Meeting of the Transportation Disadvantaged Coordinating Board
Friday, December 10, 2021, 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. An accurate head-count will allow us to plan facilities. People attending in person are required to wear a mask while inside the County Center building consistent with CDC guidance. Some voting members may participate via web conference due to the ongoing national and local states of emergency re: COVID-19.

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

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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

II. Public Comment - 3 minutes per speaker, please

III. Approval of Minutes – October 22, 2021

IV. Action Items

A. USF to Green ARTery Trail Study (Jennifer Musselman, Kittelton & Associates)

B. Transportation Disadvantaged Legislative Awareness Day and Message (Joshua Barber, TPO Staff)

C. Sunrise Community Coordination Contract (Karen Smith, Sunshine Line)
V. Status Reports
   A. City of Tampa Neighborhood Commercial District Plans (Stephen Benson, City of Tampa)
   B. Sunshine Line Update (Scott Clark)
   C. TDSP Follow-up (Joshua Barber, TPO Staff)

VI. Old Business & New Business
   A. Next Meeting: December 10, 2021

VII. Adjournment

VIII. Addendum
   A. MPO Meeting Summary & Committee Report

The full agenda packet is available on the TPO’s website, [www.planhillsborough.org](http://www.planhillsborough.org), or by calling (813) 272-5940.

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I. CALL TO ORDER

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

Members Present In-Person: Gloria Mills, Mike Lacey, Artie Fryer, Craig Forsell, Tracy Noyes, Emily Hughart, Beth Pasek, Cassandra Blaylock

Members Present Virtually: Commissioner Mariella Smith, Glenn Brown, Kristina Melling, Dr. Leslene Gordon

Members Absent: Mark Harshbarger, Nancy Castellano, Councilman Viera, John Pelkey, Jody Toner

Others Present: Joshua Barber, Jason Drzyzanowski, Vishaka Shiva Raman, Rich Clarendon, Allison Yeh, Amber Simmons, Gail Reese (TPO Staff); Katrina Corcoran (Planning Commission Staff); Karen Smith, Scott Clark (Sunshine Line); Sarah Goolsby (Tindale-Oliver); Amanda Brown (Hillsborough County); Daniel Holida (ACTS Florida); Genet Stewart (Children’s Board); Indihra Chambers (Career Source Tampa Bay)

II. PUBLIC COMMENT – None

III. APPROVAL OF MINUTES – August 27, 2021

Email from Karen Smith on October 19, 2021, noting “Dr.” preceding Scott Clark’s name in the Others Present section. This was removed from the August minutes on October 19th.

Craig Forsell moved to accept the August 27, 2021 minutes, seconded by Gloria Mills. Voice Vote: motion passes unanimously.

IV. ACTION ITEMS

A. Major TDSP Update (Sarah Goolsby, Tindale-Oliver)
   - Review TDSP Overview.
     - Tactical Plan
     - Required by the state for the local TD program.
     - Process
   - Plan Components
Development Plan
  • Introduction
  • Service Area Profile
  • Service Area Analysis
  • Goals, Objective & Strategies
Service Plan
  • Operations
  • Quality Assurance
  • Cost/Revenue Allocation & Rate Structure Justification

- Hillsborough County Demographics - ~1,400,000 total population, 20% increase 2010 – 2020; expect additional 9% growth by 2025
  o Persons with a Disability – 12%
  o Age 65+ - 14%; projected increase by 2025 of 32%

- Available Transportation Services
  o Sunshine Line, HART, Coordinated Contractors, Other services (Social Service Providers, Taxi/Shuttle, Non-emergency Medicaid Transportation, Shared Mobility Options

- Review Public Outreach Results
  o Online Survey Phase I – 29 responses – review of responses
  o Online Survey Phase II – 5 responses
  o Agency Interviews – spoke to 10 agencies
    - Were not aware of all services available
    - Sunshine Line was on the discussions
    - Revealed more outreach is needed
    - Low-income families affording bus passes
    - Services for employment – seeking and overnight
    - Challenges getting to other counties

- Service Analysis review
  o Needs Assessment
  o Barriers to Coordination

- Goals & Objectives review

- Implementation Plan: review updates
  o Objective 1 – Provide a locally and regionally coordinated transportation system.
    - Update 1.3 and 1.4
  o Objective 2 – Promote a reliable and financially sustainable transportation system.
    - Update 2.3, 2.5, and 2.6
  o Objective 3 – Advocate for a safe and easily accessed transportation system for all transportation disadvantaged persons.
    - Update 3.2, 3.5, and 3.6
  o Objective 4 – Establish and support policies and procedures that ensure program effectiveness, integrity, and program sustainability
    - Update 4.1 and 4.6

- Service Plan Updates – review Trip Priorities I – V
  o Move employment to Priority III from IV
  o Health and Wellness added to Priority III
Recommended Action: Approve the 2022-2026 TDSP

2022 Transportation Disadvantaged Service Plan: https://planhillsborough.org/transportation-disadvantaged-service-plan/
Presentation: TDSP 2022 - 2026

Discussion:

Dr. Gordon: Inquired where Health and Wellness was prior to this update.

Joshua Barber: Health and Wellness were not a priority

Scott Clark: Were doing rides but was not in the plan. Decided to add it to the plan to make it official. This category is for getting out and about and preventive things such as the gym and fitness classes.

Dr. Gordon: Noted surprise that it was not on the priority list. Feels that it should be in number one or two. If a person does these things, it prevents going to the doctor.

Scott Clark: This is also for health and wellness events in the community where there are different services available such as blood pressure checks and mammograms.

Dr. Gordon: Noted that getting a mammogram is crucial to preventing something worse. Inquired how many people completed the survey.

Joshua Barber: There were 29 agencies that completed the survey and 10 that were interviewed later. It was not a public survey; it was a survey with social service providers.

Dr. Gordon: Indicated that it was not clear in the report.

Artie Fryer: Asked about the 10 phone interviews with agencies. The ones that did not know about Sunshine Line; inquired how the objective is going to change to reflect communications with the agencies about the services provided. Presumes it would be under Objective 2, but it is not clear.

Joshua Barber: It is under Objective 3.6 (read the Objective). Noted that 3.5 also addresses getting the information to the public.

Artie Fryer: Responded that we want the agencies to know we exist; it should be stated directly. Caught him off guard that respondents didn’t know about the service. Noted that the interviews were only with 10 agencies, there may be others that do not know about the Sunshine Line. Should specifically say this is going to be addressed in the Objectives.

Joshua Barber: Communicated a few of the agencies that did not know about Sunshine Line.

Sarah Goolsby: Noted that some of the agencies knew of Sunshine Line but didn’t think any of their clients would be eligible.

Artie Fryer: This relates to Dr. Gordon’s comment; those are the individuals who should know for health reasons. If they didn’t know, that is one of the objectives we should improve on. Asked for clarification on Plant City and South County desire for bus services including more early morning and late-night services particularly for people who are employed.
Joshua Barber: This is addressed in Objective 2.3 for HART funding and expanded bus services. Not sure there is much the Board or the Sunshine Line can do other than supporting expanded bus services.

