Meeting of the Citizens Advisory Committee
Wednesday, January 17, 2018, 9:00 AM

I. Call to Order & Introductions

II. Public Comment - 3 minutes per speaker, please

III. Members’ Interests

IV. Approval of Minutes – December 13, 2017

V. Action Items

A. TIP Amendment for Performance Measure Target-Setting: Safety (Johnny Wong, MPO Staff) 9:15

B. TIP Amendment – I-4 Resurfacing (Joe Price, MPO Staff) 9:30

C. Long Range Transportation Plan Amendment – I-275 Operational Improvements & Howard Frankland Bridge Project (Rich Clarendon, MPO Assistant Executive Director) 9:40

D. Attendance Review & Declaration of Vacant Seats (Rich Clarendon, MPO Assistant Executive Director) 10:00

VI. Status Reports

A. MPO School Transportation Working Group & School Safety Study Update (Lisa Silva, MPO Staff) 10:15

B. Health Atlas (Brandon Berry, MPO Intern) 10:40

C. Complete Streets Corridor Screening (FDOT Representative) 11:00

VII. Old Business & New Business

A. TBARTA CAC Report (Bill Roberts) 11:15

VIII. Adjournment

IX. Addendum

A. MPO Meeting Summary & Committee Report

B. Gulf Coast Safe Streets Summit Flyer

C. Summary of 2018 Legislative Issues

D. MPO Comments on FY19-23 Tentative Work Program

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 cerro electronico. 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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DECEMBER 13, 2017 – JOINT MEETING WITH THE METROPOLITAN PLANNING ORGANIZATION CITIZENS ADVISORY AND TECHNICAL ADVISORY COMMITTEES – DRAFT MINUTES

The Metropolitan Planning Organization (MPO) Technical Advisory Committee (TAC), Hillsborough County, Florida, and the MPO Citizens Advisory Committee (CAC), met in Joint Meeting, scheduled for Wednesday, December 13, 2017, at 1:15 p.m., in the Plan Hillsborough Committee Room, 18th Floor, Frederick B. Karl County Center, Tampa, Florida.

The following MPO TAC members were present:

Charles White, Chairman
Gina Evans (arrived at 1:26 p.m.)
Stephen Griffin (arrived at 1:33 p.m.)
Jeffrey Sims for Reginald Sanford
Christopher Speese
Linda Walker
Michael Williams

The following MPO TAC members were absent:

Michael Case
Amber Dickerson
Michael English
Robert Frey
Anthony Garcia
Rachel Chase
Reginald Sanford
Jonathan Scott
Calvin Thornton
Pierre Valles
Donna Wysong

The following MPO CAC members were present:

Vance E. Arnett
David Butcher
Robert Davila
Amy Espinosa
Kevin O’Hare
Kimberly Overman
Clifford Reiss
Nicole Rice
WEDNESDAY, DECEMBER 13, 2017 - DRAFT MINUTES

Ricardo “Rick” Fernandez                    Richard Richmond
Barbara Kennedy Gibson                      Lynne Vadelund
Edward Mierzejewski

The following MPO CAC members were absent:

David Wilson, Chairman                     Charles Poteet
Ray Alzamora                               William “Jib” Reagan, Jr.
Robert Gidel                               William Roberts
Dennis Levine                              Wayne Traina
Nancy Pacifico                            Terrance Trott

I. CALL TO ORDER

Mr. Richard Clarendon, MPO, asked for any changes to the minutes, and requested a motion to approve the CAC minutes. Mr. Arnett moved to approve, seconded by Mr. O’Hare, and carried thirteen to zero. (Chairman Wilson and Members Alzamora, Gidel, Levine, Pacifico, Poteet, Reagan, Roberts, Traina, and Trott were absent.) Responding to Ms. Gena Torres, MPO, Senior Assistant County Attorney Cameron Clark clarified membership requirements to take a vote.

IV. ACTION ITEM

A. Election of Officers

Mr. Clarendon opened nominations and relayed Mr. Wilson had expressed a desire to continue as chairman. Hearing no further nominations, Mr. Wilson was elected chairman by acclamation. Mr. Clarendon called nominations for vice chair. Mr. Arnett nominated Mr. Roberts to continue as vice chair, who was reelected by acclamation. Mr. Clarendon sought nominations for the member-at-large positions. Ms. Overman nominated Mr. Fernandez, who was elected by acclamation.
V. STATUS REPORTS

A. Sunshine Law and Public Records Requirements

Attorney Clark summarized the item. Talks ensued on Sunshine Law applications to the CAC, law changes, communication by proxy, and possible prohibitions on CAC/TAC/MPO member interactions. Mr. Arnett and Ms. Beth Alden, MPO Executive Director, noted the unique challenges for CAC members appointed by the Board of County Commissioners. Ms. Rice and Mr. Fernandez sought confirmation on CAC/TAC member authorization to speak/identify themselves at MPO/community working group meetings.

B. Hillsborough County Transportation Program

Mr. John Lyons, Director, Public Works, expounded on a presentation contained in background material. Mr. Arnett desired to know HART’s role in the transportation program. Observing an estimated 40,000 housing units affected by entitlements and sharing safety/congestion/mobility concerns, Ms. Overman recommended considering the land/setback associated with the rail lines running along U.S. Highway 41. Mr. O’Hare asked how often speed/lane length factors were assessed in calculations and believed expanding lanes did not address road designs. Dialogue ensued on retrofitting, building factors, and incorporating higher/wider road widths in the South County areas. Mr. Mierzejewski stressed the importance of traffic signal timing and the study to address the Bearss Avenue/Bruce B. Downs Boulevard challenges. Discussion continued on the project priority lead time, infrastructure strategies, and the largest percentage source of transportation plan funding.

C. Smart Traffic Signals

Mr. Brandon Campbell, Tampa Traffic Management, expanded on background material and answered questions on data and alerting Tampa on traffic issues. Referencing requests to preserve the dedicated turn lane at the intersection of Hillsborough and Florida Avenues, Ms. Overman pondered if FDOT controlled the intersection’s traffic light programming and observed the frequency of traffic accidents. Mr. Arnett inquired on possible traffic system upgrades to create a smarter traffic signaling system. Regarding signal cycle length, Dr. Johnny Wong, MPO, touched on data being used to adjust traffic signaling in lieu of adaptive system control at intersections. Mr. Arnett wanted Tampa to make the needed adjustments immediately. Mr. Lennox Ramkissoon considered driver
education for the dynamic traffic signal lights at Fowler Avenue. Dialogue continued on peak-hour traffic service levels, getting the agencies involved to work in tandem, mobility program/benefits, activated traffic signals, carbon emission reductions, and pedestrian safety.

D. MPO School Transportation Working Group Update and School Safety Study

Upon consideration, Chairman White announced the item would be continued.

VI. OLD BUSINESS AND NEW BUSINESS

A. January 10, 2018, MPO Board; January 17, 2018, CAC
B. TBARTA CAC Report

Ms. Torres spoke on the items and noted THEA was interested in seeing the Kennedy Boulevard pedestrian crosswalk removed. Ms. Lisa Silva, MPO, showed images and relayed comments. Subsequent to dialogue on traffic challenges, Mr. Arnett moved the MPO CAC, as far as their input be, retain the crosswalk following FDOT’s requirement, seconded by Ms. Overman, and carried eleven to zero. (Members Espinosa and O’Hare were out of the room; Chairman Wilson and Members Alzamora, Gidel, Levine, Pacifico, Poteet, Reagan, Roberts, Traina, and Trott were absent.)

VII. ADDENDUM

A. MPO Meeting Summary and Committee Report
B. 2018 MPO Official Meeting Calendar
C. Application for National Highway System Changes
D. Fact Sheet: State Road (SR) 579 (Fletcher Avenue), from Florida to Nebraska Avenues, Phase II
E. Elected Officials Letter – Phase II SR 579, from Florida to Nebraska Avenues
VIII. ADJOURNMENT

There being no further business, the meeting was adjourned at 3:13 p.m.

READ AND APPROVED: ______________________________

CHAIRMAN

ATTEST:
PAT FRANK, CLERK

By: _______________________

Deputy Clerk

jh
Board & Committee Agenda Item

**Agenda Item**
Transportation Improvement Program (TIP) Amendment – Safety Performance Measures

**Presenter**
Johnny Wong, PhD (MPO Staff)

**Summary**
The Federal Highway Administration (FHWA) has made a push toward performance-based planning and recently added a requirement for each MPO to adopt safety performance targets. This amendment is to update the narrative of the TIP to include the five safety performance measures required by FHWA, and provide a baseline by which to track progress toward improving safety.

