Meeting of the Transportation Disadvantaged Coordinating Board (TDCB)
Workshop & Regular Meeting Agenda

Friday, April 26, 2019, 9:30 a.m.
County Center, 18th Floor - Plan Hillsborough Room

I. Call WORKSHOP to Order and Pledge of Allegiance

II. MOMENT OF SILENCE IN APPRECIATION OF MRS. BECKI FORSELL

III. Introductions and Workshop Objectives (Michele Ogilvie, MPO Staff)

IV. Member Introductions (2 minutes each to introduce themselves and provide an overview)

V. Introduction of Speakers: (5 minutes each to introduce themselves and provide an overview of their agency)
   - Scott Clark, Sunshine Line
   - Greg Brackin, HART
   - Nancy Castellano, Quality of Life

VI. Discussion Points:
   - Question: What is the mission of your agency?
   - Question: How do your clients get to use your service?
   - How many clients do you serve each day?
   - What are the top five destinations for your clients?
   - Do you have a “busy” day? Why?
   - What is your fleet size?
   - What is your budget?

VII. Discussion

VIII. Adjournment

Regular Meeting Schedule on Next Page
I. Call REGULAR MEETING to Order

II. Public Comment – 3 minutes per speaker, please

III. Approval of Minutes – February 22, 2019

IV. Action Items
   A. Community Transportation Coordinator Rate Model (Karen Smith, Sunshine Line Staff)
   B. TDCB Grievance Procedures (Michele Ogilvie, MPO Staff)

V. Status Reports
   A. Enhanced Mobility of Seniors and Individuals with Disabilities Section 5310 Grant Update (Dave Newell, FDOT)

VI. Old Business & New Business
   A. Next Meeting – June 28th

VII. Adjournment

VIII. Addendum
   A. MPO Meeting Minutes & Committee Reports
   B. Tampa Bay Next Open House Announcement

The full agenda packet is available on the MPO’s website, www.planhillsborough.org, or by calling (813) 272-5940.

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Si necesita servicios de traducción, el MPO ofrece por gratis. Para registrarse por estos servicios, por favor llame a Johnny Wong directamente al (813) 273-3774, ext. 370 con tres días antes, o wongj@plancom.org de correo electrónico. También, si sólo se puede hablar en español, por favor llame a la línea de ayuda en español al (813) 273-3774, ext. 211.

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CALL TO ORDER AND PLEDGE OF ALLEGIANCE

Chairman, Councilman Luis Viera, called the meeting to order at 9:34 a.m. and began with the Pledge of Allegiance. The meeting was held in the Plan Hillsborough Room on the 18th Floor of the County Center.

Members present: Gloria Mills, Jody Toner, Dave Newell, Penelope Barnard, Kristina Melling, Mark Harshbarger, Artie Fryer, Deborah LeKenta, and Councilman Luis Viera.

A quorum was present.


WELCOME SHERI POWERS & THE COMMISSION FOR THE TRANSPORTATION DISADVANTAGED TEAM!

Ms. Sheri Powers and staff from the Commission for the Transportation Disadvantaged, visiting from Tallahassee, were welcomed to the meeting. Their time and first visit were greatly appreciated.

PUBLIC COMMENT

Ms. Sandra Siedel, representing Williams Landing and the Fountains of Faulkenburg, two senior complexes, thanked the TDCB and the governing board in Tallahassee for funding senior group trips.

APPROVAL OF MINUTES – December 14, 2018

Ms. Kristina Melling made a motion to approve the minutes. The motion was seconded by Ms. Gloria Mills and passed unanimously.

ACTION ITEMS

A. Community Transportation Coordinator (CTC) Evaluation

Mrs. Michele Ogilvie, MPO Staff, presented information on the annual CTC evaluation survey report for July 1, 2017 – June 30, 2018. The evaluation reviews five criteria to assess performance: reliability, service effectiveness, service efficiency, service availability and safety. A customer service survey was conducted for Sunshine Line and the HART Bus Pass Program to understand the successes and shortcomings of the TD service provision. The Hillsborough County BOCC is the CTC for Hillsborough County and Sunshine Line is the transportation operator. The overall rating was an A+. 
Following the presentation, Ms. Toner wanted to know how many of the 3,288 clients completed the survey. There were approximately 700 surveys completed. Ms. Toner asked if that number was representative of a statistically valid sample size for the general population served. This was confirmed. Mr. Clark voiced concerns about the results being skewed due to the lack of responses and appearing to be a negative effect. Sunshine Line’s compliments are high, complaints are very low, and they investigate every complaint thoroughly.

Ms. Toner wanted to know if all survey questions were mandatory and stated that if every question is not set up as mandatory, there will be a variance in ratings.

Mrs. Ogilvie stated that the survey is not a requirement of the evaluation; however, the BOCC would like to have the survey as feedback to the TDCB.

Mr. Harshbarger noted that he has been working with a client who is very pleased with Sunshine Line services.

Mr. Fryer made a motion to approve the FY 2018 CTC Evaluation and transmit to the Florida Commission for the Transportation Disadvantaged. The motion was seconded by Ms. Melling and passed unanimously.

B. Transportation Disadvantaged Legislative Message for 2019

Mrs. Ogilvie, MPO Staff, provided an overview of a flyer highlighting achievements and needs of the coordinated transportation system within Hillsborough County and the tri-county urbanized area. The message will be communicated on Transportation Disadvantaged Legislative Day on March 20, 2019 in Tallahassee at the Capital.

