Meeting of the MPO Board
Tuesday, April 2, 2019, 9:00 a.m.
Hillsborough County Center, 601 E. Kennedy Blvd., 26th Floor

Watch the HTV live-stream. Send comments in advance on Facebook.*

I. Call to Order, Pledge of Allegiance & Invocation

II. Approval of Minutes – March 11, 2019

III. Recognition of Outgoing Board Member Harry Cohen

IV. Public Comment - 3 minutes per speaker, 30 minutes total; as needed, additional time may be provided later in the agenda.

V. Committee Reports, Online Comments (Gena Torres, MPO Staff)

VI. Consent Agenda
   A. Committee Appointments
   B. Interlocal Agreement Regarding Transportation Sales Surtax (approved by Policy Committee)
   C. February 5, 2019 Minutes Correction
   D. Letter to Bay Area Legislative Delegation Requested by Policy Committee

VII. Action Items
   A. 2018 State of the System Report (Johnny Wong, MPO Staff)
   B. Executive Director Annual Evaluation (Cameron Clark, MPO Attorney)

VIII. Status Reports
   A. Plan Hillsborough Annual Report (Melissa Zornitta, Planning Commission Executive Director)
   B. Transportation Disadvantaged Services Update (Michele Ogilvie, MPO Staff)
   C. Vision Zero Quarterly Update (Gena Torres, MPO Staff)

IX. Executive Director's Report
   A. Legislative Update
   B. Next Board Meeting: Wednesday, May 8, 9:00 a.m., 2nd Floor, and TMA Leadership Group Meeting: April 5, 9:30 a.m., PSTA, 3201 Scherer Drive

X. Old & New Business

XI. Adjournment
XII. Addendum

A. Upcoming Events

- FDOT Open House Announcement, April 4, Seminole Heights Public Library
- Grow Community Gardens Tampa Bay Conference April 6, University Area Community Center
- Tampa Bay Next Downtown-Westshore SEIS Open House April 30, Saunders Library
- Plan Hillsborough Port Tour June 6 (RSVP requested)

B. Correspondence

- MPOAC Letter to Senate President Galvano
- FDOT Letter to East Tampa Community Advisory Committee
- From FDOT District 7, Fatal Crash Report, Feb 11 - 24
- From FDOT District 7, Fatal Crash Report, Feb 25 - March 10
- Letter of Support for CUTR Vision Zero Research Proposal
- Letter of Support for CUTR Automated Driving System Grants
- Letter of Support for CUTR C-TEDD Grant Match

C. Miscellaneous

- Florida MPO Advisory Council legislative update for week ending 3/22/2019
- Link to Tampa Bay Next Special Briefing Display Boards (1/31/19)
- Tampa Bay Area Community Health Needs Assessment Survey
- How to build a better state DOT, the digest – Smart Growth America

D. Articles Relating to MPO Work

- More community gardens may be coming to Hillsborough County | WFTS ABC Action News | 03.25.19
- Course correction: Region looks to finally move forward on traffic solutions | Business Observer | 03.22.19
- $158,000 and counting: Legal costs rise in suit against Hillsborough transportation tax | Tampa Bay Times | 03.21.19
- Hillsborough Community Garden initiative recognized nationally | WUSF News Radio | 03.13.19
• **Hillsborough MPO “Garden Steps” initiative recognized as runner up in National Healthiest Cities & Counties Challenge** | Tampa Bay Newswire | 03.13.19

• **Editorial: Move forward on Hillsborough transportation tax** | Tampa Bay Times | 03.11.18

• **Agency seeks provider for USF area Uptowner service** | Tampa Bay Business Journal | 03.07.19

• **USF Transportation Day demonstrates commuting possibilities for campus-goers** | Bike/Walk Tampa Bay News | 03.07.19

• **Hillsborough commissioners appoint four members to transportation surtax oversight committee** | Tampa Bay Business Journal | 03.06.19

• **Community activists want transit options, not just highways, under Tampa Bay Next** | 88.5 WMNF | 02.28.19

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

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Persons needing interpreter services or accommodations for a disability in order to participate in this meeting, free of charge, are encouraged to contact Johnny Wong, 813-273-3774 x370 or wongj@plancom.org, three business days in advance of the meeting. Also, if you are only able to speak Spanish, please call the Spanish helpline at (813) 273-3774, ext. 211.

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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 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 Miller left at 10:44 a.m.)

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

Following the presentation, there was brief discussion.

(Mr. Klug left at 10:57 a.m.)

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 March 13

The committee approved and forwarded to the MPO Board:

✓ The 2018 State of the System Report, which prompted a wide-ranging discussion of how it addresses Vision Zero, transit service, especially to disadvantaged communities, and traffic congestion, especially in the Southshore area.