In 2017, the Florida Department of Transportation (FDOT) set a statewide target of zero traffic deaths. Whereas achieving zero traffic deaths is the long-term aspirational goal of the Hillsborough MPO, the FHWA has encouraged MPOs to select realistic targets based on data analysis. Staff has worked with other regional partners to establish a methodology for projecting safety targets through calendar year 2018. Baseline targets were developed as follows:

- **Number of Fatalities:** 184
- **Number of Serious Injuries:** 1,618
- **Number of Nonmotorized Fatalities and Serious Injuries:** 243
- **Rate of Fatalities per 100 MVMT:** 1.40
- **Rate of Serious Injuries per 100 MVMT:** 12.35

The MPO Board prioritizes projects for funding, many of which meet the criteria for safety projects under the *Reduce Crashes & Vulnerability* category of the 2040 Long Range Transportation Plan (LRTP). The 2017-18 TIP has numerous funded projects that enhance the safety of facilities including: sidewalks connecting to schools, complete streets along Collins Street, George Road and Floribraska Avenue, the Green Spine Cycle Track extension, the Heights Mobility Plan, and road diets along Himes Avenue, 46th Street and 34th Street. These projects will make progress toward improving safety in future years.

**Recommended Action**
Recommend Approval of CY2018 Baseline Safety Performance Targets

**Prepared By**
Johnny Wong, PhD (MPO Staff)

**Attachments**
Safety Performance Measure Text to be added to the TIP
Background

The Moving Ahead for Progress in the 21st Century Act (MAP-21) requires State DOTs and MPOs to conduct performance-based planning by tracking performance measures and setting data-driven targets to improve those measures. Performance-based planning ensures the most efficient investment of federal transportation funds by increasing accountability, transparency, and providing for better investment decisions that focus on key outcomes related to seven national goals:

- Safety;
- Infrastructure preservation;
- Congestion reduction;
- System reliability;
- Freight movement and economic vitality;
- Environmental sustainability; and,
- Reduced project delivery delays.

The Fixing America’s Surface Transportation (FAST) Act supplements the MAP-21 legislation by establishing timelines for State DOTs and MPOs to comply with the requirements of MAP-21.

Safety is the first national goal identified in the FAST Act. In March of 2016, the Highway Safety Improvement Program and Safety Performance Management Measures Rule (Safety PM Rule) was finalized and published in the Federal Register. The rule requires MPOs to set targets for the following safety-related performance measures and report progress to the State DOT:

- Fatalities;
- Serious Injuries;
- Nonmotorized Fatalities and Serious Injuries;
- Rate of Fatalities per 100M Vehicle Miles Traveled (VMT); and
- Rate of Serious Injuries per 100M VMT.

The Federal Highway Administration (FHWA) requires the Hillsborough MPO to establish safety targets and report progress toward achieving those targets on an annual basis, beginning on February 27, 2018. The Hillsborough MPO may either agree to plan and program projects so that they contribute toward the accomplishment of the FDOT targets or establish its own quantifiable performance targets for the metropolitan planning area for calendar year 2018 (January 1, 2018 – December 31, 2018). State DOTs and MPOs are able, however, to revise and adjust targets on an annual basis.

Florida DOT Safety Targets

In August of 2017, the FDOT declared the State’s safety performance targets as follows:

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<td>Number of Serious Injuries</td>
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<tr>
<td>Nonmotorized Fatalities and Serious Injuries</td>
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<td>Rate of Serious Injuries per 100M VMT</td>
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These annual targets are expressed as five-year rolling averages, comprising the five calendar years ending prior to the year the targets are due.

**Hillsborough MPO Safety Targets**

In preparation for the initial safety target-setting effort, to be concluded by February 27, 2018, coordinated target-setting among the FHWA, FDOT, and Hillsborough MPO occurred through a series of webinars, target-setting workshops, teleconferences, and a meeting of the Florida Metropolitan Planning Partnership.

The Hillsborough MPO has committed to a quantifiable target\(^1\)\(^2\) for each of the safety-related performance measures, and are declared as follows:

<table>
<thead>
<tr>
<th>Safety Measure</th>
<th>CY2018 Target</th>
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<tbody>
<tr>
<td>Number of Fatalities</td>
<td>184</td>
</tr>
<tr>
<td>Number of Serious Injuries</td>
<td>1,618</td>
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<tr>
<td>Nonmotorized Fatalities and Serious Injuries</td>
<td>243</td>
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<tr>
<td>Rate of Fatalities per 100M VMT</td>
<td>1.40</td>
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<tr>
<td>Rate of Serious Injuries per 100M VMT</td>
<td>12.35</td>
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All five targets are linear projections made for CY2018 using five years of historical data on a rolling average, beginning in 2012 and ending in 2016, which is consistent with Federal reporting requirements. The targets apply to all public roads in the designated Metropolitan Planning Area of Hillsborough County.

\(1\)The VMT estimate is published by the FDOT Office of Transportation Data and Analytics on an annual basis, http://www.fdot.gov/planning/statistics/mileage-rpts/.

\(2\) Fatality and serious injury counts are published by the FDOT State Safety Office’s Crash Analysis Reporting (CAR) database. Figures used were current as of October 2, 2017.
Progress Toward Targets

The investment priorities of the Hillsborough MPO are outlined in the Transportation Improvement Program (TIP). The TIP Priorities consider candidate projects that fall into one of five investment programs established by the Imagine 2040 Long Range Transportation Plan, including Reduce Crashes & Vulnerability, which evaluates projects that have the anticipated effect of reducing both total crashes, and fatal and nonmotorized crashes. The MPO’s goal of reducing crashes by 21-50% (to achieve a level comparable to peer cities by 2040) is linked to this investment program.

The Hillsborough MPO has furthermore approved the expenditure of $14.4M in Highway Safety Improvement Program funds to support safety projects in 2018, and has adopted a Vision Zero Action Plan with a long-term goal of achieving zero traffic fatalities.
Board & Committee Agenda Item

**Agenda Item**
Transportation Improvement Program (TIP) Amendment – (FPN 436588-1)
I-4 Resurfacing from E of 50th St to E of McIntosh Rd

**Presenter**
Joe Price, MPO Staff

**Summary**
The TIP is an active document, effective October 1st thru September 30th, and is amended throughout the fiscal year to update costs, add, remove, and/or move forward projects. The document reflects all the projects within the 5-year work program, detailing phases and funding.

The following TIP amendment was initiated by Florida Department of Transportation to update the total funding amount for the resurfacing of I-4 from E of 50th St to E of McIntosh Rd. This project is currently in the TIP with construction funded in 2018 at $22.3 million. The cost has been updated based on current construction costs to $27.4 million, a net change of about $5.1 million. This project is for resurfacing only and does not add any lanes or capacity to the facility.

**Recommended Action**
Recommend approval of the TIP amendment to increase the funding to resurface I-4 from East of 50th St to East of McIntosh Rd.

**Prepared By**
Joe Price, MPO Staff

**Attachments**
STIP/TIP Report
Comparative Report
Transportation Improvement Program Amendment

FY2017/18 - 2021/22

** This STIP is in an MPO Area **

On Tuesday, February 06, 2018, the Hillsborough MPO Metropolitan Planning Organization amended the Transportation Improvement Program that was developed and adopted in compliance with Title 23 and Title 49 in a continuing, cooperative and comprehensive transportation planning process as a condition to the receipt of federal assistance. By signature below, the MPO representative certifies that the TIP amendment was adopted by the MPO Board as documented in the supporting attachments. This amendment will be subsequently incorporated into the MPOs TIP for public disclosure.

The amendment does not adversely impact the air quality conformity or financial constraints of the STIP.

The STIP Amendment is consistent with the Adopted Long Range Transportation Plan. (Page Number: tbd)

STIP amendment criteria:

F - The change results in a cost increase that is greater than 20% AND greater than $2 million.

An air conformity determination must be made by the MPO on amended projects within the non-attainment or maintenance areas.

E - The MPO is not in an air quality non-attainment or maintenance area.