Mr. Fryer made a motion to support the TDCB 2019 Legislative Message. The motion was seconded by Ms. Gloria Mills and carried unanimously.

C. New Member Application Confirmed

Mrs. Ogilvie, MPO Staff, presented information on the re-evaluation. Since Mr. Fryer is retiring, it was his last meeting representing the economically disadvantaged. He enjoyed his appointment to the TDCB and applied for the advocacy vacancy.

Mr. Newell made a motion to approve the membership application for Mr. Fryer and forward to the MPO Board for approval. The motion was seconded by Ms. Kristina Melling and carried unanimously.

STATUS REPORTS

A. UZURV Introduces Advantaged Ride

Ms. Sheri Powers thanked everyone for attending and for serving on the TDCB on behalf of the CTD. Ms. Powers introduced Mr. Harrison Jones and provided the background for the pilot project. In 2017, the Legislature directed the Agency for Persons with Disabilities (APD) to conduct a study on transportation disadvantaged services throughout the state and how they were provided in urban areas, as well as, nonurbanized areas and how they can assist in making different mobility options with different types of services available. APD entered into an agreement with an independent consultant, utilizing CUTR and completed the study. One of the recommendations from the study was to conduct a pilot project geared towards persons with intellectual or developmental disabilities. The services are currently for APD clients for services they are not getting through their Med Waiver Program.
In 2018, the Legislature directed the CTD to conduct a competitive procurement process to find an entity for the project. December of 2018, the contract was awarded to UZURV. Mr. Jones provided information on the “you reserve your ride program.” Information on the pilot project, which will be taking place until June, is available at http://advantageride.uzurv.com.

Ms. Powers informed the group of a Commission meeting on March 19th and an annual workshop in September in Orlando or the Deltona area.

Following the presentation, Ms. Toner wanted to know how many trips have been completed since the pilot project was initiated. Approximately 20 - 35 trips per day are being completed. So far rides have been 93% on time. Mr. Fryer inquired about the duration of the pilot program. The program is from February 2019 until June 2019. The short timeframe is due to a lengthy procurement process. A draft report was provided to the Legislature in February, and a final report will be provided at the end of the year. There was additional discussion on eligibility, passenger age limits, accessibility, background screenings for drivers, vehicle inspections, and cost effectiveness of the program.

B. Tampa Bay Next Workforce Development

Ms. Darcy Foster and Mrs. Chloe Coney, representing the Florida Department of Transportation, provided an update. The program provides an opportunity for employment and economic prosperity in the local communities. Ms. Foster will plan to follow up on questions that were asked and provide updates.

Councilman Viera had to leave the meeting at 10:49 a.m., due to another meeting; therefore, Gloria Mills took over as Chair.

Following the presentation, Ms. Toner wanted to know how Career Source Tampa Bay could get involved as a community partner. Ms. Toner was informed that a meeting is planned for Career Source Tampa Bay. There was discussion on partners, apprenticeship programs, and on the job training.

Ms. Toner informed the group of Career Source Tampa Bay's new program, beginning in March, for evening welding classes from 6 – 9 p.m.

C. Resilient Tampa Bay Transportation

Mrs. Allison Yeh, MPO Staff, provided an update on a regional pilot program that was kicked off in August 2018. Details on the project can be found at http://www.planhillsborough.org/resilient-tampa-bay-transportation/. The information will be incorporated into the MPO’s 2045 Long Range Transportation Plan. Mrs. Yeh will come back to present the final results in a few months.

D. Florida State University (FSU) Shared Mobility Project

Mr. Kaleb McClellan, accompanied by Mr. Dennis Smith and Mr. Jeremy Crute, introduced a project with the FSU Department of Urban and Regional Planning on Shared Mobility Design and Policy Studio. The group will return on March 7th and 8th to conduct design charrettes in the areas of Water Street/Amalie Arena, Westfield Citrus Park Mall, Keystone Park Civic Center, and West River Redevelopment Project. The deadline for the literature and plan review is March 22. The students will defend the project in their department on March 13, and their policy recommendation is due May 3. The final report will be completed at the beginning of October.

The students’ preference surveys will be placed on the website and Mrs. Ogilvie will share information on the charrettes with the board.
E. HARTPlus Update

Mr. Greg Brackin, Director of Operations and ADA Support, provided the HART Plus update and informed the group that big changes are coming.

Ms. Mills wanted to know if new drivers are being hired. Mr. Brackin stated that they do not have much turn over, but they have hired drivers due to growth.

F. Sunshine Line Update

Mr. Scott Clark, Sunshine Line Director, provided the Sunshine Line update. Mr. Clark thanked the Commission for the Transportation Disadvantaged team for attending the meeting and for their help. Mr. Clark read two letters they received thanking Sunshine Line for their services.

OLD BUSINESS & NEW BUSINESS

The next meeting is scheduled for April 26, 2019.

ADJOURNMENT

There being no further business, the meeting was adjourned at 11:36 a.m.
Board & Committee Agenda Item

Agenda Item
Community Transportation Coordinator (CTC) Service Rates for 2019/2020

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.

Currently, the CTD Disadvantaged Rate Calculation Model for the 2018/2019 grant year effective July 1, 2018.

**DOOR-TO-DOOR SERVICE**

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<tr>
<th>AMBULATORY TRIP</th>
<th>RATE PER ONE-WAY TRIP</th>
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<th>WHEELCHAIR TRIP</th>
<th>RATE PER ONE-WAY TRIP</th>
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<td>$61.25</td>
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(requiring the use of vehicle lift)

GROUP TRIP* PER PASSENGER $16.49 (currently $12.37)
*5 or more passengers transported in one vehicle at the same time and being picked up at multiple origins and travelling to one single destination or being picked up from one single origin and traveling to multiple destinations.

