



Hillsborough TPO Transportation Planning Organization

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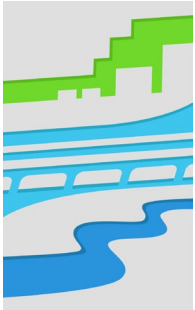
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Plan Hillsborough

planhillsborough.org
planner@plancom.org
813 - 272 - 5940
601 E Kennedy Blvd
18th Floor
Tampa, FL, 33602

Public Workshop and Meeting of the Transportation Disadvantaged Coordinating Board

Friday, April 28, 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/4294123300998220126>

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

Dial In Listen Only: 1-415-655-0060 Access Code: 364-566-938

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 updates on Transportation Disadvantaged Board activities.
 - IV. **Public Comment - 3 minutes per speaker, please**
 - V. **Discussion**
 - VI. **WORKSHOP ADJOURNMENT**
-

- I. **Call Regular Meeting to Order**
- II. **Public Comment** - 3 minutes per speaker, please
- III. **Approval of Minutes** – February 24, 2022
- IV. **Action Items**
 - A. Election of Member-at-Large (Joshua Barber, TPO Staff)
 - B. Community Transportation Coordinator (CTC) Service Rates for FY23/24 (Karen Smith, Sunshine Line)
 - C. 2023 Transportation Disadvantaged Service Plan Update (Joshua Barber, TPO Staff)
- V. **Status Reports**
 - A. Sunshine Line Update (Scott Clark, Sunshine Line)
 - B. HART Update (Omar Alvarez, HART Staff)
- VI. **Old Business & New Business**
 - A. Next Meeting: June 23, 2022
- VII. **Adjournment**
- VIII. **Addendum**
 - A. TPO Meeting Summary & Committee Report
 - B. Tampa Micromobility ADA Slides
 - C. Future Land Use Public Meeting 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.

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**HILLSBOROUGH COUNTY MEETING OF THE
TRANSPORTATION DISADVANTAGED COORDINATING BOARD
HYBRID MEETING OF FEBRUARY 24, 2023
DRAFT MINUTES**

I. Call to Order

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

II. Roll Call & Declaration of Quorum (Gail Reese, TPO Staff) *(Timestamp 0:30:20)*

Members Present In-Person: Commissioner Gwen Myers, Gloria Mills, Glenn Brown, Artie Fryer, Tracy Noyes, Emily Hughart, Kristina Melling, Mark Harshbarger, Alexcia Wiggins, Indihra Chambers

Members Present Virtually: Kristen Thomas, Meghan Krieger, John Vargas

Members Excused/ Absent: Debra Noel, Craig Forsell, Beth Pasek, Nancy Castellano, Dr. Leslene Gordon, Councilmember Gil Schisler, Cassandra Blaylock

Others Present: Jason Stickney, Karen Smith (Sunshine Line); Joshua Barber, Jason Krzyzanowski, Gena Torres, Allison Yeh, Amber Simmons, Gail Reese (TPO Staff); Suzanne Monk (FDOT)

An in-person quorum has been met.

A. Vote of Consent for Remote Member Participation. *(Timestamp 0:31:53)*

Glenn Brown moved to allow remote member participation, seconded by Artie Fryer. The voice vote passes unanimously.

III. STATUS REPORT (agenda item moved with approval of the members)

A. Sunshine Line (Jerry Stickney, Sunshine Line) *(Timestamp 0:00:55)*

- 19% higher in trips in month over this time in 2022.
- Between 82% and 87% in driver status, continuing to recruit. Looking to get to 99% + capacity.
- Featured in the past month on Fox 13 News, What's Good in Tampa Bay.
- Several outreach events scheduled.
- Tri-county Saturday Trips – 25 for December and 49 for January. Have had 65 referrals Sunshine Line sent to PSTA. Monitoring for cross-county vs. in-county trips; 28 trips between January and February were cross-county.
- Saturday services are currently suspended. With current hiring, looking at putting that service back, tentatively, in September.

Discussion:

Clarification was asked about how Pasco County is doing with the tri-county Saturday service. Their numbers are in the 40-trip range as well. PSTA is doing a presentation on the grant program to the state in March. It was asked how this program is being advertised. There were pamphlets

and news articles. Working on getting more communication out about this program through different program partners. It was asked if there are going to be cross-county trips for doctor's visits and if the Dr. could request the trip. The client needs to request the trip. Commissioner Myers recommended that Board members recommend people to the Sunshine Line through their organizations, churches, and other contact points. Sunshine Line offered that they can go and present to various organizations as well.

B. 2050 Long Range Transportation Plan Initial Steps (GenaTorres, TPO Staff) *(Timestamp 0:10:12)*

- Section 1 – Initial Steps
 - Provided background on what the LRTP is – updated every five years and it is a twenty-five-year plan.
 - Looked at the 2020 map with the population and employment.
 - Went over the population and employment growth and projections to 2050 by jurisdictions.
 - Showed the map showing the projections of where traffic volume will be in 2050 and went over the timeline of the update.
 - The three major pieces of the update are Public Engagement, cost Feasible Scenarios (local and regional), and Forecasting System Performance in 2050
 - Reviewed the major areas, what is needed, and how much it costs. Also look at freight needs and equity needs.
- Section 2 – Revenue Forecast
 - Went over how it is estimated what the community can afford – federal, state, and local.
 - Looked at an example of possible project funding based on specific revenues – ad valorem increase, sales tax, special assessments, electric vehicle charging fees, and other possibilities.
 - Showed existing funding sources.
 - Went over possible unlevied sources for future consideration.
- Showed overview of Next Steps

Presentation: [2050 Long Range Transportation Plan Initial Steps and Revenue Forecast](#)

Discussion:

It was noted that accountability has been coming up a lot. Transportation initiatives continue to fail. It was asked what money is being wasted by not achieving these goals versus the value that the projects bring. The costs may not be monetary, it may be time. It was brought up that it may be more impactful to find figures for projected loss. In some areas of the LRTP, costs are reflected. It was asked when the survey would be available. It is projected for early 2024.

IV. Public Comment *(Timestamp 0:32:34)*

Merry Schoch – wrote a letter to Commissioner Kemp and Myers' offices regarding an experience with HART. It was forwarded to Joshua Barber, TPO Staff. This letter is included at the end of the minutes; please click [here](#) to read the letter.

Discussion:

It was asked who the HART representative is on this board; Councilman Schisler who is excused today. There is concern that this type of experience could be reflected on Sunshine Line as well. It was brought up that the TD Board could ask that a HART representative come and address this at the next meeting. It was asked if the customer was contacted. Yes, Joshua contacted her and had a conversation. It was brought up that when someone takes the time to share feedback, it can be representative of others who don't speak up. It was noted that when people have experiences like this, it reflects on transportation in general. When things go well, people tell a couple of people; when things don't go well, they tell everyone. It was asked, from a PR standpoint, if there is a liaison between Sunshine Line and HART to resolve, communicate, and prevent future occurrences. There was surprise expressed that the directions given were relying on Google Maps and that there isn't a better application or way to assist.

V. **Approval of Minutes** (*Timestamp 0:48:06*) – December 16, 2022

Updated attendance from December 16, 2022 minutes in the Others Present section and replaced "Jason" with "Jerry" Stickney on February 22, 2023 by Recorder.

Kristina Melling moved to accept the December 16, 2022 minutes, seconded by Glenn Brown. Voice vote, motion passes unanimously.

VI. **Action Item**

A. **Attendance Review and Election of Officers** (Joshua Barber, TPO Staff) (*Timestamp 0:48:46*)

- Review of attendance – no action necessary on this
- Vice Chair – Gloria Mills, nominated by Glenn Brown
- Officer At Large – Councilmember Gil Schisler, nominated by John Vargas – deferred until April for confirmation from Councilmember Schisler

B. **TD Legislative Day Message** (Joshua Barber, TPO Staff) (*Timestamp 0:52:38*)

- March 16, 2023
- Transportation-disadvantaged citizens meet with legislators in Tallahassee
- Hillsborough County and the tri-county area message to the legislators
 - Maintain Funding – at a level consistent with future needs and population growth
 - Expand Funding – provide life-sustaining trips for seniors, persons with disabilities, low-income families, and children at risk (\$4 million)
 - New Funding – programs that support innovative transportation technologies, cross-county mobility, weekends, and late-night trips (\$2 million increase)

Recommended Action: Review and approve the 2023 TD Legislative Day Message

Glenn Brown moved to approve the TD Legislative Day Message, seconded by Kristina Melling. The voice vote passes unanimously.

C. **McClain Inc. Coordination Contract** (Karen Smith, Sunshine Line) (*Timestamp 0:55:12*)

- Agency receives 5310 funding through FDOT which requires a Coordination Contract with the local CTC.
- Provides group housing to persons with developmental disabilities in the Tampa Bay area and provides transportation for grocery trips, employment, medical, and educational needs to their clients.
In 2022, provided 18,917 one-way passenger trips for 17 unduplicated clients with 4 vehicles at an average cost of \$3.09 per trip.

Recommended Action: Approve the Coordination Contract with McClain, Inc.

Discussion:

It was asked if the services are being performed to standard. Yes. It was asked how long they have had the contract; ~12 years. They are in good standing with FDOT for the 5310 program.

Artie Fryer moved to approve the contract, seconded by Glenn Brown. The voice vote passed unanimously.

VII. OLD BUSINESS & NEW BUSINESS (Timestamp 0:57:49)

A. Next meeting: April 28, 2023 at 9:30 AM

VIII. ADJOURNMENT – adjourned at 10:28 AM

Public Comment Letter Received on January 26, 2023 from Merry Schoch.

On January 26, 2023 at 5:59 am I called HART customer service number 813 254 4278 and spoke to customer service representative, Kathy. I told Kathy I needed to arrive at International Mall around noon. I also told her I was unfamiliar with this mall. For the reader's knowledge, I am a legally blind woman which Kathy know since she has spoken with me on many occasions since I have been riding the bus system beginning 1997. My plan for the day was to join members of the Tampa chapter of the National Federation of the Blind at the Apple store because this store had scheduled a training for blind individuals to gain knowledge on using their products using accessibility features offered. How does HART fit into all of this well, here goes...