### Project Name: #436588-1 I-4/SR 400 FROM E OF 50TH ST TO E OF MCINTOSH

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# 5 Year TIP for Hillsborough County, District 7

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### PRELIMINARY ENGINEERING - MANAGED BY FDOT

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**Item 436588 1 Totals:** $3,340,934 $22,260,769 $0 $0 $0 $0 $0 $25,601,703
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Board & Committee Agenda Item

**Agenda Item**
Long Range Transportation Plan Amendment – I-275 Operational Improvements & Howard Frankland Bridge Project

**Presenter**
Rich Clarendon, MPO staff

**Summary**
To alleviate recurring congestion at the north end of the Howard Frankland Bridge, the Florida Department of Transportation (FDOT) has proposed 1) operational improvements to add general use lanes in the Westshore area and 2) adding express lane transitions (ramps) coming on and off the bridge.

FDOT has the funding to make the operational improvements as early as 2019, and expects to have funding to build the express lane transitions as part of the bridge project in 2020-2024. The effect would be to add a general use lane in each direction, and ramps to/from two express lanes in each direction on the bridge. The attached diagrams illustrate these two projects.

The proposed projects can be built within the existing footprint of I-275 and will not require additional right-of-way.

Since the MPO’s Imagine 2040 Long Range Transportation Plan (LRTP) does not identify the express lane ramps, it needs to be amended to add them. Attached is the page from the LRTP showing the proposed amendment in strike-through and underline format.

The amendment must be approved by the MPO at an advertised public hearing, scheduled to be held as part of the MPO board meeting at 9:00 AM on February 6, 2018.

**Recommended Action**
Approval of the proposed LRTP amendment.

**Prepared By**
Rich Clarendon, AICP

**Attachments**
- Westshore Area Lane Additions and Transitions Diagram
- Howard Frankland Bridge Illustrations
- Page from Imagine 2040 LRTP showing proposed additions.
Westshore Area Lane Additions and Transitions

I-275 Operational Improvements
This is our upcoming project to reduce congestion on I-275 at SR 60.
Construction Scheduled 2019-2020

Howard Frankland Bridge Project
This is how express lanes will transition into the Westshore area after the new bridge is built.
Construction Scheduled 2020-2024
In 2020, FDOT plans to rebuild the existing northbound bridge, which was originally constructed in 1960. The new bridge will:

- Improve incident management
- Improve Express Bus Service
- Better accommodate the possibility of future transit
- Better prepare for Autonomous Vehicles
- Anticipate Future Demand
- Cost Effective
- Bike/Ped Facility
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1. Includes new or discretionary Federal and/or state funding sources.
Board & Committee Agenda Item

Agenda Item
2017 Attendance Review & Declaration of Vacant Seats

Presenter
Rich Clarendon, MPO staff

Summary
The MPO By-Laws require that “at a minimum, committee member attendance will be reviewed annually.” The MPO may review, and consider rescinding, the appointment of any member of any committee who fails to attend three (3) consecutive meetings. Members who have exceeded three absences are contacted to determine their intentions regarding committee membership.

If a seat has been unoccupied for an extended period, then the committee may declare it vacant so that it will not be counted in determining a quorum. (However, if the appointing entity appoints someone to fill the vacancy in the future, then the seat will be considered filled and count towards a quorum.)

Recommended Action
As deemed appropriate by the committee.

Prepared By
Rich Clarendon, AICP

Attachments
2017 Attendance Report
## MPO CITIZENS ADVISORY COMMITTEE
### 2017 ATTENDANCE REPORT

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| Members Present             | 8                              | 11                          | 12                          | 11                          | 13                          | 17                          | 15                          | 10                          | 16                          | 15                          | 13                          |
| CAC Membership Less Vacancies | 21                            | 22                          | 22                          | 22                          | 22                          | 23                          | 23                          | 23                          | 23                          | 23                          | 23                          |
| Needed for Quorum           | 8                              | 8                           | 8                           | 8                           | 9                           | 9                           | 9                           | 9                           | 9                           | 9                           | 9                           |
| Quorum Achieved             | YES                            | YES                          | YES                          | YES                          | YES                          | YES                          | YES                          | YES                          | YES                          | YES                          | YES                          |

**Legend:**
- **YES** = Attended
- **EXC** = Alternate Attended
- **NO** = Did Not Attend, Unexcused
- **VAC** = Seat Declared Vacant
- **3** = Three (3) Consecutive Absences

The MPO may review & consider rescinding the appointment of any member who fails to attend three (3) consecutive meetings.
Board & Committee Agenda Item

**Agenda Item**
MPO School Transportation Working Group Update and School Safety Study

**Presenter**
Lisa K. Silva, MPO Staff

**Summary**
Established by the MPO chair in early 2016, the MPO School Transportation Working Group (STWG) provides needed coordination at many levels that did not previously exist. Monthly meetings of transportation-focused professionals representing local governments, transit agencies, public safety organizations, and several functional groups within the School District provide interagency partnerships vital for problem-solving on a host of topics, from traffic circulation to walk/bike safety to school-pools and transit.

MPO staff will provide a review STWG coordination with Vision Zero, outreach efforts, legislative issues, and successes that have occurred since the group formed. Additionally, staff will provide an overview of the STWG’s progress on the MPO School Transportation Safety Study, a data-driven analysis to improve safety for students. The study prioritizes school areas for detailed reviews of multimodal safety and access, which will in turn identify opportunities to enhance the safety and comfort of getting to and from school.

**Recommended Action**
None

**Prepared By**
Lisa K. Silva, AICP, PLA

**Attachments**
1. MPO School Safety Study Top Ten List
2. School Transportation Operations Fact Sheet
3. FL Dept. of Education (DOE) Hazardous Walking Checklist
Hillsborough MPO - School Safety Study

Proposed School Areas for Multimodal Safety Reviews - October 2017

**School Transportation Operations Fact Sheet**

**Bus Stop Review (New & Existing Locations)**

While the State of Florida does not have a mandated method of reviewing new and existing bus stop locations, nationwide best practices dictate that bus stop locations should be reviewed periodically to ensure student safety, public safety and efficient routing practices. General guidelines for bus stop locations are identified in the Florida Basic School Bus Operator Curriculum. Additionally, the Florida Association for Pupil Transportation (FAPT) distributed a general best practices document several years ago for the safe placement of school bus stops. This document was developed by a committee of Florida school transportation professionals who researched methodologies from school districts within Florida and also nationally. This guidance has been the principle upon which most Florida school districts use to determine if a bus stop location is safe. Ultimately, it remains the responsibility of the school district to determine where to place school bus stops to ensure students safety and route efficiency.

**Hazardous Walking – Section 1006.23, Florida Statutes**

Section 1006.23, Florida Statutes, was amended during the 2015 Legislative Session to reflect changes to the criteria that makes certain kindergarten through sixth grade elementary students, who live within two-miles of their assigned school and would otherwise be ineligible to receive state funding, eligible for that state funding when they are subjected to one or more qualifying hazards along their walking path from home to school and back. The statute refers to the walking path, which is determined by the school district, and may or may not be accessible to motor vehicle traffic. The changes to the statute also require multiple state, county and municipal agencies to agree that a specific location meets those criteria, and that such documentation of such be maintained by the school district.
Reasonable Walking Distances – Section 1006.21, Florida Statutes and Rule 6A-3.001, Florida Administrative Code

Florida Statutes dictate the requirements for school districts to provide transportation services to certain students within the State, however those statutes do so by referencing the requirements in the Florida Administrative Code, which is also known as the State Board of Education rules.

1006.21 Duties of district school superintendent and district school board regarding transportation.—

(3) District school boards, after considering recommendations of the district school superintendent:

   (a) Shall provide transportation for each student in prekindergarten disability programs and in kindergarten through grade 12 membership in a public school when, and only when, transportation is necessary to provide adequate educational facilities and opportunities which otherwise would not be available and to transport students whose homes are more than a reasonable walking distance, as defined by rules of the State Board of Education, from the nearest appropriate school.

6A-3.001 Basic Principles for Transportation of Students.