Cassandra Blaylock: Stated that services had been cut in South County. Inquired if Lyft or Uber services had been explored as an offset; give users a stipend to use towards those services.

Joshua Barber: HART has a voucher program for taxi service for ADA and Paratransit customers. Not sure if this available to the general public. There is a HART study in the Wimauma area; Plant City has no transit service at all.

Artie Fryer: Concern with surveys and questions asked; people respond and then it’s just left. Is there some way to stimulate some conversation or ideas to resolve this issue? Unless action is taken, especially with the disadvantaged, when you go back and ask what their issues are, will they respond? Should we be doing more advocacy? What agencies can engage more directly? If this board can’t address the challenges, is there someone else who can that we can ally with to address the issues.

Craig Forsell: It remains a problem stated in a report. Asked if the agencies that said they didn’t know about Sunshine Line, if there was a common trend with the people they serve.

Mike Lacey: Noted that mental health is more difficult as they tend to be more siloed. The Homeless Coalition is an umbrella that covers a lot of ground with outreach.

Joshua Barber: Noted that the goals and objectives are more advocacy-based efforts. That may be the best way to create change in the transit system. The subcommittee on the transportation surtax is a good start towards that. Noted that there are systemic issues and that it is up to the county on when they are going to fund or put-up funding with the surtax which seems to be the best avenue for providing the needed services. Can take a look at the strategies and make them more direct with the public agencies.

Glenn Brown: Some points were discussed in the sub-committee on this report. Important to mention that Plant City has historically voted not to contribute towards HART. South County pays for service. The rest of the county pays. Would Plant City reconsider; is there some sort of advocacy that we can do with them? HART struggles with money. There may be people in Plant City that don’t know this is the case; it is historical and not recent.

Scott Clark: Did 64 outreaches in 2018 and 40 in 2019. In 2020 and 2021 had to limit to online, virtual events. The committee did come up with the website, a clearinghouse site, so that keywords will drive people to the site. Will make it easier for people to find the site. Will continue meeting with community partners going forward.

Craig Forsell: Inquired how the phone survey agencies were selected.

Sarah Goolsby: At the end of the first survey, participants were asked if they would like to share additional information; if so, they provided their agency, name, and contact information. Also reached out to coordinating contractors to see if they would like to provide information.

Joshua Barber: The survey list came from a list the TPO had of county organizations.
Craig Forsell: The application process being changed to online may scare some people away. A duel application would be appropriate. Some people are scared to do things on an electronic device and some people look to do many things on their electronic device.

Scott Clark: Will never do away with paper. A lot of people don’t have access to the web or mobile devices. Some people with disabilities may not have the option to do it online. Not there yet. The TD Commission requires the paper document with the original ink signature. Has brought this up with the commission and lost in 2017 and made them convert to paper application. Sunshine line used to do the application over the phone to remove barriers. This came from the State Auditor to the TD Commission and then to them. Would like to go electronic, will keep the paper, and would like to add an app. Would like to provide more flexibility and options. This would have to be approved through the TD Commission. Use signature verification instead of ink signature.

Beth Pasek: Inquired how many surveys were sent out. Knows there were 29 responses but would like to know how many actually went out.

Sarah Goolsby: Received the recipient list from the TPO. Filtered out agencies that would not be applicable. Sent around 200. Some email addresses were not valid or were old contacts. It wound up being ~100.

Tracy Noyes: Was there any public input for the survey? If the agencies were not aware of the services, the clients would not be aware. Inquired if one of the barriers would be lack of drivers. When trainings are done, one common complaint is that they can’t find drivers. Was told that was one of the reasons for lack of services on the weekends. Should that be considered in the plan?

Scott Clark: Would not want to include lack of drivers in the five-year plan because situations like that can change. Noted that a lack of drivers across the country in various industries is a challenge currently.

Dr. Gordon: Knows that the number of people over the age of 65 is growing. But saw the number in the report (~30%) in this category and was very surprised. That is extremely significant to her. Makes this work critical for the future and will affect a significant amount of people.

Chair Smith: Also did a double take at the slide with the 65+ population number. Believes the way the data is presented is more the challenge. Some have already been brought up. Asked to revisit the slide. The numbers are a projected increase over the current 14% now. Noted that this needs to be made clearer.

Sarah Goolsby: Agreed that this could be confusing. The point was to note that an additional 61K people would be in the over 65 category by 2025.

Chair Smith: This is not apples to apples comparison since we don’t know how many people fall into this category to start. Advises to show numbers at both 14% and 32% in the aging area of the slide. Need to note the small sample that the data is extrapolated from and that they are agencies. This information should be up front in the report. This is not a public survey of the community being served; it is the agency representatives and not specified who the agency reps were. Asked to review slide 10. Noted that these items are a discussion at the TPO, the County Commission, the HART Board, how to prioritize regional given tight budgets all around. Would like to see the numbers of the
regional need in order to give appropriate weight to the topic. Noted that the regional need is a goal to take people between Hillsborough, Pinellas, and Pasco counties. Noted that it may not have been mentioned that people want to go to Manatee or Sarasota as well. Or this may only be talking about the first three counties. Should be specified. Overall, not sure how much this committee wants to put “stamp of approval” based on a small survey and extrapolating needs from it. It would be appropriate for any report noting that a large group of responding agencies did not know about Sunshine should have that communication as a goal to raise awareness. The Health and Wellness goal should be a number one priority where all the other Health priorities are. There are some adjustments that should be made. Inquired to the timeline to vote on approval.

**Joshua Barber:** To meet state requirements, it must be approved today (October 22, 2021). Appreciates the concern to the small sample size. The survey would reach more people by contacting the agencies representing the population, especially given the small outreach budget provided. The needs and barriers have been identified for a long time. Have been in here for well over five years. The regional needs discussion has been going on for at least ten years. Regional coordination needs study was done in 2013.

**Chair Smith:** Expressed that the report should have gone out with the package since it has to be approved today; would have had a chance to prepare, ask questions, receive clarification, and make meaningful contribution. Asked for a motion to be crafted conditioned on the comments made by the board being included.

**Scott Clark:** In the plan, the Health and Wellness is broken down into examples of events (Silver Sneakers, going to the gym, etc.). The priorities indicated what is affected as resources are limited.

**Chair Smith:** Noted that the slide should have that broken out as well. Asked if someone would make a motion to include the comments of the board.

**Mike Lacey:** Inquired if the language could be changed to “Non-Urgent Health and Wellness” or “Voluntary Health and Wellness”.

**Scott Clark:** Does not know the proper phrase, but it is not the critical medical needs; they are the extra to improve health and wellness. Is open to another “buzz word”.

**Dr. Gordon:** Noted that something described in Health and Wellness before was mammograms. Asked for clarification if that falls under Health and Wellness.

**Scott Clark:** Not necessarily. That would be a medical appointment unless it was going to a health and wellness event that included mobile mammograms, blood donation, and other things. This topic is expanding and opening the priorities up to those types of events. They were not on the prioritization prior.

**Dr. Gordon:** The category, as presented, is not clear and asked to have it clarified. Stated that an event that has a mammogram bus should be considered a crucial event. Clarify for us and future readers what is Health and Wellness and add bullets in the presentation.