I followed Kathy's instructions and went to the Marion Transit Center since that was the most direct place to connect with the route 10 which she told me went to the mall and that I would arrive around 11:30 am. Well, around 11:30 am I was at Tampa International Airport. I then called HART's customer service representative and spoke to the Team Lead, Tony. Tony informed me that the route 10 did not go to the mall that the route 32 went into the mall. He stated the route 10 went on the outskirts of the mall and I would have to cross Spruce Street and walk from there to the mall. Please note, I am unfamiliar with this area and the mall. At this point, I felt it unsafe for me to try and find the mall on my own so I stayed on the bus, not knowing it turned into another route and was not heading back towards downtown and the transit center.

When I realized we were heading towards Netpark, I called the customer service number and asked to speak to Katherine because earlier I called her which she said she was sorry and she understood. I then replied she did not understand since she was not a consumer of HART. HART and its employees do not seem to understand, "When HART is unreliable it makes us look unreliable; no matter how we try to get it right to use the service". When I called Katherine the second time, the moment I realized I was heading toward Netpark and knew it would take two more buses for me to get home, I asked her to send a supervisor to meet me at Netpark to take me home. As a note, I got on the bus at 10:00 and this call took place at 12:07 p.m. Her reply was, "I can't do that!" This is when my tone changed and asked to speak to her supervisor, I was put on hold, she came back and told me her supervisor was not available, I asked to speak to someone else, she placed me on hold, came back and said no one was available to speak to me. I then told her I wanted to speak with someone even if it were the CEO. She responded there was no one to speak with me so then I replied, give me a name of a county commissioner on HART's board. Her response to this was, Oh, I don't know it's changing right now. At that she miraculously said let me try the manager of transportation. I was put on hold again and I got tired of waiting so I hung up to make another call at 12:26 pm. Katherine Sanchez called me back and said, "Since you are a HARTplus customer we can send a van to Netpark, I asked when could I expect the van, she did not know and my knowledge and experience of the HARTplus service I could have waited an hour or longer. The route 37 left Netpark at 12:30 pm to go to Brandon Mall so I told her the van could pick me up there. When I then mentioned about contacting the board of HART, her response was, well we resolved this for you. My colorful response was, "Yeah, after I had to raise bloody hell!"

The resolutions was a van picked me up at the Brandon mall at 1:15 pm. I had been on the bus with my guide dog, or in some sort of transit mode, since 10 a.m. However, I left my home at 9:45 a.m since my walk to the bus stop is ¼ mile away. Here's the end of the narrative...I was in transit mode for four and one half hours and never attended the training because a customer service representative got it wrong!! The excuse from Katherine Sanchez, 'Well , google maps gave the rep this route and I'll tell her she needs to think out of the box'. I don't even know what that means. I told Katherine when you say you are sorry that should mean you change your behavior so this does not happen again. If google maps is not reliable then why are the customer service representatives using it?

I am a HARTplus consumer but I should be afforded the opportunity to ride the bus in a safe manner without this undue stress. The route I was given was not safe for me to use. One of HART's ex-employees used to say, If our system stresses our consumers we are doing something wrong, of course today this attitude was certainly not demonstrated. In fact, it lacked compassion and empathy. I can no longer attend board meetings since I work a full time job as a licensed therapist or this scenario would have been brought to a public board meeting. My hope is that this is read and taken seriously and not just brushed off as an unhappy consumer. Customer's deserve and are entitled too better than what I received today! If the board and HART's employees, from the top down don't believe this is unacceptable treatment then the organization is in a terrible state. HART needs to fix it when it impacts the riders negatively due to a HART employee no matter their rank and status.

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



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

TDCB Member-at-Large

Presenter:

Joshua Barber, TPO Staff

Summary:

The TPO By-Laws require that officers are to be elected each year. There are no term limits for officers, therefore they can be re-elected and serve indefinitely. The By-Laws state:

“Officers of Standing Committees: The committee shall hold an organizational meeting each year for the purpose of electing a committee chair and a committee vice-chair. Officers shall be elected by a majority vote of a quorum of the members.”

The current TDCB officers are:

- Vice Chair: Gloria Mills

Members can nominate themselves or any other member. No second is needed, and each nomination is voted on individually until one member receives a majority of votes for an officer’s position.

Recommended Action:

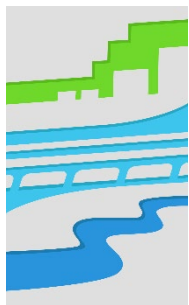
Hold election of a member-at-large

Prepared By:

Joshua Barber, TPO Staff

Attachments:

None.



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planhillsborough.org
planner@plancom.org
813 - 272 - 5940
601 E Kennedy Blvd
18th floor
Tampa, FL, 33602



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

Community Transportation Coordinator (CTC) Service Rates for FY23/24

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 from the Commission for the Transportation Disadvantaged (CTD). Rates are determined by the model using budget and estimated trip and mileage data from the current fiscal year.

The CTD Disadvantaged Rate Calculation Model for the 2023/2024 grant year effective July 1, 2023 are proposed to be:

- Door-to-Door Ambulatory Trip: \$38.68 per one-way trip
- Wheelchair Trip: \$66.31 per one-way trip
- Group Trip* per Passenger: \$20.65 per one-way trip

*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.

The Transportation Disadvantaged Coordinating Board is required to review and approve the Service Rates annually.

Recommended Action:

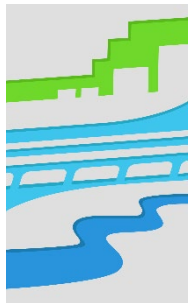
Review and consider the approval of the CTC Service Rates for FY23/24

Prepared By:

Joshua Barber, TPO Staff

Attachments:

2023-2024 Hillsborough Rate Model Worksheet



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

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 type="radio"/> Yes	<input checked="" type="radio"/> Yes
<input type="radio"/> No	<input type="radio"/> No	<input checked="" type="radio"/> No	<input type="radio"/> No
Go to Section II for Ambulatory Service	Go to Section II for Wheelchair Service	STOP! Do NOT Complete Sections II - V 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	Do Not Complete Section II 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?.....

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

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	Do NOT Complete Section II for Stretcher Service	Leave Blank

Effective Rate for Contracted Services:

	Ambulatory	Wheelchair	Stretcher	Group
per Passenger Mile =				
per Passenger Trip =				
	Go to Section III for Ambulatory Service	Go to Section III for Wheelchair Service	Do NOT Complete Section II 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	Do NOT Complete Section II for Stretcher Service	Leave Blank and Go to Section III for Group Service

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 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** 2.83 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: 2023 - 2024			
		Ambul	Wheel Chair	Stretcher	Group
Projected Passenger Miles (excluding totally contracted services addressed in Section II) =	891,512	478,736	176,693	Leave Blank	236,084
Rate per Passenger Mile =		\$4.38	\$7.51	\$0.00	\$2.34 \$6.61
					per passenger per group

		Ambul	Wheel Chair	Stretcher	Group
Projected Passenger Trips (excluding totally contracted services addressed in Section II) =	101,522	48,390	22,046	Leave Blank	31,087
Rate per Passenger Trip =		\$38.68	\$66.31	\$0.00	\$20.65 \$58.40
					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			
		Ambul	Wheel Chair	Stretcher	Group
...INPUT the Desired Rate per Trip (but must be less than per trip rate above) =				Leave Blank	\$0.00
Rate per Passenger Mile for Balance =		\$4.38	\$7.51	\$0.00	\$2.34 \$6.61
					per passenger per group

		Rates If No Revenue Funds Were Identified As Subsidy Funds			
		Ambul	Wheel Chair	Stretcher	Group
Rate per Passenger Mile =		\$9.67	\$16.58	\$0.00	\$5.16 \$14.60
					per passenger per group
Rate per Passenger Trip =		\$85.39	\$146.39	\$0.00	\$45.60 \$128.94
					per passenger per group

Program These Rates into Your Medicaid Encounter Data

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



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

2023 Transportation Disadvantaged Service Plan Update

Presenter:

Joshua Barber, TPO Staff

Summary:

The Transportation Disadvantaged Service Plan is a tactical plan jointly developed by the Transportation Planning Organization and the Sunshine Line. The Local Coordinating Board (LCB), called the Transportation Disadvantaged Coordinating Board (TDCB) in Hillsborough County reviews and approves the Service Plan.

The TDCB adopted a new Transportation Disadvantaged Service Plan (TDSP) in October 2021. The Board provided significant comments prior to adoption and the motion approved the plan with the corrections the Board requested.

Changes made for the fiscal year of 2023 update include:

- Summary of the results from the last CTC Evaluation were included, reflecting the needs and perceptions of system users (both Sunshine Line riders and those who receive bus passes).
- Clarified demographic data, particularly the analysis of age groups in Hillsborough County.
- Updated the consistency review with the Comprehensive Plans of Hillsborough County, City of Tampa, City of Temple Terrace and City of Plant City.
- Updated the strategies and time frame of the Implementation Plan
- Updated available transportation services to include TD Tampa Bay

Staff will also take input on future directions for updating the TDSP. This may include but is not limited to:

- Public involvement
- Needs assessment and identification
- Trip priorities

Recommended Action:

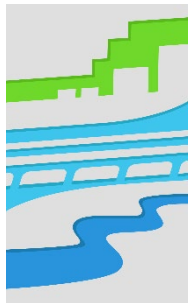
Approve the 2023 Transportation Disadvantaged Service Plan Update.

Prepared By:

Joshua Barber, TPO Staff

Attachments:

[2023 Transportation Disadvantaged Service Plan Update](#)



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Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

HART Update

Presenter:

Omar Alvarado, HART Staff

Summary:

Hillsborough Transit Authority (HART) will provide an update on several items that the TDCB has requested. This will include an update on the Travel Training Program, their new platform to boost and improve customer experience, and updates to the eligibility process for HARTPlus riders.

In addition, HART will provide an update regarding the complaint received by Ms. Schoch which was read aloud into the record at the last TDCB meeting.

Recommended Action:

No action.

Prepared By:

Joshua Barber, TPO Staff

Attachments:

None.



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

**HILLSBOROUGH TRANSPORTATION PLANNING ORGANIZATION BOARD
HYBRID MEETING MARCH 8, 2023
DRAFT MINUTES**

I. Call to Order, Pledge of Allegiance *(Timestamp 0:00:13)*

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

II. Roll Call *(Gail Reese, TPO Staff) (Timestamp 0:00:42)*

The following members were present in person: Commissioner Gwen Myers, Mayor Andrew Ross, Commissioner Michael Owen (out at 10:20 AM), Commissioner Joshua Wostal, Commissioner Pat Kemp, Commissioner Henry Cohen, Councilmember Joseph Citro, Council Member Lynn Hurtak, Councilmember Guido Maniscalco, Mayor Nate Kilton, Charles Klug, Joe Lopano, Greg Slater, Adalee Le Grand, Planning Commissioner Hemant Saria

The following members were present virtually: None

The following members were absent/excused: Board Member Jessica Vaughn

A quorum was met in person.

