TPO Staff or TPO Board action to change the trajectory of FDOT's destructive plans. On the contrary, the only tangible action taken since these issues surfaced in November 2021, was taken by FDOT on January 31, 2022, when it arbitrarily destroyed the historic property at 1902 N. Lamar Ave.

The Community has not the luxury of patience. We have spoken directly to you in public comment and through your Citizens Advisory Committee. We have done our job. The opportunity to right and avoid serious wrongs now rests with nine locally elected members of the TPO Board (and anyone else who might care to follow). A majority with the power to change

our lives for the better and in ways we could have only imagined possible in 2015 when TBX first surfaced. Will you accept responsibility and exercise that power? Your constituents await the answer. Time is of the essence. Deferred action is no longer an option.

Initiate action now to stop further Interstate retention wall intrusion in Tampa Heights.

[Author Note to my fellow citizens: I encourage you, ASAP, to offer written public comment via email directly to TPO Board members as well as through aldenb@plancom.org wongj@plancom.org and TPO@plancom.org (the plancom.org messages are necessary for the record but are likely to be seen only by the most conscientious Board members) ... Verbal/virtual, real time public comment is also encouraged. The ask can be short and to the point: Stop further Interstate retention wall intrusion in Tampa Heights. Neither verbal nor written comment need be voluminous. The message rings true through the effort of delivery.]

Most Sincerely,

Ricardo (Rick) Fernandez

2906 N. Elmore Ave.

Tampa, FL 33602

(Includes link to Feb. 2022 TPO Board Meeting)

3/7

In response to a post about the TIP Amendment for the Gibsonton Dr. Study

Chris Todd: "More construction? Please finish Bloomingdale first."

Stephanie Klaus Todd: "Right, this will really make things worse."

3/4

Regarding HART public workshops for the Palm Station design:

Chris Vela: "Can we do this on Cass? Main? Palm has terrible sightlines and virtually stagnant development, and fast cars."

3/3

Regarding a post about Brightline gaining right-of-way access along I-4:

Chris Vela: "Think they still would need to go in environmental review and permitting as I4 cuts through wetlands. So it will take some time. Hopefully they will split before the DTI."

Walter John Slupecki: “Vela Christopher there is also still the possibility that DeSantis torpedoed everything if he gets reelected this year.

Regarding a post about express lanes on I-4 not having wrong-way detection systems:

Chris Vela: “Cut and paste... ‘Considering Hillsborough TPO wants #visionzero on the interstate, this is all now making complete sense. Besides we got enough FHP troopers for the 16 million or so drivers we have in this state, right? So enforce away crashes!’

3/1

In a post about speeding in I-4 express lanes:

Chris Vela: “Considering Hillsborough TPO wants #visionzero on the interstate, this is all now making complete sense. Besides we got enough FHP troopers for the 16 million or so drivers we have in this state, right? So enforce away crashes!

2/10

Regarding a Vision Zero news story about a traffic fatality and the Vision Zero action plan:

Walter John Slupecki: “How do these plans make any sense when our power players, including those on the TPO, continue to support nonsense interstate highway widening & #FakeBRT?”

“Vision Zero makes tons of sense! But having TPO members continue to go along with costly & wasteful interstate widening & faux-pas "BRT" completely contradicts what Vision Zero is all about.”

Lori Landmeyer: “You gotta start somewhere. Would love to get this started in Pinellas County too.”

Twitter

3/10

In response to a post highlighting roadway construction on US 301 and Progress Blvd.

Greg: What time will this start tonight?

2/10

Regarding a post highlighting Brightline’s entrance into Central Florida:

Roc King: “Is that pic or artist rendering? Looks good either way.”

2/10

Regarding an invitation to give feedback on the transportation tax at a County meeting:

Farah: "We need updated red lights at the intersection of Fowler and 50th Street."

Pictures – Beth Alden, Tampa Heights Wall (3/8/2022) – Photographs taken on the west side of I-275 and are in order from north to south.



Elmore Ave, just south of Floribraska, looking south.



Elmore Ave South of Floribraska looking south



Next to Tampa Heights Civic Assoc. bldg. looking north.



South of Palm Ave, looking back north towards the Tampa Heights Civic Assoc. bldg.



South of Palm Ave, looking south



Near 7th Ave, looking south. Mobley Park apartments are ahead on the right.