(3) A reasonable walking distance for any student who is not otherwise eligible for transportation pursuant to Section 1011.68, F.S., is any distance not more than two (2) miles between the home and school or one and one-half (1 1/2) miles between the home and the assigned bus stop. Such distance shall be measured from the closest pedestrian entry point of the property where the student resides to the closest pedestrian entry point of the assigned school building or to the assigned bus stop. The pedestrian entry point of the residence shall be where private property meets the public right-of-way. The district shall determine the shortest pedestrian route whether or not it is accessible to motor vehicle traffic.


The Florida Administrative Code identifies the requirements and expectations from parents of students who are transported to and from school on school buses at public expense.


(2) The school district shall exercise additional specific powers and responsibilities as follows:

   (c) The district shall inform parents, guardians, and students at least annually in writing of their responsibilities and related district policies as follows:

      1. To ensure the safe travel of their students during the portions of each trip to and from school and home when the students are not under the custody and control of the school district, including during each trip to and from home and the assigned bus stop when the school district provides bus transportation.
2. To ensure that students ride only in their assigned school buses and get off only at assigned bus stops, except when the district has approved alternative buses or arrangements.

3. To ensure students are aware of and follow the district’s adopted code of student conduct while the students are at school bus stops and to provide necessary supervision during times when the bus is not present.

4. To ensure that, when the physical disability of the student renders the student unable to get on and off the bus without assistance, the parent or guardian provides the necessary assistance to help the student get on and off at the bus stop, as required by district policy or the student’s individual educational plan.
Site Review Checklist
(To assist in determining eligibility for school transportation based on hazardous walking conditions in accordance with section 1006.23, Florida Statutes)

Walkways Parallel To The Road

YES NO

1. Is the location in a residential area with little or no traffic? Is the location in a residential area and on a road or street that is not used as a major artery or cut-through?

2. Is the location on a road where the traffic volume is fewer than 180 vehicles per direction per hour at 6:00 am - 9:00 am and 2:00 pm - 4:00 pm? Note: If the traffic count during the times students must walk is 180 vehicles per hour or more, in either direction, the answer to this question is “no.”

3. Is the area located in a residential area and on a road that has a posted speed limit of 30 miles per hour or less?

* If the answer to either 1, 2 or 3 is “YES,” the area does not qualify as a hazardous walking location.
* If the answers to 1, 2 and 3 are all “NO,” continue to next question.

If the posted speed limit is less than 50 mph:

4. Is there an area at least four feet wide with a “surface upon which students may walk” that prevents the students from having to walk on the road? Note: The surface does not have to be a sidewalk, but simply a surface upon which the students may walk. Weeds, tall grass or flooding may be temporary maintenance problems that do not constitute a hazardous walking area. A walking surface does not include drainage ditches, sluiceways, swales or channels. A paved area contiguous with the paved roadway or extended shoulder (also known as a “breakdown lane”), with no separation from the driving area or raised curb, is not a walkway.

If the posted speed limit is 50 mph or greater:

5. Is the road uncurbed with a four-foot wide walking surface (as defined in #4 above) separated from the road by an additional three or more feet?

6. Is the road curbed with at least a four-foot wide walking surface (as defined in #4 above)?

* If the answer to 4, 5 or 6 is “YES,” the area does not qualify as a hazardous walking surface.
Walkways Crossing Over The Road
(When students must cross the road)

A. For an “uncontrolled crossing site” (no crossing guard, traffic enforcement officer, stop sign or other traffic control signal present during student walk times):

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1. Does the traffic volume exceed 360 vehicles per direction, per hour (either direction, including all lanes in each direction)?

2. Does the road have a posted speed limit of 50 MPH or greater?

3. Does the road have six or more lanes (not including turning lanes)?

* If the answers to the above questions are “NO,” the area does not qualify as a hazardous walking surface.
* If the answer to any of the above questions is “YES,” the area would qualify as a hazardous walking surface.

B. For an intersection or crossing site controlled by a stop sign or other traffic control signal, but without crossing guards or traffic enforcement officers during the times students must walk:

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2. Does the total traffic volume (total of both directions) exceed 4,000 vehicles per hour?

* If the answer is “NO,” the area does not qualify as a hazardous walking surface.

C. Any intersection or other crossing site with a crossing guard or other traffic enforcement officer does not qualify as a hazardous walking location, regardless of the posted speed limit.

D. Comments/Notes/Diagrams:

Location Code: ________________
Site Authorization and Signature Verification

School District: ___________________________ Site Review Date: ________________

Hazard Location: ____________________________________________________________________________

Hazard Location Is: _____ Parallel to the road Traffic Count: ____________________________

_____ Crossing over the road Traffic Count: ____________________________

Hazard Jurisdiction: _____ Municipal (Identify: ____________________) _____ County _____ State

Permanent Hazard? _____ Yes _____ No If no, anticipated correction date: ________________

School District Representative: ________________________________________________________________

Print Name ___________________________ Signature ___________________________

Email: ___________________________ Phone: ___________________________

Roadway Jurisdiction Representative: _____________________________________________________________

Print Name ___________________________ Signature ___________________________

Agency/Entity: ____________________________________________________________________________

Email: ___________________________ Phone: ___________________________

Law Enforcement Representative: ________________________________________________________________

Print Name ___________________________ Signature ___________________________

Agency/Entity: ____________________________________________________________________________

Email: ___________________________ Phone: ___________________________

Metropolitan Planning Organization Representative: _______________________________________________________

(If applicable) Print Name ___________________________ Signature ___________________________

Agency/Entity: ____________________________________________________________________________

Email: ___________________________ Phone: ___________________________

Assigned FDOE Hazardous Walking Database Location Code: __________ Date Entered: __________

Staff assigning and entering hazardous walking location into the database: ____________________________________________________________________________

Location Code: ________________
Board & Committee Agenda Item

Agenda Item
Hillsborough County Health Atlas

Presenter
Brandon Berry, MPO Staff

Summary
The Hillsborough County Health Atlas is a public mapping tool produced by Plan Hillsborough staff to support the work of the Hillsborough Metropolitan Planning Organization and Planning Commission. Technical support was provided by the Florida Department of Health. This tool provides planners and communities a baseline profile of chronic disease within Tampa neighborhoods, as well as demographic, transportation, health care access, food environment, emergency preparedness, and environmental indicators which span Hillsborough County.

Data collection for the Health Atlas began with community input from Hillsborough County’s Garden Steps. Garden Steps is a project, focused in the City of Tampa, which aims to establish community gardens in food deserts and improve walking and bicycling access to them. Garden Steps is one of 50 projects funded by the Healthiest Cities & Counties Challenge, a partnership between the Aetna Foundation, American Public Health Association and the National Association of Counties.

The Health Atlas’ first phase offers individuals the ability to explore a snapshot of their community’s health. The second phase of this tool, slated for 2018, will expand the range and extent of chronic disease indicators to Unincorporated Hillsborough County, Temple Terrace, and Plant City, as well as introduce data to compare incidence of premature mortality across the county.

Staff envisions that the Health Atlas will be expanded and updated periodically as new data becomes available. In addition, Plan Hillsborough will collaborate with other agencies to sustain this tool in coming years.

The Hillsborough County Health Atlas may be accessed at http://www.planhillsborough.org/health-atlas/.

Recommended Action
None. Information Only.

Prepared By
Brandon Berry, MPO Staff

Attachments
None.
Board & Committee Agenda Item

**Agenda Item**
Complete Streets Corridor Screening

**Presenter**
Stephen Benson, FDOT

**Summary**
FDOT’s goal is to implement a policy that promotes safety, quality of life, and economic development in Florida. Complete Streets serve the transportation needs of users of all ages and abilities, including those walking, bicyclists, transit riders, motorists, and freight handlers. Complete Streets are context sensitive, and the approach provides transportation system design that considers local land development patterns. A transportation system based on Complete Streets principles can help to promote safety, quality of life, and economic development.

In response to the Complete Streets Policy, the recently released Complete Streets Handbook and the FDOT Design Manual (2018) have been developed to provide guidance to planners and engineers in putting the “right street in the right place.” Over the next year, District staff is working to incorporate this approach into existing procedures and project development activities. This presentation is an update on these efforts and discussion on FDOT’s approach to complete streets on the state highway system.

FDOT routinely incorporates standard sidewalks and bike lanes into resurfacing projects and reconstruction projects. In partnership with the MPO, FDOT has expanded the application of complete streets design philosophies into several upcoming key projects (Kennedy Blvd, Hillsborough Avenue and Kennedy Blvd/Jackson Street). FDOT has used these successes to formalize a process for applying complete street design principles to all state administered roadway projects. The goal of this aspect of the Complete Streets program is to generate a greater impact with faster results.

