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Transportation Planning Organization

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Plan Hillsborough

planhillsborough.org
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601 E Kennedy Blvd
18th Floor
Tampa, FL, 33602

Meeting of the Transportation Disadvantaged Coordinating Board Friday, December 16, 2022, 9:30am

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/5195560105581220958>

Register in advance to receive your personalized link, which can be saved to your calendar.

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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 to Order and Introductions

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

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

III. Public Comment - 3 minutes per speaker, please

IV. Approval of Minutes – October 28, 2022

V. Action Items

- [2023 Meeting Calendar](#) (Joshua Barber, TPO Staff)
- [FDOT Tentative Work Program and TPO Comments](#)
(Suzanne Monk, FDOT)
- [Northside Behavioral Health Coordination Contract](#) (Karen Smith, Sunshine Line)

- D. [Macdonald Training Center Coordination Contract](#)
(Karen Smith, Sunshine Line)
- E. [Metropolitan Ministries Coordination Contract](#)
(Karen Smith, Sunshine Line)

VI. Status Reports

- A. [Sunshine Line Update](#) (Karen Smith, Sunshine Line)
- B. [Health Buddies Program Update](#) (Aria Garling, Seniors in Service of Tampa Bay)
- C. [Fowler Avenue Studies: FDOT PD&E, HART's Arterial BRT and Plan Hillsborough Vision Plan](#) (Amber Russo, FDOT Jesus Paeraza Garcia/Omar Alvarado, HART, Jay Collins/Alvaro Gabaldon, TPC staff)

VII. Old Business & New Business

- A. [Next Meeting: February 23, 2023](#)

VIII. Adjournment

IX. Addendum

- A. [TPO Meeting Summary & Committee Report](#)

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 OCTOBER 28, 2022
DRAFT MINUTES**

I. CALL WORKSHOP TO ORDER

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

II. ROLL CALL & DECLARATION OF QUORUM (Gail Reese, TPO Staff)

Members Present In-Person: Glenn Brown, Emily Hughart, Kristina Melling, Beth Pasek, Mark Harshbarger, Alexcia Wiggins, Councilmen Gil Schisler, Kristen Thomas, Indihra Chambers, Cassandra Blaylock

Members Present Virtually: Artie Fryer, Deborah Lekenta, Dr. Leslene Gordon, John Vargas

Members Excused/ Absent: Commissioner Gwen Myers, Gloria Mills, Debra Noel, Craig Forsell, David Newell

Others Present: Jerry Stickney, Karen Smith (Sunshine Line); Joshua Barber, Cheryl Wilkening (TPO Staff); Kelly Fearon (City of Tampa)

An in-person quorum has been met.

A. Vote of Consent for Remote Member Participation. (Timestamp 0:02:17)

Beth Pasek moved to approve remote participation, seconded by Glenn Brown. Voice vote, motion passes unanimously.

III. APPROVAL OF MINUTES (Timestamp 0:11:08) – August 26, 2022

Glenn Brown moved to accept the August 26, 2022 minutes, seconded by Beth Pasek. Voice vote, motion passes unanimously.

IV. PUBLIC COMMENT – None

V. ACTION ITEMS

A. Angels Unaware Coordination Contract (Karen Smith, Sunshine Line) (Timestamp 0:11:47)

- The new contract will replace the expired contract.
- The agency is a recipient of 5310 funding through the Florida Department of Transportation – FDOT requires all recipients to have a Coordination Contract with the local CTC.
- Angels Unaware maintains wheelchair and passenger vans are used for the following:

- Transporting residents to Day Programs
- Transporting residents to medical appointments
- Transporting residents on outings
- Grocery and food pick up for Angels Unaware homes
- Angels Unaware provided 8821 one-way passenger trips for 33 unduplicated clients with 8 vehicles at an average cost of \$6.03 per trip

Recommended Action: Approve the CTC entering into a new Coordination Contract with Angels Unaware

Discussion:

Clarification on the term of the contract was asked for; it is a three-year contract. It was asked if there have been any compliance issues in the past; no. It was asked how issues are addressed and if that would come back to the board. If there are any issues, Sunshine Line works to handle them with the vendor directly. If there are more severe issues, that would be brought to the Board.

Kristina Melling moved to approve the new contract, seconded by Cassandra Blaylock. Voice vote, motion passes unanimously.

B. Gracepoint Coordination Contract(Karen Smith, Sunshine Line) *(Timestamp 14:50)*

- Mental Health Care, Inc. dba Gracepoint currently has a Coordination Contract that is expiring; the new contract will replace the expired contract.
- The agency is a recipient of 5310 funding through the Florida Department of Transportation – FDOT requires all recipients to have a Coordination Contract with the local CTC.
- Gracepoint transports behavioral health and homeless clients to appointments and in support of behavioral health and activities of daily living services.
- Gracepoint provided 18,312 one-way passenger trips for 8,240 unduplicated clients with 18 vehicles at an average cost of \$26.52 per trip.

Recommended Action: Approve the CTC entering into a new Coordination Contract with Mental Health Care, Inc. dba Gracepoint.

Discussion:

It was asked how these contracts are funded. The funding comes from the agencies and not the county; there are no funds involved in these contracts. The cost fluctuation on per trip between the vendors is primarily due to staffing. This is a three-year contract.

Glenn Brown moved to approve the new contract, seconded by Alexia Wiggins. The voice vote, motion passes unanimously.

C. Human Development Center Coordination Contract (Karen Smith, Sunshine Line) *(Timestamp 18:08)*

- Human Development Center currently has a Coordination Contract that is expiring; the new contract will replace the expired contract.

- The agency is a recipient of 5310 funding through the Florida Department of Transportation – FDOT requires all recipients to have a Coordination Contract with the local CTC.
- Human Development Center provided 10,143 one-way passenger trips for 24 unduplicated clients with 18 vehicles at an average cost of \$21.62 per trip.

Recommended Action: Approve the CTC entering into a new Coordination Contract with Human Development Center.

Discussion:

It was asked if there were any compliance or concerns that have come up; there have been none.

Beth Pasek moved to approve the new contract, seconded by Cassandra Blaylock. The voice vote, motion passes unanimously.

D. TD Annual Operating Report Approval (Karen Smith, Sunshine Line) (Timestamp 0:20:00)

- AOR is an annual requirement of the Community Transportation Coordinator to provide to the TDCB for its review and then submit the AOR to the CTD.
- The AOR itemizes information relating to the transportation services delivered by the coordinator and allows the Local Coordinating Board to develop a thorough understanding of the coordinated transportation disadvantaged program.
- The CTD compiles the AORs from the coordinators in the Annual Performance Report; the Local Coordinating Boards will use the AOR data in conducting an annual evaluation of the coordinator as well as for inclusion in the TDSP development.
- TD Annual Operating Report FY21-22 included in the October Agenda Packet.

Recommended Action: Request that the TDCB Chair certify that the TDCB has reviewed the report and the Planning Agency has received a copy of the AOR.

Discussion:

It was asked if the clients have to physically get the bus passes. If it is someone who qualifies for a discount pass, they have to go to a transit station with their ID. If it is someone who does not qualify for the discount pass but the comp pass, Sunshine Line has a stack of passes. It was noted that the school district used to purchase bulk passes and they are no longer able to do that. The district purchased its passes directly from HART. It was asked where the additional funding comes from; it is a mix of sources of grants and state funds. It was noted that this is a story that the general public doesn't know about and it would be good for people to understand.

Glenn Brown moves to certify that the TDCB has reviewed the report and received a copy of the AOR, seconded by Indihar Chambers. The voice vote, motion passes unanimously.

E. Community Transportation Coordinator Evaluation (Joshua Barber, TPO Staff) (Timestamp 0:38:36)

- The TDCB and Planning Agency Staff are responsible for conducting and approving an annual evaluation of the CTC
- The evaluation looks at five major criteria: reliability, service effectiveness, service efficiency, service availability, and safety

- An annual customer survey of both bus pass and door-to-door clients is also conducted to understand the successes, challenges, and needs of the existing programs.
- A workbook provided by the CTD is required which covers regulatory and statutory requirements and compliance

Evaluation: [Community Transportation Coordinator Evaluation FY21-22](#)

Recommended Action: Approve the FY21-22 Community Transportation Coordinator Evaluation and transmit it to the Florida Commission for the Transportation Disadvantaged.