**Scott Clark:** The examples are broken down in the plan.
Chair Smith: Stated that the board is being asked to approve a plan with updates that was not provided.

Joshua Barber: Clarified that the plan was included as a link in the October Agenda Packet. The document is 100 pages and was not included in the agenda directly.

Artie Fryer: Inquired if there was any way the points and items discussed can be an addendum or some part of this plan. It has to be approved now and we would like these point to be included so we can be comfortable to move forward.

Joshua Barber: Noted that a motion to approve the plan with the boards comments and changes would be fine. Would be happy to make those changes personally. Also noted that a sub-committee was formed to review the plan.

Beth Pasek: The approval has to be done today; asked when the plan needs to be submitted.

Joshua Barber: October 30th.

Scott Clark: Read the Health and Wellness from the plan.

Cassandra Blaylock: That needs to be said in the presentation.

Joshua Barber: Noted that the document is what needs to be approved, not the presentation.

Chair Smith: Inquired what page is being read from.

Joshua Barber: Page 60 of the document or page 66 of the pdf.

Chair Smith: Noted it in Priority III and the examples are in parenthesis. Dr. Gordon raised an interesting point, does this include local, pop-up opportunities like mammogram or vaccination opportunities?

Scott Clark: Pop-up vaccinations is a top priority. If someone has an appointment for a mammogram, they go. These priorities are not for everyday use, they are for if funding is cut resulting in the reduction of resources. These priorities are for reduced services.

Glenn Brown: Noted that putting context in these things for presentations needs to happen. The way things are being presented; items are not coming across. Advises that these items may need to be reviewed in the report. Contextual details in the presentations would help a great deal.

Tracy Noyes: Questioned why Shopping was Priority II and Employment is Priority III.

Scott Clark: Clarified that these are not daily trip priorities. People have to get to work. However, if there is reduced service, putting food on the table and having basic necessities becomes a priority. Employment has been Priority IV and was moved to Priority III this year. Had several discussions around this. Need to have employment to be able to purchase things. Not everything can be II. Employment is not a top trip producer for Sunshine Line. Grocery and Medical are the top.
Craig Forsell made the motion that with recommendations and comments from the Transportation Disadvantaged Board be included with the plan presented today, to approve the 2022-2026 TDSP, seconded by Artie Fryer. Rollcall Vote passes 12 – 0.

Chair Smith: Clarified that the link in the agenda went to back-up pages in the agenda. It was the link for attachments that took you to the web. Requested that these be made clearer in the future.

B. Annual Operating Report (Karen Smith, Sunshine Line)
- Annual requirement of the Community Transportation Coordinator to provide to the TDCB for review.
- Submitted to the AOR to the Commission for the Transportation Disadvantaged.
- AOR itemizes information relating to transportation services delivered by the coordinator.
- Provides the Commission for the Transportation Disadvantaged with a uniform state-wide data base which is used to monitor the effectiveness and efficiency of the program.
- The Commission for the Transportation Disadvantaged compiles the AORs from the coordinators into the Annual Performance Report.
- The Local Coordinating Boards will use the AOR data in conducting an annual evaluation of the coordinator as well as inclusion in the TDSP development.

Recommended Action: A motion requesting that the TDCB Chairman certify that the TDCB has reviewed the report and the Planning Agency has received a copy of the AOR.

Detailed information is located in the October Agenda Packet: TDCB October Agenda Packet

Discussion:

Chair Smith: Clarified the action needed from the board.

Craig Forsell: Inquired about the 31-day pass and the maximum limit on the number of trips with that pass.

Karen Smith: The pass is unlimited for the month. If someone has more than 8 days they are going to use the pass, they receive a 31-day.

Craig Forsell: Inquired about the report being based on artificially low number of uses.

Karen Smith: The numbers are estimates. The TD Commission says 12 trips a month. Most trips are round trip. Most people are riding more than 6 days a month.

Glenn Brown: Asked about the CTC and Transportation Operators, everyone else has thousands of operators and the children-at-risk have zero. Requested clarification.

Karen Smith: That side of the report is from last year (2020). That is the number of trips in the category. The trips by passenger category are not mutually exclusive. When the report is run, starts
with low income, then disability, then age category. There may be children in the categories prior to age.

Glenn Brown: Noted that there were a couple of thousand last year and only 115 this year.

Karen Smith: Needs to doublecheck which coordination contractor did not have a lot of service this year.

Glenn Brown: Requested an off-line follow-up with that agency information.

Artie Fryer moves to request that the TDCB Chairman certify that the TDCB has reviewed the report and the Planning Agency has received a copy of the AOR, seconded by Tracy Noyes. Voice vote: Motion passes unanimously

C. TPO Committee Calendar (TPO Staff)
   • TPO is working on committee calendar for 2022
   • Keep regular meeting time and day

   Recommended Action: Approve the proposed 2022 meeting dates and time.

   Discussion: None

Craig Forsell moved to approve calendar dates for 2022, seconded by Cassandra Blaylock and Gloria Mills. Voice Vote: motion passes unanimously.

D. Tentative Work Program Comments (Suzanne Monk, FDOT Staff)
   • Five-Year Work Program FY 2023 to FY 2027
     o Funded from July 1, 2022 to June 30, 2027.
     o Financial plan for all projects being implemented
     o Current is FY 22 to FY 23
   • In tentative stage
     o Talking about projects for the new, fifth year
     o Submitting to legislature for review then to governor for signature
     o Included in state budget and adopted
   • Reviewed Program Development Process
     o Based on regional priority lists
   • Bringing up projects that will be in 2027
     o Reviewed Hillsborough TPO projects
     o Bike-Ped is actually more than indicated. The dollar amount listed is for specific Bike-Ped projects. Additional improvements are in other projects.

Presentation: FDOT Tentative Five-Year Work Program FY23 to FY27
Information: Tentative Work Program Online Public Hearing Notice and Florida’s Turnpike Enterprise Tentative Work Program Summary of Project is attached to the October 13, 2021 Agenda
Website: https://www.d7wpph.com/
Discussion:

Chair Smith: Request that her office be sent the presentation. Apologized to Joshua Barber that she missed the more extensive back-up from the earlier plan. Noted the extensive documentation at the link for this plan. Noted this is not for action but for comment.

Suzanne Monk: Looking for comments that will be compiled into a letter to Secretary Gwynn.

Chair Smith: Bike/Ped infrastructure is a place where the Transportation Disadvantaged Community really has access to FDOT road system. Whether it’s wheelchairs or other mobility devices, there are often obstacles in the way. Those disadvantaged economically, this is where they access FDOT projects. Inquired how FDOT is prioritizing infrastructure with this community in mind.

Suzanne Monk: Prioritizing is done from the TPO priorities.

Chair Smith: Speaking of crosswalk infrastructure for blind and hearing impaired, the technological improvements, asked if those fall under Bike/Ped.

Suzanne Monk: Knows they use the bumps at the crosswalks for vision impaired. Safety is a big concern. Happy to reach out to the advocate and provide information.

Chair Smith: Notes that she looks at Bike/Ped facilities and sees that they are likely impassable for someone in a wheelchair or on a bike and difficult for someone with a walker. Inquired how FDOT collects information and prioritizes where things need to be improved.