**Recommended Action**
None. For information only.

**Prepared By**
Gena Torres, MPO Staff

**Attachments**
None.
MPO Board Meeting Summary
Tuesday, December 5, 2017

CALL TO ORDER, PLEDGE OF ALLEGIANCE & INVOCATION

Chairman Les Miller called the meeting to order at 9:00 a.m. He led the pledge of allegiance and gave the invocation. The meeting was convened on the 26th floor of the County Center.

PUBLIC COMMENT

Mr. Sam Gibbons commented on the expansion of the interstate and the Tampa Heights Community Garden. Mr. Gibbons requested the MPO Board consider what FDOT is doing with the interstate expansion and the effects that it will have on neighborhood preservation for generations.

Mr. Chris Vela requested removal of toll revenue set-asides referenced in IV. D of the Consent Agenda (Legislative Positions recommended by Policy Committee). He expressed concerns regarding deriving transit money from tolls and feels that it will create less of an opportunity for local public buy-in.

Chairman Miller requested Ms. Beth Alden, MPO Executive Director, to address Mr. Vela’s comments. Ms. Alden stated that the recommendation from the MPO Policy Committee was about working together to find new funding sources to implement new regionally significant transit. The concern was that longer distance express bus service that crosses county boundaries is expensive, and because of the limited availability of funding for bus service, the group did not want the creation of new regional transit service to come at the expense of the local bus routes which are also needed. The board previously heard from the Director of the Miami-Dade TPO that toll revenue set-aside is something they have used, and it was identified for consideration. There are other funding options to look at, such as inclusion of regional transit in the State’s Strategic Intermodal System, so that those services would qualify for those types of funds. There is also a bill that is currently being circulated that would provide a new matching grant program for regional transit, through TBARTA.

Mr. Vela wanted to know if the MPO Board or the Board of County Commissioners have considered an additional tax to Uber and Lyft rides as a source of revenue? Commissioner Miller stated there has been no discussion.

COMMITTEE REPORTS, ONLINE COMMENTS

Ms. Gena Torres, MPO staff, presented information from the various MPO committee meetings and online comments. The CAC, Technical, BPAC, and Policy Committees approved the consent items: 2018 calendar and the Brandon Corridors & Mixed-Use Centers Study. There were comments about the study: endorsing the transit improvements; not supporting the reversible lane on Bloomingdale; attention needed for Lithia Pinecrest and north-south movements; and there were questions on how development could be incentivized to implement the recommendations for mixed use centers.

The other consent item was proposed by the Policy Committee and there were several recommendations for the Legislative Policy positions.
The TIP Amendment, which is listed as a roll-call vote today, was supported by the committees. The BPAC members emphasized the importance of complete streets and noted the imbalance of funding for capacity projects over safety.

The committees approved the Vision Zero Action Plan that was listed as an Action Item on the board agenda.

The Florida MPOAC Advisory Council met and agreed to create a new working group to improve MPO training opportunities. This group was briefed on: Department of Transportation major projects to be funded by 2045; next steps for the SUNTrail program; State-MPO coordination in setting performance targets; and Florida State Study of Transit Applications for autonomous vehicles.

At the TBARTA MPO Directors’ meeting, several items were discussed for the upcoming MPO Chair’s Coordinating Committee meeting on December 1st: an update on the regional priority projects reflecting the TMA’s and other changes; Measures of Effectiveness report for the Regional Public Participation Program; regional short-term targets for crash reduction; a minor administrative update of the interlocal agreement creating the CCC; and a special meeting on the Regional Planning Best Practices study. The consultant for that study is looking at existing organizational relationships, and describing future options, noting what may or may not require law changes.

Staff did not receive any Facebook comments regarding today’s meeting; however, there was a comment on the Vision Zero page regarding the Bicycle Safety Action Plan and what’s been accomplished since that study was completed several years ago. Staff will follow up on the inquiry. Staff were copied on an email, addressed to Mayor Buckhorn and several others, from Mauricio Rosas regarding hit and run crashes and speeding in Seminole Heights. Staff also received an email from Robert Sawallesh expressing concerns regarding Bruce B. Downs and the entrance to the VA Hospital. Mr. Sawallesh is circulating a petition that is requesting streetlights, crosswalks, signals, and turn lanes. Seven emails were received from Dale Tindall regarding Howard Frankland Bridge congestion extending through downtown and beyond. All online comments were provided in the board folders.

CONSENT AGENDA

A. Approval of Minutes – November 8, 2017
B. 2018 MPO Board & Committees Meeting Calendar
C. Brandon Corridors & Mixed-Use Centers Study
D. Legislative Positions Recommended by Policy Committee

A motion was made by Commissioner Sandra Murman to approve the Consent Agenda. The motion was seconded by Commissioner Pat Kemp and carried unanimously.

ROLL-CALL VOTE

A roll-call vote took place on the TIP Amendments - West Hillsborough Avenue Complete Street Project and I-75 at State Road 60 On-Ramp Improvement.

There was no discussion on the item.

A motion was made by Commissioner Sandra Murman for approval of the TIP Amendments. The motion was seconded by Councilmember Cohen. Motion carried 15-0. (Note: Mayor Rick Lott was not present during the vote.)
ACTION ITEMS

A. Election of Officers for 2018

Cameron Clark, MPO Attorney, led the election of officers; all seats were relinquished, and no seconds were required for nominations.

Councilman Cohen nominated Commissioner Les Miller for Chair of the MPO. Commissioner Murman nominated Councilman Cohen for Vice-Chair.

There were no other nominations for Chair and Vice-Chair. Mr. Clark congratulated Commissioner Miller and Councilman Cohen on their appointments.

Committee appointments were as follows:

Policy Committee (5 members minimum): Councilman Cohen, Commissioner Kemp, Commissioner Murman, Mr. Waggoner, and Councilman Maniscalco; Alternates: Mr. Anderson and Ms. Stuart.

Tampa Bay TMA Leadership Group: Councilman Cohen, Commissioner Kemp, Commissioner Murman; Alternates: Mr. Anderson and Mr. Lopano.

Transportation Disadvantaged Coordinating Board Chair: Councilman Viera

Livable Roadways Committee Chair: Mr. Green

School Transportation Working Group Chair: Ms. Stuart

Florida MPO Advisory Council: Mr. Klug (alternate for Mr. Anderson)

Commissioner Miller thanked members for volunteering and serving for another year.

B. Vision Zero Action Plan and Pledge Drawing

Ms. Gena Torres, MPO staff, provided information on the results of the development of the Vision Zero Action Plan, and thanked the board for their role with the plan. Support has been received from other jurisdictions, but it’s going to take the entire community and even more to implement strategies and get the word out about Vision Zero. There are several people interested in participating in the Speakers Bureau to help get the word out. Ms. Torres recommended members view the One Message, Many Voices Vision Zero video that is available online http://www.planhillsborough.org/vision-zero/ which highlights the lives of victims.

This year, the Vision Zero group painted a bike lane over the bridge in Temple Terrace, and marched for recognition for Alexis Miranda, who was killed while walking to school. The group also obtained maps highlighting the highest crash corridors. A lot of that data is available on the Vision Zero web page. The four action tracks were: (1) One Message Many Voices – outreach and forging relationships; (2) Consistent and Fair – the law enforcement group working with the Community Traffic Safety Team; (3) Paint Saves Lives – pop-up treatments on roads; and (4) Future Not Like the Past – reviewing manuals and operating procedures that could be changed to implement Vision Zero ideas.

Once the board approves the plan, it will be provided to additional organizations within the community.
Commissioner Kemp offered suggestions to be included in the action plan. She would like to see more awareness of the fatality rate in Hillsborough County since it is a continual issue, and we have the second highest fatality rate in the nation. She would like the board to have quarterly updates on the crash data. The Commissioner wants awareness or discussion to take place, twice a year, on vehicles miles traveled and how it’s impacting transportation. She would like to see coordination with the land development code, the MPO, and the FDOT on bus stops in right-of-way; skinny stops are not adequate. In addition, she would like to see coordination between the County, the City, and land development code on crosswalks and mid-street crossing issues. There seem to be agency coordination problems. Gena Torres stated that everything the Commissioner suggested was in line with Vision Zero and is included in the Action Plan.