A. Vote of Consent for Remote Member Participation.

Not necessary, no remote participation.

III. Approval of Minutes *(Timestamp 0:01:30)* – February 8, 2023.

Chair Myers sought a motion to approve the February 8, 2023 minutes. Mayor Ross so moved, seconded by Commissioner Wostal; the voice vote passes unanimously.

IV. Public Comment on Agenda Items *(Timestamp 0:01:43)* (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.

- **Bemetra Simmons** – President and CEO of The Tampa Bay Partnership, a coalition of business owners and not-for-profit leaders. Spoke in support of a regional MPO between Pascoe, Pinellas, and Hillsborough Counties. The local conditions are prime for looking at this. Hillsborough County did not pass the transportation referendum, Representative Castor has Hillsborough and Pinellas as part of her Congressional District and the changes of control for both Hillsborough and Pinellas' Commission. The transportation need is great, there is a large population growth, transportation times are increased, and many residents already move between the counties. If the merger were to happen, it would create the largest MPO in the state. It would allow for a unified front for projects and state and federal funds. Noted that FDOT recently completed a study that showed that for every dollar that goes into the state transportation system, five dollars is returned to the state economy. Currently, with the three MPOs, it is difficult to get a consensus on projects and the funding is split. The West Shore Interchange is a good example of moving projects forward

with a unified approach. Encouraged the TPO Board to take a look at the merger of the three MPOs.

V. Committee Reports & Advance Comments (Rick Fernandez, CAC Chair; Davida Franklin, TPO Staff; and Beth Alden, TPO Executive Director) (*Timestamp 0:04:43*)

A. CAC – March 1, 2023 (Rick Fernandez, CAC Chair)

- Maintaining meetings of 2 hours from 6P – 8P. Extended invitation to Board members to attend. 14 members were in attendance.
- Approved
 - TIP Amendments on the TPO Board agenda today, HART Capital Improvements. Was presented by TPO Staff with no HART representative in attendance. Passed 8 – 6. Noted that the committee had several concerns and requested that HART attend a meeting to address the concerns. Noted some of the concerns.
 - Noted that the committee requested additional time for action items.
- Status Reports
 - Gandy Boulevard PD&E. Concerns for project purpose and need and it is based on LOS. Capacity may negatively impact bike/ped mobility and movement in West Shore. It was asked that the old portion of the bridge be repaired.
 - 2050 LRTP first steps. Develop realistic funding sources, and the possibility of areas of the unincorporated county being incorporated.
 - Regional Planning in the Tampa Bay Transportation Management Area. There was discussion around possible solutions and some members oppose a merger; it was noted that the TMA could consider a Senate model or limit the TMA scope to regional focus only.

B. TAC – March 6, 2023 (Davida Franklin, TPO Staff)

- Approved
 - TIP Amendment, HART Capital Improvements.
- Status Reports
 - Tampa Hillsborough Expressway Authority Connected Vehicle Pilot Study.
 - Florida Department of Transportation Rail System Plan and MPOAC Freight./Rail Committee Updates.
 - Received an update on the City of Tampa’s Safe Streets for All Grant Implementation Program.

C. LRC – February 15, 2023 (Davida Franklin, TPO Staff)

- Status Reports
 - 2023 Safety Performance Targets
 - Hillsborough County Van Dyke Road PD&E and Design Project
 - The City of Tampa Micromobility Update
 - FDOT Resurfacing, Restoration, and Rehabilitation Safety Improvement Process
 - Gandy Boulevard Bridge PD&E

D. BPAC – February 22, 2023 (Davida Franklin, TPO Staff)

- Status Updates
 - The City of Tampa Micromobility Update
 - FDOT Resurfacing, Restoration, and Rehabilitation Safety Improvement Process

- Walk Bike, Safety Outreach on HIN with Geofencing
- 2023 Safety Performance Targets
- Gandy Boulevard Bridge PD&E

E. TDCB – February 24, 2023

- Action Items
 - Attendance Review and Election of Officers
 - TD Legislative Day Message
 - McClain Inc., Coordination Contract
- Status Reports
 - Sunshine Line Update
 - 2050 Long Range Transportation Plan Initial Steps

F. TPO Policy – March 8, 2023 (Beth Alden, TPO Director)

- Developed proposed methodology to recruit for the Executive Director position. Meghan Betourney walked through the methodology. A timeline and job description were provided. Noted that volunteers are being sought to interview the position finalists. Looking for an odd number of panelists.

Discussion:

It was asked if there is going to be a large enough pool of applicants based on the qualifications. Some of the preferred qualifications were moved from required. It was noted that the timeline may preclude a relocation candidate with children and move it up if possible. The Policy Committee noted that they would like additional overlap as well. On the minimum qualifications, it was noted that candidates may not be part of an MPO or FDOT planning function experience. It was suggested that “other relevant experience” be added to the requirements in order to have a larger pool. It was noted that MPO planning is very specific and that someone with that experience is needed. The suggested language following the five years experience part, the words “or equivalent” be added. It was noted that this position is about leadership and that the MPO or FDOT requirement should be moved to preferred. It was brought up that it would be good to have a member of the CAC on the hiring committee. Mr. Clark noted that all discussions will need to be in the Sunshine; there is no problem with that but the TPO Board needs to have full confidence in the hiring panel. It was decided that there would be public comment allowed during the hiring process.

The interview panel will consist of: Mayor Ross, Commissioner Myers, Commissioner Wostal, Councilmember Hurtak, Melissa Zornita

Suggested that Item B from the Consent Agenda be pulled off the consent agenda. The required qualification bullet point “a minimum requirement of five years of experience at an MPO or an FDOT Planning Function” be moved to preferred qualifications and add “or equivalent”.

Commissioner Cohen moved to incorporate the noted changes into the job description and to approve the plan for an Executive Director Search, second by Councilmember Maniscalco. The roll call vote passed 14 – 0.

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

Comments received through email and social media

- Regarding the TIP amendment for HART Bus Stop Capital Improvements
 - **Mike Lamarca** - Are the current bus stops not part of HART CapEx?
 - **Hillsborough TPO** - Hey Mike! Good question! We have someone contacting HART for an answer and should have one soon. Thanks for asking! ~Davida
 - **Hillsborough TPO** - Hi again Mike! I have an answer: Current bus stops are part of HART CapEx. The \$5 million just speeds up the timeline for some stops. ~Davida
- Other comments:
 - Question about the Board's decision to withdraw the Reconnecting Communities Grant application
 - Concern about the way the meeting minutes reflect the decision to withdraw the grant
 - Opposition to Hillsborough County's participation in the discussion and business of merging or consolidating with other TPOs in the Tampa Bay Area.
- **Please note: Attachments referenced by the public commenters are included in the email Cheryl Wilkening sent to board members on March 7, 2023.** A copy of this information is available on request.

VI. Consent Agenda (Timestamp 0:40:38)

A. Committee Appointments

- TDCB – Deborah Lekenta (Local For-profit Transportation), Brett Gottschalk (Agency for Person with Disabilities)
- LRC – Brynn Dauphinais (Hillsborough County Development Services)

B. Wildlife Crossings Letter of Support and Coordination

C. Bylaws Amendment for Citizens Advisory Committee

Motion to approve the Consent Agenda made by Commissioner Cohen, seconded by Councilmember Maniscalco; the voice vote passed unanimously.

VII. Action Items

A. TIP Amendment: HART Bus Stop Capital Improvements (Roger Mathie, TPO Staff) (Timestamp 0:41:10)

- Reviewed project summary – additional \$5 million for bus stop improvements.
 - Went over dollar itemization.
 - Went over some of the ADA improvements proposed.
- Went over Public Outreach of this amendment.

Recommended Action: Approve TIP Amendment to add new federal funds for HART Bus Stop Capital Improvements and forward to the TPO Board for approval.

Presentation: [TIP Amendments February 2023](#)

Discussion:

It was noted that bus stop improvements are often thought to be a City Council item. These improvements are important for ADA but for general improvement. It was brought up that these improvements are desperately needed and are overdue. It was asked if there is a list of the first projects slated or if requests can be put in. Dwayne Brown from HART noted that there is a list of projects, ten are currently in design and those can be provided. Requests can be made and those will be taken into consideration. The priority is safety and also in ADA compliance. It was asked when additional funding can be expected. Each year there is a BTI budget each year; it is broken into separate categories including shelters. Ms. Le Grand stated that there are several priorities that have to be taken into consideration including safety and ADA compliance. In the five-year capital plan, there is funding every year toward this program. This is an ongoing program looking at aging facilities, an uptick in ridership, and stops that will be removed from the system. It was noted that it is going to take an additional \$30 million to really address the challenge of bus stops.

Councilmember Maniscalco moved to approve the TIP Amendments; seconded by Commissioner Kemp. Roll call vote passed 14 – 0.

B. General Planning Consultant Selection & Authorization to Negotiate (Meghan Betourney, TPO Staff) *(Timestamp 0:53:40)*

- Went over the purpose of the 2023 Consultant Procurement – complying with FHWA and FDOT direction, contracts will run through June 30, 2025.
- Review of the procurement process – call for GPCs ran for a month, early January to February 2023; 16 responses; 9 recommendations.
- Recommended Consultants

○ AECOM	○ Atkins	○ Benesch
○ Cambridge Systematics	○ Fehr & Peers	○ Gresham Smith
○ HDR	○ Kittelson	○ Mead & Hunt

- Sub-consultants

○ Madrid CPWG	○ Media Relations Group, LLC	○ Patel, Greene & Associates, LLC
○ Urban Planning Innovations, LLC	○ Vrana Consulting, Inc.	○ Wey Engineering, Inc
○ Gresham Smith, Inc.	○ RS&H, Inc.	○ EXP
○ Pritchett Steinbeck Group	○ All Traffic Data	○ WSP
○ Element Engineering Group	○ Greenman-Pedersen, Inc.	○ National Data & Surveying Services
○ CTS Engineering, Inc.	○ S&ME	○ Urban Planning Innovations
○ Quest Corporation of America	○ Florida Transportation Engineering, Inc.	○ Resilient Analytics, Inc.