Vishaka Shiva Raman: Commented that BPAC had submitted comment as well and that they could be combined with Chair Smith’s questions. FDOT could come back at a future time with an update.

Craig Forsell: Asked if there was a method for the public to turn in challenges they see to FDOT, things like what Chair Smith was describing.

Suzanne Monk: Does not believe that exists. If people call the general number, the complaint will be logged, and someone is sent to that area.

Glenn Brown: Said that the City of Baltimore has a reporting tool where the population can submit these types of issues. They are in several cities. Thinks it would be interesting if FDOT entertained that type of reporting tool.

V. STATUS REPORTS

A. Sunshine Line Update (Scott Clark, Sunshine Line)
   - Thanked the board for their engagement. Sunshine line has been complimented several times by the TD Commission for the amount of engagement from this board.
   - Thanked the sub-committee for their engagement in the TDSP. Was very impressed by the level of effort and participation.
   - Some of the trips have decreased due to the pandemic. Re-established group trips. Completed 30 group trips from the senior housing facilities as part of their health and wellness to walking groups, grocery shopping, etc. Able to do this due to mitigation measures on the busses.
   - Aging services looking to re-open in February and trips starting back then.
• Taxi contract is up for renewal. Looking to renew as a TNC for new contract in 2022. Try it for a year and see how it works.

Discussion:

Chair Smith: Agrees that an engaged board with a broad base of perspective, experience and concerns is beneficial to all the work coming through here.

B. Hillsborough County Comprehensive Plan Mobility Element (Katrina Corcoran, Planning Commission Staff) – deferred to another meeting

Presentation: Comp Plan - Mobility Section
Website: Mobility Section | Plan Hillsborough

VI. OLD BUSINESS & NEW BUSINESS –

A. This is Chair Smith’s last meeting. Has enjoyed being part of this committee; has learned a lot and been an enriching experience. This board does important work. Glad to see high level of engagement. Will be staying tuned. The TPO will be appointing a new Chair for this committee.

B. Next Meeting: December 10, 2021

VII. ADJOURNMENT – adjourned at 11:38 AM

From Chat:

Gail Reese (to Organizers and Panelists Only):

9:24 AM: Please make sure to speak up and towards the microphones. Identify yourselves when speaking. – Thank you

Indihra Chambers (to Organizers and Panelists Only):

10:28 AM: I agree with Mariella's position of having this report clearly indicate who the respondents are...

Indihra Chambers (to Organizers and Panelists Only):

10:30 AM: My follow up question to that is: is there any intent on surveying the actual cutomers? in my mind this was presented as a VOC report and it clearly is not??
Board & Committee Agenda Item

**Agenda Item:**
USF to Green ARTery Trail Study

**Presenter:**
Jennifer Musselman, Kittelson & Associates

**Summary:**
The USF to Green ARTery Trail Study evaluates connections from the University area to the existing and proposed trail system in Tampa and Hillsborough County. With the redevelopment of the University Mall (RITHYM), expansion of the Veterans Administration, and continuing growth around the University of South Florida, safe nonmotorized spaces are an increasing priority. The study area contains several high-volume roadways, and safe crossings and connections are a primary consideration.

The study kicked off in March 2021 and explored the feasibility of a trail connecting the University of South Florida (USF) and Veterans Hospital with the planned Green ARTery Perimeter Trail and other neighborhoods to the south of Fowler Ave., including proposed safe crossing locations on Fowler and other roadways. This study focuses on the potential alignments for the trail, and in coordination with area property owners and agency partners, provides recommendations on the feasibility of each alignment.

**Recommended Action:**
Recommend Approval of the USF to Green ARTery Trail Study to TPO Board

**Prepared By:**
Wade Reynolds, AICP

**Attachments:**
1. [Link to presentation slides](#)
2. [USF to Green ARTery Trail Study on Project Webpage](#)
Board & Committee Agenda Item

**Agenda Item:**
Transportation Disadvantaged Legislative Awareness Day and Message

**Presenter:**
Joshua Barber, TPO Staff

**Summary:**
Every year, the Florida CTD hosts a Transportation Disadvantaged Legislative Day in the Capital courtyard in Tallahassee. Members of the Transportation Disadvantaged community are encouraged to participate and to meet and thank legislators for their support.

The Hillsborough TPO’s Transportation Disadvantaged Coordinating Board has participated in this event for more than a decade. Annually, the TDCB prepares a flyer highlighting priorities and needs of our coordinated transportation system within Hillsborough County and the tri-county urbanized area. The message also informs the reader of several positions of the TDCB.

Transportation Disadvantaged Legislative Awareness Day is scheduled for February 16th in Tallahassee, Florida.

**Recommended Action:**
Review and Provide Comment for the 2022 Transportation Disadvantaged Legislative Day Message

**Prepared By:**
Joshua Barber, TPO Staff

**Attachments:**
2020 Hillsborough Transportation Disadvantaged Legislative Day Message
TRANSPORTATION DISADVANTAGED
Annual Legislative Day

FEBRUARY 11, 2020
THE CAPITAL, TALLAHASSEE, FLORIDA

The Hillsborough County Transportation Disadvantaged Coordinating Board asks for your support:

MAINTAINING- the level of funding provided by the state or passed through the state by the federal government for paratransit services and public transit at a level consistent with future population growth.

FUNDING- Transportation Disadvantaged paratransit service and transit systems support life sustaining trips for seniors, persons with disabilities and children at risk and provide a strong return on investment. The Return on Investment for TD medical and nutrition trips in Hillsborough County represents a $5.07 return for every dollar spent.

FUNDING- Programs that support and enhance cross county mobility for the Transportation Disadvantaged as well as programs that provide travel experience training such as the Ride Away Program.
Board & Committee Agenda Item

**Agenda Item:**
Sunrise Community Coordination Contract

**Presenter:**
Karen Smith, Sunshine Line

**Summary:**
Sunrise Community currently has a Coordination Contract with Hillsborough County that is expiring. This new contract would 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.

Sunrise Community, Inc., is a not-for-profit agency located in Hillsborough County, Florida. Their mission is to provide the assistance and support necessary to enable residents to live valued lives in the community. Pre-COVID, Sunrise provided services for 187 persons. Currently, Sunrise provides daily services for 86 people that are at least 18 years of age, have an I.Q. of 70 or less with moderate to severe physical and intellectual disabilities. The community residents served are diagnosed with medical conditions such as autism, Down syndrome, muscular dystrophy, cerebral palsy, spina-bifida and other related diagnosis. Some individuals require the use of wheelchairs for mobility, adaptive/mechanical devices for activities as part of daily living. Additionally, specialized equipment is used such as ADA compliant vehicles, bathrooms equipped ADA tubs/showers, mechanical lifts, adaptive meal equipment and communication devices, if needed.

Sunrise primarily transports residents of Hillsborough County living in their ten (10) Group Homes to and from our Adult Day Educational and Training Centers. They also use their vehicles to meet each person's transportation needs, mitigating isolation and supporting community inclusion.