The CAC also heard reports on:

  o Tampa’s Smart City initiative from Vik Bhide; several CAC members want it to expand to unincorporated areas such as Brandon
  o The I-275 Boulevard conversion concept presented by Joshua Frank at the CAC’s request; members asked how freeway conversion projects have been accomplished in other cities and pointed out how much lane capacities differ between freeways and arterial roadways.

Meeting of the Technical Advisory Committee on March 18

The committee approved and forwarded to the MPO Board:


The TAC also participated in an activity:

  o 2045 LRTP Needs Assessment Major Projects. The committee weighed in on ideas for major projects (road widenings, extensions, lane reductions, and fixed guideway transit) to include in the regional model for testing the effect on congestion. Jurisdictional and agency staff confirmed that previously discussed suggestions would be included, and suggested changes and additions where needed. A first draft of congestion and ridership forecast results will be available in a few weeks.

Meeting of the Policy Committee on March 26

The committee approved and forwarded to the MPO Board:

✓ Interlocal Agreement Regarding Transportation Sales Surtax

They also heard reports on the process for creating the 2045 LRTP Needs Assessment – including major projects and multi-use trail projects – and the process for public engagement and outreach this summer.

The committee discussed a legislative update, and requested the board send a letter to the legislative delegation similar to a Forward Pinellas letter.
Meeting of the Bicycle/Pedestrian Advisory Committee (BPAC) on March 13

The committee approved and forwarded to the MPO Board:

✓ Appointment of William Sapper as a Citizen-at-Large member of the committee
✓ 2018 State of the System Report

The BPAC also heard reports on:

- Tampa Bay Next I-275 Section 7 – Members expressed that it is an unsustainable project and other alternatives should be considered.
- 2045 Trails Needs Assessment – This was a preliminary look at the need for trails including total mileage, cost estimates of recent trails, and an initial look at the funds potentially available for projects.

Members also expressed frustration with the Tampa Police Department’s enforcement of parking in bicycle lanes. Staff will reach out to the Department for comment before the next meeting.

Meeting of the Livable Roadways Committee (LRC) on March 20

The LRC heard public comment on the safety performance of modern roundabouts, and approved and forwarded to the MPO Board:

✓ 2018 State of the System Report

The LRC also was briefed on the Tampa Bay Next I-275 Section 7 PD&E.

Meeting of the MPO Chairs Coordinating Committee (CCC) Staff Directors on March 22

The MPO directors met at the TBARTA office and were briefed on TBARTA’s next steps to develop its Regional Transit Development Plan. The MPOs – most of which are preparing their long-range transportation plans – and TBARTA will collaborate on public outreach and ridership forecasting.

The next meeting of the MPO Chairs will be July 19 in Pasco County. Topics will include regional priorities, revisions to the CCC Interlocal Agreement to streamline the regional process, and an overview of the Pasco Connected City project.
Board & Committee Agenda Item

Agenda Item
Committee Appointments

Presenter
None – Consent Agenda

Summary

The Bicycle/Pedestrian Advisory Committee (BPAC) shall be responsible for making recommendations to the MPO, Hillsborough County, City of Tampa, City of Plant City, City of Temple Terrace, the Hillsborough County Environmental Protection Commission, the Florida Department of Transportation, the Southwest Florida Water Management District, and others, on matters concerning the planning, implementation and maintenance of a comprehensive bikeway and pedestrian system. In addition, the BPAC shall be responsible for studying and making recommendations concerning the safety, security, and regulations pertaining to bicyclists and pedestrians. The following individual has been nominated by the BPAC to fill one of several Citizen-at-Large seats.

- William Sapper

The Transportation Disadvantaged Coordinating Board (TDCB) is to assist the MPO in identifying local service needs and provide information, advice, and direction to the Community Transportation (CTC) on the coordination of services to be provided to the transportation disadvantaged pursuant to Section 427.0157, Florida Statutes. The following individual has been nominated to represent a citizen advocate:

- Artie Fryer

Recommended Action
That the MPO confirm the above appointments

Prepared By
Wanda West

Attachments
None
Board & Committee Agenda Item

**Agenda Item**
Interlocal Agreement Regarding Transportation Sales Surtax

**Presenter**
Cameron Clark, MPO Attorney

**Summary**
To implement Section 11.04 of Hillsborough County Home Rule Charter Amendment XI, an interlocal agreement is needed between Hillsborough County and other entities regarding distribution of the surtax proceeds. The agreement expresses the intent of the parties – Hillsborough County, City of Tampa, City of Plant City, Temple Terrace, HART, and the MPO – to implement the provisions of the Charter Amendment in a collaborative manner. A draft agreement is being reviewed by the parties’ attorneys. The MPO Attorney will provide an overview of the provisions of the draft agreement and will seek a recommendation from the committee.