GROUP TRIP* PER GROUP $79.00
*(5 or more passengers in one vehicle being picked up from a single origin and traveling to a single destination at the same time).

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

The per-trip co-payment is on a sliding scale, depending on the client’s household income as follows. Co-payments will not be charged to group trips.

<table>
<thead>
<tr>
<th>Household Income</th>
<th>Co-Pay per Trip</th>
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<tbody>
<tr>
<td>125% (or less) of Federal Poverty Guidelines</td>
<td>No Co-Pay</td>
</tr>
<tr>
<td>126%-300% of Federal Poverty Guidelines</td>
<td>$2.00</td>
</tr>
<tr>
<td>More than 300% of Federal Poverty Guidelines</td>
<td>$5.00</td>
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</table>
The Transportation Disadvantaged Coordinating Board is required to review and approve the Service Rates annually.

THE ONE WAYTRIP RATES WILL BE PROVIDED AT THE APRIL 26TH MEETING.

**Recommended Action**
Review and consider the Approval of the 2019/2020 Service Rates and its inclusion in the TDSP update.

**Prepared By**
Michele Ogilvie, MPO staff

**Attachments**
None
Board & Committee Agenda Item

Agenda Item
Transportation Disadvantaged Coordinating Board (TDCB) Grievance Procedures Annual Review and Adoption

Presenter
Michele Ogilvie, MPO Staff

Summary
The Transportation Disadvantaged Coordinating Board is required to review and approve its Grievance Procedures annually. To ensure quality control of the Transportation Disadvantaged (TD) system and to provide participating users, funding agencies, and transportation providers with an impartial body to hear complaints and make recommendations on disputes concerning services rendered, the TDCB creates the Hillsborough County Transportation Disadvantaged Grievance Procedures and a Grievance subcommittee.

The TDCB’s Grievance Procedures are also found in Section 4.3 of the Transportation Disadvantaged Service Plan. The procedures include establishing a subcommittee, membership, powers and duties.

Members of the Grievance Subcommittee shall be appointed by the Chairman of the Hillsborough County TDCB and shall be composed of five voting members of the TDBC as follows:
(a) One user of transportation services,
(b) One representative of a recognized disabled group, and
(c) Three representatives of the LCB at-large

Since April 2018, members of the TDCB have changed. Currently, the following members serve as the Grievance subcommittee: Gloria Mills and Nancy Castellano.

Recommended Action
The Board’s confirmation of the Grievance Procedures, the Chairman’s appointment of Grievance Subcommittee members.

Prepared By
Michele Ogilvie, MPO staff

Attachments
Grievance Procedures 2019
GRIEVANCE PROCEDURES 2019

HILLSBOROUGH COUNTY TRANSPORTATION DISADVANTAGED COORDINATING BOARD

601 E. KENNEDY BLVD.
18TH FLOOR
TAMPA, FLORIDA 33602

APPROVED:
The TDCB created a Hillsborough County Transportation Disadvantaged Grievance Subcommittee. This subcommittee develops rules and procedures to ensure quality control of the TD Coordinated System and to provide participating users, funding agencies, and transportation providers with an impartial body to hear complaints and make recommendations on disputes concerning services rendered.

**Section 1.** Creation of Board

1.01 There is hereby created and established a Hillsborough County Transportation Disadvantaged Grievance Subcommittee, hereinafter referred to as Grievance Subcommittee, a subcommittee of the TDCB, as specified pursuant to Chapter 427, F.S., and Rule 41-2, Rules of the State of Florida and Operations Plan 2c of the Memorandum of Agreement (MOA) between Hillsborough County and the Commission for the Transportation Disadvantaged.

**Section 2.** Definitions

2.01 As used in these Rules and Procedures, the following words and terms shall have the meanings assigned herein:

(a) CTC: Board of County Commissioners (BOCC) of Hillsborough County of the State of Florida.

(b) TDCB: Entity appointed by the Hillsborough County Metropolitan Planning Organization (MPO) that provides assistance to the CTC relative to the coordination of transportation service.

(c) Funding Agency: Those agencies which have a funding contract with the CTC for transportation services for the TD.

(d) MPO: The Hillsborough County MPO, an organization responsible for carrying out transportation planning and staffing the TDCB.

(e) Program Manager: The individual responsible for the operation of the transportation program for the transportation provider.

(f) Transportation Provider: The entity providing transportation services for the TD whether it be the County or private non-profit or private for-profit providers.

(g) TD (User): Those persons who because of physical or mental disability, income status or age, or who for other reasons are unable to purchase transportation and are, therefore, dependent upon others to obtain access to health care, employment, education, shopping, social activities, and other life sustaining activities.

(h) CTD: Entity responsible for fostering the coordination of transportation services statewide provided to the TD.

**Section 3.** Objective

3.01 The objective of the Grievance Subcommittee shall be to develop rules and procedures to ensure quality control and to provide participating users, funding agencies, and transportation providers with an impartial body to hear complaints and make recommendations on disputes concerning services rendered.
Section 4. Membership

4.01 Members of the Grievance Subcommittee shall be appointed by the Chairman of the Hillsborough County Transportation Disadvantaged Coordinating Board (TDCB) and shall be composed of five voting members of the TDCB as follows:

(a) One user of transportation services,
(b) One representative of a recognized disabled group, and
(c) Three representatives of the LCB at-large.