Last year Sunrise Community provided 5,103 one-way passenger trips for 74 unduplicated clients with 20 vehicles at an average cost of $70.10 per trip. Please note that this period reflects a year during the Covid19 pandemic when services and transportation were limited; they provided over 32,000 trips in the last year prior to the pandemic.

**Recommended Action:**
Approve the Coordination Contract with Sunrise Community

**Prepared By:**
Joshua Barber, TPO Staff

**Attachments:**
None.
**Board & Committee Agenda Item**

**Agenda Item**
City of Tampa Neighborhood Commercial District Plans

**Presenter**
Stephen Benson, Chief Planner, City of Tampa Planning Department

**Summary**
The City of Tampa Planning Department launched an initiative to develop plans to enhance and preserve the quality of the City’s neighborhood commercial districts. Working closely with neighborhood community groups, the planning team set out to build upon and strengthen each district’s unique identity with a focus on the ‘neighborhood commercial corridors’ that exist around the City.

The program started with two neighborhood districts, the Main Street Commercial District located in West Tampa and the Palma Ceia Commercial District located in South Tampa. Today’s presentation will highlight the results of the study and next steps for implementation.

**Recommended Action**
None. For informational purposes only.

**Prepared By**
Gena Torres, TPO Staff

**Attachments**
None.
Board & Committee Agenda Item

**Agenda Item:**
Transportation Disadvantaged Service Plan Follow-up

**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 comment prior to adoption and the motion approved the plan with the corrections the Board requested. Staff will provide an overview of the corrections made.

Changes made because of LCB comment include

- Updated public involvement section. Major points were summarized, and the bulk was moved into an appendix.
- 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.
- Addressed objectives to conduct more effective outreach to agencies outside coordinated system.

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:**
No Action.

**Prepared By:**
Joshua Barber, TPO Staff

**Attachments:**
None.
CALL TO ORDER, PLEDGE OF ALLEGIANCE

The Chairman, Commissioner Cohen, called the meeting to order at 10:01 AM and led the pledge of allegiance. The regular monthly meeting was held in-person and virtual via WebEx.

ROLL CALL (Gail Reese, TPO Staff)

The following members were present in person: Commissioner Harry Cohen, Commissioner Pat Kemp, Commissioner Kimberly Overman, Commissioner Gwen Myers, Councilman Guido Maniscalco, Councilman Joseph Citro, Mayor Andrew Ross, HART Board Member Melanie Williams, Joe Waggoner, Charles Klug, Planning Commissioner Cody Powell, School Board Member Jessica Vaughn

The following members were present virtually: Commissioner Mariella Smith, Commissioner Nate Kilton

The following members were absent/excused: Councilman John Dingfelder, Joe Lopano

A quorum was met in person.

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

APPROVAL OF MINUTES – October 13, 2021

Chair Cohen sought a motion to approve the October 13, 2021 minutes. Commissioner Kemp so moved, seconded by Commissioner Myers. Voice vote: motion carries unanimously.

SPECIAL PRESENTATION – Vision Zero Hero 2021 (Beth Alden, TPO Director) - deferred

PUBLIC COMMENT –

Rick Fernandez: Introduced himself and residence address; thanked the Board. Noted he is the Vice Chair of the CAC but is here as a private citizen. Said he is commenting on Action Item, Agenda Item 8A; the proposed letter from the TPO to FDOT regarding the Tentative Work Program. Has concerns that have been expressed to the Board in writing via Facebook and email. Would like to focus on the item on page 2 of the letter about the noise walls at Robles Park and concerns spanning the entire eastern boarder of Tampa Heights along I-275. Notes from the letter that the Board has expressed concerns about the gap in the noise wall at Robles Park; FDOT does not intend to put sound barriers of any sort along that part. That was confirmed at the CAC meeting on November 3, 2021. Hopes the Board will drill down on this topic. Expressed that, if there aren’t enough deal breakers already, if there are no barriers along that section with the
increase in noise and pollution with the planned capacity increases is not acceptable. Stated that all of the sound walls along Tampa Heights are impacted and affected. Does not believe there are enough discussions in the letter or elsewhere about architectural improvements and landscaping along that area; specifically noted the flyover ramp from I-275 SB to I-4 EB between Floribraska and Columbus. That is not a sound wall, it is little more than a supporting wall/barrier ramping cars above and through the area. When looking up from the ground level, you can see the superstructure. It is not a sound barrier, it is not a berm, it does not protect the neighborhood from noise or pollution. Would hope that it will be addressed to what, exactly, a sound wall means especially along that area of eastern Tampa Heights and the border of the historic district.

VI. COMMITTEE REPORTS & ADVANCE COMMENTS (Bill Roberts, CAC Chair; Davida Franklin, TPO Staff; Beth Alden, TPO Director)

A. CAC – Bill Roberts (November 3, 2021 meeting) – meeting was virtual, no actions taken
   - Heard some of the feedback in Public Comment
   - Heard report on FDOT Tentative Work Program.
   - Heard report on I-75 Environmental Details on the Express Lan
   - Heard report from HART on AV pilot proj

B. BPAC – Davida Franklin, TPO Staff (October 13, 2021 meeting)
   - Approved the following Action Items:
     o Transportation Improvement Program Amendment: Westshore Interchange and Downtown Interchange Aesthetics. A motion was also approved requesting a side path along the north side of Kennedy Blvd. from REO Street to the Westshore Mall. This would provide a direct route between a major destination and the Howard Frankland Bridge Trail’s terminus at Reo.
     o Rectangular Rapid Flashing Beacons Letter to the Legislature. This was strongly supported by the membership.
     o FDOT Tentative Work Program Comments – The committee supported the comments on the tentative 5-year work program noting that on a resurfacing project on West Kennedy Blvd, a mid-block crossing had previously been proposed between Lois and West Shore. FDOT has since responded that this did not meet crossing warrants.
   - Heard Status Reports on:
     o Hillsborough County Comprehensive Plan Mobility Element

C. ITS – Davida Franklin, TPO Staff (October 14 meeting)
   - Approved the following Action Item:
     o Transportation Improvement Program Amendment: Westshore Interchange and Downtown Interchange – The TIP amendment had already been presented at the October Board; any additional questions were considered. Members heard an update of the comments that the TAC and the CAC committees provided. This was followed by a presentation on one of the things funded by the amendment, the I-275 Integrated Corridor Management Program, and its benefits.
   - Heard Status Reports on:
o FDOT Tentative Work Program Comments — The committee supported the projects in the FDOT Tentative Work Program for FY 2023-2027.
o Connected Vehicle Performance Measures for Signal Retiming – Metroplan Orlando staff presented their signal retiming program which uses data from Wejo technology.

D. TAC – Davida Franklin, TPO Staff (November 1, 2021 meeting)
• Approved the following Action Item:
o FDOT Tentative Work Program Comments
• Heard Status Reports on:
o I-75 PD&E Study – Members received clarification on transition points between express and general lanes; how capacity would be managed on express lanes, which may include tolling; and inquired about maintenance costs. Members noted that if tolled, maintenance costs would be funded in future years.
o 56th Street/ 50th Street Corridor Planning Study – Members noted that there are many different users and contexts in this corridor, and safety improvements are needed.