○ Iteris, Inc.	○ Kimley-Horn & Associates	○ Stantec
○ InNovo	○ The Valerin Group	○ Adams Traffic, Inc.
○ Crawford, Murphy & Tilly	○ SB Friedman Development Advisors, LLC	○ Vistra
○ Quality Counts	○ Environmental Science Assoc.	

- Next Steps
 - Authorize staff to negotiate a contract with each of the recommended nine firms
 - Negotiated contracts will come back to the Board for approval, either t the May 10th or June 14th meetings

Recommended Action: Recommend the TPO authorize staff to negotiate a contract with each of the top-rated nine firms.

Presentation: [General Planning Consultant Selection & Authorization to Negotiate](#)

Councilmember Maniscalco moved to authorize staff to negotiate a contract with of the top-rated nine firms; seconded by Joe Lopano. The voice vote passes unanimously.

VIII. STATUS REPORTS

- A. **Regional Planning in the Tampa Bay Transportation Management Area (TMA)** (Elizabeth Watkins, TPO Staff) (*Timestamp 0:57:39*)
- The urbanized areas around Hillsborough County are growing and beginning to blend with each other.
 - Regional transportation planning coordination between Tampa-St. Petersburg Transportation Management Area since the early 1990s – Sun Coast Transportation Planning Alliance (SCTPA)
 - Went over the history of the SCTPA
 - The TMA Leadership Group is a subcommittee of the SCTPA which includes elected officials from the Hillsborough, Pasco, and Pinellas MPO/TPOs
 - Interlocal agreement between the Hernando, Hillsborough, Pasco, and Pinellas MPO/TPOs specify the roles and responsibilities of the regional planning process such as:
 - Regional long-range transportation plan with needs and affordable projects
 - Regional project prioritization process and ranked order list
 - Air quality consultative process
 - Regional public involvement plan
 - Annual evaluations of the regional process as a part of the annual MPO/TPO certifications
 - The March 24th TMA Leadership Group – will discuss regional transportation planning and the preliminary investigation of merging the Hillsborough, Pasco, and Pinellas MPO/TPOs.
 - Looked at the potential timeline.
 - Went over several topics of consideration.
 - Review of a proportional representation scenario.

Presentation: [Regional Planning in the Tampa Bay TMA](#)

Discussion:

There was discussion about how Tampa International Airport, Port Tampa Bay, and THEA have been planning for regional use and have seen a lot of success, use, and growth. Tourism and business are important locally as well as regionally. FDOT has done research on MPOs. They found that the federal government prefers regional MPOs but defers to the state to allow more than one. There are 27 MPOs in Florida, a few that encompass multiple counties and a couple that span state lines. The merging of MPOs can happen when the state dictates or when 75% of the area agrees. When District 7 goes in for funding, they come in county-by-county. If the legislature passes a bill to consolidate, it must be done. It was brought up that funding goes to areas that come in with higher volume and more people. Right now, the counties are competing for grant money, like HART and PST are doing. But there is no regional vision at this time. There was conversation around the makeup of a merged MPO Board and where it would be housed; that it would make sense to have it located in Hillsborough County at County Center. Additional conversations were had around funding that has been promised but not provided and how with a merger the municipalities and non-business centers in the county will not receive priority or funds. There was also concern expressed that the only solutions receiving attention are for bigger and more roads and not other transit options. It was noted that the current model is not working; business is important, but the focus has to be on the residents and smaller projects that make a big impact. The area is getting more crowded and more unsafe yet moving towards a true transit alternative has never been possible. The City of Tampa is looking to have its own option for funding transportation by way of a referendum. There was concern about having county money moved to other governments to fund projects. Mr. Clark clarified that there are 16 members on this Board. Under state law, an MPO is capped at 25 members. There is a lot of flexibility in the membership of Boards including municipalities with populations of more than 50,000. The School Board and Authorities are flexible, they can be on the Board but are not required. Central cities are required to be on the Board. There has been no bill filed at this time.

- B. **2050 Long Range Transportation Plan Initial Steps** (Vishaka Shiva Raman and Elizabeth Watkins, TPO Staff) – *deferred*.

IX. EXECUTIVE DIRECTOR'S REPORT (Timestamp 1:53:42)

- A. Next TMA Leadership Group meeting: March 24, 2023, Starkey Ranch Library and Theater. Today's discussion has given Ms. Alden better direction of how to proceed at the meeting. Looking for in-person participation and cannot accommodate remote.
- B. LRTP will come back in April. Funding for transportation improvements is part of the initial steps. Will also talk about growth forecasts and needs assessments.
- C. Need to get into the update for the list of priorities for the TIP and would like to set aside the Policy meeting for that.
- D. UPWP will come up in May.

X. OLD & NEW BUSINESS (Timestamp 1:57:14)

- A. Next meeting is on April 12, 2023.

B. Congratulated Cameron Clark on his recent promotion within the Attorney's Office.

XI. **ADJOURNMENT** – The meeting adjourned at 11:57 AM

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

DRAFT



Hillsborough TPO
Transportation
Planning Organization

Committee Reports

Livable Roadways Committee (LRC) Meeting on February 15

The LRC heard status reports on:

- 2023 Safety Performance Targets
- Hillsborough County Van Dyke Road PD&E and Design Project
- City of Tampa Micromobility Update
- FDOT Resurfacing, Restoration, and Rehabilitation (3R) Safety Improvement Process
- Gandy Boulevard Bridge PD&E

Bicycle Pedestrian Advisory Committee (BPAC) Meeting on February 22

The BPAC held a brief discussion about attendance policy before the vote on remote member participation. Because turnout for the meeting was strong, Jim Shirk stated that previous concerns about attendance had been adequately addressed, and he motioned for the committee to accept the current attendance policy without modifications. The motion passed, and the BPAC proceeded to approve remote participation.

The BPAC heard status reports on:

- City of Tampa Micromobility Update
- FDOT Resurfacing, Restoration, and Rehabilitation (3R) Safety Improvement Process
- Walk, Bike Safety Outreach on HIN with Geofencing
- 2023 Safety Performance Targets
- Gandy Boulevard Bridge PD&E

Vishaka Shiva Raman's presentation of the 2050 Long Range Transportation Plan Initial Steps was postponed to March due to a lack of time.

Transportation Disadvantaged Coordinating Board (TDCB) Meeting of February 24

The TDCB approved the following action item:

- ✓ Attendance Review and Election of Officers
- ✓ Gloria Mills elected Vice-Chair, Officer-at-Large postponed
- ✓ TD Legislative Day Message
- ✓ McClain Inc., Coordination Contract

The TDCB heard status reports on:

- Sunshine Line Update
- 2050 Long Range Transportation Plan Initial Steps

Citizens Advisory Committee (CAC) Meeting of March 1

The CAC approved the following action item:

- ✓ TIP Amendment: HART Bus Stop Capital Improvements

A motion to amend the TIP was approved with a caveat that HART staff shall return to the CAC and provide responses to several questions and comments, summarized as follows: Several committee members commented that a lack of transparency with HART projects is a recurring problem, and that HART should provide a comprehensive list of bus stops under consideration for improvement and a prioritization methodology. Other members sought specific details regarding the scope of the proposed improvements, including the dimensions of landing pads, length of sidewalks, if benches will be considered, and whether the FTA funds can also be used for connectivity enhancements and stop amenities like bike racks.

Following the committee action, a conversation ensued about how TPO staff can better provide relevant and timely information to committee members in advance of votes on TIP Amendments. It was communicated that some CAC members feel pressured to vote on TIP amendments on short notice and in the absence of complete information, so a workshop may be requested to explore ways to address this challenge.

The CAC also received status reports on:

- Gandy Blvd Bridge PD&E

Several comments were made about the project purpose and need being justified primarily to address a forecasted deficiency of vehicle level of service (LOS). Concerns were raised that the additional capacity will allow more vehicles into Hillsborough County and may exacerbate existing capacity limitations throughout the Westshore District, while also negatively impacting bike/ped mobility near Gandy Blvd. The committee also proposed repairing the existing Eastbound bridge and maintaining it as a bike/ped facility.

- 2050 LRTP Initial Steps

Because it is still early in the timeline to develop the 2050 LRTP, the overview received only limited input from the CAC. One member remarked that the Revenue Forecast may offer a unique

opportunity to consider scenarios in which large communities across Hillsborough County may decide to incorporate, namely Brandon, and draw taxes to improve transportation within a new municipality. Another member emphasized the importance of developing realistic financial scenarios for funding the LRTP, specifically what percentage of each revenue source may be allocated to transportation improvements, so that the plan does not promise more to the community than can be delivered.

- Regional Planning in the Tampa Bay Transportation Management Area

As the meeting was running behind schedule, a very brief presentation was made on the topic of regional planning. Members remarked that it is good to consider ways to improve regional planning, but it may be inconsequential, as proposed legislation may target the Hillsborough TPO for a merger. Several others commented that they oppose any MPO merger, believing that larger government agencies rarely function more effectively or efficiently. One suggestion was made for the TMA governing board to consider a Senate model, which would have equal representation across all three counties, while another was offered to limit the scope of the TMA to only focus on regional transit. Finally, it was asked if a regional merger would force unelected TPO Board members to relinquish their seats.

Technical Advisory Committee (TAC) Meeting of March 6

A verbal report will be provided at the meeting.