**Recommended Action**
Approve the draft agreement

**Prepared By**
Beth Alden, AICP

**Attachments**
Draft Interlocal Agreement Regarding Transportation Sales Surtax
THIS INTERLOCAL AGREEMENT (“Agreement”) is made and entered into as of January 1, 2019, without regard to the date signed by all the Parties, by and between the City of Tampa (“Tampa”), the City of Temple Terrace (“Temple Terrace”) and the City of Plant City (“Plant City”), all of which are municipal corporations organized and existing under the laws of the State of Florida within Hillsborough County (collectively, the “Municipalities”), the Hillsborough Transit Authority (“HART”), a regional transportation authority created under the laws of Florida, with its principal office at 1201 E. 7th Avenue, Third Floor, Tampa, FL 33602, Hillsborough County, a county and political subdivision of the State of Florida (“County”) and the Metropolitan Planning Organization (the “MPO”), a transportation policy-making board formed pursuant to the MPO Interlocal Agreement as described in 23 USC s. 134(b)(2), 49 USC s. 5303, and Section 339.175(1) Florida Statutes. Each of the above-referenced parties to this Agreement may be referred to herein collectively as “Parties” and individually as “Party.”

WITNESSETH:

WHEREAS, pursuant to Chapter 163, Florida Statutes, counties, cities, public authorities, and other political subdivisions and public entities have the authority to enter into interlocal agreements among and between themselves in order to make the most efficient use of their powers and enabling them to cooperate with other localities; and

WHEREAS, on November 6, 2018, the electorate of Hillsborough County approved a ballot measure providing for an amendment to the Hillsborough County Charter (the “Charter Amendment”) which levies a one percent (1%) transportation sales surtax (the “Surtax”) in accordance with Sections 212.054 and 212.055(1), Florida Statutes (2018) (the “State Surtax Law”); and

WHEREAS, in order to implement the provisions of the Charter Amendment in a collaborative manner, the Parties desire to enter into this Agreement; and

WHEREAS, such action is in the best interests of the Parties and serves a public purpose; and

WHEREAS, this Agreement is authorized by the State Surtax Law, the Charter Amendment and other applicable laws;

NOW, THEREFORE, in consideration of the premises and of the mutual benefits and in consideration of the covenants and agreements set forth herein, the Parties hereto agree as follows:

SECTION 1. DEFINITIONS. As used herein, the following terms shall have the meaning ascribed below:
(A) *Agreement* means this Interlocal Agreement.

(B) *Auditor* means the independent accounting firm engaged by the Clerk to conduct an annual, independent audit of the distribution and expenditure of all Surtax Proceeds as provided for in Section 11.04 of the Charter Amendment.

(C) *Business Day* means any day other than a Saturday or Sunday or legal holiday or a day on which the principal office of the County is closed.

(D) *Charter Amendment* means the amendment to the Hillsborough County Charter approved by the electorate of Hillsborough County on November 6, 2018.

(E) *Clerk* means the Clerk of the Circuit Court of Hillsborough County, Florida, in the capacity of Clerk to the Board.

(F) *MPO Interlocal Agreement* means that certain Interlocal Agreement dated September 4, 2014, by and between the Florida Department of Transportation, the County, Tampa, Temple Terrace, Plant City, HART, the Hillsborough County Aviation Authority, the Tampa-Hillsborough Expressway Authority, the Tampa Port Authority, and the Hillsborough County City-County Planning Commission.

(G) *Party* and *Parties* means the local governmental entities that have elected to enter into this Agreement either singularly or collectively.

(H) *Procurement Professional* means an individual who works for one of the Parties and is charged with the procurement responsibilities for such Party.

(I) *Professional Engineer* means an individual who has fulfilled education and experience requirements and passed specified exams that, under Florida law, permits such individual to offer engineering services directly to the public.

(J) *State Surtax Law* means Sections 212.054 and 212.055(1), Florida Statutes (2018), authorizing the referendum approving the Charter Amendment.

(K) *Surtax* means the one percent (1%) transportation sales surtax levied pursuant to the Charter Amendment.

(L) *Surtax Proceeds* means all Surtax funds received by the Clerk from the Florida Department of Revenue including any interest and penalties on delinquent taxes.

All other capitalized terms used in this Agreement shall have the meanings as ascribed to them in the Charter Amendment.
SECTION 2. USE, ALLOCATION AND DISTRIBUTION OF SURTAX PROCEEDS. Any other provision of this Agreement to the contrary notwithstanding, the County, the Municipalities, HART and the MPO each certify to each of the other Parties that all Surtax Proceeds, including any interest earnings and bond proceeds generated therefrom, shall be expended by that jurisdiction only as permitted by this Agreement, the State Surtax Law, the Charter Amendment, and the ballot language of the November 6, 2018 referendum on the Charter Amendment. Each Party ratifies and deems appropriate the allocation, distribution and uses of Surtax Proceeds as provided for in the Charter Amendment.