E. LRC – Davida Franklin, TPO Staff (October 20, 2021 meeting)
• Approved the following Action Items:
o Rectangular Rapid Flashing Beacons Letter to the Legislature
o FDOT Tentative Work Program Comments
o Select Gulf Coast Safe Streets Summit Award Recipient
• Heard Status Report on
o State of the System Report

F. TDCB – Davida Franklin, TPO Staff (October 22, 2021 meeting)
• Approved the following action items:
o Major Update of the Transportation Disadvantaged Service Plan
o Annual Operating Report of the Community Transportation Coordinator
o TPO Committee Meeting Calendar for 2022
o FDOT Tentative Work Program Comments
• Heard Status Reports on:
o Sunshine Line Update
o Hillsborough County Comprehensive Plan Mobility Element

G. Policy Committee – Beth Alden, TPO Staff (November 10, 2021 meeting)
• Focused on Fowler Ave corridor.
o Coordination with roadway improvements with the HART BRT concept.
o Will invite HART to speak to the board about their recommendation after the HART Board has an opportunity to recommend a preferred concept for that study.
o Will look to integrate that with the work that FDOT is doing.
• Discussed coordination with land use redevelopment and housing.
o Great points about the need for affordable housing, labor pool access, and taking another look at the minimum parking requirement.
• Joint conversation with representatives from the City of Tampa, Hillsborough County, and the Planning Commission about a possible, inter-local agreement for a coordinated approach to address those issues.
H. **Public Comments Received Through Email & Social Media** – Davida Franklin, TPO Staff
   - Comments pertaining to Action Items on today’s agenda were posted online and received by email from Rick Fernandez, who called in and spoke during Public Comment.

VII. **CONSENT AGENDA**
A. **Committee Appointments**
   - LRC – Alex Bourne, nominated by the Institute of Transportation Engineers, Greater Tampa Section
   - TDCB – Indihra Chambers, nominated by Careersource Tampa Bay
   - BPAC – Robyn Baker, nominated by Plant City; David Aylesworth and Victoria Klug, nominated by the BPAC as At-Large members
   - TAC – Jennifer Malone, nominated by the Planning Commission

**Charles Klug:** Recused himself from the Consent Agenda and voting on this matter.

Chair Cohen sought a motion to approve the Consent Agenda. Commissioner Myers so moved, seconded by Councilman Maniscalco. Voice vote: motion carries unanimously with one abstention from Charles Klug.

VIII. **ACTION ITEMS**
A. **Tentative Work Program and Comments** (Justin Hall, FDOT)
   - Five-year Work Program – new tentative plan will cover FY 2023 – FY 2027
   - FDOT seeking to preserve existing work program, capture cost estimate updates, add new projects.
   - Reviewed how projects are added/.
   - The purpose is to cover what is new. Projects move on priority list, there are adjustments to funding, etc. are some of the reasons projects appear or are removed.
   - Reviewed Hillsborough TPO Priority projects.
   - Showed breakdown of funding. Noted that many improvements, such as bike/ped, are incorporated into other projects and specific funding is not tracked at this time. Working on a way to add identifier for capacity or resurfacing projects where complete streets is being incorporated with fixing sidewalks, closing gaps, adding a trail, etc.
   - Went over schedule.
   - Provided website information; noted that several social media posts had been made based on comments from the CAC.

**Presentation:** [FDOT Tentative Five-Year Work Program FY 2023 - FY 2027](#)
**Website:** [www.fdot.gov/wpph/district7](http://www.fdot.gov/wpph/district7)

**Letter and Turnpike Tentative Work Program Summary of Projects:** [November 2021 TPO Board Agenda Packet](#)
Discussion:

**Commissioner Overman:** Requested clarification on the I-275, SR 93, SR 60 interchange and if it is the Downtown Interchange project.

**Justin Hall:** Not on the presentation, is in the Work Plan Document. It is the Westshore Interchange.

**Commissioner Overman:** Asked for clarification on the Downtown Interchange project not appearing and if that is because it has already been approved.

**Justin Hall:** Correct, that project is funded in the current fiscal year. The Work Program being looked at today starts next fiscal year.

**Commissioner Overman:** We heard earlier from the CAC regarding the noise walls. Noted that the reason anything is being done on the Downtown Interchange is to increase safety. Knows that improvements are being made under each of the major overpasses for the city intersections. Each of the cross streets are not being addressed. That is missing the mark when it comes to safety. The north side of the southbound lanes, those concerns are not being addressed. FDOT needs to consider doing that in their design.

**Beth Alden:** Noted that, after the Board discussion is completed, Vishaka Shiva Raman would like to go over the proposed letter of comment to FDOT.

**Commissioner Cohen:** Clarified that the Board would be able to add comments to that letter.

**Mayor Ross:** Asked about the resurfacing project of Fowler Avenue between Bruce B Downs and River Hills and how they will fit in with the two re-design projects on Fowler Avenue east and west of 56th Street. Questioned how this resurfacing project fit in with that scheme.

**Justin Hall:** The redesigns retain their existing pavements. They are reconfiguration with middle sections or outside lanes. The pavement condition needs to be addressed ahead of time; it won’t make it to that project. Have done a lot of coordination with that project on the scope so there is no wasted work.

**Mayor Ross:** Clarified that the resurfacing will happen before the redesign

**TPO Letter of Comment to FDOT:**

**Vishaka Shiva Raman:**

Noted that the Florida Turnpike Enterprise has several projects within District 7 and Hillsborough County. Those are included in the November Agenda Packet.

Letter of comment to the FDOT. Thanked FDOT for bringing the update. Noted the project for the Westshore Interchange has advanced to construction. The Work Program highlights several projects with concern for safety improvements that are moving into construction. Would like to have FDOT’s response to the Fowler Avenue project and extending it. There is additional funding for US 92 and McIntosh Road and at Adamo and 26th Street. It was noted that three projects are urban development; Brandon Boulevard, Park Road, and South Dale Mayberry. The CAC, BPAC, and TDCB expressed interest in additional details for these projects and how decisions were made. The TDCB inquired how decisions are being made considering people with challenges needing to use these
corridors. The letter expresses the desire for FDOT to provide briefings on these concerns in the future. The funding for US 41 grade suppression, did not see funding for that. Asked to see if the TPO could assist to add funding for this project. In addition to these requests, there was a safety project that was proposed as a traffic signal at the intersection of Spruill Street, Boy Scout, and Manhattan Avenue. It was listed as a traffic signal with a lower priority. The letter brings this to FDOT’s attention since there has been two fatal crashes recently. Are requesting this project be given a higher priority under the Vision Zero category. Talked about the Robles Park gap in the noise wall as part of the I-275 reconstruction. Expressed concern in the letter asking FDOT to consider a positive response and address this concern. At this time, would like to add comments from the TPO Board.

**Requested Action:** To approve the letter and transmittal to FDOT.

**Discussion:**

**Commissioner Kemp:** Believes it is a complete letter. Is pleased that the wall is included as the Board unanimously supported it. Noted that Mr. Fernandez talked about a noise wall at the higher level around the interchange. Not sure how to go into that specifically. Another challenge not in the letter but is a concern is I-75 at Gibsonton. I-75, at certain times, is gridlocked. One accident leads to another resulting in people being 30 to 60 minutes late for work. It is good news that this interchange is on the Work Plan. It will be critical to address the pile up of cars at the end of the exit. The capacity of the exit will not be able to be handled on the road. That needs to be a consideration as we move forward before we have another issue.