**Citywide
All Users
and
All Abilities
Shared Micromobility
Program
(Phase I)**

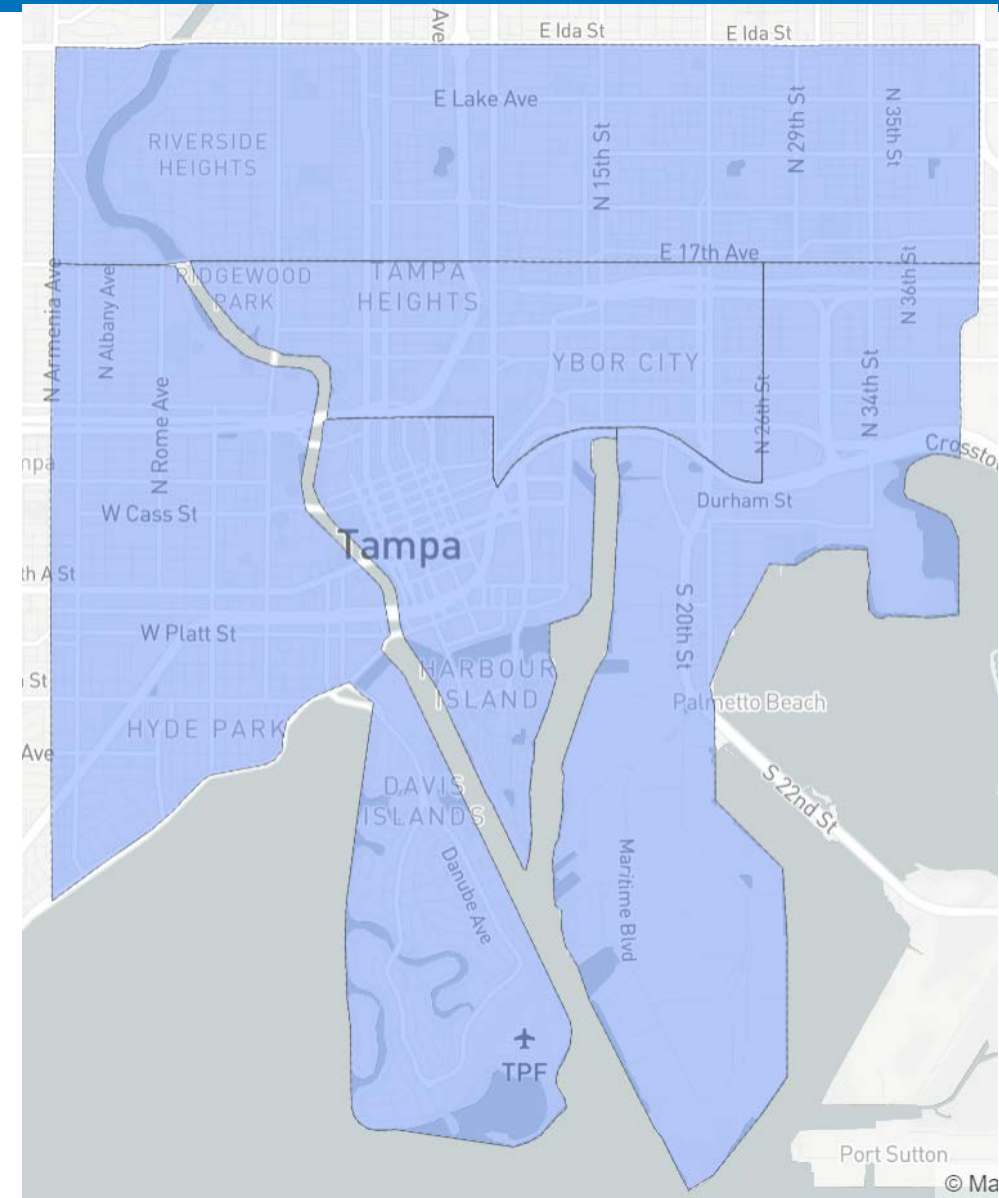
- **Summary of Current Pilot Program & Outcomes**
 - Overview
 - Outcomes
 - Use of fees & revenue
- **Overview of next phase of Shared Micromobility Program**
 - Types of Vehicles & Providers
 - Deployment areas
 - Exclusion zones
 - Docking System , Micromobility Hubs, & Bounties



Summary of Current Pilot Program



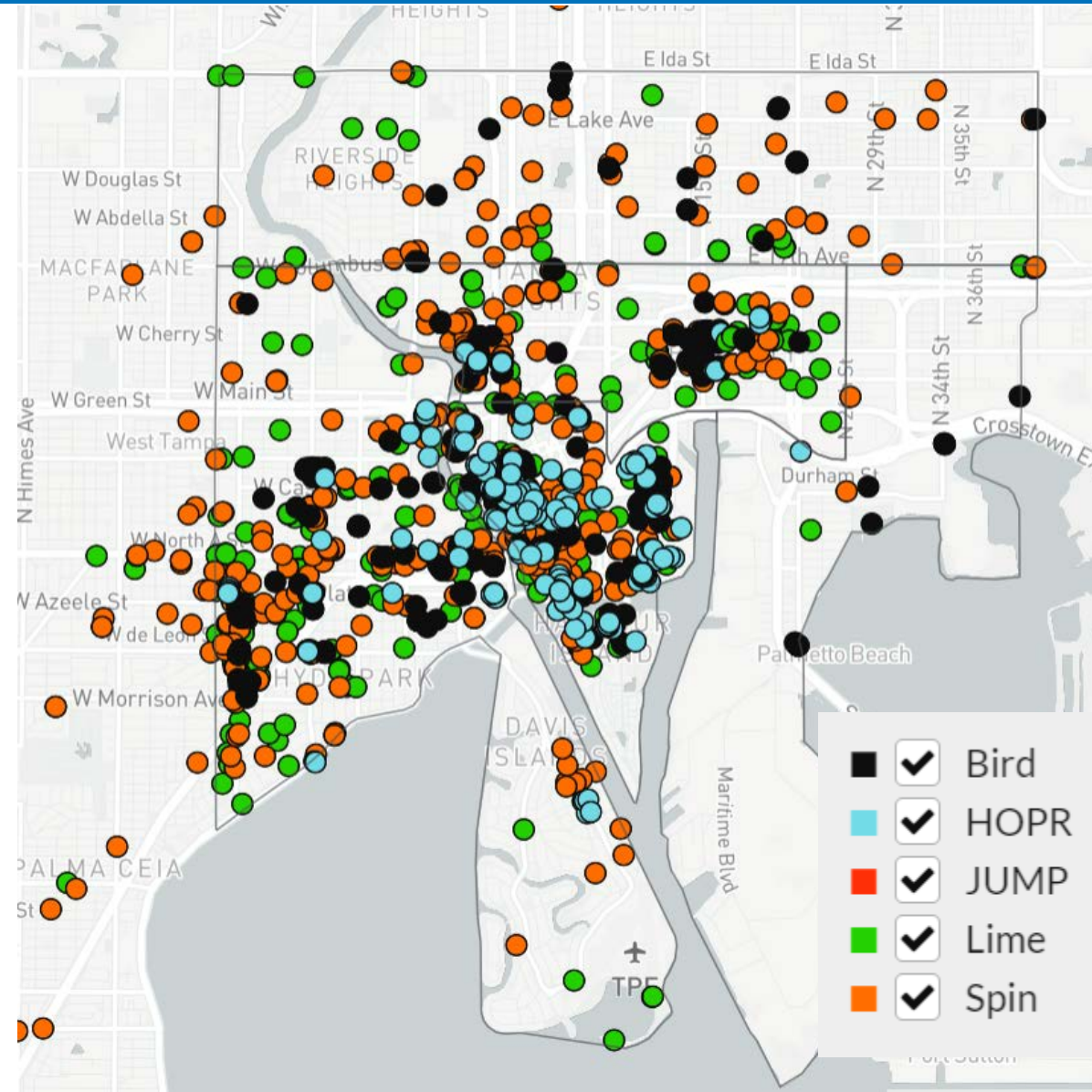
- **2400 scooters in 10 square miles area**
(Boundary of Armenia Ave., Dr. Martin Luther King Jr. Blvd and 40th St.)
- **Operators – Bird, Jump, Lime and Spin**
- **Began May 24, 2019 and continues today with 3 Operators - Bird, Lime and Spin**
- **Total Fees Payment to City of Tampa = \$1,945,054**
(Permit Fee = \$235,000 / Scooter Usage Fee = \$1,710,054)
- **Partnership:**
 - **University of South Florida / CUTR**
(Monitoring, Community Evaluation and Operational Best Practice)
 - **The Valerin Group, Inc.**
(Community Engagement and Outreach)



TRIP ORIGINS

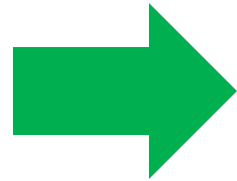
3,005,354 trip origins

Geography	Trip Origins	Percent
Downtown Area	1,689,331	56.2%
West Downtown	720,276	24%
North of Downtown Area	460,470	15.3%
Expansion Area	117,594	3.9%
East of Downtown Area	17,683	0.6%



Over the 2.5-year period:

- Nearly 3.0 million rides
- 3.5 million miles traveled
- 1.21 miles for average trip distance



Fewer people driving = fewer fatalities

Supports equity by providing more mobility options

Most of these short trips would have otherwise been done by vehicle

This equates to major benefits towards our sustainability efforts

All despite the impact of the COVID-19 pandemic & scooter operating pauses

Enhances sustainability and resilience efforts by providing an alternative to driving