Commissioner Murman thanked Ms. Torres for her hard work and dedication to Vision Zero. She stated that County staff are already incorporating Vision Zero concepts into major road improvements. She also said that she recognizes changes with the City too, based on newly created bike lanes.

Councilman Cohen voiced concerns about texting while driving, and texting while walking along and crossing the street. There seems to be a view that it’s not going to be possible to get a texting while driving ban through the legislature and he doesn’t understand why. He feels that the board needs to do a better job reminding people to discipline themselves when texting.

Trent Green wanted to know why universities and community colleges were not identified as partners on the coalition page. Ms. Torres stated that the MPO did not intend to forever be the home of the Vision Zero Coalition and in the future another board or a nonprofit would take over and continue to move the project forward. Until that time, she will be the contact person. She stated that she will add USF’s logo and any agency’s logo that would like to be part of the plan. For example, once she officially presents in January to HART and they sign a resolution, their logo will be added as well.

**A motion was made by Commissioner Kemp for approval of the Vision Zero Action Plan. The motion was seconded by Ms. Stuart and carried unanimously.**

To inform the community about the Vision Zero movement, an ad was placed in the Tampa Bay Buccaneers yearbook, at a rate discounted by the Bucs. That purchase included two tickets to the December 18, 2017 football game. A drawing for the two tickets was held, during the meeting, from individuals who earlier completed the Vision Zero pledge. Margaret Kubilins was the winner.

### STATUS REPORTS

#### A. School Transportation Working Group (STWG) Update With Jurisdictions

A motion was made at the November 8, 2017 board meeting to postpone discussion of this status report to today, and to invite County and City representatives to provide updates on their school safety projects as well. Lisa Silva, the STWG Liaison, provided updates on the progress and successes since the creation of the working group in 2016. The STWG has requested the MPO continue to provide staff support for one more year. After 2018, the intention is to take the working group and institutionalize it as a School District committee.

Commissioner White wanted to know if the structure of the group will be the same when the STWG transitions to the School District. Chris Farkas informed the group that district staff will be included, and they will invite necessary attendees based on planned discussions. They will involve County staff, MPO staff, the Sheriff Department, and will involve municipalities and other jurisdictions as needed. The plan will be to have the right group of people at the table so that decisions can be made quickly. Commissioner White would like for the group to be mindful of the logistical issues around schools as well as the safety of kids; he expressed concerns of cars spilling out onto arterial roads and collector roads near schools and creating major safety issues.
Commissioner Kemp stated that the group should be boisterous with the legislature regarding funding, because of the proposed bill to reduce the 2-mile “parental responsibility” radius to 1.5 miles, so that some of the traffic can be taken off the roads. Commissioner Kemp expressed concerns regarding Florida being the second highest fatality rate in the nation and yet only very few locations are considered as hazardous school walking conditions. Mr. Farkas clarified and stated that he was only providing two examples hazardous locations, and can provide a full list of the different locations.

Chris Keller, MPO Consultant, provided an update on the School Safety Study. The study was a data driven approach to improve safety for all students of Hillsborough County getting to and from school. Based on objective criteria, ten school areas were identified for a detailed safety review.

Ms. Silva informed the group that the City of Tampa’s representative, Milton Martinez, had a scheduling conflict and sent his apologies; however, he provided his PowerPoint slides, available in the board folders. The Cities of Plant City and Temple Terrace have been working with the STWG, but were unavailable to attend as well.

Lucia Garsys, Chief Development and Infrastructure Services Administrator for Hillsborough County, provided an update on their efforts that coincide with Vision Zero and the school safety initiatives. She informed the group that they are working on ensuring that they have staff to attend the multiple committee meetings of the MPO so that ideas continue to be incorporated with their efforts. Commissioner White requested that Ms. Garsys provide specifics on what the County has been doing in conjunction with the School Board and where funding is coming from. In some cases, physical improvements have been funded by the County, and others have been worked on with School Board staff. An item will be presented to the BOCC in January or February regarding funding additional improvements. Commissioner White noted that the MPO does not implement things and that they hand things off to applicable agencies.

Commissioner Miller wanted to know what efforts are taking place with law enforcement regarding School zone violators near Middleton, Ferrell, Young, and Chamberlain? Ms. Silva stated that one effort that is taking place is a State requirement that is making school zones more uniform and easier to identify. She also noted that there is law enforcement staff on the committee and that they will continue to address the issue.

A motion was made by Commissioner Murman to send a letter to the Hillsborough County Sheriff and the City of Tampa’s Police Chief requesting additional support with enforcement of school speed zones. The motion was seconded by Councilman Cohen and carried unanimously.

Chris Farkas, School District staff, provided an update on challenges and coordination efforts on solving school transportation issues. Mr. Farkas informed members that the School District receives forty-five cents of the dollar we get refunded for state funded busing, and this amount is declining. Several board members expressed that they were appalled by the situation in our state. Following Mr. Farkas’s presentation, board members inquired about school capacity and projections.

Commissioner Miller wanted to know if school district staff has been planning for the possible impact if the additional $25,000 homestead exemption passes. Mr. Farkas stated that the school levy is not part of the homestead exemption and it will not impact them as much it will impact other government agencies.

Ms. Stuart thanked the MPO Board for allowing the working group to continue to work for one more year. She also thanked the municipalities, the presenters, and Ms. Silva for the work that she has done for the group.
EXECUTIVE DIRECTOR'S REPORT

Ms. Beth Alden thanked board members for their time in service this year. She also thanked Councilman Cohen, Commissioner Kemp, and Commissioner Murman for their work on the regional planning process and attending the regional MPO Chair’s Coordinating Committee meeting along with the Tampa Bay Transportation Management Leadership Group; these regional groups’ roles are in a state of flux as the role of TBARTA continues to evolve.

The next meeting board was scheduled for January 3, 2018; however, it was recently changed to Wednesday, January 10.

The next Tampa Bay TMA Leadership Group meeting is scheduled for January 19, 2018 at 9:30 a.m. at the Pinellas Suncoast Transit Authority’s administrative office, located at 3201 Scherer Drive in St. Petersburg.

OLD BUSINESS & NEW BUSINESS

Temple Terrace Mayor Mel Jurado expressed concerns regarding an FDOT initiative on elevated lanes over Fowler Avenue. Temple Terrace’s emails and phones have been very busy because their Council was not briefed, and they are not happy. This would divide the City of Temple Terrace in half and would devastate business on the Fowler Corridor. The mayor requested that the initiative cease and that her city is very opposed to the idea.

Ms. Alden stated that she briefed Mayor Jurado on preliminary, exploratory conversations with FDOT about this idea, during the Mayor’s board orientation. She also asked the Mayor for her feedback, and the feedback of her constituents through her, on this idea. Creating elevated lanes similar to what will be built on Gandy could be a way to road-diet the ground level and make it more livable and community-friendly.

Several board members stated that this idea has never been endorsed by the MPO Board. Chairman Miller suggested the City of Temple Terrace have a discussion with FDOT. Mayor Jurado stated that she has met with FDOT and that the concept was shared with the MPO Board at the November 8th meeting, which was her first meeting. Ms. Alden stated that this was mentioned very generically at the board meeting, as FDOT is exploring elevated lanes in general for Tampa Bay Next. Commissioner White requested that FDOT representatives present on the Fowler Avenue concept.

A motion was made by Commissioner White directing staff to schedule a presentation for the February 2018 MPO meeting by FDOT that focuses on the Fowler Avenue/Temple Terrace concept. The motion was seconded by Councilman Maniscalco and carried unanimously.

Ms. Stuart suggested that when FDOT presents new ideas to the board that it should be highlighted to bring to the board’s attention.

A motion was made by Commissioner Kemp for FDOT to present on the Busch Boulevard Corridor as well. The motion was seconded by Councilman Maniscalco and carried unanimously.

Commissioner Miller wished the board a Merry Christmas and Happy Holidays!

ADJOURNMENT

A quorum was maintained for the duration of the meeting. There being no further business, the meeting adjourned at 11:05 a.m.
Committee Reports

Joint meeting of the Citizens and Technical Advisory Committees (CAC - TAC) on December 13

The TAC could not take any action, due to the lack of a quorum.