4.02 The designated representative of the CTC, charged with responsibility of overseeing the TD program, shall be an advisory member of the Grievance Subcommittee. The Hillsborough County MPO shall staff the Grievance Subcommittee.

Section 5. Terms of Members

5.01 The members of the Grievance Subcommittee shall serve a 2-year term.

5.02 A member of the Grievance Subcommittee may be removed for cause by the Chairman of the LCB. Vacancies in the membership of the subcommittee shall be filled in the same manner as the original appointments. An appointment to fill a vacancy shall only be for the remainder of the unexpired term being filled.

5.03 The Grievance Subcommittee shall elect a chairperson and a vice chairperson at the first scheduled meeting of each year who shall serve for one year.

5.04 A quorum (three voting members) shall be present for any official action. In the event of a tie vote, the chairperson shall then have the deciding vote. Meetings shall be held at such times as the Grievance Subcommittee may determine.

5.05 No voting member will have a vote on an issue that is deemed a conflict of interest.

Section 6. Grievance Procedures

6.01 Grievance procedures will be those as specified by the Grievance Subcommittee as set forth below.

6.02 Complaints that emanate from continued tardiness; driver behavior; passenger discomfort; irregularities in the system of delivery; or decisions made to deny, reduce, or terminate services constitute grievances for users or funding agencies. Complaints about charges or billing constitute grievances by a funding agency or transportation provider. Other complaints can be heard at the discretion of the Grievance Subcommittee.

6.03 Clients or funding agencies shall contact the CTC Program Manager verbally, or in writing, in an attempt to resolve the complaint following the procedures of his/her agency.

6.04 If this effort is not successful, the grievant may present their grievance to the Grievance Subcommittee by securing a grievance form (Figure 4-1) from the program managers of the transportation providers in care of the Hillsborough County MPO. The client will also be advised about the CTD Ombudsman Program.
6.05 Upon receipt of the grievance form, the TDCB chairperson shall, within 15 working days, contact Grievance Subcommittee members and the CTC Program Manager to set a grievance hearing date and location.

The grievance may also be sent to:

CTC Ombudsman Program
605 Suwannee Street, MS-49
Tallahassee, FL 32399-0700
1-800-983-2435
1-800-648-6084 (TTY)
www.dot.state.fl.us/ctd

6.06 The grievant and all parties involved shall be notified at least seven working days prior to the hearing date by certified mail; return receipt requested.

Section 7. Powers and Duties of the Grievance Subcommittee

7.01 The Grievance Subcommittee shall have the power to hold hearings, conduct investigations, and take testimony in all matters relating to complaints or grievances brought before the subcommittee by a user, funding agency, or transportation provider.

7.02 Each party, at their own expense, shall have the right to be represented by counsel, to call and examine witnesses, to introduce exhibits, and to examine opposing witnesses on any relevant matter. Information presented at the grievance hearing that is irrelevant, immaterial, or unduly repetitious will be excluded from consideration. All other information of a type commonly relied upon by reasonable prudent persons in the conduct of their affairs will be admissible. The Grievance Subcommittee will determine whether the information presented is relevant to the hearing and that decision is final.

7.03 The Grievance Subcommittee shall review the material presented and make recommendations to all parties involved and the TDCB within 15 working days. The said notice shall be sent to all parties by certified mail; return receipt requested.

7.04 The CTC shall, within 15 working days from the receipt of the recommendations, address in writing the Grievance Subcommittee’s recommendations, and send them to the TDCB staff.

7.05 The Grievance Subcommittee will report the CTC’s response to the full TDCB at their next scheduled meeting.

7.06 All meetings and hearings shall be open to the public.

7.07 Minutes shall be kept at each hearing and filed with the LCB staff, in care of the Hillsborough County MPO, and shall be public record.

7.08 If the grievance cannot be resolved pursuant to the procedures set forth, the grievant may notify the local TDCB, who shall recommend solution(s).
7.09 If the local TDCB cannot resolve the grievance, the grievant may appeal it to the Hillsborough County MPO, who shall recommend solution(s).

7.10 Any appeals to the recommendations of the Grievance Subcommittee, the TDCB, or the Hillsborough County MPO must be filed with their staff within 60 days of the latest hearing decision. The appeal will be filed to Hillsborough County MPO/TDCB staff by certified mail; return receipt requested.

7.11 Upon receipt of an appeal, Hillsborough County MPO/TDCB staff shall, within 15 working days, request an appeal hearing date from the appropriate party and notify relevant individuals.

7.12 Any person or entity aggrieved by the decision of the TDCB or the Hillsborough County MPO may appeal in any manner provided by law.

7.13 At any time during the process, the grievant may present the grievance to the CTD through its Ombudsman Program.
HILLSBOROUGH COUNTY TRANSPORTATION DISADVANTAGED COORDINATING BOARD

GRIEVANCE FORM

Name: ___________________________ Date: ___________________________
Address: ___________________________ Telephone: ___________________________

Description of incident and steps taken to resolve complain:
(The description must at a minimum include the nature of the alleged complaint, the transportation provider involved and the date(s), time(s), and place(s) where the incident(s) occurred. Please use additional sheets if needed.)