Discussion:

It was asked if there has been anything put together to close the wait/ride time for clients, the waiting is the most common thing noted by users. There has been some internal scheduling for a 60-minute window which resulted in a lot of late trips; it was tested for a couple of months. It was noted that this should be a source for continued improvement. It was noted that the 14% of complaints, from the Board's perspective, information should be passed to the Board about what's being done to address the complaints and if there is some brainstorming that the TDCB could do to assist in addressing the challenges. In the past, the Board has provided suggestions and the Sunshine Line has reached out to the users who filed complaints. It was asked that the type of complaints be brought back to the TDCB at a future meeting. The driver shortages were a big contributor to issues, had to pull Saturday drivers to cover during the week. It is important to get the drivers back and then look at sustainability. It was asked if there is the possibility of part-time work for Saturday-only drivers. This is something that is on the table for review along with when and where increases in ridership are. It was suggested that retired drivers might be a good pool to look at for the Saturday service being returned. It was asked if there could be an RFP for Saturday service for providers approved through the CTC. This is also on the table for a possible option.

Deborah Lekenta moved to approve the FY 21-22 CTC Evaluation and transmit it to the Florida Commission for the Transportation Disadvantaged, seconded by Glenn Brown. The voice vote passes unanimously.

VI. STATUS REPORTS

A. Sunshine Line Update (Jerry Stickney, Sunshine Line) *(Timestamp 0:03:25)*

- Focusing on the driver shortage. Currently at 81% driver capacity. 11 positions being recruited for
- Tri-county grant program will be moving to the next steps on November 16th. Moving forward with team training
- CTD audit for 2022 had zero findings
- Sunshine Line completed 543 trips for the week of Hurricane Ian (mix of evacuations, medical, and storm prep). There were 1197 inbound calls and 522 outbound calls.

Discussion:

Clarification was asked about the advertising placards on the bus. It was asked how long Sunshine Line was able to drive through the storm. Were in operation until 7 – 8 PM on Wednesday night of

the storm, stay within the 30 – 35 mph winds for busses and are mindful of getting employees home as well. It was asked if Career Resources is used for recruiting. Yes, that is part of the recruiting effort. Wage increases were noted and to see if that has happened as part of the recruiting process. Have changed the requirement to “for hire” driver experience along with increasing the wages. HR is leading the coordination with Career Resources.

B. Tampa MOVES Plan Update (Kelly Fearon, City of Tampa) (*Timestamp 1:00:19*)

- Overview – how we got to the present and how we get to the future.
- Review of the City’s transportation assets, funding sources (variable), transportation services, noted that current funding is not keeping up with needs (on a 75-year resurfacing schedule), safety issues, congestion and traffic (12th in the US for congestion).
- The last time the gas tax was raised was 1993 and the spending power has decreased by 64%.
- Taking the lead from Mayor Castor to transform the City of Tampa, engaging the public and finding out what the public wants. Infrastructure, options for getting around, more robust transit system, more walkable streets and neighborhoods, protection/ resiliency from storms, equity in decision-making. Has framed the vision for MOVES.
- Went over the gaps and prioritization process.
- Next steps – Town Hall meetings, small group meetings.
- Final Mobility Plan should be done by the end of 2022.

Presentation: [Tampa Moves Presentation](#)

Website: [Tampa MOVES](#)

Discussion:

It was noted that conditions will be managed using technology, it was asked how that would be done. The data is being mapped for transit routes and sidewalks, identifying gaps, and looking at things holistically. It was asked if the City will be applying for any of the federal transportation grants. Yes, have applied for the reconnecting grant for Ashley Drive and will be exploring for other years going forward. It was asked if anyone from the city had reached out to organizations for people with disabilities to look at this from additional angles and for feedback. There has been extensive outreach for the last couple of years. The city is happy to continue to give this presentation and is happy to take additional contacts and reach out. It was noted people with vision challenges have problems with different traffic signals; is this along with the hospitals and clinics being taken into consideration through the process? That is a continuing challenge due to funding; there is a link on the website if any organizations or communities would like to get involved.

C. Hillsborough County Paved Trail Big Data Survey (Sara Caper and Chris Fellerhoff, Hillsborough County) (*Timestamp 1:14:59*)

- Big Data survey for paved trail systems. 17 trails and 15 zones for data capture. January – December 2021.
- Captured data – spatial data and temporal data. Reviewed data from Town n’ Country Greenway.
- Lessons learned
 - Opportunities: can collect data from the entire network over the year, higher visibility, volume of data, comparative analyses.
 - Challenges: the volume of data and proprietary.

Discussion:

It was asked if this information is going to be taken further for more qualitative analysis such as around schools, and how night figures in. There is no specific follow-up right now, they are looking through the maps to see where this is going to progress down the line. Intend to use it as a short story about what is happening on each trail. There were some direct counts from recent years to see how close this method is to the actual tube counts. The side paths are getting a lot of use, and that was counter-intuitive based on the survey feedback that was received. The side paths also serve the non-choice riders a way to get around (disabled) and these are important. So, the data is suggesting that utilitarian trips might make up more usage than what they thought.

VII. OLD BUSINESS & NEW BUSINESS *(Timestamp 1:40:38)*

A. Next meeting: December 16, 2022 at 9:30 AM

VIII. ADJOURNMENT – adjourned at 11:11 AM



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

2023 Meeting Calendar

Presenter:

Committee Liaison, TPO Staff

Summary

Staff has prepared a calendar of meetings for 2023. We ask that each TPO advisory committee review and approve its meeting dates. Upon approval by the TPO Board, this calendar will be published and posted online to provide the public with ample notice of meeting schedules.

Recommended Action

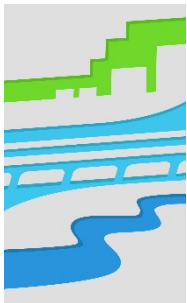
Review and approve the 2023 TPO Board and Committees Meeting Calendar

Prepared By:

Lisa K. Silva, PLA, AICP, TPO Staff

Attachments:

2023 Draft Calendar



Plan Hillsborough
planhillsborough.org
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813 - 272 - 5940
601 E Kennedy Blvd
18th floor
Tampa, FL, 33602



2023 SCHEDULE OF MONTHLY MEETINGS

	TAC 1:30 PM	CAC 6:00 PM	Policy 8:30 AM	TPO 10:00 AM	LRC 9:00 AM	BPAC 5:30 PM	ITS 1:30 PM	TDCB 9:30 AM	TMA 9:30 AM	SCPTA 10:30 AM	MPO DIRECTORS 1:30 PM
JANUARY	9	4	11	11	18	25	5				6
FEBRUARY	6	1	8	8	15	22		23			3
MARCH	6	1	8	8	22	22			24 Pasco to host		3
APRIL	3	5	12	12	19	26	6	28			7
MAY	1	3	10	10	17	24					5
JUNE	5	7		14 (a) @ 6PM Public Hearing 23 (c) @ TBD Plan Hillsborough Boards Joint Strategy Session	21	28		30	23 Hernando to host	23 Hernando to host	2
JULY	Recess	TBD - Offsite Meeting	Recess	Recess	Recess	26 Workshop	6				Recess
AUGUST	7	2	9	9	16	23		25			4
SEPTEMBER	11	6	13	13	20	27			24 Hillsb. to host		1
OCTOBER	2	4	11	11	18	25	5	27			6
NOVEMBER	6	1	8	8	15	29					3
DECEMBER	Joint Mtg. 6 @ 12 PM TBD – Offsite Meeting		13	13	20	Recess		15	1 Polk to host	1 Polk to host	Recess
Meeting Location	(b)	(b)	(c)	(c)	(b)	(b)	(b)	(b)			

Acronyms

TAC Technical Advisory Committee of the TPO Board
CAC Citizens Advisory Committee of the TPO Board
Policy Policy Committee of the TPO Board
TPO Transportation Planning Organization Board
LRC Livable Roadways Committee of the TPO Board
BPAC Bicycle-Pedestrian Advisory Committee of the TPO Board
ITS Intelligent Transportation Systems Committee of the TPO Board
TDCB Transportation Disadvantaged Coordinating Board
TMA Tampa Bay Transportation Management Area Leadership Group
SCTPA Sun Coast Transportation Planning Alliance

Meeting Locations

- (a) BOCC Chambers, County Center, 601 East Kennedy Blvd., 2nd Floor
- (b) Plan Hillsborough Committee Room, County Center, 601 East Kennedy Blvd, 18th Floor
- (c) 26th Floor, Rooms A&B, County Center, 601 East Kennedy Blvd
- (d) Planning Commission Boardroom, County Center, 601 East Kennedy Blvd, 18th Floor



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

Florida Department of Transportation (FDOT) Tentative Work Program FY 2024 - 2028

Presenter:

FDOT Representative

Summary:

Florida Department of Transportation (FDOT) will provide an overview of the projects listed in its draft Tentative Work Program for FY 2024-2028. This presentation will focus more specifically on highlighting the projects to be funded across Hillsborough County which will have a positive impact on either State of Good Repair & Resilience, Vision Zero, Smart Cities, Real Choices When Not Driving, or Major Investments for Economic Growth.