7th Ave looking south



South of 7th Ave, almost at Henderson, looking south



At Henderson Ave looking back north



At Henderson Ave looking south.



South of Henderson Ave looking south.

Email

[March Board folder emails](#)

Emails received after the 5PM cutoff on 3/8/2022

From: Dayna Lazarus

To: Cheryl Wilkening

Subject: Public Comment for 3/9 TPO Board meeting

Date: Tuesday, March 8, 2022 11:04:00 PM

I am writing to ask that you please remove amendments 8 and 9 from the TIP.

Your Board was very close to voting for a moratorium last month. We learned at that meeting that you cannot issue a moratorium on FDOT's ongoing project, but removing line items from the TIP is not only something you absolutely CAN do - it's your primary job.

The following reasons explain why I'd like this action to be taken: One, the people most impacted, whose homes are feet from the DTI construction, are upset, protesting, and asking you to do so. Two, because the public engagement process for this project was so insufficient that even those aforementioned most impacted people did not know that wall movement was happening as part of this project. Three, because two summers ago you passed an equity resolution that explicitly names the racist impact of I-275, then you proceeded to have me and others write and participate in an equity planning process which resulted in recommendations, which you unanimously adopted, that states that you will de-emphasize car-centric spending, including specifically seeking transportation demand management solutions and alternative multimodal solutions before moving forward with widening spending. Four, because in the

near future - by this summer, I'm told - the Reconnecting Communities Pilot Program will unlock funds for planning and projects aimed at either removing, retrofitting or mitigating pieces of highway and similar infrastructure that has hampered the connectivity of communities, and I have been told that you will consider going after to study removal of our aging, unjust highway system. This money could actually fully fund the \$800,000 study that was recommended by a study you already funded. Myself, my fellow USF Master of Urban and Regional Planning students and alumni, have sent emails stating our unwavering support for going after that money.

Thank you for considering taking this action on behalf of Tampa's most historic and vulnerable communities (including North Ybor, where I live).

From: E Carball

To: Cheryl Wilkening

Subject: Fwd: 275 Widening

Date: Tuesday, March 8, 2022 8:34:09 PM

>

> Hello,

>

> My name is Eva Carballa and I live in Seminole Heights. I oppose the I-275 retention wall along the eastern boundary of Tampa Heights. The historic Tampa neighborhoods have had enough destruction and pollution from the interstate since it was originally built in the 1960s. It drastically changed the neighborhood and stripped away home values for decades. Many people who have believed in these neighborhoods have fought hard to make these streets beautiful.... just to have The interstate threaten the homes and health (through pollution) of our community.

>

> I oppose further I-275 retention wall intrusions along the eastern boundary of Tampa Heights. I understand a Motion to Strike Amendments 8 and 9 of the TIP has been circulated among you. I incorporate that Motion by reference and support it fully. Striking those two amendments would protect Tampa Heights and its designated Historic District from further structural intrusion and damage at the hands of FDOT.

>

> Thank You,

> Eva Carballa

> Heights Resident and Historic Home advocate

From: David Bedore

To: Cheryl Wilkening

Subject: Highway Widening

Date: Tuesday, March 8, 2022 8:22:00 PM

My name is David Bedore. I live at 2801 N Morgan St, near the downtown interchange in Tampa Heights. Our beloved neighborhood, Tampa's first suburb, has already borne the effects of the highway during its creation and continues to weather the effects every day. We are exposed to

air pollution, sound pollution, and decreased property values for those who live closest to it. Historic properties have been destroyed because of it. It has been shown time and again across the world that wider highways will NOT improve traffic in the long run due to induced demand. Tampa needs real solutions, real mass transit, and to stop destroying its history and hurting its residents, such as my family.

I oppose further I-275 retention wall intrusions along the eastern boundary of Tampa Heights. I understand a Motion to Strike Amendments 8 and 9 of the TIP has been circulated among you. I incorporate that Motion by reference and support it fully. Striking those two amendments would protect Tampa Heights and its designated Historic District from further structural intrusion and damage at the hands of FDOT.

Tampa also needs to say NO to FDOT once and for all on this issue. It is VERY clear that they will do anything to get what they want - being sneaky, withholding truths, and basically just continuing to try and wear down the residents of Tampa. Tampanians have vehemently OPPOSED highway widening. It is truly unbelievable that this is again an issue. Please do your jobs and stick up for Tampa and its residents' wishes.