________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________

Description of relief desired:

________________________________________________________________________
________________________________________________________________________
________________________________________________________________________

__________________________________________
Signature:

OFFICIAL USE ONLY

Date Chairperson Received Report: ___________________________
Date Presented to Grievance Board: ___________________________

Recommendation:

________________________________________________________________________
________________________________________________________________________

Date Parties Notified of Results:

Return form to: Transportation Disadvantaged Coordinating Board
P.O. Box 1110
Tampa, FL 33601-1110
(813) 272-6255 (fax)
OgilvieM@plancom.org
Board & Committee Agenda Item

Agenda Item
Enhanced Mobility of Seniors and Individuals with Disabilities Section 5310 Grant Update (New Freedom)

Presenter
Dave Newell, FDOT Staff

Summary
Enhanced Mobility of Seniors and Individuals with Disabilities Section 5310 Grant is administered by the Federal Transit Administration (FTA) and the Florida Department of Transportation. The purpose of this program, also known as New Freedom, is to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. This program supports transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities.

Annually, the Federal Transit Administration provides funding for this program. The New Freedom funds are shared by Hillsborough, Pasco and Pinellas Counties.

The New Freedom program priorities are established in the Tri-County Access Plan (TCAP) which sets out goals to ensure transportation rides are provided within and across county lines for persons with disabilities and eligible low-income individuals. The Tri-County Access Plan (TCAP) is developed by the Transportation Disadvantaged Coordinating Boards of Hillsborough, Pasco and Pinellas Counties.

FDOT staff will give an overview of the applicants approved for this funding, the projects, funding requirements and next steps.

Recommended Action
Review and comment as appropriate

Prepared By
Michele Ogilvie, MPO staff

Attachments
None
MPO Board Meeting of Tuesday, March 11, 2019

CALL TO ORDER, PLEDGE OF ALLEGIANCE & INVOCATION

The MPO Chairman, Commissioner Les Miller, called the meeting to order at 9:02 a.m., led the pledge of allegiance and gave the invocation. The regular monthly meeting was held at the County Center in the 26th Floor Conference Room.

The following members were present:


The following members were absent:

Mayor Rick Lott, Councilman Harry Cohen, Mayor Mel Jurado, and Trent Green.

APPROVAL OF MINUTES – February 5, 2019

A motion was made by Commissioner Pat Kemp to approve the minutes of February 5, 2019. The motion was seconded by Commissioner Kimberly Overman and carried unanimously.

PUBLIC COMMENT

Mr. Doug Jesseph, representing the Old Seminole Heights Neighborhood Association, commented on the Tampa Bay Next agenda item and its recommended build alternative.

Mr. Rick Fernandez, Chair of the Tampa Heights Transportation Committee and Vice Chair of the CAC, agreed with Mr. Jesseph’s comments, and he commented on the Tampa Bay Next update as well.

Mr. Mauricio Rosas, representing Old Seminole Heights Neighborhood Association, as well as the Heights Transit Traffic Awareness Campaign, requested safety enhancements.

Following public comments Commissioners Kemp and Overman spoke in support of Mr. Rosas’ comments.

Chairman Miller congratulated Councilman Maniscalco and Councilman Viera for being re-elected.

COMMITTEE REPORTS, ONLINE COMMENTS

Ms. Gena Torres, Executive Planner, provided a summary of committee reports, email and Facebook comments received from citizens. The full reports from the committees and all emails were provided to members in their board folders.

All of the committees recommended approval of the Transportation Improvement Program amendment to fund a PD&E for the US 41/CSX grade separation project proposed by FDOT.
The committees received information on the following action items:

- The Tampa Bay Next Section 7.
- Shared Mobility Design and Policy discussing what Uber and Lyft will mean for traditional transit.
- The City of Tampa’s Harbour Island Complete Streets project.

The TAC received an update on the 2045 LRTP process and opportunities for the committee to weigh-in. A joint workshop with the Planning Commission is scheduled for May 13 to discuss unique projects in the Needs Assessment and how they each affect land use goals.

The BPAC heard a Demographic Analysis on how pedestrian crashes correlated to race, age, and income as well as proximity to various destinations. They also discussed the 2019 Dangerous by Design report, which places the Tampa Bay area at number nine nationally for pedestrian and cycling danger.

The Transportation Disadvantaged Coordinating Board heard abbreviated results of the annual evaluation of the Community Transportation Coordinator. In addition, they received information on the Advantage Ride pilot project sponsored by the Florida Legislature and Commission for Transportation Disadvantaged. The pilot provides free trips for persons with disabilities in Hillsborough, Pinellas and Manatee.

The Tampa Bay Transportation Management Area (TMA) Leadership Group discussed approaches to regional coordination and the future structure of the group. The group received a brief update on the Regional Long Range Transportation Plan development and heard staff recommendations for the annual priority project list. Staff recommended five top regional priorities to advance immediately:

- SR60/I-275 interchange in Hillsborough County
- I-75 at Overpass Road in Pasco County
- I-75 at Gibsonton in Hillsborough County
- I-275 operational improvements from north of downtown Tampa to the I-275/I-75 apex
- Central Avenue Bus Rapid Transit in Pinellas County

The priority list will be brought back to the group in April for final approval.

The following Facebook remarks were received and provided to board members:

- Michelle Cookson and Dayna Lazarus wrote in support of the “No Build” option for Tampa Bay Next and the interstate segments and suggested an amendment to the 2040 LRTP that removes two tolled express lanes and instead accelerate and prioritize Transit.

The following email remarks were received and provided to board members:

- Michelle Cookson responded to an email from Mauricio Rosas outlining neighborhood driven actions to move several initiatives forward such as: painted street murals, traffic calming, projects planned in the community, and Vision Zero sign waving events.
- Dale Tindell wrote two emails about congestion on the I-275, the Howard Frankland Bridge, and the I-4 interchange.
- Dave Finnigan emailed regarding Transit X – solar powered flying pods.
- Susan Boda wrote thanking Beth Alden for presenting on a transportation panel.
Steve Henley wrote about SkyTran to commercialize aerial transit as a traffic solution in Tampa Bay.