City of Tampa

Scooter.Help@Tampagov.net

1-877-SCTR-HLP

HOPR/Coast Bike share

www.Gohpr.com

1-833-838-8300

SPIN

www.spin.app

1-888-249-9698

BIRD

www.bird.co

1-866-205-2442

Razor

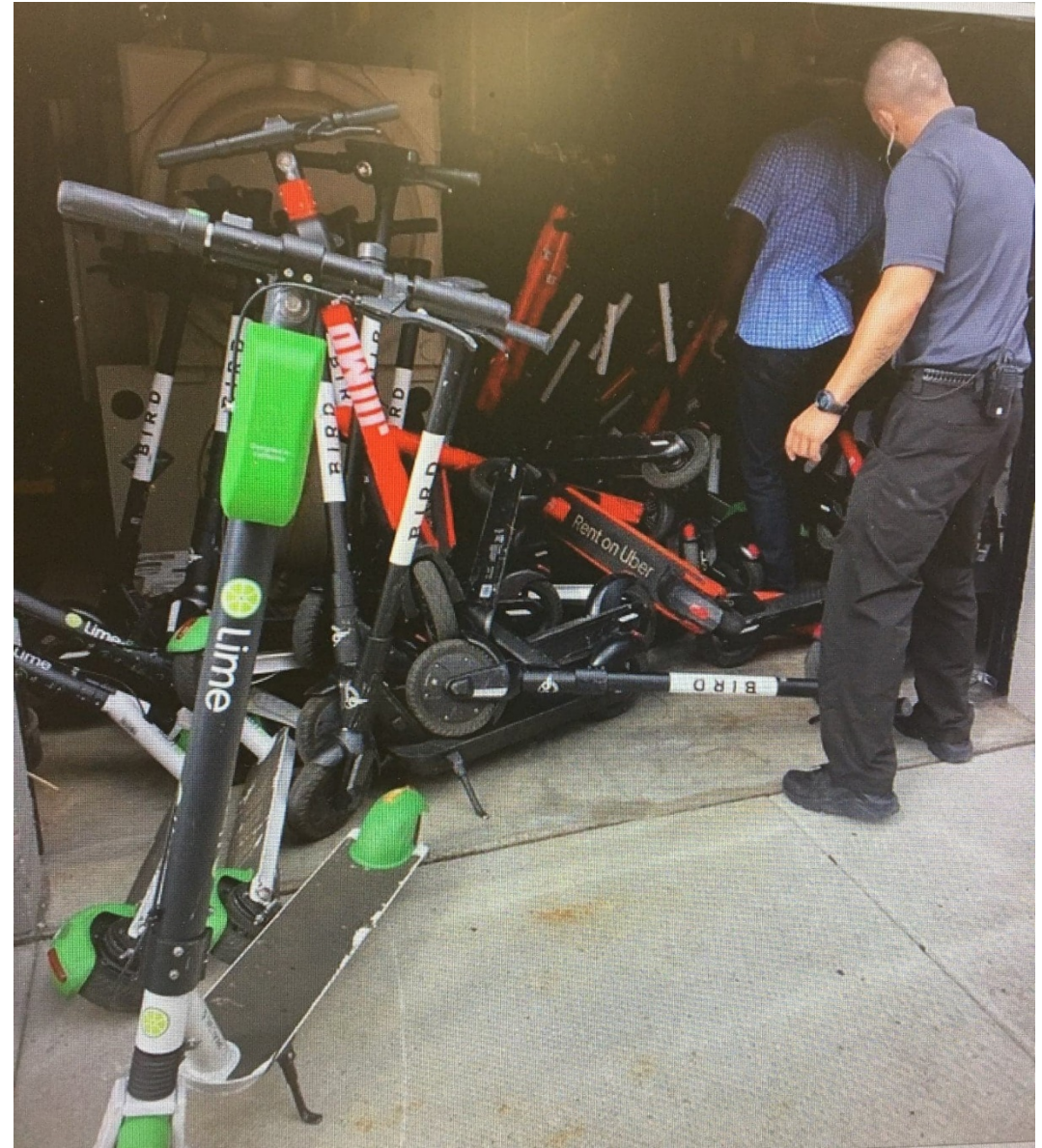
Sharesupport@razorusa.com

1-833-LAST-MILE

LIME

www.li.me

1-888-LIME-345



- \$1.9 million in revenue & fees collected
- Funds have gone towards:
 - Multimodal & Complete Streets studies
 - Multimodal infrastructure
 - Shared Micromobility Program support and evaluation
 - Mobility Connection projects
- Future revenues from Citywide Phase 1 will go towards these and additional Vision Zero/safety programs & projects



Overview of Phase 1 Citywide Shared Micromobility Program



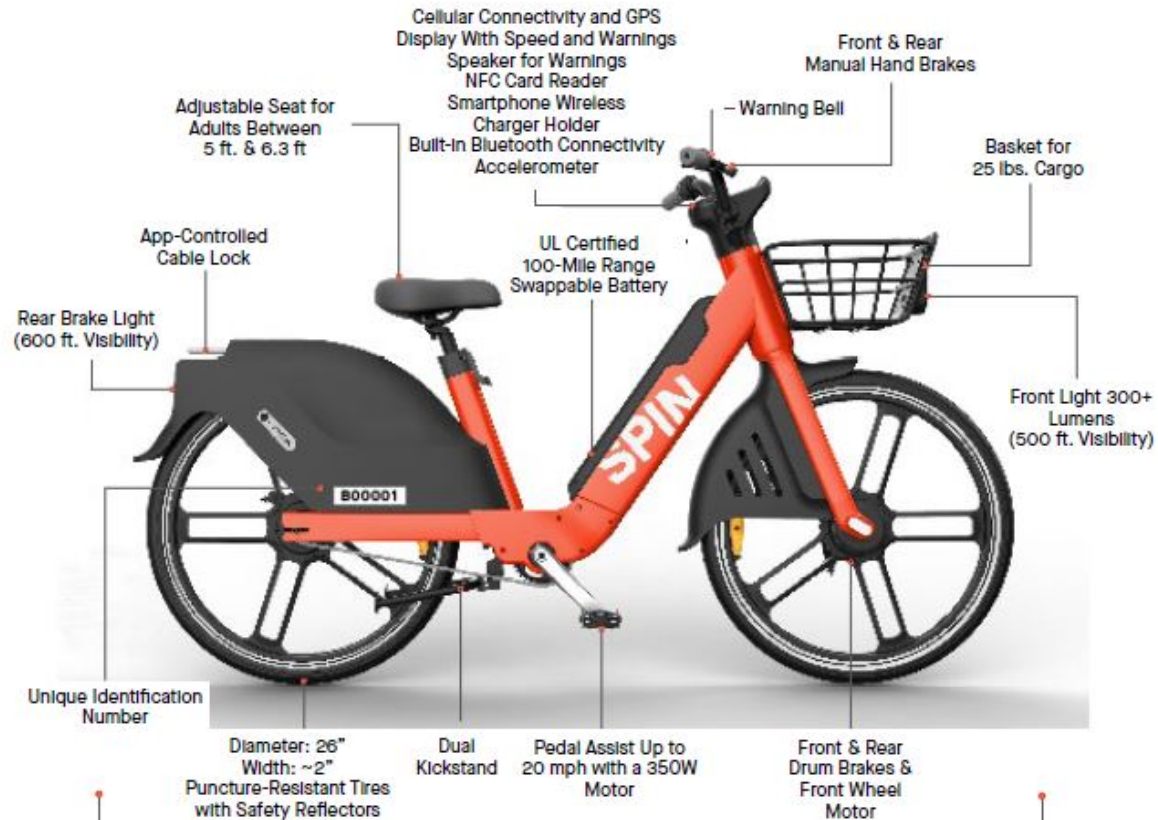
LIME = 1500 E-BICYCLES

Lime E-Bike

Gross weight: 32.7 kg
Dimensions: 179.1 cm L x 62.5 cm W x 111.8 cm H
Top speed: 25 km/h



SPIN = 1500 E-BICYCLES



RAZOR = 1500 SCOOTERS
WITH SEAT



- EcoSmart**
- Double-wide deck
 - Front sturdy basket
 - Cushioned seat
 - 16" pneumatic air tires
 - Center kickstand



LIME = 15 ADAPTIVE
VEHICLES



(L-R) Seated, two-wheeled Lime electric scooter; Three-wheeled upright hand cycle; Standing, three-wheeled electric scooter



SPIN = 15 ADAPTIVE
VEHICLES



RAZOR = 15 ADAPTIVE
VEHICLES



3,000 e-bikes and

+

1,500 scooters with seats

+

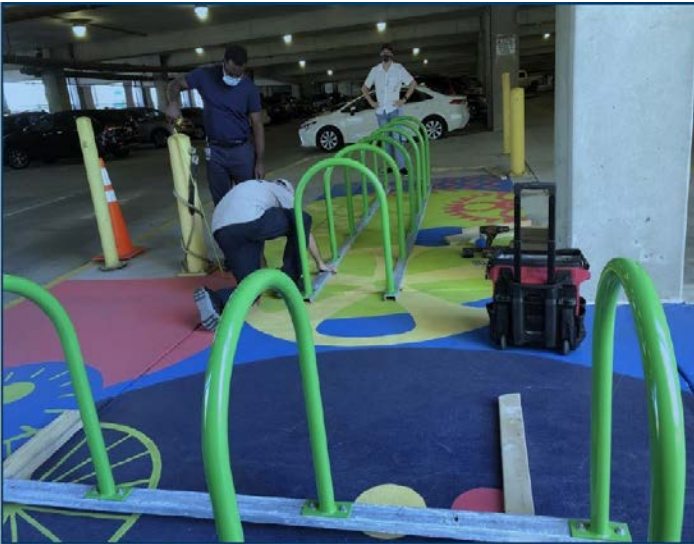
45 adaptive vehicles

4,545 Total vehicles across the city

Scooter pilot had 2,400 scooters in much smaller area -10 square miles

Citywide Tampa is 114 square miles for land only.

Docking System – Micromobility Racks, Charging Stations and Virtual locations



- Operators will provide designated parking spaces in Downtown, Ybor, & Soho District
- Riders will be required to lock vehicles in these designated hubs, bike racks and charging stations
- Potential to pair with general public bike racks in key locations to expand multimodal infrastructure



All Micromobility vehicles will be equipped with a lock that require riders to lock the device to a fixed object — such as bike racks, scooter racks, docking stations, private bike racks and parking poles with bicycle parking medallion — to end their trip.



* The 2020 pilot required that e-scooters be locked to public bike racks and poles using an integrated cable. This requirement appears to have been a **major reason** for improved parking compliance and a decrease in sidewalk clutter. (Chicago Department of Transportation Study)

Micromobility vehicles that are not locked to a fixed object — such as bike racks, scooter racks, docking stations, private bike racks and parking poles with parking medallion will be assess \$5.00 bounty fee*.

Anyone who placed the micromobility vehicle back to an approved fixed object will collect \$3.00 bounty fee.

* Note – Bounty Fee has the potential to be increased to solved the problem of out-of-hub parking and sidewalk clutter.