David Bedore
813-610-3166
David.M.Bedore@gmail.com

From: Michele Kriz

To: Cheryl Wilkening

Subject: MPO Board Meeting - public comment

Date: Tuesday, March 8, 2022 7:53:28 PM

I'm a tax paying, voting-registered resident of Seminole Heights, the City of Tampa, and Hillsborough County.

I'm saddened that our elected leaders continue to cater to individuals who choose to live outside our county and commute in daily, while vocally complaining about the increased traffic they create. We have enabled such complaints by ignoring opportunities to develop more mass transit options.

My husband and I are strongly opposed to the plan to make further I-275 retention wall intrusions along the eastern boundary of the historic neighborhood of Tampa Heights, where so many residents have invested time and money in restoring that area's city splendor. While more progressive urban areas reduce freeways in favor of greenways, we are choose to continue to "pave over paradise."

We are told that specifically, you have a Motion before you to Strike Amendments 8 and 9 of the TIP, as MPO Board members.

We support striking those amendments.

Striking those two amendments will protect Tampa Heights and its designated Historic District from further structural intrusion and damage at the hands of the FDOT. Throughout this process, the FDOT has shown less concern for our city and more concern with flexing their supposed power over our elected, local leaders. This is your opportunity to say, "Enough."

Thank you for putting local residents first by rejecting TIP amendments 8 and 9.

Michele Collet Kriz and Mark Kriz

Seminole Heights Residents

Sent from my iPhone, pardon any tiny keyboard/big fingers typos

From: Kitty Wallace

To: Cheryl Wilkening

Subject: public comment for TPO board meeting 3/9

Date: Wednesday, March 9, 2022 7:47:56 AM

I want the TPO to understand my strong opposition to this plan. I wrote to all the elected officials on the

TPO board with the following message:

Stop Interstate 275 retention wall intrusion on the eastern boundary of Tampa Heights:

Catherine (Kitty) Wallace

4902 N Collins Lane

Tampa, 33603

-----Original Message-----

From: Kitty Wallace <kittwal@aol.com>

To: overmank@hcflgov.net <overmank@hcflgov.net>

Sent: Tue, Mar 8, 2022 7:33 am

Subject: public comment for TPO board meeting 3/9

Stop Interstate 275 retention wall intrusion on the eastern boundary of Tampa Heights:

Catherine (Kitty) Wallace

From: [Shane Ragiel](#)

To: [Johnny Wong](#); [Beth Alden](#); [Cheryl Wilkening](#)

Cc: [Rick Fernandez](#)

Subject: TPO Comment for 3/9

Date: Tuesday, March 8, 2022 5:39:18 PM

Hello TPO Board Members,

My name is Shane Ragiel and I am a resident of Tampa Heights on Floribraska Avenue. I am reaching out to you to support the Motion to Strike Amendments 8 & 9 of the TIP. Outside places like the Central Avenue & Dobyville Neighborhood, which were torn off the map, Tampa Heights and our historic district have been and continue to be the most negatively impacted neighborhoods caused at the hands of the Interstate. Unfortunately, even with the benefit of hindsight, this bombardment continues to this day. While our neighborhood has seen a resurgence in popularity in recent years, it cannot be ignored that this popularity is a result of depreciated property and home values and communities that were forced out as a result of the Interstate. With these motions to strike, our neighborhood is not asking the most; we are not asking for you to come out with your shovels and tear out the interstate that has split our city. We are only asking you to remove the guillotine blade that looms over our necks and reset to a place that we were in months ago.

Tampa Heights was told at a pre-pandemic, in-person Civic Association meeting that their plan would not impact the Historic District, historic homes, or historic structures. One representative even said that there would be 'No impact to the greenway' and that it will remain as it is; not moved, shifted, or trees removed to make way for the wall movement. This was not a matter of confusion and this was delivered definitively. At TIP meetings in the last 2 summers, I've heard several members expressed they were concerned with added capacity, but the tradeoff was to deliver sound walls & now we learn that Robles Park is not a candidate and has never been a candidate to receive sound wall funding. Now, we are told that the pandemic made it hard to communicate and terms like '*Right of Way*' & '*Capacity*' have a unique meaning to FDOT and that's why there is a misunderstanding.