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

CONSENT AGENDA

A. Committee Appointments

A motion was made by Commissioner Kemp to approve the Consent Agenda. The motion was seconded by Councilman Maniscalco and carried unanimously.

SPECIAL PRESENTATION: HEALTHIEST CITIES & COUNTIES CHALLENGE GRANT AWARD

Ms. Michele Ogilvie, MPO Staff, congratulated the MPO Board on being recognized as a winner of the Healthiest Cities and Counties Challenge and thanked partners and community members.

Aetna representatives, Ms. Sandra Lozada, Director of Client Management and Wellness, along with Brook Flaherty Tiner, Senior Director, Government Relations presented an award of $50,000 to the Hillsborough MPO.

ACTION ITEMS

A. TIP Amendment for US 41 – CSX Rail Crossing PD & E Study

Ms. Sarah McKinley, MPO Staff, presented a Transportation Improvement amendment for the CSX grade separation project. The amendment would add $1.45 million in funds for Project Development & Environment (PD&E) Study for the grade separation project at US 41 and the CSX tracks near Causeway Blvd.

Following the presentation, members provided brief comments on the project.

A motion was made by Commissioner Smith to approve the TIP Amendment for the US 41/CSX Grade Separation Project Development & Environment Study. The motion was seconded by Councilman Maniscalco and Commissioner Kemp and carried with a roll call vote of 12-0.

STATUS REPORTS

A. School Transportation Working Group Recognition, Annual Report & Transition Steps

Ms. Lisa Silva, MPO Staff, provided a status report on the School Transportation Working Group’s recognition, annual report and transition steps.

Following the presentation, Commissioner Kemp expressed concerns about the structure of the work going away since the original working group is no longer needed. Mrs. Cindy Stuart stated that there is still a lot of work to be done and the issues that the group worked on will continue to be addressed by School District staff.

Commissioner Hagan left at 9:57 a.m.
Mr. Waggoner left at 10:10 a.m.
B. Tampa Bay Next Quarterly Update

Secretary David Gwynn provided the Tampa Bay Next Quarterly Update. FDOT is working on addressing speed management concerns, still in negotiation stages with Brightline, and continue ongoing public involvement meetings. There is an I-275 North Corridor Public Hearing scheduled on Tuesday, March 26 from 5:30 p.m. to 7:30 p.m. at the Seminole Heights United Methodist Church located at 6111 North Central Avenue in Tampa.

Following the presentation, there was brief discussion. Where possible, Commissioner Overman would like to see sloped wall plans removed from all urban core underpasses due to safety concerns. She would also like to see additional signage in the transition areas of I-4 and north of Martin Luther King Junior Boulevard.

(Mr. Mechanik left at 10:33 a.m.)

Commissioner Kemp would like to see better signage at I-275 and Hillsborough Avenue.

C. 2045 Long Range Transportation Plan Revenue Estimates

Ms. Sarah McKinley, MPO Staff, introduced the agenda item and Mr. Robert Peskin, AECOM Representative and MPO Consultant, provided the revenue forecasts.

Commissioner Kemp chaired the meeting since Commissioner Miller had to leave.

Following the presentation, there was brief discussion.

EXECUTIVE DIRECTOR’S REPORT

Ms. Alden provided updates on House Bill 385, regional coordination, the County Charter Amendment, and review of the Tampa Bay Next Supplemental Environmental Impact Statement for the Downtown Interchange. There will be a special public workshop on April 30 from 5 – 7 p.m. at the Robert W. Saunders, Sr. Public Library, located at 1505 North Nebraska Avenue in Tampa.

The next MPO Board meeting will be held on Tuesday, April 2 and the TMA Leadership Group meeting will be held Friday, April 5 at 9:30 a.m. at the PSTA Headquarters located at 3201 Scherer Drive in Pinellas County.

OLD & NEW BUSINESS

Mr. Cameron Clark reiterated information on House Bill 385. Per discussion at the Policy Committee the form for the Executive Director’s Evaluation is being modified. Mr. Clark will be sending the evaluation out to MPO Board members, and he will present the information at the April board meeting.

Mrs. Cindy Stuart encouraged members to keep an eye on House Bill 675 that has been filed by Representative Beltran regarding hazardous walking conditions.

ADJOURNMENT

A quorum was maintained for the duration of the meeting. There being no further business, the meeting adjourned at 11:12 a.m.
Committee Reports

Meeting of the Citizens Advisory Committee (CAC) on February 13

The CAC met on February 13th and recommended for MPO approval:

✓ An amendment to the Transportation Improvement Program (TIP) to fund a Project Development & Environmental (PD&E) study for the US 41/CSX grade separation project proposed by FDOT.

The CAC was also briefed on:

o The Tampa Bay Next Section 7 PD&E study recommendation to add two general purpose lanes to I-275 north of downtown Tampa to Bearss Ave. Members asked how this project would affect the Boulevard conversion proposal for I-275, the southbound to eastbound fly-over, how to improve bicycle and pedestrian safety around the interchanges, and the express bus lanes proposed by TBARTA.

o The Shared Mobility Design and Policy Studio project being conducted by the FSU Dept. of Urban and Regional Planning and the Planning Commission. Members were impressed by the level of knowledge presented by the urban planning graduate students and had lots of questions about what shared ride mobility like Uber and Lyft will mean for traditional transit, how users can navigate through the system, drop off and pick up zones around venues such as Amalie Arena, and how citizens can get involved.