SECTION 3. DISBURSEMENT OF THE SURTAX PROCEEDS. Disbursements of the Surtax Proceeds in accordance with the distribution allocations provided in Section 11.05 of the Charter Amendment shall be made by the Clerk within five (5) Business Days of the Clerk’s receipt of Surtax Proceeds from the Florida Department of Revenue.

SECTION 4. INDEPENDENT OVERSIGHT COMMITTEE.

(A) Powers and Duties. The Parties acknowledge and agree that the powers and duties of the Independent Oversight Committee (the “IOC”) are limited pursuant to the Charter Amendment to the following:

1. Review the Auditor’s results of the annual audit described in section 11.04 of the Charter Amendment and make findings based on such results as to whether the Clerk and each Agency have complied with the terms of the Charter Amendment;

2. Approve and certify, in reliance upon each respective Professional Engineer or Procurement Professional certification provided for in Section 5(B) of this Agreement, whether Project Plans as submitted by each Agency provide for the expenditure by such Agency of its distribution of Surtax Proceeds in accordance with the uses mandated by Sections 11.07 and 11.08 of the Charter Amendment; provided, that such approval and certification does not authorize the IOC to:

   (a) independently initiate proposed projects or Project Plans, or proposed expenditures of Surtax Proceeds; or

   (b) disapprove Agency approved projects or Project Plans that are in accordance with the uses mandated by Sections 11.07 and 11.08 of the Charter Amendment.

3. Prepare an annual report to the Clerk and each Agency presenting the Auditor’s results of the annual audit process provided for in the Charter Amendment.
Amendment and any findings made; and

(4) Review any projects proposed by citizens for inclusion in an Agency’s Project Plan, and forward them to the appropriate Agency for consideration.

(B) Review of Project Plans. The Parties agree that the IOC should incorporate in its by-laws the following matters:

(1) a commitment to timely approve or disapprove Agency Project Plans within thirty (30) Business Days of submission thereof;

(2) a process for submission of Agency Project Plans for its approval and certification that:

(a) is in accordance with the Charter Amendment;

(b) is consistent with the process provided for in Section 11.06 of the Charter Amendment; and

(c) provides that any disagreement by the IOC with any portion of an Agency’s Project Plan which is otherwise in accordance with the uses mandated by Sections 11.07 and 11.08 of the Charter Amendment shall not be a basis for the IOC to disapprove any portion of such Project Plan; and

(3) a process to address any potential disputes between an Agency and the IOC, including an appeal to the Board of County Commissioners of the County.

(C) Administrative Support. The Parties acknowledge and agree that staff of the MPO shall provide administrative support to the IOC.

(D) Legal Counsel. The Parties acknowledge and agree that the County Attorney’s Office shall serve as legal counsel to the IOC, except in the event of an appeal by the County to the Board of County Commissioners of the County regarding a dispute between the County and the IOC. In the event of such an appeal, the County Attorney will retain separate counsel to handle the appeal.

SECTION 5. AGENCY PROJECT PLANS.

(A) In order to further the implementation of the terms of the Charter Amendment in a collaborative manner, each Party agrees to notify the other Parties of each of its Project Plans in conjunction with its submittal thereof to the IOC.
Each Agency agrees to engage a Professional Engineer or Procurement Professional to certify to such Agency and the IOC that each of its Project Plans complies with the terms of the Charter Amendment.

SECTION 6. METROPOLITAN PLANNING ORGANIZATION. The Parties acknowledge and agree that with respect to the implementation and administration of the Surtax, the powers and duties of the MPO are limited to the following:

1. providing its staff to provide administrative support to the IOC;
2. providing transportation planning and development activities, including data collection, analysis, planning, and grant funding to assist the Agencies in carrying out the purpose set forth in Section 11.01 of the Charter Amendment; and
3. assisting the IOC in carrying out the duties of the IOC described in Sections 4(A)(2) and 4(A)(3) of this Agreement; provided that the role of the MPO is not to assist the IOC in perfecting a dispute with any portion of a Project Plan submitted by an Agency.

SECTION 7. AUDITS. Each of the Parties agrees to assist and cooperate with the Clerk in conducting the annual audits required by Section 11.04 of the Charter Amendment.

SECTION 8. MISCELLANEOUS PROVISIONS.

A. It is stipulated by the Parties that this Agreement complies with the Constitution and Statutes of the State of Florida.

B. Each Party warrants and represents to the other Parties that the execution and delivery of this Agreement has been duly authorized by all appropriate actions of its respective government, and that this Agreement has been otherwise executed and delivered by an authorized officer, as applicable.

C. The Parties agree that upon full execution of this Agreement, each will promptly execute and deliver such documents and instruments, and take such other actions as may be reasonably required, including compliance with applicable law, to carry out the purpose and intent of this Agreement.