FDOT created a website, which functions as an online public hearing tool. The public is encouraged to visit and review the draft Tentative Work Program and provide comments. The comment period will be open from Dec 5 - 23, 2022. The online public hearing tool and other information about the Work Program can be found by visiting: <https://www.d7wpph.com/>.

Once the comment period is closed, the Tentative Work Program will be reviewed by the Florida Legislature and the Governor. If there is support, then the Work Program will be adopted by the State Secretary of Transportation on July 1, 2023.

Recommended Action:

None; for informational purposes only.

Prepared By:

Vishaka Shiva Raman, TPO Staff

Attachments:

1. Tentative Work Program Online Public Hearing Notice
2. FDOT Tentative Work Program FY24-28 Highlights



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FDOT TENTATIVE FIVE-YEAR WORK PROGRAM

FISCAL YEAR 2024 TO FISCAL YEAR 2028



Beginning December 5, 2022 - Visit www.fdot.gov/wpph/district7
Public Comments due by December 23, 2022



OPEN HOUSE

December 7, 2022 from 9 am to 6 pm

FDOT DISTRICT 7 OFFICE
11201 N. MCKINLEY DR., TAMPA, FL 33612



Visit us online at
fdot.gov/wpph/district7

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Si usted tiene preguntas o comentarios o si simplemente desea mas informacion sobre este proyecto, favor de ponerse en contacto con el señor Manuel Flores, al teléfono (813) 975-4248 o correo electrónico manuel.flores@dot.state.fl.us.



Hillsborough TPO Project Highlights

DRAFT Tentative Work Program FY 2024-2028

11/16/2022

P	FPN	Phase	Project Description	Work Mix	Comments
✓	435908-2	CST	SR 580/W BUSCH BLVD FROM N DALE MABRY HWY TO N NEBRASKA	Urban Corridor Improvements	Advanced CST from FY27 to FY26
✓	443140-1	CAP	HART NEW FACILITY CONSTRUCTION	Construct Transit Facility	Added Capital to FY24-26 (from 414962-2)
✓	440511-2	PE	US 41B/N TAMPA ST & N FLORIDA AVE FROM FLORIBRASKA & PALM TO MLK BLVD	Urban Corridor Improvements	Added PE to FY24
✓	440511-7	CST	US 41B/N TAMPA ST & N FLORIDA AVE FROM COLUMBUS DR TO MLK JR BLVD	Urban Corridor Improvements	Deleted FY26 CST - Work being completed on 440511-8
✓	439336-6	PLAN	HILLSBOROUGH COUNTY FY 2026/2027-2027/2028 UPWP	Transportation Planning	Added Planning to FY28
✓	414963-2	CAP	HART - FHWA SURFACE TRANSPORTATION PROGRAM	Purchase Vehicles	Added Capital to FY28; Moved FY24-26 to 443140-1
✓	443852-1	OPER	HART BUS STOP CAPITAL REPAIRS	Public Transportation Shelter	Added Operations Grant to FY28
✓	430175-1	CAP	TBARTA - FHWA SURFACE TRANSPORTATION PROGRAM	Commuter Trans. Assistance	Added Capital to FY28; Moved FY24-26 to 443140-1
✓	449852-1	CST	SR 616 / BOY SCOUT BLVD FROM E OF MANHATTAN AVE TO W OF MANHATTAN AVE	Traffic Signals	Added CST in FY24
✓	451373-1	PE, CST	MARSHALL MIDDLE SCHOOL SIDEWALKS-VARIOUS LOCATIONS	Sidewalk	Added PE to FY24, CST to FY27 (TA)
✓	450672-1	LAP - CST	LOIS AVE FROM W CLEVELAND ST TO SR 616/BOY SCOUT BLVD	Urban Corridor Improvements	Added CST in FY28 (PE FY26/LF)
✓	451374-1	PE, CST	TOMLIN MIDDLE SCHOOL SIDEWALK-VARIOUS LOCATIONS	Sidewalk	Added PE to FY24, CST to FY27 (TA)
✓	451240-1	CST - Grant	US 301 AT PALM RIVER ROAD	Intersection Improvement	Added CST to FY26 (CIGP/LF)
✓	450693-1	CST	US 301 AT HARNEY RD, STACY RD AND MCINTOSH RD INTERSECTIONS	Traffic Signals	Added CST in FY24
✓	449644-2	PE,CST	SR 582/FOWLER AVE FROM 56TH ST TO E OF I-75	Bike Path/Trail	Added PE in FY24, CST in FY28
✓	441338-2	LAP - CST	GREEN ARTERY SEG E - N BOULEVARD FROM SLIGH AVE TO E BIRD ST	Bike Lane/Sidewalk	Added CST to FY24 (TA)
✓	441338-1	LAP - CST	GREEN ARTERY SEG D - FROM SULPHUR SPRINGS PARK TO 22ND ST PARK	Bike Lane/Sidewalk	Added CST to FY24 (TA)
✓	451241-1	CST - Grant	CR 579/ MANGO RD AT W OLD HILLSBOROUGH AVE	Intersection Improvement	Added CST to FY27 (CIGP)
✓	450968-1	CST	HILLSBOROUGH COUNTY SIDEWALK GAPS - VARIOUS LOCATIONS	Sidewalk	Added CST in FY28 (CARB Funds)
✓	440338-2	ROW	SR 39/ALEXANDER ST FROM W OF SR 39/ REDMAN PKWY TO I-4/SR 400	Sidewalk	Added ROW to FY28 (District Funds)
✓	437650-2	PE	I-75/SR 93A AT GIBSONTON DRIVE	Interchange Add/Lanes	Advanced PE from FY25 to FY24 per CO (Federal Freight Funds)
✓	448985-1	CST - Grant	BIG BEND RD FROM US41 TO COVINGTON GARDEN & SIMMONS LOOP TO US301	Add Lanes & Reconstruct	Added CST to FY24 (TRIP)
	451325-1	PE,CST	HILLSBOROUGH COUNTY BRIDGE DECK PRESERVATION	Bridge-Repair/Rehab	Added PE in FY24, CST in FY25
	449982-1	PE,CST	HILLSBOROUGH COUNTY LONG BRIDGE REPAIRS - VARIOUS LOCATIONS	Bridge-Repair/Rehab	Added PE in FY26, CST in FY27
	451326-1	PE,CST	MOVABLE BRIDGE REPAIRS - BRIDGE NO. 100100	Bridge-Repair/Rehab	Added PE in FY27, CST in FY28
	451167-1	CAP - Grant	5310 CAPITAL - HART - TAMPA UZA	Capital For Fixed Route	Added Capital Grant to FY24