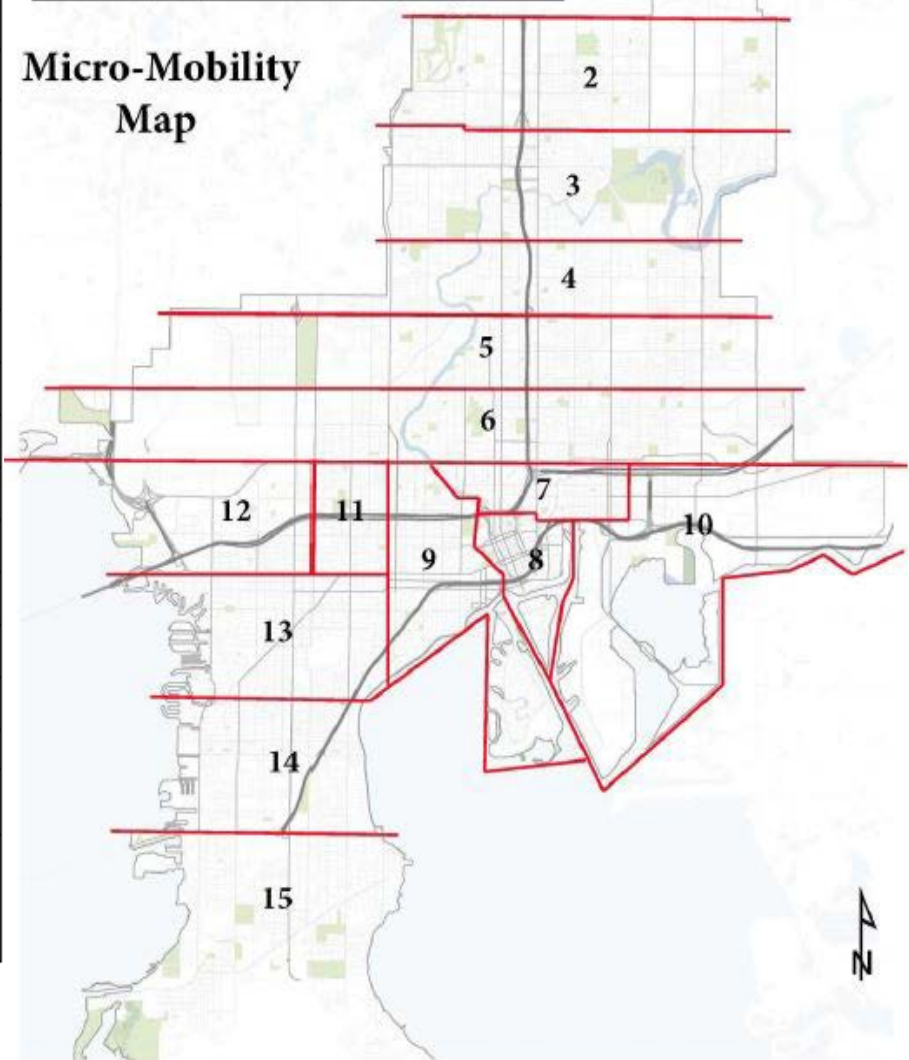


Deployment Zones



Micromobility Boundaries (Zones)	Number of Vehicles
1. New Tampa Area	393
2. South of Fowler Ave (City Limits) to North of Busch Blvd	225
3. South of Busch Blvd to North of Sligh Ave	225
4. South of Sligh Ave to North of Hillsborough Ave	225
5. South of Hillsborough Ave to North of Dr. MLK Jr Blvd	282
6. South of Dr. MLK Jr Blvd to North of Columbus Dr	225
7. *North Downtown	339
8. *Downtown	450
9. * West Downtown	339
10. East Downtown = South Columbus Dr, Palm River and 26th Street	339
11. West Tampa Area = Himes Ave, Hillsborough River, Kennedy Blvd, Columbus Dr	225
12. West Shore District = Himes Ave, Kennedy Blvd, Columbus Dr	450
13. South of Kennedy Blvd to North of Bay to Bay Blvd	279
14. South of Bay to Bay Blvd to North of Gandy Blvd	225
15. South of Gandy Blvd to North of MacDill AFB	279
Total	4,500