D. Any notices, or other documents required to be delivered under this Agreement shall be delivered to the following addresses, unless or until a Party provides written notice of a change.
(E) This Agreement shall be governed by and construed in accordance with the laws of the State of Florida. This Agreement shall be construed equally against each Party in recognition of the fact that each Party has had the opportunity of review and participation, by its respective counsel, in the preparation of this Agreement.

(F) If, for any reason, any portion of this Agreement is held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct, and independent provision, and such holding shall not affect the validity of the remaining portions hereof.

(G) This Agreement shall be effective upon the later of execution by all Parties and filing with the Clerk as herein provided and shall expire upon receipt by each Party of its final distribution of the Surtax Proceeds.

(H) This Agreement and any subsequent amendments thereto shall be filed with the Clerk as provided by Section 163.01(11), Florida Statutes, and with the Director of the Florida Department of Revenue.

(I) This Agreement may be executed separately by the Parties in two or more execution or "joinder" pages, all of which, together, shall constitute but one and the same instrument.

(J) No rights or obligations under this Agreement may be assigned, except upon written consent of the Parties.

(K) In the event of any conflict between the provisions of this Agreement and the Charter Amendment, the provisions of the Charter Amendment shall take precedence over the provisions of this Agreement.
SECTION 9. AMENDMENT; TERMINATION; INCONSISTENT ACTIONS

(A) This Agreement constitutes the entire agreement between the Parties with respect to the matters herein contained and may be amended only in writing, signed by all of the Parties. Moreover, the Parties shall amend this Agreement to include any newly created municipalities to the extent and within the timeframe required by the State Surtax Law, and in a manner consistent with the Charter Amendment.

(B) This Agreement may only be terminated by unanimous consent of the Parties, and any such termination shall take effect only upon the full retirement of any bonds secured by and or payable from Surtax Proceeds that were issued by one or more of the Parties pursuant to this Agreement. The foregoing notwithstanding, if any final non-appealable Court ruling materially affects provisions of the Charter Amendment, the Parties agree to negotiate and enter into an amendment to this Agreement to modify those terms that are directly related to the provisions of the Charter Amendment affected by such ruling.

(C) No Party shall take, advocate or otherwise cause to occur any action inconsistent with this Agreement, including seeking any change in state or federal law that would alter the rights of the Parties under this Agreement, or enacting, amending or repealing any ordinance that would alter the rights of the Parties under this Agreement.

IN WITNESS WHEREOF, the Parties have respectively executed a Joinder Execution Page, which pages are attached to this Agreement and, by this reference, made a part hereof.
JOINDER EXECUTION PAGE


ATTEST:                             CITY OF TAMPA
By: ______________________________  By: __________________________
   DEPUTY CITY CLERK                MAYOR

APPROVED AS TO FORM AND LEGAL SUFFICIENCY

By: ______________________________
   ATTORNEY FOR CITY OF TAMPA
JOINDER EXECUTION PAGE


ATTEST: 

CITY OF TEMPLE TERRACE

By: ___________________________ By: _______________________________
   CITY CLERK               MAYOR

APPROVED AS TO FORM AND LEGAL SUFFICIENCY:

By: __________________________________________
   ATTORNEY FOR THE CITY OF TEMPLE TERRACE

ATTEST: 

By: ________________________________  By: ________________________________

CITY CLERK  MAYOR

APPROVED AS TO FORM AND CORRECTNESS

By: ________________________________

ATTORNEY FOR THE CITY OF PLANT CITY
JOINDER EXECUTION PAGE


ATTEST:                  HILLSBOROUGH TRANSIT AUTHORITY
By: ________________________  By: ________________________
    HART BOARD SECRETARY    CHIEF EXECUTIVE OFFICER

APPROVED AS TO FORM AND LEGAL SUFFICIENCY

By: ________________________
    GENERAL COUNSEL

ATTEST: PAT FRANK  
CLERK OF THE CIRCUIT COURT  
HILLSBOROUGH COUNTY, FLORIDA

By: ____________________________  
DEPUTY CLERK

By: ____________________________  
LESLEY “LES” MILLER, JR., CHAIR  
BOARD OF COUNTY COMMISSIONERS

APPROVED AS TO FORM AND LEGAL SUFFICIENCY

By: ____________________________  
COUNTY ATTORNEY

ATTEST: METROPOLITAN PLANNING ORGANIZATION

By: _______________________________    By: _______________________________

APPROVED AS TO FORM AND LEGAL SUFFICIENCY

By: _______________________________
CALL TO ORDER, PLEDGE OF ALLEGIANCE & INVOCATION

The MPO Chairman, Commissioner Les Miller, called the meeting to order at 9:03 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:

Trent Green, Mayor Mel Jurado, Commissioner Pat Kemp, Charles Klug for Paul Anderson, Joe Lopano, Mayor Rick Lott, Councilman Guido Maniscalco, David Mechanik, Commissioner Les Miller, Commissioner Kimberly Overman, Commissioner Mariella Smith, Cindy Stuart, Councilman Luis Viera, and Joe Waggoner.