There has been no formal public outreach in Tampa Heights by FDOT to communicate the wall movement since this issue was brought up at the beginning of the year and now here we are, almost done with the first Quarter of the year. We have not been brought into a

conversation regarding a timeline. Discussions promised to be held regarding the treatment have yet to be had. The fact that their historic brick treatment of the highway doesn't even reach the full extent of our historic district up to Hugh, north of Floribraska, is a prime example of their failure to engage or even show consideration. Again, just as before, we fully expect that decisions are currently being made at this time that are irreversible and we will be the ones left with their boardroom decisions in our backyards.

Striking TPI Amendments 8 & 9 puts a flag in the ground that declares FDOT shares its property owners stake in Tampa Heights with our residents. That the highway has no more voice or rights than the people who live under it. And that when FDOT perpetuates this toxic communication breakdown cycle, the TPO Board serves as an arbiter and regulator of our community, our values, and our vision. Please Move to Strike Amendments 8 & 9 of the TIP.

Thank you,
Shane Ragiel

From: Rick Fernandez

To: "Helen Anne Travis"; Johnny Wong; Beth Alden; Cheryl Wilkening

Cc: CohenH@HCFLGov.net; KempP@HCFLGov.net; Kimberly Overman; "Mariella Smith";

MyersG@HCFLGov.net;

guido.maniscalco@tampagov.net; John.Dingfelder@tampagov.net;

Joseph.Citro@tampagov.net;

jessica.vaughn@hcps.net

Subject: Helen Travis Public Comment _ TPO Board Meeting March 9, 2022 _

Date: Tuesday, March 8, 2022 5:37:14 PM

Importance: High

Thank you, Helen .. I'm posting this to TPO Staff and the plan.com email address for record purposes. Making it clear you mean this for consideration at the TPO Board meeting March 9, 2022. Rick Fernandez

From: Helen Anne Travis <helenannetravis@gmail.com>

Sent: Tuesday, March 8, 2022 5:08 PM

To: Johnny Wong <wongj@plancom.org>; Beth Alden <aldenb@plancom.org>;

TPO@plancom.org

Cc: Rick Fernandez <rick@fernandezconsulting.net>

Subject: Motion to Strike Amendments 8 and 9 of the TIP

My name is Helen Anne Travis. I've lived in Tampa Heights since 2014. I am very concerned that FDOT's interstate expansion through the urban core will be detrimental to the community and the city. Rather than connecting all of the exciting things happening in Tampa's downtown neighborhoods, it creates a literal wall through the city. Many other forward-thinking cities are tearing down their highways, a move I totally support. That said, I oppose further I-275 retention wall intrusions along the eastern boundary of Tampa Heights. I understand a Motion to Strike Amendments 8 and 9 of the TIP has been circulated among you. I incorporate that Motion by reference and support it fully. Striking those two amendments would protect Tampa Heights and its designated Historic District from further structural intrusion and damage at the hands of FDOT.

Helen Anne Travis

304 E Park Ave

[\(Return to Minutes\)](#)



Hillsborough TPO

Transportation Planning Organization

Committee Reports

Meeting of the Technical Advisory Committee (TAC) of February 7

The TAC approved action items:

- Safety Performance Targets

The TAC heard status reports:

- Low-Cost Air Quality Monitoring Pilot Study
- West River Multimodal Safety & Network Improvements
- Hillsborough County Multimodal Level of Service Update

Meeting of the Bicycle Pedestrian Advisory Committee (BPAC) on February 23

The BPAC approved action items:

- BPAC Consideration of New Members
 - **The BPAC voted unanimously to recommend Martin Santiago for membership as a Citizen at Large**

The BPAC heard status reports on:

- West River Multimodal Safety & Network Improvements – The City of Tampa presented information on the West River improvements including complete streets, west riverwalk, and other improvements throughout the area.
- Tampa Bay Citizens Academy on Transportation CUTR
- Tampa Bay Citizens Academy on Transportation Morrison-Greenway
 - **Jim Shirk moves to advise the TPO that BPAC supports the increased safety ask for the Dale Mabry, Morrison, and Henderson intersection, seconded by Jason Jackman. Voice vote, motion passes unanimously.**
- Bicycle Pedestrian Counts
- Hillsborough County Multimodal Level of Service Update – Information was presented by TPO Staff on the proposed update to the Multimodal Level of Service Methodology for Unincorporated Hillsborough County. This strategy incorporates FDOT and other methodologies in a hybrid approach for facilities with and without bicycle and pedestrian facilities.