Micro-Mobility Map



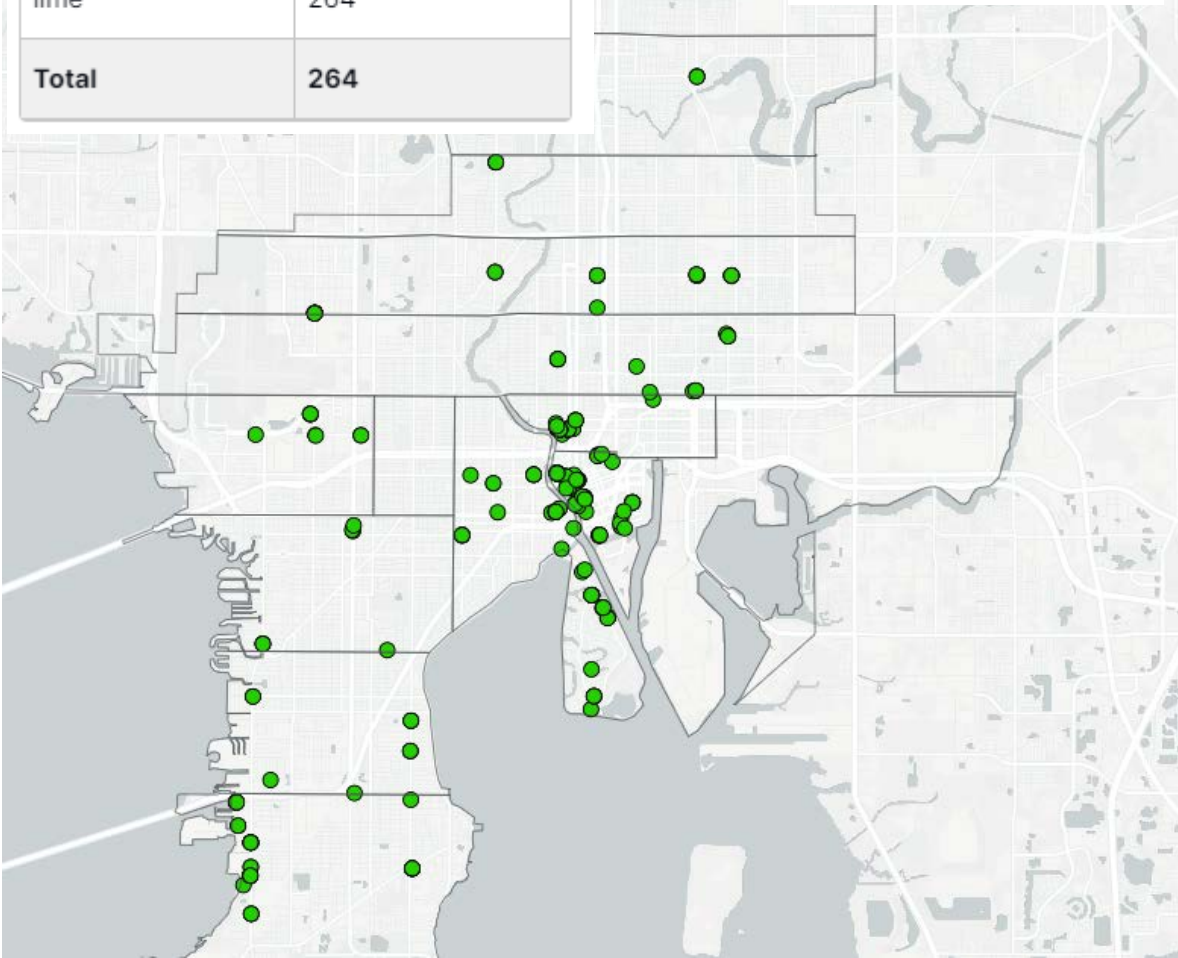
Overview of Citywide Program Phase I

September 23, 2022

Trips
4,553

Total Trips Distance ⓘ
6,012 mi

Type	Count
lime	264
Total	264

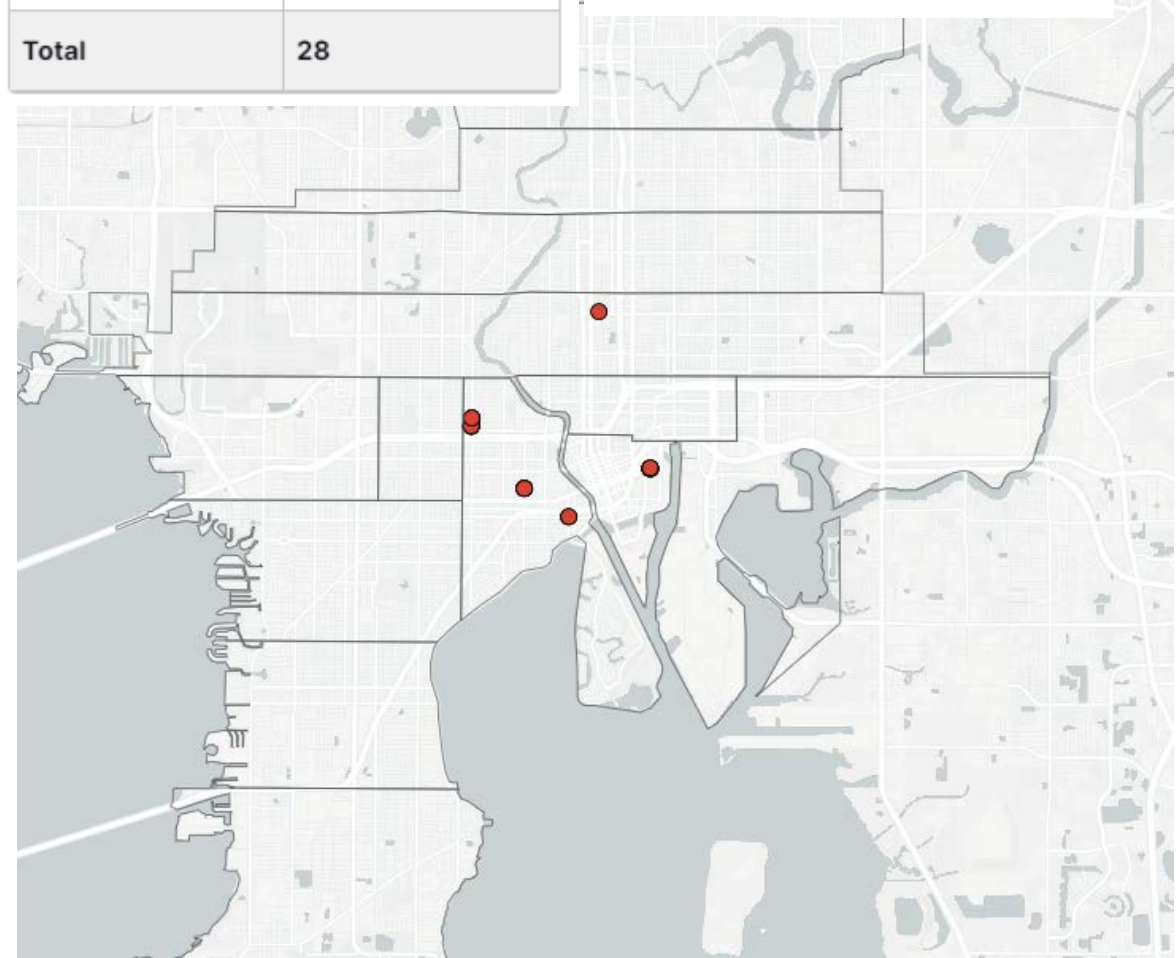


November 8, 2022

Trips
236

Total Trips Distance ⓘ
347 mi

Type	Count
razor	28
Total	28

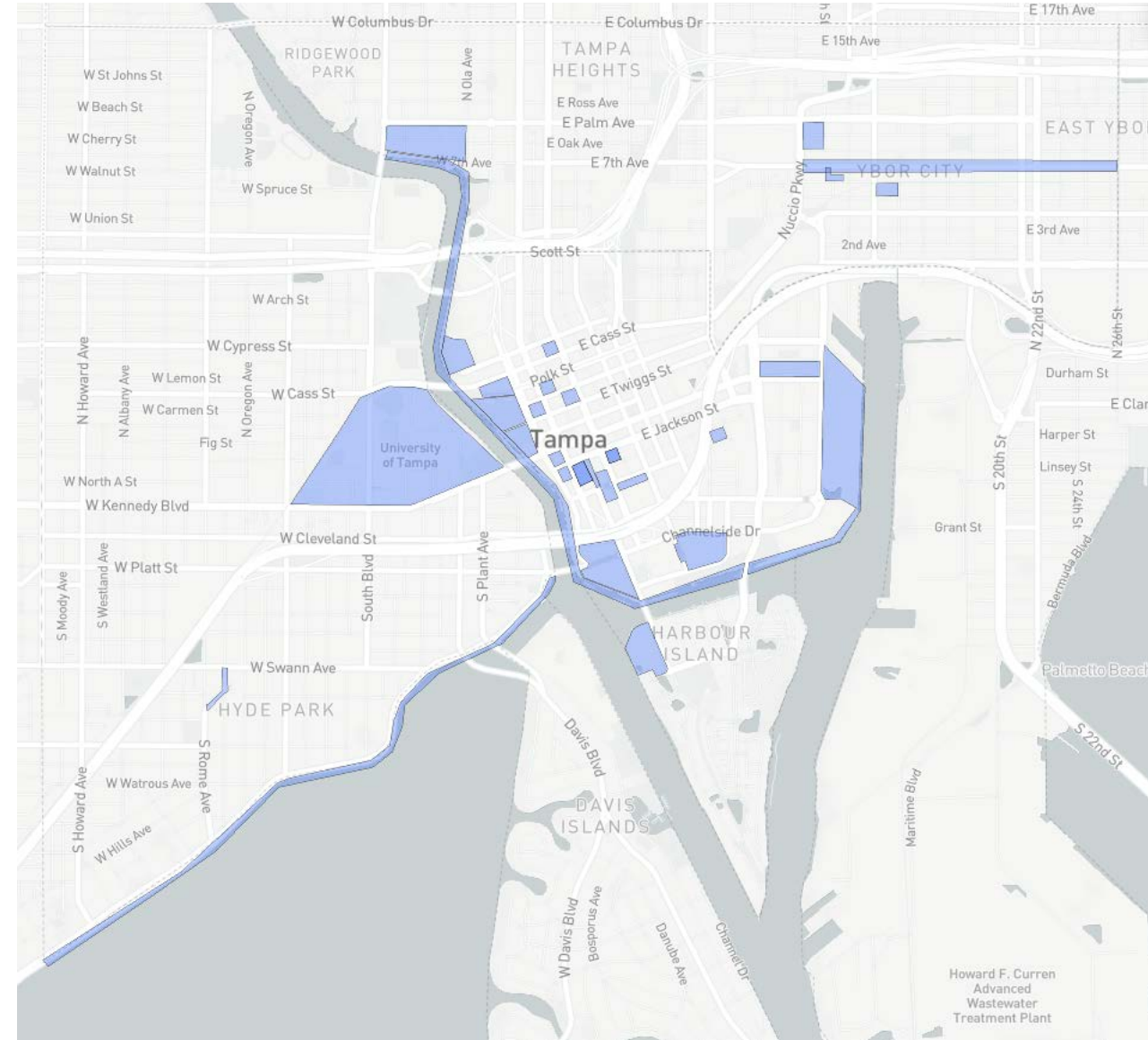


Sec. 25-173.1. - Operation of a shared motorized scooter—Restrictions and penalties.

(c) A person shall not operate a shared motorized scooter upon and along the sidewalk on 7th Avenue, the sidewalk on Bayshore Boulevard, nor upon the Tampa Riverwalk.

PROHIBITIVE RIDING

- Vehicles shall not be ridden on the sidewalk on 7th Avenue
- Vehicles shall not be ridden on the sidewalk on Bayshore Boulevard
- Vehicles shall not be ridden on Tampa Riverwalk
- Users shall dismount when riding through crowded sidewalks filled with pedestrians
- Anywhere on private property (Parking garages and plazas)
- Any location as deem necessary by Mobility Department Director or his designee



Transportation

Overview of Citywide Program Phase I

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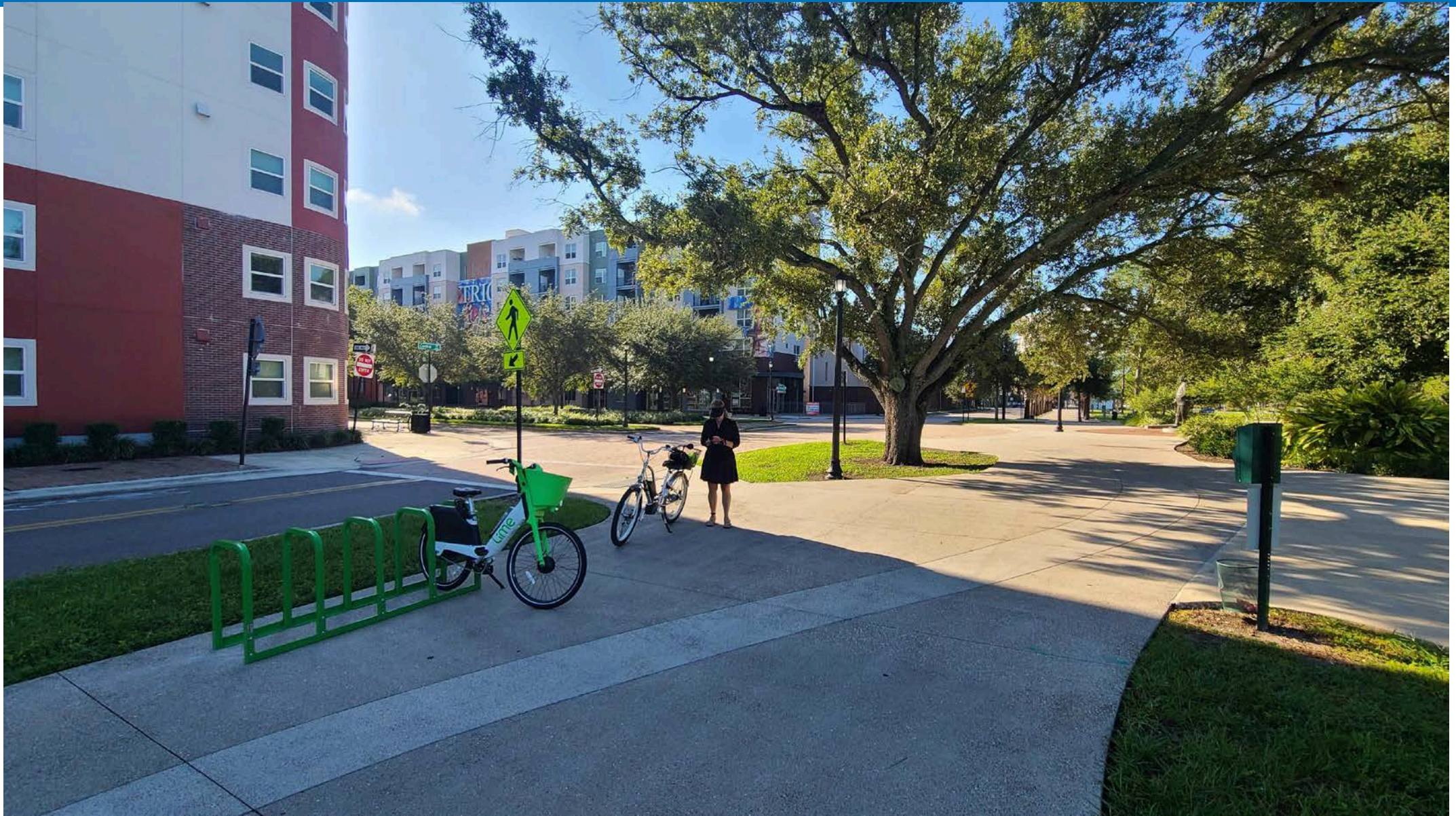


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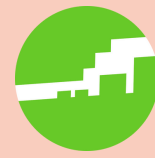
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Questions and Answers



PUBLIC MEETING



Hillsborough County
City-County
Planning Commission



VIRTUAL



Let's Talk about Future Land Use



**How should we grow?
Where should we
grow? Let us know!**

**TUESDAY,
APRIL 25**

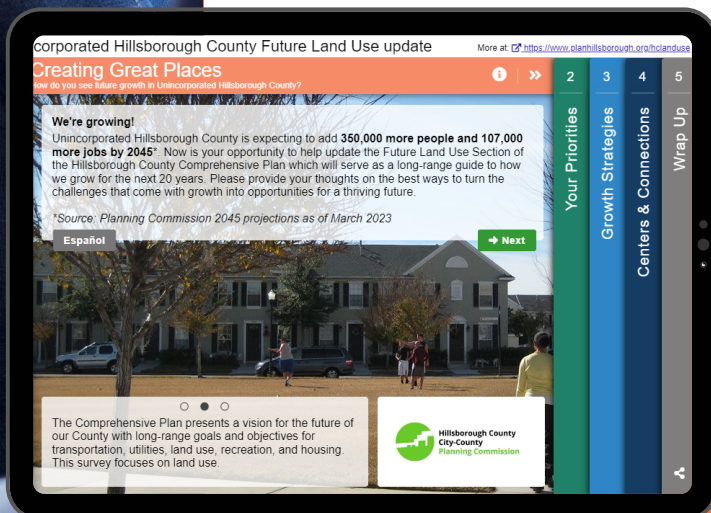
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