**Commissioner Cohen:** Noted in Mr. Fernandez’s comments that he made a specific reference to the lack of a sound barrier on the flyover to I-4 from I-275 at Floribraska to Columbus. Would like to have that item, specifically, included in the letter. It should be pointed out exactly where the gaps are that we would like to see filled. This is in addition to what has already been said about Robles Park.

**Justin Hall:** Noted that there are noise walls in that area that are already existing. The new project does not include removing those walls. In a previous request from Mr. Fernandez, he requested that those noise walls be taller. Based on the design guidelines, they are as tall as they can be. The only area in this project where there is a gap is Robles Park. It is something that was gone over at the construction open house; that question has been asked before. The gap at Robles Park is being worked on with TPO Staff and Federal Highway on what can be done there.

**Commissioner Overman:** Requested that the FDOT representative address the section approaching from the north, heading southbound; I-275 being resurfaced to create the additional lanes and safety of the approach to the flyover.

**Justin Hall:** An additional lane is being added and there will be minor resurfacing to tie the new pavement into the existing pavement.

**Commissioner Overman:** In order to add the lane, additional surface is being added. Not necessarily widening but reconstructing the pavement on the approach. A road is being repaved and not being completely fixed. Having the blind lane design, vehicles come over a hill doing 60 mph with traffic stopped on the other side, no matter how many lanes. Without having a straight road, there will
continue to be crashes this construction is trying to avoid. The safety fixes in this project are not addressing one of the core reasons this area is so dangerous. People traveling in the second and third lane are crashing into the people stacking up to go onto I-4. The additional lane will not address the safety issue caused by the rise and fall over every crossing along I-275: Sly, Hillsborough, Hanna, Osbourne, and Floribraska. Requested that this be considered in the planning and design, it would be appropriate; or plan for it in the future when it is determined that what we are doing now is insufficient.

Motion to approve the transmittal of the letter of comment on the FDOT Tentative Work Program made by Councilman Maniscalco, seconded by Commissioner Overman. Rollcall vote: motion passes 14 – 0

B. HART Request for Maintenance Facility Support (Beth Alden, TPO Executive Director; Teri Wright, HART)

- HART made request at the beginning of November for support of this grant. It is due very soon. A vote on this letter does not constitute an amendment to the Transportation Improvement Program. Will require future, roll call vote, to amend the TIP.
- HART intends to apply for a Federal Transit Administration grant to fund a major reconstruction of HART’s primary maintenance facility at 21st Ave.
- For consideration is a request for support for the HART Heavy Maintenance Facility.
  - Current facility is 40 years old and past useful life.
  - Building and surrounding property are in need of enhancement/replacement.
  - Challenges include flooding, sinkholes, failing roof, building not ADA compliant, lack of vertical space to lift vehicles, insufficient storage.
- HART is requesting that the funds that the TPO has set aside for a number of years for HART’s vehicle replacement program be made available for the heavy maintenance facility project.
- HART is requesting the TPO Board considers a letter on behalf of HART to the FTA Administrator for HART’s bus and bus program grant application.
- Effective maintenance of the HART fleet is essential for good repair and reliability of transit service.

Recommended Action: To approve the transmittal of the letter of support for the grant.

Letter is attached to the November 10, 2021, November 2021 TPO Board Agenda Packet.

Commissioner Kemp made the motion to approve, seconded by Commissioner Smith.

Discussion:

Commissioner Kemp: Noted that when she was on the HART Board in 2017, it was stated as a dire emergency at the time. It has not gotten any better. This is a $100 million project. The matching funds search has been extensive. HART is the most underfunded system in the nation for a metro area of
this size. It is grossly underfunded and has been for decades. Beyond trying to expand bus service, the building and facilities are in terrible shape. Nothing more critical in the entire region for moving people than the bus and maintenance facility. Is happy this is a top priority for the new CEO of HART. Pleased to have the opportunity to move this forward.

Commissioner Smith: As Chair of HART Board, very much hoping that we can get this done. The deadline for the federal grant is November 19, 2021. Important that the Board support this and that local, matching funds are provided. There are several funding sources being lined up from local, state, and federal sources to improve the heavy maintenance facility. It is in dire straits. When it floods, it floods up to the vehicle headlights. There is extensive damage to the ceilings, there is corrosion, there is damage to the braces and brackets. The facility is falling apart and is not going to last. It is in bad shape and does not comply with ADA standards. It does not have the ability to move into the future with electric vehicles and does not have the ability to service the current fleet. This is the top priority of funding need for HART now. It has been put off. We are in a position to put together funding sources. Need the TPO funding that is in place for HART repurposed and prioritized to this project. Asking for everyone’s approval on this item moving forward.

Commissioner Myers: Would like to see that the vote on these items is separate. There is a letter of support as one and the redirection of funding as the second. Inquired what plans HART has to come up with to possibly replenish these funds or what they will do if we shift these funds in the grant application.

Teri Wright: Met with the FTA privately. Presented the need of the heavy maintenance facility; discussed bus replacement as well as increased frequency. FTA expressed that the new infrastructure package for bus replacement has 25% set aside for CNG busses. 63% of HART fleet is CNG vehicles. That infrastructure and busses are in place which positions HART very well to apply for those moneys. FTA expressed that many facilities are not looking at CNG and are going directly to electric. The pool for the CNG funding will be a smaller one. That is the plan for bus replacement funding that HART hopes to have reallocated to the heavy maintenance facility.

Commissioner Cohen: He is the only County Commissioner from the TPO Board not on the HART Board. Had an opportunity to speak with the HART Executive Director on November 9th. She brought this issue up. He had been aware of the challenges with the facility but not the dire nature of the situation. He is in support of this and hopes that is passes.

Chair Cohen asked to start with the motion directing staff to send a letter of support to the FTA for the grant HART is applying for. Councilman Maniscalco so moved, seconded by Commissioner Myers. Rolcall vote: motion passes 14 – 0.

Chair Cohen asked for a motion to begin the process to move the HART allocated funds from the bus replacement pool to the heavy maintenance facility funding for future TIP amendment. Motion originally made at the start of discussion by Commissioner Kemp, seconded by Commissioner Smith.

Discussion:
Commissioner Smith: Thanked everyone for supporting the letter of support in the effort to pull together funding for this critical need and priority project. This motion is where we put our money where our mouth is. Noted that it’s one thing to support a letter and another to prioritize it with the funding.

Commissioner Overman: Requested clarification on the amendment if it is going to swap money from bus replacement to the maintenance facility.

Beth Alden: We do not have documentation for a TIP amendment at this time. Will bring that back to the Board for a vote in the future.

Commissioner Overman: Asked if the Board is making this motion to start that process.