The following members were absent:

Councilman Harry Cohen and Commissioner Ken Hagan.

APPROVAL OF MINUTES – January 8, 2019

A motion was made by Mr. Joe Lopano to approve the minutes of January 8, 2019. The motion was seconded by Commissioner Kemp and carried unanimously.

PUBLIC COMMENT

There were no public comments.

COMMITTEE REPORTS, ONLINE COMMENTS

Ms. Gena Torres, Executive Planner, provided a summary of committee reports, email and Facebook comments received from citizens.

The committees discussed the following action items:

1. The 2019 Performance Safety Targets were approved by committees. Questions were raised about speed reduction strategies, the funding needed to meet the goals, and how targets fit into the statewide target of zero deaths.

2. The Southshore Transit Re-Evaluation; given the passage of the transportation referendum, members were interested in knowing when the study’s recommendations would be implemented by HART.
3. Policy Committee acted on legislative positions for 2019 and discussed the implications of several bills. The committee directed staff to prepare a letter to the Hillsborough County Legislative Delegation Chair, Senator Rouson that was included in the agenda packet for Board discussion.

The committees approved and forwarded for MPO Board approval the following:

1. Multimodal Level-of-Service Evaluation;
2. Letter requested by BPAC to be sent to local governments offering to review proposals for trail realignments.

The Policy Committee directed staff on next steps in regional planning and coordination. Concerns were expressed about duplication of efforts and unnecessary bureaucracy. Staff suggested streamlining the regional process with a consolidation of the TMA Leadership Group and the MPO Chairs’ Coordinating Committee.

The BPAC held elections for 2019 and elected Jonathan Forbes as Chair, Tony Monk as Vice Chair, and Jim Shirk as Officer at Large. The Intelligent Transportation Systems Committee held elections, as well, and re-elected Vik Bhide as Chair, Brian Gentry as Vice Chair, and Vinny Corrazza as Office at Large.

The committees received reports on the Heights Mobility Study, what the referendum outcome could mean for the MPO, expressway conversion projects in Rochester and in Dallas, 2045 LRTP Revenue Projections, and media framing of fatal bicycle crashes.

The following email remarks were provided to board members with their meeting material:

- City of Tampa employee wrote in appreciation of the MPO’s community gardens initiative.
- Dale Tindall emailed supporting the extension of the Suncoast Parkway to Jacksonville.
- Nicole Perry was disappointed in learning that the historic home she was negotiating to purchase and preserve from FDOT in Tampa Heights would be impacted by 2 of the 4 interchange options.
- Walter Slupecki was concerned with the governor’s plan for expansive toll roads being costly and wasteful and asked that the Tampa Bay Next project be removed from the TIP.
- Concerned about economic impact, Natasha Goodley with the East Tampa Community Revitalization Partnership wrote Sec. Gwynn in opposition to the closure of the Floribraska exit.
- Wanda Vinson emailed about safety concerns around MacFarland Park Elementary.
- Angela Beers and Kaitlyn Ranze both emailed about the traffic congestion on US41 from Symmes to East Bay and supports funding recommendations out of the Southshore Transit Reevaluation.
- Chris Vela emailed about the timing of FDOTs deliverables.
- Tony Monk, BPAC Chair, was concerned with terminology of the safety targets and suggested rephrasing the “target” to “expected outcomes” since a target denotes a desired number.
- Sharon Calvert asked for the meeting invitation, attendees, notes, minutes for the All 4 Transportation Brainstorming Session held December 18, 2018.
- David DiMarco, officer with TPD, thanked Wade Reynolds and BPAC members for their enthusiastic participation in the Gasparilla Children’s’ Bike Rodeo.

The following people made remarks on Facebook:

- In viewing the display boards of the downtown interchange alternatives, Rick Fernandez posted that TBX is not gone.
- Chris Vela commented regarding the letter to the legislature that any inclusion of support for tolled lanes should be removed.

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

A. Committee Appointments 
B. Multimodal Level-of-Service Evaluation 
C. MPO Bylaws Amendment 
D. Letter Requested by BPAC on Review of Trail Realignments 

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

ACTION ITEMS

A. 2019 Safety Performance Targets

Johnny Wong, MPO Staff, presented the performance targets. Under the MAP-21 legislation, the Federal Highway Administration (FHWA) requires state DOTs and MPOs to adopt performance targets for five safety measures. Federal reporting requires that the measures and targets are calculated using a prescribed five-year rolling average ending prior to the year that the targets are set. August of 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. Using a methodology developed for the Imagine 2040 Long Range Transportation Plan to predict performance based on different investment levels for safety projects, targets have been calculated for calendar year 2019.