P	FPN	Phase	Project Description	Work Mix	Comments
	412533-1	OPER - Grant	TRANSPORTATION MANAGEMENT ORGANIZATION COORDINATING GROUP	Commuter Trans. Assistance	Added Operations Grant to FY28
	422929-5	CST	HENRY CANAL FROM ANDERSON RD TO HESPERIDES ST	Drainage Improvements	Added CST to FY26 (Protect Funding)
	422929-8	CST	HENRY CANAL FROM CHURCH AVE TO HIMES AVE	Drainage Improvements	Added CST to FY25 (Protect Funding)
	422929-6	CST	HENRY CANAL FROM HESPERIDES ST TO LOIS AVE	Drainage Improvements	Added CST to FY27 (Protect Funding)
	422929-7	CST	HENRY CANAL FROM LOIS AVE TO CHURCH AVE	Drainage Improvements	Added CST to FY27 (Protect Funding)
	452378-1	Grant	I-4/SR 400 Electric Vehicle Charger Deployment - NEVI	Electric Vehicle Charging	Added FY 24 Operations Grant (GFEV)
	452206-1	Grant	US 41 at SR 60 Electric Vehicle Charger Deployment - NEVI	Electric Vehicle Charging	Added Capital Grant FY24; FY 25 Operations Grant (GFEV)
	445560-1	PE	SR 574 FROM SYDNEY DOVER RD TO TURKEY CREEK RD	Lighting	Dropped due to issues with Utility Company
	450768-1	PE	SR 60/ADAMO DR FROM W OF 45TH ST TO W OF YEOMAN ST	New Bridge Construction	Added PE in FY28 (Freight Funds)
	402251-1	OPER - Grant	HART PUBLIC TRANSIT BLOCK GRANT PROGRAM- OPERATING	Operating For Fixed Route	Moved FY24-28 funds to 402251-2
	448698-1	CST	I-4 TRUCK PARKING FACILITY	Parking Facility	Advance CST from FY27 to FY25 due to INFRA Grant
	441098-3	PE	BUSCH BLVD (SR 580) FROM 18TH ST TO 27TH ST	Pedestrian Safety Improvement	Added PE in FY24
	438747-1	PLAN	HILLSBOROUGH COUNTY MODEL STUDIES	Planning Model Update	Added PLN to FY28 (District Funds)
	402251-2	CAP - Grant	HART PUBLIC TRANSIT BLOCK GRANT PROGRAM - CAPITAL	Purchase Vehicles	Added Capital Grant funds for FY24-28 (from 402251-1)
	451436-1	CST - RAIL	EAST LAKE AVENUE AT RAILROAD NGCN: 626907V	Rail Safety Project	Added CST to FY24
	451438-1	CST - RAIL	EAST WASHINGTON STREET AT RAILROAD NGCN: 624819D	Rail Safety Project	Added CST to FY24
	451441-1	CST - RAIL	LENNA AVENUE AT RAILROAD NGCN: 624349X	Rail Safety Project	Added CST to FY24
	451445-1	CST - RAIL	WIGGINS ROAD SOUTH-RRMP A-857.81 AT RAIL CROSSING NGCN: 624307L	Rail Safety Project	Added CST to FY24
	437819-1	CST	US 92/BAKER ST AT RAIL CROSSING 624409-E W OF N MICHIGAN AVE	Railroad Crossing	Deferred PE from FY24 to FY25; CST from FY25 to FY26
	444264-1	CST	US 92/E REYNOLDS ST AT CSX NCGN:624411F	Railroad Crossing	Added CST in FY26
	444264-1	PE	US 92/E REYNOLDS ST AT CSX NCGN:624411F	Railroad Crossing	Defer PE from FY24 to FY25
	450547-1	PE,CST	I-275 FROM WILLOW AVE TO W OF GREEN STREET	Resurfacing	Added PE in FY24, CST in FY26
	446270-1	CST	SR 582/E FOWLER AVE FROM E OF BB DOWNS BLVD TO W OF RIVERHILLS DR	Resurfacing	Advanced CST from FY25 to FY24
	447973-1	PE, CST	SR 597/SR 600/DALE MABRY N FROM N OF W SOUTH AVE TO N OF W WATERS AVE	Resurfacing	Added PE in FY24, CST in FY26
	450337-1	PE,CST	SR 60 FROM W OF BEN T DAVIS BEACH ENTRANCE TO BAYPORT DRIVE	Resurfacing	Added PE in FY24, CST in FY26
	447975-1	CST	SR 60/KENNEDY BLVD FROM W OF S HOOVER BLVD TO CHURCH AVE	Resurfacing	Advanced CST from FY25 to FY24
	445920-1	CST	US 301/SR 43 FROM N OF BLOOMINGDALE AVE TO MLK BLVD	Resurfacing	Deferred CST from FY24 to FY25
	425501-1	PE, CST	US 301/SR 43/US 41 FROM S OF SR 574 (MLK) TO N OF HAMPTON OAKS PKWY	Resurfacing	Added PE in FY24, CST in FY26
	450339-1	PE,CST	US 92/SR 600 FROM EUREKA SPRINGS RD TO THONOTOSASSA RD	Resurfacing	Added PE in FY24, CST in FY26

P	FPN	Phase	Project Description	Work Mix	Comments
	451331-1	PE, CST	US 92/SR 600/HILLSBOROUGH AVE FROM W OF N 39TH ST TO E OF N 42ND ST	Resurfacing	Added PE in FY24, CST in FY26
	435130-1	CAP - Grant	PORT TAMPA BAY - HOOKERS POINT IMPROVEMENTS	Seaport Capacity	Added Capital to FY24, FY26 & FY27
	447762-1	CST	SR 60 FROM BEN T DAVIS BEACH EASTERN ENTRANCE TO E OF ROCKY POINT DR	Traffic Ops Improvement	Dropped CST FY 24 added to 450337-1/2-52 in FY26
	447695-1	CST	SR 60/MEMORIAL HWY RAMPS FR SR 60 TO COURTNEY CAMPBELL CAUSEWAY	Traffic Ops Improvement	Dropped CST FY 2024 added to 447107-1-52 in FY22
	441662-2	CST	SR 60 FROM E BUCKINGHAM PL TO E OF LITHIA PINECREST RD.	Urban Corridor Improvements	Dropped Segment 2 added into Segment 1
	443781-2	CST	US 92/SR 600 FROM W OF DALE MABRY HWY TO S OF W SEVILLA ST	Urban Corridor Improvements	Dropped Segment 2 added into Segment 1
	450828-1	PE	SR 60/ADAMO DR FROM W OF KELSEY LN TO W OF WAYNE PL	Widen/Resurface Existing Lanes	Added PE in FY26



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

Northside Behavioral Health Coordination Contract

Presenter:

Karen Smith, Sunshine Line

Summary:

Northside Behavioral Health Center currently has a Coordination Contract with Hillsborough County that is expiring. This contract will replace the expired contract. This agency is a recipient of 5310 funding through the Florida Department of Transportation (FDOT); FDOT requires all recipients to have a Coordination Contract with the local CTC.

Northside provides transportation for those in Community Based Services (CBS) which includes Florida Assertive Community Treatment (FACT), Pathways, the Residential Program, and in the Outpatient Targeted Case Management (TCM), and Acute Services, Short Term Residential Treatment Program (SRT). Transportation operates five days a week, occasionally on Saturday and Sunday. Hours of operation vary between eight and 10 hours per day to fulfill the transportation needs for the variety of programs and services offered through Northside Behavioral Health Center.

Continuation of the transportation program allows the clients to access the following services:

- Medication Clinic and Injection Clinic
- Psychosocial Rehabilitation and socialization/recreational activities
- Case Management services (psychotherapy and other social services)
- Scheduled appointments: medical, SSI Office, Public Assistance Office, Food Stamp Office, placement/ apartment/ALF viewing, and for psychiatric evaluations
- Supported Housing/Living Home Visits
- FACT: in home visit, psychiatric appointments, medical appointments, counseling, evaluations
- Activities within the Residential Program.

Last year Northside Behavioral Health Center provided 1,567 one-way passenger trips for 300 unduplicated clients with 15 vehicles at an average cost of \$56.84 per trip.

Recommended Action:

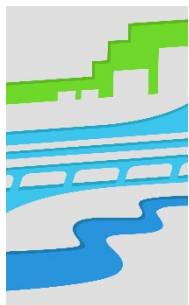
Approve the CTC entering into a new Coordination Contract with Northside Behavioral Health

Prepared By:

Joshua Barber, TPO Staff

Attachments:

None.



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Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

MacDonald Training Center Coordination Contract

Presenter:

Karen Smith, Sunshine Line

Summary:

MacDonald Training Center currently has a Coordination Contract with Hillsborough County that is expiring. This new contract will replace the expired contract. This agency is a recipient of 5310 funding through the Florida Department of Transportation (FDOT); FDOT requires all recipients to have a Coordination Contract with the local CTC.

MacDonald Training Center provides transportation services with vehicles obtained through 5310 funding to adults and seniors with intellectual and developmental disabilities. These services include rides from their homes to their day program as well as rides to doctor's appointments, and community outings. The transportation service is offered to all consumers of their home and community-based services.

Last year MacDonald Training Center provided 53,598 one-way passenger trips for 76 unduplicated clients with 18 vehicles at an average cost of \$5.35 per trip.

The CTC is requesting approval to enter into a new Coordination Contract with MacDonald Training Center.

Recommended Action:

Approve the CTC entering into a new Coordination Contract with MacDonald Training Center.

Prepared By:

Joshua Barber, TPO Staff

Attachments:

None.