Beth Alden: Correct

Rollcall vote: motion passes 14 to 0

IX. STATUS REPORTS

A. FDOT 56th Street/ 50th Street Corridor Planning Study (Jennifer Musselman, Kittelson; Brian Shroyer, FDOT)
   - Review of project scope
     - Identify safety solutions and countermeasures
     - Improve the corridor
     - Develop vision
     - High crash corridor
   - Overview of study area – 8.5 miles from Selmon Expressway to Fletcher Ave.
   - Went over major milestone – deliverables and public engagement process
   - PAG Members
     - City of Tampa
     - Temple Terrace
     - Hillsborough County
     - HC TPO
     - HC Planning Commission
     - HART
     - THEA
     - Florida Highway Patrol
     - USF
     - HC Public Schools
   - Review stakeholders
   - Identified opportunities for Multimodal Improvements on the Corridor
     - High multimodal activity area
     - Robust transit corridor
     - School pick-up/drop-off congestion
     - Redevelopment focused within Temple Terrace
     - High posted and operating speeds
     - Serves diverse population
   - Went over the draft Purpose statement
   - Review of draft Needs
• Next steps – hybrid public meeting December 14, 2021, PAG Meetings, additional reviews and presentations to the committees, board and public.

Presentation: FDOT 56th/50th Street Corridor Study

Discussion:

Commissioner Kemp: Noted that it is interesting to see; this is one of the most major transit ways and there is a lot of opportunity. Questioned if it is known how this area ranks as an employment center or what the size of the number of how many people are employed in this area.

Jennifer Musselman: Do not have that information but it is something that can be looked into.

Commissioner Kemp: Would be very interested in knowing that. That park looks like it has the potential for additional redevelopment.

Beth Alden: That area was identified as one of the county’s top 12 key economic spaces. The cluster was identified at greater than 5,000 and not down at the low end. It is likely around 10,000 to 20,000 level.

A. Future Leaders in Planning Jr. Program (Davida Franklin, TPO Staff)
- Program provides an opportunity for children to see their community through the lens of a planner.
- Started as Vision Zero program in 2019 by Gena Torres. Returned in 2021 and managed by Public Outreach from Plan Hillsborough.
- Acknowledged partners, sponsors, and staff. Served 60 – 80 homes.
- Supporting the 2021 Nondiscrimination Plan for the program
- Successes and Lessons Learned
  - Kids learned about bike/ped safety, basics of zoning, transportation options, advocacy, safe spaces/ beautiful places
  - We learned – flexibility, unique challenges, community-centric issues, real life effects of poor road design, community support, resiliency in planning, supports Nondiscrimination Plan
- Opportunities
  - Increasing diverse representation in the Planning field.
  - Civic engagement, Planner field experience, community problem solving, emotional intelligence
  - Creating opportunities for young people to care
  - Partnership and funding opportunities
  - Identified other opportunities for activities, feedback, and getting the word out.

Presentation: FLiP Jr. 2021 Review
X. **EXECUTIVE DIRECTOR’S REPORT**

A. Welcomed new Board Member, Cody Powell, representing the Planning Commission

B. Sun Coast Transportation Planning Alliance and Tampa Bay TMA Leadership Group Joint Meeting and Workshop on Rail: Friday, December 10, FDOT District 7 office, time to be confirmed. First in the state listening sessions on Passenger Rail Planning. Will be joined by FDOT Assistant Secretary Brad Thoburn. Commissioner Cohen is representing the Board on the SCTPA along with three Board members on the TMA. Hybrid reservation options.

**Commissioner Overman:** Requested that TPO Staff invite all the TPO Board members since some had to leave before this notification. Would like members to understand the importance of this opportunity to discuss rail. It has been brought up at all of our meetings, would not want any members to miss this opportunity.

C. TPO Staff received an early notification of Supplemental Environmental Impact Statement for the Florida High Speed Rail project between Tampa and Orlando. This invitation is for staff to comment on Historic Resources. There will be additional steps coming up, but it is underway. We have the proposed route in conceptual maps.

**Commissioner Kemp:** Asked for clarification on “historic” or “legacy” and if that means the Amtrak rail.

**Beth Alden:** It is part of the National Environmental Policy Act; any major transportation projects need to look at impact. This request is to look at historic buildings; they reached out to the City of Tampa Office for Historic Preservation to make sure there have not been any changes since the original EIS was done in 2005.

**Commissioner Kemp:** Questioned if this is talking about the connection of Amtrak from Orlando to Tampa.

**Beth Alden:** This is looking at the former highspeed rail alignment. There was an Environmental Impact Statement for that route which was largely in the I-4 median. The original alignment would have come out of the I-4 median in a flyover very close to the Downtown Interchange on the east side and come into an intermodal station just south of I-275 next to the Marion Transit Center. The new alignment being studied comes out of I-4 around 14th and 15th Streets, comes down Nuccio, and terminates near the Amtrak station. It is different looking at the historic resources. There will be impact that needs to be looked at.

**Commissioner Overman:** Asked if this is the preempt study that is going to give Brightline a footprint in this direction. This will provide an idea of where Brightline might land.

**Commissioner Kemp:** Asked who was initiating these steps.
**Beth Alden:** It is coming out of the Federal Rail Administration.

**D.** At next month’s Board meeting, we will be providing a legislative update of new opportunities coming out of the recently passed, federal bill. There are new opportunities that we should be able to take advantage of. In particular, one set aside for improving resilience. We have spent a fair amount of time looking at this area, specifically hardening the roadways, we are well positioned to advance some projects with new funding. We will be looking at transit options as well.

**E.** The annual election of officers will be at the December meeting for the 2022 year. People will have the opportunity to speak up during the meeting if they would like to serve on leadership or one of the committees. If interested or there are any question, please reach out to Beth Alden in advance.

**XI. OLD & NEW BUSINESS –**

**A.** Next meeting December 7, 2021, from 10:00 AM – 12:00 Noon.

**XII. ADJOURNMENT** – The meeting adjourned at 11:41 AM

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

Meeting of the Bicycle Pedestrian Advisory Committee (BPAC) on November 10

The BPAC approved action items:

- Memorandum of Agreement for Bike/Ped Counters with FDOT
- Comments on FDOT RRR Studies
  - The Committee heard a report on two resurfacing projects on Dale Mabry and Park Road. Plant City staff provided comments in support of maintaining the 6 lanes currently on Park Road but also supported on-road bike facilities.
- 2022 Meeting Calendar

The BPAC heard status reports on:

- FDOT 56th Street/50th Street Corridor Planning Study
- City of Tampa Neighborhood Commercial District Plans
- Tampa Downtown Partnership Bicycle and Pedestrian Counts
- US Bicycle Route 15 through Hillsborough County
  - This bike route has been identified by the Adventure Cycling Association, which is seeking to engage communities along the proposed route including Hillsborough County and Plant City. Membership offered to work with the Association and Plant City Staff on the proposal.

Meeting of the Livable Roadways Committee (LRC) on November 17

The LRC approved action items:

- Brightline SEIS Historic Resource Review comments
- 2022 Meeting Calendar
- USF to Green ARTery Trail Study - with the suggestion the draft study and alignments be reviewed by the Hillsborough County School District for feedback before finalization.

The LRC heard status reports on:

- FDOT 56th Street/50th Street Corridor Planning Study
- Tampa Downtown Partnership Bicycle and Pedestrian Counts