By February 27, the MPO must establish safety targets for calendar year 2019. The deadline of February 27, 2019 is significant because any changes, amendments, or updates to the Transportation Improvement Program or Long Range Transportation Plan will require staff to include the stated performance measures and targets. It is anticipated that by the end of 2020, FDOT will review the targets and determine whether or not progress has been made, and FHA will do the same with FDOT’s statewide targets.

If the surtax revenue is added to the existing safety funding, that would be enough to fund roughly seven safety projects, similar to the recent Fletcher Ave project, annually.

A long-range target was not required by FHWA. Achieving a 51% crash reduction over time represents the upper limit of the forecast range, and hence, is the MPO’s aggressive estimate. To meet that goal by 2040, crashes would have to be reduced by 3.4% each year.

Based on the adopted goal of reducing crashes 51% by 2040, recommended 2019 Safety Targets call for an average annual reduction of at least 3.4%:

- For fatalities in 2019, not to exceed 163
- For the five-year fatality average, not to exceed 188
- For the five-year serious injuries average, not to exceed 1,354
- For the five-year nonmotorized fatalities and serious injuries, not to exceed 229
- For the five-year fatalities per 100M vehicle miles traveled, not to exceed 1.33
- For the five-year serious injuries per 100M vehicle miles traveled, not to exceed 9.55

(Cindy Stuart arrived at 9:20 a.m.)
(Councilman Guido Maniscalco arrived at 9:26 a.m.)

Following the presentation, Commissioner Miller wanted to know if research was done on where most of the fatalities took place and commented on 2016 being the record year for fatalities and also the year that work was completed on Fletcher Avenue. Dr. Wong did not have the information available and stated that Gena Torres is working on an upcoming study looking at safety issues county-wide comprehensively.
the geographic location of some of the crashes should be included. Safety issues for the State of the System Report will be presented at the next Board meeting.

Mr. Lopano inquired about the Level 2.5 funding scenario referenced in the presentation and wanted to know if the Board approves the recommended action, how much money will be allocated from the one cent sales tax to achieve the goals? Dr. Wong was unable to provide a figure and stated the portion of the sales tax money that goes towards safety is part of the 54% set aside for road improvements. 27% of that 54% is allocated specifically for safety projects. There may also be some safety benefits from projects that fall into the sidewalk and bike facility improvements category.

Mr. Lopano wanted to know if the Independent Oversight Committee (IOC) will approve projects that are within the specified scope. Commissioner Miller stated that appointees from Hillsborough County, City of Tampa, City of Temple Terrace, Plant City, and HART will make up the committee. Mr. Lopano inquired about the process of the IOC approving projects. Commissioner Miller stated that the boards and the city councils County, the cities, and HART will make recommendations to the IOC and. He stated that the IOC will not say “no, you can’t do it; yes, you can do it,” but will make sure they are within the guidelines of the law.

Commissioner Overman wanted to know if there were determining factors that caused the spike in fatalities between 2014 and 2016. Dr. Wong stated that combined factors are probably responsible for the rise. He also stated that the National Highway Traffic Safety Administration produced a report stating that incidents of distracted driving increased significantly during that period. Commissioner Overman wanted to know if land use code is being taken into consideration for safety recommendations. Beth Alden responded and stated the types of crashes are different on different corridors, and the issue of limited access in and out of developments puts a lot of pressure on specific intersections. MPO staff will work with local governments on how to make the high crash intersections safer.

Mr. David Mechanik followed up on Mr. Lopano’s comments and stated that the referendum already has a category that the local governments are obligated to spend and call safety improvements. He wanted to know if it was being suggested to spend more than the allocation to achieve the goals. Dr. Wong stated that the allocation of the general revenue portion of the surtax comes almost directly out of the funding categories that were identified in the 2040 LRTP. So, the funding allocation that was used to project the crash figures, that exact same amount of money that was identified was what is made available through the language of the surtax amendment. Mr. Mechanik also wanted to know does the MPO Board action have any effect on the choice of projects that the local government might choose. He does not want the MPO Board to impede a discretionary process that will continue as a result of the referendum. Dr. Wong stated that the jurisdictions will assemble their own work programs outlining how they intend to spend the surtax revenue that will be allocated to them. As long as it meets the criteria spelled out in the Surtax Amendment, the Independent Oversight Committee is free to select safety projects.

Mr. Waggoner wanted to know what dollar amount was used to come up with the 51% safety increase forecast. The safety category is 27% of 54% of the surtax proceeds, and Ms. Alden stated that was approximately $45 million a year. The estimates are a few years old and the LRTP will be updated this year.

Commissioner Kemp stated that the MPO does not dictate to jurisdictions what they should do, but can provide recommendations.

A motion was made by Commissioner Kemp to approve the 2019 Safety Performance Targets. The motion was seconded by Commissioner Overman.