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Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

Metropolitan Ministries Coordination Contract

Presenter:

Karen Smith, Sunshine Line

Summary:

Metropolitan Ministries currently has a Coordination Contract with Hillsborough County that is expiring. This new contract will replace the expired contract. This agency is a recipient of 5310 funding through the Florida Department of Transportation (FDOT); FDOT requires all recipients to have a Coordination Contract with the local CTC.

Metropolitan Ministries transports residential families and children at their facility. These families and children live at their residential facilities where they support homeless and struggling individuals. They transport children that are in their programs and that attend their school and daycare to activities and field trips. Transportation for adults is available for medical and educational appointments as needed. They also provide transportation to our residential families and children to events that sponsor their attendance.

Last year Metropolitan Ministries provided 598 one-way passenger trips for 419 unduplicated clients with 4 vehicles at an average cost of \$62.17 per trip.

The CTC is requesting approval to enter into a new Coordination Contract with Metropolitan Ministries.

Recommended Action:

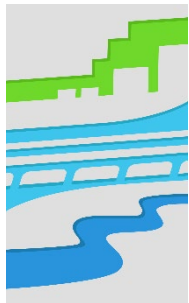
Approve the CTC entering into a new Coordination Contract with Metropolitan Ministries.

Prepared By:

Joshua Barber, TPO Staff

Attachments:

None.



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Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

Health Buddies Program

Presenter:

Aria Garling, Seniors in Service of Tampa Bay

Summary:

Health Buddies is a free, 12- week program that matches clients with volunteers to provide companionship and support through regular phone calls. The program serves older adults living with chronic health conditions that report feelings of loneliness or isolation and reside in Hillsborough, Pasco, and Pinellas Counties. Volunteers are trained to help clients live independently and with dignity by connecting them with community resources, monitoring their wellbeing, and encouraging them to self-manage their health and safety. Program outcomes include improvements in clients' ability to manage their condition, decreased feelings of depression and loneliness, and prevention of unnecessary hospital readmissions and phone calls to emergency services.

Recommended Action:

None; for information only

Prepared By:

Joshua Barber, TPO Staff

Attachments:

None.



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Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

Fowler Avenue Studies: FDOT's PD&E, HART's Tampa Arterial BRT, & Plan Hillsborough's Vision Plan

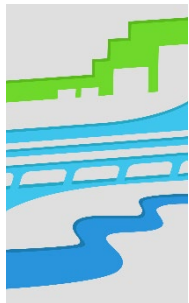
Presenters:

Amber Russo, FDOT/Jesus Peraza Garcia and Omar Alvarado, HART/Jay Collins and Alvaro Gabaldon, Plan Hillsborough

Summary:

There are multiple and upcoming studies on the Fowler Avenue corridor. They are the Florida Department of Transportation's (FDOT) Project Development and Engineering Study (PD&E), Plan Hillsborough's Vision Plan, and HART's Tampa Arterial Bus Rapid Transit (BRT) study. These studies will be closely coordinated.

FDOT is conducting a PD&E for Fowler Avenue from N. Florida Avenue to west of N. 56th Street, approximately 4.0 miles. The PD&E will accommodate transit corridor alternatives from Nebraska Avenue to Bruce B. Downs Boulevard and will evaluate innovative intersections from Bruce B. Downs Boulevard to Bull Run Drive. Intersection improvements and bicycle and pedestrian facilities will be evaluated throughout the study's limits. In 2023, FDOT will hold a Public Alternatives Workshop to inform and gain public comments on the proposed concepts. The project website is <https://www.fdotd7studies.com/projects/fowler-florida-to-56th/>.



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HART's Tampa Arterial BRT Study examines the potential for a Bus Rapid Transit line with all exclusive guideway and full Transit Signal Priority focusing on the current Nebraska Avenue MetroRapid corridor, Fowler Avenue corridor, and the Florida Avenue corridor. Two alternatives were developed: a Recommended BRT Alternative and a Lower-Cost Alternative (LCA). The HART Board agreed in April 2022, to move forward with implementation of portions of the LCA from Downtown Tampa to Linebaugh Avenue. The implementation of the LCA does not preclude the future construction of the Recommended BRT Alternative once local funding is available to support this service. The next phase of this project will be focused on coordination with the City of Tampa, Hillsborough County, the Hillsborough TPO, and FDOT to implement the LCA as approved by the HART Board. The project website is <http://gohart.org/Pages/brt-arterial.aspx>.

Plan Hillsborough, in partnership with the City of Tampa and Hillsborough County, will be kicking off a Vision Plan to document the land use, transportation, and community characteristics of the Fowler Avenue corridor. Fowler Avenue traverses through both Hillsborough County and City of Tampa jurisdictional boundaries each subject to their respective regulations. This has created a development environment characterized by inconsistent development patterns along the corridor. Achieving a cohesive vision for

the corridor requires identification of policy gaps, acknowledging points of agreement, leveraging existing projects, and coordination between jurisdictions, in addition to significant community and stakeholder outreach. The resulting Comprehensive Vision Plan for the redevelopment of the East Fowler Avenue Corridor will paint a picture of the future that the corridor can grow into. The project website is <https://planhillsborough.org/fowler-avenue-vision-study/>.

Recommended Action:

None, for information only.

Prepared By:

Elizabeth Watkins, TPO

Attachments:

Fowler PD&E Newsletter

Fowler Avenue (State Road 582)

Project Development & Environment (PD&E) Study

From N. Florida Avenue to West of N. 56th Street

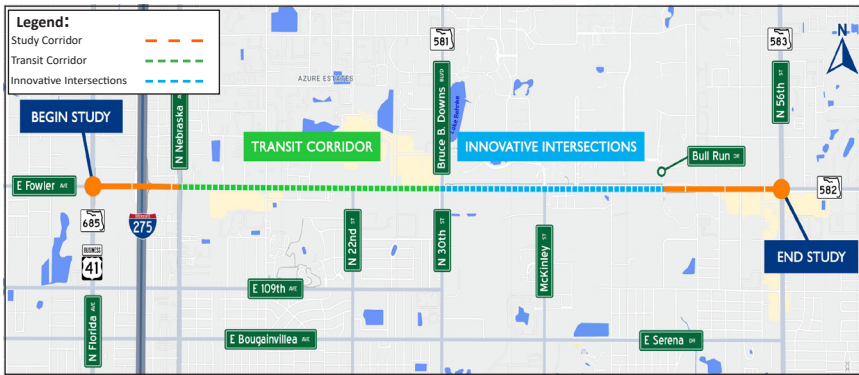
Hillsborough County | WPI Segment No. 448505-1



Newsletter 1 - Study Kick-Off | OCTOBER 2022

INTRODUCTION

The Florida Department of Transportation (FDOT) District Seven is conducting a Project Development & Environment (PD&E) Study for Fowler Avenue (State Road 582) from N. Florida Avenue to west of N. 56th Street in Hillsborough County, FL, a distance of approximately 4.0 miles. Fowler Avenue is currently a four-lane facility from N. Florida Avenue to Interstate 275, an eight-lane divided facility between Nebraska Avenue (US 41) and Bruce B. Downs Boulevard (County Road 581)/N. 30th Street, and six-lanes divided elsewhere. It is classified as an urban principal arterial. Fowler Avenue is also a critical evacuation route as designated by the Florida Division of Emergency Management's evacuation route network.



PD&E STUDY OVERVIEW

A PD&E Study is conducted to meet the requirements of the National Environmental Policy Act (NEPA) and other federal and state requirements. The PD&E Study process assists the FDOT to determine the location, conceptual design, and social, economic, and environmental effects of the proposed project. During the PD&E Study, "Build" alternative(s) are developed and evaluated based on safety measures, environmental and engineering analyses, and public input. In addition, the "No-Build" or "No Action" alternative, which leaves Fowler Avenue in its present state and provides for only routine maintenance, remains a viable option throughout the PD&E Study.

The PD&E Study will be finalized when the project documents are approved by the appropriate FDOT office(s). If a "Build" alternative is selected and funding is programmed, the project may then proceed to the next phases of project development, which includes the final design, right of way acquisition, and construction phases.

GET INVOLVED

Public and agency involvement is one of the most important elements of a PD&E Study. There are many ways for you to stay involved, such as regularly visiting the project website, attending the public meetings and requesting information by phone or email. You can also join us at our future public workshop or invite us to speak at one of your own meetings. You may also request to be added to the project mailing list by visiting the project website or by contacting the Project Manager, Amber Russo. Contact information can be found in the box to the right.