Meeting of the Technical Advisory Committee on February 25

The committee approved and forwarded to the MPO Board:

✓ An amendment to the TIP to fund a Project Development & Environmental (PD&E) study for the US 41/CSX grade separation. Members acknowledged this as one of the highest priority congested intersections and are interested in hearing more about the design alternatives as the project moves forward.

The TAC also heard reports on:

o 2045 LRTP update and ways for the TAC to weigh-in. The members were interested in moving the date of their May or June regularly-scheduled meetings to coincide with a joint workshop with the Planning Commission to further explore ways to coordinate and influence the 2045 LRTP update.
- Tampa Bay Next Section 7 PD&E study. There were questions on the design – suggestion extra care given to marking crosswalks at the Hillsborough Avenue on and off ramps; the appreciation for noise walls; and for the other TBN Sections, the timeline for completing the SEIS and receiving an update on ROW acquisitions.

**Meeting of the Bicycle/Pedestrian Advisory Committee (BPAC) on February 13**

The committee approved and forwarded to the MPO Board:

✓ An amendment to the TIP to fund a Project Development & Environmental (PD&E) study for the US 41/CSX grade separation.

The BPAC also heard reports on:

- The Application of Demographic Analysis to Pedestrian Safety by Dr. Pei-Sung Lin of CUTR. The presentation focused on the demographics of pedestrian victims of traffic crashes, and how those are correlated to race, age, and income as well as proximity to destinations such as bars, schools or stores.

- The City of Tampa’s Harbour Island Complete Streets project, which will reduce speed limits and add safety features for pedestrians and cyclists.

- A Shared Mobility Project underway by FSU Master’s of Urban and Regional Planning students focusing on transit, ridesharing, and other types of shared mobility.

The BPAC also discussed the 2019 Dangerous by Design report, which placed the Tampa Bay area at number 9 nationally for pedestrian and cycling danger. The committee also heard public comment in favor of a road diet on Bay to Bay Blvd. in Tampa.

**Meeting of the Livable Roadways Committee (LRC) on February 20**

The committee approved and forwarded to the MPO Board:

✓ Whii Remer as alternate Advocate for Livable Communities;

✓ TIP Amendment to fund a PD&E study for the US41 CSX Grade Separation.

The LRC also heard reports on:

- The City of Tampa’s Harbour Island Complete Streets.

**Meeting of the Transportation Disadvantaged Coordinating Board (TDCB) on February 22**

The committee approved:

✓ The abbreviated results of the annual evaluation of the Community Transportation Coordinator. Clients reported 99 percent satisfaction for the Sunshine Lines’ service.

✓ The Legislative Message for the 2019 Transportation Disadvantaged Legislature Day scheduled for March 20th in Tallahassee.
The TDCB also heard reports on:

- The Advantage Ride pilot project sponsored by the Florida Legislature and Commission for Transportation Disadvantaged. The pilot provides free trips for persons with disabilities in Hillsborough, Pinellas and Manatee. There are no limitations on the trip type or destination.

- The Tampa Bay Next Workforce Development program piloted by the Florida Department of Transportation. The purpose of the program is to:
  1. To build productive, sustainable relationships with regional and local stakeholders and community members;
  2. To provide direct economic benefits to communities where FDOT is constructing infrastructure projects, specifically targeting low-income, and high-unemployment areas; and
  3. To help address the construction labor shortage by recruiting and building a pipeline of workers for infrastructure projects in the Tampa Bay region and increasing the likelihood of FDOT projects staying on time and within budget.
Tampa Bay Transportation Management Area (TMA) Leadership Group Executive Summary

Representing the MPOs in Pasco, Pinellas, & Hillsborough Counties

Summary for 2.8.19 meeting

Based on the importance and reach of the conversations that happen at the TMA Leadership Group, we are looking to keep our stakeholders aware of the outcomes of these meetings. The following is a summary of the most recent meeting highlights; you can find the full agenda online. A video of the meeting can be viewed on YouTube.

The vast majority of the meeting discussion was devoted to approaches to regional coordination and the future structure of the TMA Leadership Group

- Hillsborough MPO Executive Director Beth Alden presented a number of options for how regional coordination could proceed in future
  - The staff recommendation was to continue the current TMA meeting schedule this year, and in 2020 use the TBARTA MPO Chairs Coordinating Committee (CCC) as a base group for regional coordination and restart quarterly CCC meetings
    - The CCC has a voting structure and existing processes for dispute resolution, joint approval of plans, sharing of financial resources among MPOs to create regional documents, and public participation, as well as an existing interlocal agreement
    - In addition, it includes Hernando/Citrus MPO, Polk County TPO, and Sarasota/Manatee MPO as members
  - Staff recommended that after the Tri-County LRTP approval in late 2019, the TMA could move to annual meetings, with supplemental joint board meetings among at least two MPO boards as needed
    - In 2020, the regional plan could also be expanded to the larger CCC area