Livable Roadways Committee (LRC) on February 23

The LRC approved action items:

- Commuter Benefits Ordinance Letter

The LRC heard status reports on:

- West River Multimodal Safety & Network Improvements

- Tampa Bay Citizens Academy on Transportation CUTR and Morrison-Greenway Student Presentation
 - Motion: **Encourage TPO and FDOT work together on improved bicycle and pedestrian access at the intersection of Henderson, Dale Mabry, and Morrison with a strong recommendation for the LPIs.**
- Bicycle Pedestrian Counts

Transportation Disadvantaged Coordinating Board (TDCB) on February 25

The TDCB approved action items:

- TIP Amendments Gibsonton Drive PD&E and HART Maintenance Facility
- Community Transportation Coordinator Evaluation

Citizens Advisory Committee (CAC) on March 2

The CAC approved action items:

- Three TIP Amendments: two pertain to reallocating \$4m from HART bus replacements to fund some construction activities for the HART Heavy Maintenance Facility, while the third is to provide \$\$210k to fund a PD&E study to widen Gibsonton Drive from Fern Hill Dr to US301. The motion passed, 14-5, to approve the TIP Amendments and forward them to the Board.
- Commuter Benefits Ordinance Letter passed unanimously.
- Meeting minutes from February 2022 pending correction of a typo. An agenda item was accidentally labeled as 'IV' instead of 'VI'.

The CAC deferred all 3 status reports due to time constraints:

- PD&E Study for 301 from Fowler Ave to SR56.
- CAC Committee Composition.
- CAC Member Introduction Roundtable.

The CAC received a number of public comments from individuals expressing support for Vice Chair Fernandez's motion to remove two projects from the TIP. Others commented on their frustration regarding impacts due to construction activities. Emailed public comments are included in the Board packet.

During the Member's Interest portion of the meeting, TPO Attorney Cameron Clark and Executive Director Beth Alden fielded questions from the committee about State Statute Section 339.175 Sub 8D, which states that once a project in the TIP has advanced to the Design Phase of Preliminary Engineering, that project may only be removed from the TIP upon agreement from both the TPO Board and FDOT. Mr. Clark also responded to questions about TPO Board composition and the role of unelected officials serving in a quasi-judicial role, as well as questions about the Sunshine Law.

The CAC had a long discussion about the Downtown Interchange Safety & Operational Fix project, specifically regarding a belief that FDOT staff *lied* to the community about the scale of ROW impacts and the impact to properties. A motion was passed, 10-8, proposing that the TPO Board initiate a TIP Amendment to remove two TIP Amendments passed in October 2021: 445056-2 Westbound I-4 to Southbound I-275 and 445057-1 Southbound I-275 to the Eastbound I-4 Ramp. Following the discussion, FDOT Secretary Gwynn addressed the committee and asserted that standards of meeting decorum were breached due to committee members calling the Secretary and FDOT staff *liars*. **A transcript of the conversation is attached.**

A conversation about information transmission and Sunshine Law protection followed. A motion was made to establish a CAC policy for communications among members to be limited to public meetings. That motion failed, 3-15.

A motion was made to direct TPO staff to request that FDOT legal representatives appear at a future CAC meeting and brief the committee on the Department's legal obligations. That motion passed unanimously.

LIVE.GROW.THRIVE.

Tampa Comprehensive Plan 2045

The **Hillsborough County City-County Planning Commission**, in coordination with the **City Planning Department**, is overseeing a multi-phased, multi-year plan update that will lead to in-depth revisions to the Tampa Comprehensive Plan through the 2045 horizon year. This plan and its vision guide how we build the places in which we live, work, and play.



Take the Vision Survey
bit.ly/2045visionsurvey



Participa en le Encuesta
de la Vision 2045
bit.ly/2045visionespanol

The Tampa Comprehensive Plan update begins with you! The Vision Survey will help us refine what the public has expressed in previous plans and studies to reflect what is most important to be prioritized and addressed in this plan update. Among the many topics covered, you will be asked to provide feedback on general themes related to transportation, housing, parks, water, and other major aspects of society that will be impacted over the next decades.