Join the Conversation about the FOWLER AVENUE PD&E Study

Project Website

For more information on this study, visit our project website:

<https://www.fdotd7studies.com/projects/fowler-florida-to-56th/>



Questions?

Amber Russo, P.E.

FDOT Project Manager

(813) 975-6260 or (800) 226-7220

amber.russo@dot.state.fl.us

Media Inquiries?

Kris Carson

Public Information Officer

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kristen.carson@dot.state.fl.us

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the FDOT pursuant to 23 U.S.C. Section 327, and a Memorandum of Understanding dated May 26, 2022 executed by the Federal Highway Administration and FDOT.



Florida Department of Transportation
District Seven
 11201 N. McKinley Drive, MS 7-500
 Tampa, FL 33612

STUDY SCHEDULE

The Fowler Avenue PD&E Study began in June 2022. The study activities will include public involvement, data collection, existing conditions analysis, developing and evaluating a range of improvements known as alternatives, and preparing study documents. Public information/small group meetings will be held throughout the study with an

Activity	2022			2023				2024	
	2 nd Quarter	3 rd Quarter	4 th Quarter	1 st Quarter	2 nd Quarter	3 rd Quarter	4 th Quarter	1 st Quarter	
Public Involvement	[Solid blue bar from Q2 2022 to Q4 2023]								
Data Collection & Existing Conditions Analysis	[Solid blue bar]			[Solid blue bar]					
Alternatives Development & Evaluation	[Solid blue bar]								
Alternatives Public Workshop					[Yellow star]				
Public Hearing							[Yellow star]	[Yellow star]	
Study Approval								[Yellow star]	

If Necessary - - - - -

Alternatives Public Workshop scheduled for the 2nd quarter of 2023. The study is expected to be completed by the 1st quarter 2024.

NON-DISCRIMINATION

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation service (free of charge) should contact Roger Roscoe, Public Involvement Coordinator, at (813) 975-6411 or by email to roger.roscoe@dot.state.fl.us.

COMUNIQUESE CON NOSOTROS

Si usted tiene preguntas o comentarios, o si simplemente desea más información sobre este proyecto, por favor ponerse en contacto con el señor Manuel Flores al teléfono (813) 975-4248 o al correo electrónico manuel.flores@dot.state.fl.us.

RIGHT OF ENTRY

The FDOT and/or authorized agents may need to make entry onto your property sometime between October 1, 2022 and November 30, 2023 for the purpose of conducting field surveys and gathering environmental and geotechnical data. Data collected will be analyzed as we develop concept plans and engineering and environmental reports. Right of entry is authorized by Florida Statute 337.274 and is solely for the purpose of gathering data and will not interfere with continued use or occupancy of your property. Florida Statute 337.274 authorizes FDOT staff or its agents to enter any lands, waters, and premises to conduct surveys, soundings, drillings, environmental assessments and other examinations necessary to perform our duties.

**HILLSBOROUGH TRANSPORTATION PLANNING ORGANIZATION BOARD
HYBRID MEETING OCTOBER 12, 2022
DRAFT MINUTES**

I. CALL TO ORDER, PLEDGE OF ALLEGIANCE_*(Timestamp 0:00:12)*

Commissioner Cohen, called the meeting to order at 10:00 AM and led the pledge of allegiance. The meeting was held in person and virtual via WebEx.

II. ROLL CALL_ (Gail Reese, TPO Staff) *(Timestamp 0:00:42)*

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

The following members were present virtually: Commissioner Mariella Smith, School Board Member Jessica Vaughn

The following members were absent/excused: Councilmember Lynn Hurtak, Adalee Le Grand

A quorum was met in person.

A. Vote of Consent for Remote Member Participation.

Councilman Maniscalco moved, seconded by Commissioner Overman; the voice vote, motion passes unanimously.

III. APPROVAL OF MINUTES_ *(Timestamp 0:02:32)* – September 14, 2022

Chair Cohen sought a motion to approve the September 14, 2022 minutes. Councilman Maniscalco so moved, seconded by Commissioner Myers; the voice vote passes unanimously.

IV. SPECIAL PRESENTATION: Award from Florida Chapter, American Planning Association (Beth Alden, TPO Director) *(Timestamp 0:02:51)*

- Joint project between the TPO and Planning Commission for FLiP Junior Program

V. PUBLIC COMMENT *(Timestamp 0:08:06)* (30 minutes total, with up to 3 minutes per speaker)
Additional comments made via [Social Media](#) and [Email](#) can be found at the end of these minutes.

- **Candace Savitz** – Resident of Tampa Heights. Speaking in opposition of the Hillsborough to Bears I-275 still in the LRTP. This type of project is killing the heart of the city. Field of debris from Hillsborough to Bears will be toxic dust, demolition piles, jackhammers, heavy machinery, and sparks flying in residential neighborhoods. It will be nine miles, one mile wide with over 250 million square feet given to FDOT for a toxic dump for seven to ten years. Submitted transcript via email.

- **Mauricio Rosas** – Thanked Commissioner Overman for her work on extended underpasses. Appreciates the surveys about the type of facades. The citizens in the area of the I-275 widening object to widening in the footprint. Requesting that the TPO remove any widening north of Hannah and have that put into the LRTP. The RCP program, the city is filing a grant for Ashley Drive which does not connect any communities. The county has issued support. The Tampa City Council has not supported the Boulevard project which is the vision of the residents.
- **Rick Fernandez** – Vice Chair of the CAC appearing in an individual capacity and Chair of the Transportation Committee for the Tampa Heights Civic Association. The CAC committee would like to make sure that Councilmember Maniscalco’s seat has been vacated and that Councilmember Hurtak’s seat remains vacant and that the request for an appointment has been sidelined as the CAC is being reorganized. Councilmember Citro’s representative is under an expired term and encourages him to re-up. Item number nine on today’s agenda, the CAC moved to strike it from the TIP, and the TPO Board has done the same
- **Sharon Calvert** – Supports the widening of I-275. The Florida highways are the escape routes when disaster strikes like hurricanes. This corridor serves critical locations in Tamps such as Raymond James Stadium, Moffitt, major medical facilities, USF, Busch Gardens, the airport, and the Port. Growth is continuing. Without adding lanes, the traffic will move to the surface streets and make them unsafe. There is a precedent with the rail projects that remain in the TIP and LRTP. The 2045 LRTP cost estimates are out of date. It was noted that more dollars are spent on transit than on roads. Removing the widening from the LRTP will show that the TPO Board has no consideration for the Hillsborough County Roads.

VI. COMMITTEE REPORTS & ADVANCE COMMENTS (Bill Roberts, CAC Chair; Davida Franklin, TPO Staff; Beth Alden, TPO Director) *(Timestamp 0:20:54)*

A. CAC – September 7, 2022 (Bill Roberts, CAC Chair)

- Approved
 - Vacated seats and asks that the vacancies be filled.
 - Approved TIP Amendments.
 - Approved the Health Impact Assessment and requested further information on how the data was collected by the CDC.
 - Deferred action on the re-organization plans presented by staff. Asked staff to put together a workshop to best determine how to organize the committee based on the demographics and geographics of the county. Have taken action to encourage greater citizen participation including moving the meeting time to 6 PM.

Discussion:

It was asked what the process is to notify officials appointing members of expiring appointments and how and when they are to be filled. The staff monitors the committees for vacancies and terms expiring to notify the officials that this is occurring. It was recommended that the elected officials fill the vacancies as soon as possible. Beth Alden noted that every January, a review of attendance is done and presented to the committees. This past year, due to recommendations from the nondiscrimination plan, have been talking to the CAC throughout the year to see how the CAC represents the county demographics. In the meantime, the existing members of the CAC

continue to serve as full voting members until they are replaced. Staff is looking at the recommendation process and expects to be coming back to the TPO Board with further recommendations.

It was noted that there should be no pause in appointments and vacancies need to be filled immediately and it is inappropriate to not fill those positions. Ms. Alden had asked that the TPO Board give staff some time to come up with appropriate solutions. If the current vacancies are filled, it will not allow for expanded representation based on the county makeup. It was stated that the CAC vacancies be filled and when a new plan is developed, bring that back to the TPO Board for consideration. There is agreement that greater diversity is an opportunity. It was expressed that changing the meeting time and the allowance of virtual attendance provides expanded participation.