The CAC held its annual election of officers with the following members elected:

- David Wilson continuing as Chairman
- Bill Roberts continuing as Vice Chairman
- Rick Fernandez as Officer at Large

Hillsborough County Public Works Director John Lyons gave an update on the County’s ten-year transportation plan. CAC members asked about support for transit, how it relates to development entitlements, lane width standards, boulevard designs, and the need for basic signal timing.

MPO attorney Cameron Clark briefed the committees about the requirements of the sunshine and public records laws.

In response to a CAC request, Brandon Campbell with the City of Tampa provided an overview of smart traffic signals. The City bases its signal timing on the time required for pedestrians to cross, and is developing signal timing plans for all 535 intersection that it controls. CAC members highlighted problem intersections such as US 301 and Bloomingdale Ave, Hillsborough Ave and Florida Ave, and Meridian and Twiggs St.

Meeting of the Livable Roadways Committee (LRC) on December 13, 2017

The LRC held its annual election of officers with the following members elected

- David Hey continuing as Vice Chairman
- Cathy Coyle as Officer at Large

MPO attorney Cameron Clark briefed the committees about the requirements of the sunshine and public records laws.

The committee heard presentations on THEA’s Tampa Connected Vehicle Pilot, and the School Transportation Update and School Safety Study. They also participated in the Regional Scenario Planning Survey.

During new business the committee gave stakeholder input on THEA’s request to remove the pedestrian crosswalk at the Selmon Expressway exit ramp at Kennedy
Bvd. The committee gave several strong reasons, most safety based, for retaining and improving the crosswalk, which staff will share with FDOT.

**Transportation Disadvantaged Coordinating Board Meeting of December 9, 2017**

The TDCB elected its officers for 2018, reelecting Gloria Mills as Vice Chair and Dr. Fred Barja as Member At Large.

Transportation Disadvantaged Legislative Awareness Day will be held on February 14, 2018 in Tallahassee. This is an opportunity to show support for the Transportation Disadvantaged Program. The TDCB’s annual Legislative Message is included on the MPO Board’s consent agenda today.

Finally, the TDCB reminds the MPO that a growing aging population supports the continued creation of age friendly communities in Hillsborough County. The Board supports the creation of age-friendly walking spaces. This means a focus on improved crosswalk timing and markings, good lighting, places to rest, and sidewalks that are easy to navigate for school children, person with disabilities and our seniors. The Transportation Disadvantaged Coordinating Board further supports the Vision Zero plan to create spaces that are good for people of all ages and abilities.
Encouraging the implementation of Complete Streets that are safe and accessible for all!

This event brings people from across the Gulf Coast to learn about transportation safety from one another and from national leaders. As we elevate our individual efforts, sister communities will work together to create cohesive linkages and make a difference in the region.

All modes.
All ages.
All abilities.

February 27, 2018
8:30am - 6:30pm

Register for $60
tinyurl.com/gulfcoastsummit

Glazer Children’s Museum
110 W Gasparilla Plaza, Tampa 33602

planhillsborough.org/gulf-coast-safe-streets-summit
Join us for the first-ever Gulf Coast Safe Streets Summit!

Speakers include:

Rick Kriseman, Mayor, St. Petersburg, FL
Leah Shahum, President, Vision Zero Network
Ryan Gravel, Founder, Atlanta Beltline
David Gwynn & L. K. Nandam
FDOT District Secretaries
Melissa Wandall, President, National Coalition for Safe Roads
Laura Cantwell, AARP Florida

Schedule:

08:30 - Optional Walk/Cycle on the Riverwalk, led by Tampa By Bike (TampaByBike.com)
10:00 - Opening Address
10:30 - Mayors Panel
12:00 - Lunch and Keynote
01:30 - Advocates Panel
02:45 - Secretaries Panel
05:00 - Reception & Awards at Franklin Manor, 912 N Franklin Street

planhillsborough.org/gulf-coast-safe-streets-summit
Autonomous Vehicles—HB 353 (Reps. Fischer/Brodeur and SB 712 (Senator Brandes) Although these bills are not identical, SB 712 would exempt an autonomous vehicle being operated in autonomous mode from a certain prohibition on the operation of a motor vehicle if the vehicle is actively displaying certain content that is visible from the driver’s seat while the vehicle is in motion; authorize a fully autonomous vehicle to operate in this state regardless of whether a licensed human operator is physically present in the vehicle; authorize the Secretary of Transportation to enroll the state in any federal pilot program or project for the collection and study of data for the review of automated driving systems. HB 353 has passed the House Transportation and Infrastructure Subcommittee and will be considered next by the full Appropriations Committee.

Budget—Governor Scott’s Recommended Budget includes: $1 Billion for Transportation System Expansion; $1 Billion for Maintenance and Operations; $616 Million for Resurfacing; $568 Million for Transit Program Improvements; $67.7 Million for Bridge Repairs and Replacement; $186 Million for Safety Initiatives; $151.3 Million for Bicycle & Pedestrian Trails.

Charter County & Regional Transportation System Surtax—HB 243 (Reps. Avila/Perez) and SB 688 (Senator Garcia) While 31 counties are eligible to levy the surtax, it is only levied in Duval and Miami-Dade counties. HB 243 would allow Miami-Dade County to use surtax proceeds for specified purposes related to fixed guideway rapid transit systems and bus systems; would authorize use of surtax proceeds for refinancing existing bonds; and would prohibit use of such proceeds for non-transit purposes. To date, both bills have passed by the first referenced committees.

Community Redevelopment Agencies—HB 17 (Rep. Raburn) and SB 432 (Senator Lee) Although these bills are not identical, HB 17 would provide reporting requirements; revise requirements for operating community redevelopment agencies; prohibit creation of community redevelopment agencies after date certain; would provide phase-out period; create criteria for determining whether community redevelopment agency is inactive; provide hearing procedures; authorize certain financial activity from inactive community redevelopment agencies; revise requirements for use of redevelopment trust fund proceeds; revise county and municipal government reporting requirements. SB 432 would prohibit a person from lobbying a community redevelopment agency until he or she has registered as a lobbyist with that agency; authorize community redevelopment agencies to adopt rules to govern the registration of lobbyists; and would require ethics training for community redevelopment agency commissioners. HB 17 has passed all referenced committees and has been placed on the House Calendar.
Developments of Regional Impact (DRIs)—SB 1244 (Senator Lee) would revise statewide guidelines and standards for DRIs, specifying that amendments to a development order for an approved development may not alter the dates before which a development would be subject to downzoning, unit density reduction, or intensity reduction, except under certain conditions; and would require local governments to file a notice of abandonment under certain conditions.

Growth Management—HB 207 (Rep. McClain) and SB 362 (Senator Perry) These bills would require local governments to address the protection of private property rights in their comprehensive plans; requiring the comprehensive plan to include a private property rights element that sets forth principles, guidelines, standards, and strategies to achieve certain objectives; provide a deadline by which each local government must adopt a private property rights element; require the state land planning agency to approve the private property rights element adopted by each local government if it is substantially in a specified form.

Impact Fees—HB 697 (Rep. Miller) and CS/SB 324 (Senator Young) CS/SB 324 was amended to specify that a local government may not collect impact fees prior to the issuance of a building permit and to codify existing case law on the validity of impact fees. CS/SB 324 will next be considered by the Senate Appropriations Subcommittee on Finance and Tax.

Local Tax Referenda—HB 317 (Rep. Ingoglia) and SB 272 (Senator Brandes) Although these bills are not identical, SB 272 would revise the voter approval threshold required to pass a referendum to adopt or amend local government discretionary sales surtaxes to at least 60% of the electors voting on the ballot when the referendum is held at any date other than a general election. HB 317 is now in House Ways and Means Committee, and SB 272 is in the Senate Subcommittee on Finance & Tax.