- The consensus among the group was that members found value in continued regular meetings as a core three-county region, with the TMA potentially structured as a named subcommittee of the CCC to eliminate redundancies and unnecessary bureaucracy
  - Using the CCC structure could streamline the number of interlocal agreements needed, manage the overall number of regional groups, and allow the TMA to use existing CCC processes
    - It would eliminate the need for new interlocal agreements
    - A formal interlocal agreement for regional planning coordination is federally required not only among the TMA MPOs but also between the Pasco and Hernando/Citrus MPOs and between Hillsborough MPO and both Polk TPO and (soon) Sarasota/Manatee MPO
    - The existing CCC Interlocal Agreement satisfies the federal requirements
    - To streamline the number of regional meetings, the TMA could in 2020 meet on the same days as the CCC, immediately before or after the CCC, adding focus to the core area of this mini-super-region
There was discussion of the CCC's relationship with TBARTA, which has evolved over time
  - The CCC predated TBARTA, but CCC members agreed to merge with TBARTA when the
two groups' missions and geographic areas were nearly identical
  - In 2017, the legislature revised TBARTA's mission and area to be narrower than the CCC's
  - There were differing opinions about whether TBARTA or the MPOs – through the CCC –
should lead regional multimodal planning
There was significant discussion of the need to speak with one voice as a tri-county region to
successfully pursue funding for the federally recognized urbanized area of
Hillsborough/Pasco/Pinellas
  - There was also some discussion of how to balance local needs vs. regional needs, and of
whether regional coordination was necessary to advance the needs of local communities
  - The Central Avenue BRT was cited as a local project that is on a path to success in its
quest for federal funding because it was supported by the region as a whole
There was also recurring discussion of the merits of the Regional Transit Feasibility catalyst project, which
has not thus far received consensus of support among the group, but that was ultimately tabled to
a future meeting after concerns were raised about Tampa core neighborhoods
  - The project will be studied further by TBARTA in an upcoming PD&E study, and can be
considered by the TMA as a potential priority when it has been better defined

Hillsborough MPO Executive Planner Allison Yeh presented on the Regional Vulnerability Assessment
  - The pilot program is a joint project between Hillsborough MPO, Forward Pinellas, Pasco County MPO,
Tampa Bay Regional Planning Council and FDOT District 7.
    - It is funded by a Federal Highway Administration Resilience and Durability to Extreme Weather
Grant, one of 11 awarded throughout the country
  - The program addresses FAST Act requirements for long-range planning, including improving the resilience
and reliability of the transportation system
    - The program’s findings will be incorporated into the 2045 LRTP, with a final report being issued
later this year
    - 29% of the region’s lane miles are affected by a Category 3 storm and sea level rise
  - Each county picked two representative corridors to analyze for vulnerability because a region-wide
analysis is daunting
    - Hillsborough: Big Bend Rd from US-41 to I-76; Gandy Blvd from 4th St to Dale Mabry Hwy
    - Pasco: US 19 from SR 54 to SR 52; SR 54 from US 19 to Suncoast Pkwy
    - Pinellas: Gulf Blvd. from Bath Club Cir. to 125 Ave. & Tom Stuart Cswy Bridge; Roosevelt Blvd/SR
686 from Ulmerton Rd/SR 688 to Gandy Blvd.
    - 11 factors went into the selection of those critical projects, including evacuation route, projected
traffic volume, proximity to activity centers, projected population density, and more
  - The project is currently in the adaptation strategies phase, which examines how the region can adapt its
physical assets, natural landscapes, and water management to mitigate sea level rise and land loss
    - Next steps include econometric modeling, another round of stakeholder engagement, and
incorporating the findings into the LRTP
  - Members thanked Yeh for her presentation and emphasized the importance of the project
The group heard staff recommendations for the annual priority project list

- Previous priorities have been inconsistently defined in the past, and often were not specific projects that could be advanced
- Staff recommended five top regional priorities to advance immediately:
  - SR60/I-275 interchange in Hillsborough County
  - I-75 at Overpass Road in Pasco County
  - I-75 at Gibsonton in Hillsborough County
  - I-275 operational improvements from north of downtown Tampa to the I-275/I-75 apex
  - Central Avenue Bus Rapid Transit in Pinellas County
- The priority list will be brought back to the group in April for final approval

The group received a brief update on the Regional Long Range Transportation Plan development

- Next steps for the plan development include regional modeling for travel demand and project selection, cost/revenue estimates, cost feasibility for projects, and local outreach by each MPO this summer

For future agenda items, group members requested a presentation on the mechanics of how transportation/transit funding occurs at the state level, and that the group revisit a voting structure as members had not come to a
Please join us for OPEN HOUSE #2

FDOT plans for I-275 and I-4 in Downtown and Westshore impact on the

Natural Environment

The Hillsborough MPO invites you to an open house with the MPO Board and its committees to learn more about potential environmental and natural impacts associated with FDOT’s interstate modernization plans. This is the second in a series of open houses and briefings providing a forum for FDOT to respond to MPO Board motions as well as MPO committee and public comments on the Tampa Interstate Study (TIS) Supplemental Environmental Impact Statement (SEIS).

The informal format is an opportunity to view large map displays of the concepts and talk with experts about potential environmental impacts, including health, air quality, noise, and water management.

A third open house addressing traffic impacts will be scheduled this summer. In addition, FDOT will provide more details at public workshops to be held later this spring. Learn more at: tampabaynext.com

Tuesday
April 30, 2019
5:00 - 7:00 pm
at

Robert B. Saunders, Sr. Public Library
1505 N Nebraska Ave, Tampa

Persons needing interpreter services or accommodations for a disability in order to participate in this meeting, free of charge, are encouraged to contact Johnny Wong at 813-273-3774 x370 or wong@plancom.org at least three business days in advance of the meeting.

También, si sólo se puede hablar en español, por favor llame a la línea de ayuda en español al 813-273-3774 x211.

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