B. TAC – September 12, 2022 (Davida Franklin, TPO Staff)

- Approved
 - TIP Amendments
 - Health Impact Assessment of 2045 LRTP Complete Street Projects
 - Plant City Canal Connector Trail Study
- Status Reports
 - Tampa MOVES Plan
 - Hillsborough Count Paved Trail Big Data Survey
 - TPO Multimodal Level of Service Report

C. LRC – Cancelled (Davida Franklin, TPO Staff)

D. BPAC – Cancelled (Davida Franklin, TPO Staff)

E. TPO Policy – October 12, 2022 (Beth Alden)

- Briefed about the Trail Feasibility Study in Plant City, it was approved. TPO should include asking the public how projects get paid for.
- Heard a report on wildlife movement corridors along I-4 and how to facilitate those movements.

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

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

VII. CONSENT AGENDA (Timestamp 0:41:58)

A. Committee Appointments

- LRC – Brynn Dauphinais, alternate (Planning Commission)
- TAC – Lara Bouck (City of Tampa primary) and Danni Jorgensen (City of Tampa alternate)
- BPAC – Chedline Apollon (Department of Health primary) and Nicole Sutton (Department of Health alternate)

B. Plant City Canal Connector Trail Study

Motion to approve items A and B of the consent agenda from Commissioner Overman, seconded by Councilmember Maniscalco; the voice vote passes unanimously.

Discussion:

It was asked if the letter is time sensitive and if a briefing could be added. Yes, it is due on October 13, 2022.

C. Letter of Support for Tampa's RCP Grant Application for Ashley Drive (Alex Henry, City of Tampa)

- Review of the timeline of the need to reconfigure Ashley Drive – started in 2012.
- Went over the concept and adjacent changes for the corridor. Ashley Drive to Tampa Street connection.
- City of Tampa has been working to redevelop 4 acres into affordable, mixed-use, development with retail on the first level and housing on the upper levels. This will re-instate the Urban Core to what it was before the interstate and Ashley Drive were put in. There will be new pedestrian features and traffic calming measures.
- Feel that this project works with the RCP grant as it will reconnect historic streets while promoting economic activity. This corridor has also been identified as a community of concern and the redevelopment project will assist in addressing those needs as well.
- The City of Tampa is competing in the construction part of the funding and not the planning part which the TPO is competing in.

Discussion:

It was asked how much of the grant would require local funds. It would require 50% that would be matched with city funds. It was noted that this will create three or four new blocks with the opportunity to build more housing and allow for living, work, and play. It was noted that the exit ramp that divides Ashley Street and Tampa is very dangerous, and the improvement will make it safer.

Mayor Ross moved to approve the letter, seconded by Commissioner Overman. The voice vote was passed unanimously.

VIII. ACTION ITEMS:

A. TIP Amendment: Walk/Bike Safety Outreach and HART New Passenger Ferry Grant (Roger Mathie, TPO Staff) (Timestamp 0:57:01)

- 2 Amendments Requested by FDOT .
 - Walk/Bike Safety Outreach – additional \$401,000
 - Data collection and public information/education.
 - High Injury Network
 - This will include technology to communicate with pedestrians and bicyclists via their smartphone
 - HART New Passenger Ferry Grant – additional \$6 M
 - Funds awarded from USDOT to purchase a ferry for the Cross Bay Ferry route
 - Reviewed public outreach
 - Both have been approved by TAC and CAC.

Presentation: [TIP Amendment Presentation](#)

Report: [Comparative Report](#)

Recommended Action: Approve the amendment to the FY2022/23 – 2026/27 TIP and add funds to Project Number 444199-1 Walk/Bike Safety Outreach and 451342-1 HART Passenger Ferry Grant.

Discussion:

It was asked that, up until this point, the Cross Bay Ferry has not been owned and has been contracted by another company. Yes, it has been contracted by HMS. A ferry is brought here from up north when it is not in use. This will make it a permanent, year-round ferry, the match has been provided by the county at \$1 million. The ferry is arriving late due to the storms. It has been asked if this ferry could be used to help in Ft. Myers in the recovery efforts. It was asked if the maintenance and crew will be the responsibility of the current funding parties. It was also noted that the ferry ridership has been increasing, has sold out, and is effective for getting across the bay. It was noted that the rescue efforts of 9/11/2001 were primarily done by ferry.

Commissioner Overman moved to approve the FY2022/23 – 2026/27 TIP and add funds to Project Number 444199-1 Walk/Bike Safety Outreach and 451342-1 HART Passenger Ferry Grant; seconded by Mayor Ross. Voice vote, motion approved unanimously.

B. Health Impact Assessment of 2045 LRTP Complete Streets Projects (Joshua Barber, TPO Staff)
(Timestamp 1:05:29)

- Went over the background – part of a larger ask by the TPO, due to budget, focused on Complete Streets.
- Working to better understand how Complete Streets impact public health.
- Worked with the Healthy Mobility Model – land use, establish baseline, forecast, identify and prioritize improvements
- Developed community health risks assessment – did an aggregate of six chronic diseases
- Chose five study roadways – E. Dr. Martin Luther King Blvd., Hillsborough Ave, Lithia Pinecrest, US 301, W. Platt Street/ W. Cleveland Street – reviewed the percentage of disease prevalence in each area.
- Looked at the demographics/ economics and health – large gaps in education, poverty, income, rent and transportation burden. The lowest rate of educational attainment had the highest rates of poor health outcomes.
- Looked at the environmental justice areas – EJ areas are significantly more likely to have health outcomes below average.
- Looked at urban design/ environment and health-specific areas including Dr. Martin Luther King Jr. Blvd, I-275 to N 40th Street; Lithia Pinecrest
- Review of key takeaways
- Looked at prioritization principles and where to prioritize projects in the Complete Street treatments. Improve active facilities ratios, reduce traffic proximity and air pollution, improve safety, and incentivize non-car commutes.
- Went over high-level recommendations at the planning level.

Presentation: [Health Impact Assessment of Complete Streets in LRTP](#)

DRAFT: [Health Risk Assessment Technical Memorandum](#)

DRAFT: [Statistical Analysis and Scenario Planning Technical Memorandum](#)

Recommended Action: Approve recommendations and draft technical memorandums.

Discussion:

It was noted that transportation and housing are talked about but not health. The lack of walkability, bike lanes, safety, and food deserts really play a part. It was brought up that the car is relied upon too heavily and that this is not a pedestrian-friendly community. Need to focus on getting people out and moving, “health is wealth”. The lens that this creates is being incorporated into other areas and the recommendations will be included in planning. The county has been asked by the Director of Health to bring housing and healthcare together, this needs to be brought into the LRTP.

Commissioner Overman moved to approve the recommendations and draft technical memorandums; seconded by Mayor Ross. Roll call vote, the motion passes 14 – 0.

STATUS REPORTS

A. Potential LRTP Amendment re: I-275 Additional Lanes, Hillsborough to Bearss (Johnny Wong, TPO Staff) (*Timestamp 1:23:28*)

- Went over the background – Projects on I-275 north of Downtown including the Downtown Interchange. Cost estimate in FDOT’s recent SIS Cost Feasible Plan draft: \$223 million.
- Recent TPO Board Actions occurred at the June 2021 TIP Public Hearing, the June 2022 TIP Public Hearing
- Review of what is in FDOT’s proposed project for I-275 between Hillsborough and Bearss – new general-purpose lane in each direction along with ancillary treatments
 - Explained Traffic Volume & Congestion Impacts of 6 vs. 8 lanes – some areas of surface roads are expected to decrease and areas of I-275 are expected to increase; the experience for system users will be slight if at all.
 - Looked at safety impacts and high-injury crash data
 - Went over transit impacts
 - Went over Equity impacts
- Next Steps
 - Went over LRTP Amendment Process and requirements

Presentation: [2045 LRTP: I-275 from Hillsborough Ave to Bearss Ave, 6 lanes vs 8 lanes](#)

Discussion:

This project was taken out of the TIP and this is starting the process to consider removing this from the LRTP. There was a discussion about the project cost, ~\$223 million. Compared the six and eight-lane congestion, it was noted that there is very little difference. Florida and Nebraska are

below capacity now except for one intersection. The crash rate on I-275 is above the state average; the PD&E study says it will reduce crashes, but the congestion won't be impacted.

Commissioner Kemp directed TPO Staff to schedule a public hearing to remove the additional lanes on I-275 from the LRTP; also moves that, as part of the process, staff research the fifteen-foot internal lanes and coordinate a response with FDOT as to what those fifteen-foot lanes may be used for in the future.