Metropolitan Planning Organizations—HB 575 (Rep. Beshears), SB 984 (Brandes), HB 807 (Rep Diamond) HB 575 would reduce the maximum number of MPO voting members from 25 to 15 for those MPO’s with populations over 500,000, with the exact number determined on an equitable geographic-population ratio basis, based on an agreement among the affected units of general-purpose local government and the Governor, as required by federal regulations. All MPO’s would be required to comply with changes by July 1, 2019. SB 984 would provide an incentive to merge MPO’s by removing the cap on the maximum number of voting members (currently twenty-five) while maintaining the base number of voting members (currently five members) serving on the MPO, after July 18, 2018; and would preserve current law with the number determined on an equitable geographic-population ratio basis. HB 807 is similar to SB 984, and would provide an incentive to merge MPO’s by removing the cap on the maximum number of voting members (currently twenty-five) while maintaining the base number of voting members (currently five members) serving on the MPO, after July 18, 2018; would preserve current law with the number determined on an equitable geographic-population ratio basis. HB 575 has passed by the House Transportation and Infrastructure Subcommittee.
Private Property Rights—SB 292 (Senator J. Rodrigues) would exempt from the definition of “public utility” a property owner who owns and operates on that property a renewable energy source device with a capacity of up to 2.5 megawatts and who produces and provides or sells renewable energy from that device to users located on the property.

School Hazardous Walking Conditions—SB 188 (Senator Steube) would require district school boards to provide transportation to certain students; revise the speed and road conditions that meet the requirements for a hazardous walking condition; require a district school superintendent to request a review of a hazardous walking condition upon receipt of a written request from a parent of a student.

Smart City Challenge Grant—SB 852 (Senator Brandes) and HB 633 (Rep. Fischer) would create a new program within the Department of Transportation with an appropriation of $15 million to encourage communities to implement technology solutions to the most pressing mobility challenges; would qualify any governmental agency responsible for the movement of goods and services in Florida, including local governments, transportation planning organizations (TPOs) and state universities as eligible for receiving funding. HB 633 is now in the House Transportation and Infrastructure Subcommittee.

Statewide Alternative Transportation Authority—CS/HB 535 (Reps. Avila and J. Grant) and SB 1200 (Senator Young) would rename the Florida Rail Enterprise (FRE) as the Statewide Alternative Transportation Authority; would revise annual allocations for the Transportation Regional Incentive Program (TRIP) beginning FY 2021-22 from FRE to provide the first $60 million in documentary stamp taxes for alternative transportation systems, of which $25 million would be allocated to TBARTA for the design and construction of alternative transportation systems on a local or private fund 50/50 matching basis; and $35 million to the Statewide Alternative Transportation Authority, of which $25 million would be used in Miami-Dade County. The remaining $10 million would be available for use in any county or counties. HB 535 was substantially amended and passed the House Transportation and Infrastructure Subcommittee.

Strategic Intermodal System (SIS)—SB 1188 (Senator Rouson) would authorize rapid bus service operating in express toll lanes on the interstate highway system as an eligible expenditure for SIS funding; would not increase SIS funding for Tampa Bay but would provide a new opportunity to access greater capacity and faster service from existing transportation assets.

TBARTA—HB 2451 (Rep. Gruters) would provide a non-recurring appropriations of $1 million to TBARTA from the State Transportation Trust Fund. HB 2451 is now in the House Transportation and Tourism Appropriations Subcommittee.
Texting While Driving—HB 33 (Rep. Toledo) would strengthen the current ban on texting, emailing, and instant messaging while driving, by changing the current enforcement of the ban from secondary to primary. Any violation of the ban that causes a crash would result in the addition of six points to the offender’s driver license record. HB 33 is comparable to SB 90 (use of wireless communication devices).

Tourist Development Tax—SB 658 (Senator Brandes) and HB 585 (Rep. Fine) would authorize counties imposing the tourist development tax to use revenues from the tax to acquire, construct, extend, enlarge remodel, repair, improve, maintain, operate or finance public facilities if the public facilities are needed to increase tourist-related business activities and are recommended by the county tourist development council. SB 658 is now in the Senate Appropriations Subcommittee on Finance and Tax.

Traffic Infraction Detectors—SB 176 (Senator Hutson), HB 6001 (Rep. Avila), SB 548 (Senator Campbell) would repeal provisions relating to the definitions of “local hearing officer” and “traffic infraction detector,” respectively and relating to the installation and use of traffic infraction detectors to enforce specified provisions when a driver fails to stop at a traffic signal, provisions that authorize the Department of Highway Safety and Motor Vehicles, a county, or a municipality to use such detectors and that cap fines and provide for the deposit and use of fines, and the distribution of penalties. HB 6001 has passed all referenced committees and has been placed on the House Calendar.

Transportation Disadvantaged—SB 770 (Senator Garcia) would authorize community transportation coordinators, in cooperation with the coordinating board, to plan for and use regional fare payment systems under certain circumstances which enhance cross-county mobility for specified purposes for certain persons who are unable to transport themselves or to purchase transportation.

Using Wireless Communication Devices While Driving—SB 90 (Senator Perry) is similar to HB 33 (texting while driving) and would revise the legislative intent relating to the authorization of law enforcement officers to stop motor vehicles and issue citations to persons who are texting while driving; would require deposit of fines into the Emergency Medical Services Trust Fund. SB 90 is now in the Senate Transportation Committee.
The Honorable Lesley “Les” Miller, Chairman
Hillsborough Metropolitan Planning Organization
601 E. Kennedy Blvd, 18th Floor
Tampa, FL 33602

RE: MPO Comments on FY 2019-2023 Tentative Work Program

Dear Chairman Miller:

Thank you for your November 8 letter regarding the Tentative Work Program for Fiscal Years 2019-2023. The purpose of this letter is to address your comments and questions in the order presented in your November 8 letter.

**US 41 from Pendola Point to S of Causeway Blvd (Project Number 430056-2):** This project consists of improvements to the intersection at Pendola Point to improve traffic operations and enhance freight movement. While the project is primarily an operational improvement, it involves widening to extend the 6-lane section south from Denver Street for approximately one-half mile to tie into the intersection at Pendola Point. The short gap between Denver Street and Pendola Point that is currently 4 lanes will be widened to 6 lanes to be consistent with the 6-lane section up to Causeway Boulevard. This will eliminate a merge-weave condition near Denver Street associated with the change in number of lanes. The Pendola Point intersection will also provide a more logical terminus of the 6-lane section. We will be working closely with the MPO to confirm that this project is accurately represented in the LRTP during the upcoming update cycle.

**Davis Road Extension from Harney Rd to Maislin Dr (Project Number 439413-1):** The legislative appropriation for this project had the requirement that all funding needed to be in place prior to execution of the contract. The City of Temple Terrace was not able to provide documentation of full funding prior to the end of Fiscal Year 2017 and the appropriation expired on July 1, 2017. We will look at funding the PD&E for this project during the next programming cycle, based on the MPO’s priority list. The project is #22 on the MPO Priority List.

**US 41/SR 45 over Alafia River Long Bridge Repair (Project Number 441467-1):** The scope of this project is to rehabilitate the existing bridge structure. No changes to the typical section will be made. The Gulf Coast Trail is on the “Sun Trail” network and is eligible for those funds however an application for this segment of the Gulf Coast Trail has not been submitted. We would encourage the MPO to prioritize this multi-use bridge and trail connections on the CCC Regional Multi-Use Trail Priority List and submit the project for SunTrail funding.

**Estimation of walk/bike facilities in other projects:** The specific costs associated with including walk/bike facilities in other projects cannot be estimated at a program-level because the costs can vary greatly. FDOT project managers do not separate costs associated with walk/bike improvements when developing project costs because it is FDOT policy to include minimum standard facilities - such as sidewalks and bike lanes - during both resurfacing and reconstruction projects.
For some projects, walk/bike associated costs can be as high as 50% of the total cost of the project. For example, this could be a project where the roadway work is limited to repaving, but drainage and utility modifications are required to make room for the walk/bike facility.

For other projects the cost could be as low as 5% of the total project. For example, this could be a project where the roadway is being reconstructed and the only walk/bike expense is the direct cost of the sidewalk or additional pavement.

We are pleased to share that this Work Program provides approximately $10 Million for Walk/Bike standalone projects, $11 Million for safety standalone projects, and $6 Million for complete streets projects, in addition to walk/bike facilities incorporated into other projects such as resurfacing and reconstruction.

The department would like to encourage the MPO to continue to prioritize and move forward viable projects that are supported by local implementing agencies.

We appreciate of the partnership that we have developed with the MPO and look forward to working together to improve safety and mobility in Tampa Bay.

Sincerely,

David Gwynn, P.E.
District Seven Secretary

c: Stephen Benson, Government Liaison Administrator, FDOT
Kelli Bradley, Program Management Administrator, FDOT