Discussion:

Secretary Gwynn noted that there is a lot of information in the model. The current model in 2045 includes a very robust transit system that draws traffic off the roadways. The model shows a 50% increase in traffic from Hillsborough to Bearss and a 100% increase north to Pasco County. If the interstate is not increased, it will force traffic onto local roadways. The widening will not solve congestion; it will move more traffic into the environment. Is not sure what taking this out of the LRTP would accomplish. This project is not in the TIP, and it is not funded. It will invalidate the BRT models on surface streets. Recommends that it be looked at during the 2050 update instead of pulling it out of the current LRTP and there may be unintended consequences that could occur.

There was discussion about the BRT projects on the interstate and who would pay for it becomes mute if the project is removed and could muddy up the street-level BRT that has been approved. It was questioned how removing this project would invalidate the street-level BRT. It was noted that since widening the interstate acts as a magnet and draws traffic out of the local neighborhoods, what would be the economic impact on those neighborhoods, this should be addressed in the public hearing process. It was noted that if safety is made the priority, there is no impact on the crashes. If there is no sales tax, there is no way regional BRT will come down I-275. Without a dedicated BRT lane, it will not improve the speed and turnaround times for the buses. Safety is not being addressed, balanced mobility is not being addressed, and this project does not serve the overall goal.

It was noted that the LRTP must be revised every five years and that is appropriate to make sure things are aligned. That process is about to begin; this discussion seems misguided. It is spending taxpayer money to have research and hearings for an unfunded project that has zero chance of happening before the LRTP clock takes its course. For the sake of the growth of the community and remaining an economic center, it is a good idea to pause this for the course of the LRTP. It was noted that congestion doesn't get worse, it gets longer. Taking the pause allows time to have the entire system between the agencies and entities work together and build an overall plan and focus versus one project. It was asked if, in the future, the interior lanes would not become express lanes. Secretary Gwynn stated that it would not be possible without opening up the entire environmental process and SEIS. It is not possible for express lanes to just be put in by FDOT. It was asked when the LRTP revision will take place; it will be voted on in 2024. It was brought up that Hillsborough County is in a state of uncertainty when it comes to transportation planning. The same problems are identified and time and again, the citizens are unable to vote on the investment in their future. The county is flying blind as to future funding and whether transportation plans are going to move forward and if transit plans are going to come to fruition at

this point. It was noted that there is no compelling reason to deal with the LRTP right now and it is not pressing until there is more clarity about where the county is.

Commissioner Kemp amended her motion to continue this issue until February 2023. Seconded by Councilmember Maniscalco. The roll call vote passes 9 – 4.

IX. EXECUTIVE DIRECTOR'S REPORT (*Timestamp 2:23:06*)

- A. SunRunner BRT field trip – Tuesday, November 15, 1:30 PM.
- B. 2023 Board Officer Election to be held in December 2022. Will need to entertain new candidates for Chair and Vice Chair as they are term-limited.

X. OLD & NEW BUSINESS (*Timestamp 2:23:53*)

- A. Next meeting is on December 14, 2022.
- B. BOCC emergency meeting that is open to public comment on October 13, 2022, at 5 PM.

XI. ADJOURNMENT – The meeting adjourned at 12:25 PM

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

Social Media

Facebook

9/21

Regarding a post about the 2022 Fancy Women Bike Ride

Dave Coleman - "So sad about the 273 deaths and 7,300 hit and runs last year, probably about the same this year." "Hillsborough TPO following, this has to change. Part of the reason my daughter moved to Portland with her 2 bikes strapped to her car was how dangerous Tampa is."

Christopher Vela - "Dave Coleman probably already said this, but every year, there are anticipated fatalities. This means the tpo, among other agencies, evaluates current crash(fatal) trends- 'x' amount of people are expected to die on our county's roads. FHWA, a fed org, establishes this expectation of death. Why is this bad? Well, we shouldn't focus so hard on how many lives we will lose next year. We really should just focus on losing zero. That is why #visionzero can be one hoax of a goal. Who cares about looking good? Just be good."

Walter John Slupecki - "Vela Christopher yep, especially when you continue to have power players that support TBNEXT & #FakeBRT"

Mike Lamarca - "Hillsborough TPO so, BPAC next recommendation gonna be zero? I double dare you."

9/22

Vela Christopher (In response to a question about I-275 discussions with the TPO) - "Tim Keeports Got it. Other than the regular meetings from the Hillsborough TPO, I haven't heard anything."

The city is proposing its own 'mini-blvd project' for Ashley. Not sure if you know about it. I can also send you the details."

10/10

Mike Lamarca - "Hey All for Transportation, now that you have been defeated twice, maybe you should start being transparent with the residents of Hillsborough County. Your plan was a money grab, and nothing more. Your entire campaign was smoke and mirrors, with absolutely zero transparency. Even your mailing address was a nod to secrecy. Do you want to save lives? Do you want to improve transportation in Hillsborough County? Let's start with fixing the obscene wasteful spending the BOCC approves. Then let's fix the Hillsborough TPO and their mentality that only money will fix the problems. Vision Zero Hillsborough, as part of the TPO, could be a great help to fixing that, if they let it happen. We need to get away from just listening to the AICP folks, and start listening to the actual users. You aren't going to fix the transportation issues, and the car-centric issues, by having more public options. It is blatantly obvious when we look at the schools around here, and the car rider lines. Those students can either walk, or take the free bus, and their parents don't allow it. Now, that's two generations of people that won't use HART Hillsborough Area Regional Transit public transportation. Until you change that, you won't change the rest, no matter how many dollars are thrown at it. And since the Hillsborough County Sheriff's Office won't enforce the parking in the bike lanes, and parking in the No parking areas in front of those schools, we aren't even trying to fix that thinking."

Twitter

9/16

El Hijo de Doña TERE (In response to a Tampa Bay business Journal post about the transportation surtax addressing forecasted issues due to a growing population)

"That's why cars dealers outnumber fast foods establishments"

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

Email

The Board Folder was emailed to the TPO Board on 10/11/2022

Chris Vela – Submitted a letter asking that the TPO not support the City of Tampa applying for the RCP Grant for Ashley Street.

Gloria Jean Royster – Submitted a letter noting that she supports the Ashley Drive reconnection but has concerns about the small number of Tampa residents it would impact and that the design is not reducing traffic. She also expressed concerns about pedestrian safety in the design.

Alana Brasier – Shared the SS4A grant application which has a big focus on implementing the findings from the Safe Access to Parks study and the Safe Routes to School Study done by the TPO.

Lauren Coffey – Advocated for repurposing the soon-to-be demolished northbound span of the Howard Frankland Bridge



Summary of Committee Reports and Public Comments – October 2022

Please note: Due to the Technical Advisory Committee’s meeting occurring on Monday, October 10, the Board does not have a committee report from that committee in advance. The items mentioned in this report serve as a verbal update in lieu of their committee report. Also LRC and BPAC meetings were delayed due to Hurricane Ian.

Items pertaining to action items:

- TIP Amendment: Walk/Bike Safety Outreach and HART New Passenger Ferry
 - Approved by the Technical Advisory Committee and the Citizens Advisory Committee
- Health Impact Assessment of 2045 LRTP Complete Street Projects
 - Approved by the Technical Advisory Committee and the Citizens Advisory Committee

Items pertaining to the consent agenda:

- Plant City Canal Connector Trail Study
 - Approved by the Technical Advisory Committee and the Citizens Advisory Committee

Additional notes from the Technical Advisory Committee meeting on September 12:

- The Technical Advisory Committee also heard status reports on the Tampa MOVES Plan, Hillsborough Count Paved Trail Big Data Survey, and TPO’s Multimodal Level of Service Report

Summary of Public Comments – October 2022*

***Comments received through email and social media; received no social media comments regarding the agenda including the Roll Forward TIP Amendment**

On social media we received comments asking to reevaluate how we set goals for Vision Zero. The request was to focus on zero rather than the projected number of annual fatalities.

Chris Vela and Gloria Jena Royster – noted there should have been more public input for the City of Tampa’s proposed Ashley Drive redesign and also share other concerns and suggestions

Neil Cosentino – Shared benefit for repurposing the soon-to-be demolished span of the Howard Frankland Bridge

Alana Braiser- Shared that the Safea Streets for All program will implement recommendations from the TPO’s Safe Routes to Schools Study

Please note: Attachments referenced by the public commenters are included in the email Cheryl Wilkening sent to board members yesterday evening.

This concludes my report. Ms. Alden will now give an update on the Policy Meeting that just occurred.