Commissioner Kemp wanted to know if there were penalties for not meeting the standards and wanted to know how school safety plays into identifying the areas for improvements. Mrs. Stuart stated that the
school district does not transport students within two miles of their school. The State was asked again this year through the Legislature to look at the hazardous walking condition legislation. Funding is always the biggest challenge in the school district.

Commissioner Smith inquired about the 3.4% annual fatality reduction. Dr. Wong stated that we are overachieving in reducing crashes, but some years we may not do as well. A lot depends on external factors that are difficult to estimate. Commissioner Smith also wanted to know how much it would take to get to the goal of Vision Zero in 20 years. Dr. Wong was unable to provide cost estimates for the inquiry, but stated as we get closer to achieving a target of zero, the cost of making a marginal improvement will probably go up considerably. He also stated that this would require an analysis by a Safety Economist.

Mr. Mechanik requested clarification of the consequences of failure to meet the goals, since it was stated that there were none. Ms. Alden stated if the State is making progress towards the targets that are set, then there are no penalties. The penalty that Federal Highway could apply if it found a state was not making progress, would be less flexibility in the use of federal funds.

Commissioner Overman stated that the Hillsborough BOCC adopted Health in All Policies, which also supports Vision Zero; therefore, it would be a violation by not following those types of protocols. The school system’s circumstance that has caused children to be at risk should be a priority. She wanted to know when the safety goals are set, will there be room among the stakeholders to adjust addressing the risk that school children are in. Dr. Wong stated that baseline spending was calculated by identifying safety projects that are in the current five-year capital improvements program, and it is up to the local jurisdictions to either increase or decrease the funding. Commissioner Overman suggested that state or local jurisdictions address stronger legislation on distracted driving penalties in which pedestrian and cyclists’ injuries cause death or permanent life-changing injuries.

Councilman Maniscalco stated that he was glad that the conversation has changed from being car-centric to people-centric because seventy-nine deaths per year is an epidemic, and we need to embrace Vision Zero. It is the duty of elected officials to do whatever they can at the local and state level to make people a priority.

Following the discussion, the motion carried unanimously.

B. Southshore Transit Re-Evaluation

Ms. Sarah McKinley, MPO Staff, presented information on the Southshore Transit Re-evaluation. In 2014, the Hillsborough MPO conducted and adopted the SouthShore Transit Study that looked at improving transit in the SouthShore region. The MPO was recently asked by HART to revisit the study and assure the recommendations from that study still meet the needs of the community and create a new implementation phase with updated costs.

Following the presentation, Commissioner Smith inquired about the timing of the various phases and the Bloomingdale area. Ms. McKinley could not provide details on a timeline due to the referendum; however, staff is working closely with HART to see if some of the services can be restored sooner than later. The Bloomingdale area will be reevaluated as a Brandon Phase Two in the upcoming year.

A motion was made by Commissioner Kemp to approve the SouthShore Transit Study Re-evaluation. The motion was seconded by Mayor Rick Lott.

Commissioner Overman was excited to see that bus service levels are being examined and restored in Southshore. She wanted to know if an analysis was done on the major source of the employees that are getting to MacDill Airforce Base, as part of this service design. Ms. McKinley stated that there is a route deviation recommendation in the study.
Following discussion, the motion carried unanimously.

C. MPO Policy Positions for 2019

Beth Alden provided an overview of legislative updates from the Florida MPO Advisory Council. The Policy Committee reviewed some of the topics for the session and asked staff to draft a letter to Senator Rouson, the Hillsborough County Chairman of the Legislative Delegation, supporting the following positions for the 2019 legislative session: restating the position that the board took two months ago requesting full funding for the I-275/SR 60 interchange project; bullets addressing safety and school hazardous walking conditions; and opposition of the legislation that restricts citizen participation in key decision by eliminating seats on the MPO Board or restricting the use of voter-approved Charter County Transportation Surtax proceeds to a narrow set of eligible expenditures. Staff will communicate the positions to all of the Legislative Delegation and potentially to representatives from other areas as well.

The concerns about the bill that was filed by Representative Avila from Miami-Dade were because it changes the list of expenditures from the charter county and regional surtax that was approved by our voters last November. It would delete the list of eligible expenditures and replace it with a shorter list which includes only capital, like construction and vehicle acquisition for bus and rail projects. It would not include operations; therefore, fuel could not be bought to expand bus services and drivers could not be paid.

Chairman Miller wanted to know if anyone talked to Representative Avila about the bill. Ms. Alden stated that staff had not talked to him but have been in conversation with the Hillsborough Legislative Delegation members. Chairman Miller suggested that the three impacted MPOs (Hillsborough, Miami-Dade, and Duval) and their Chairs schedule a face to face discussion with the Representative.

There was brief discussion on the surcharge restriction element and retroactivity.

A motion was made by Commissioner Kemp to transmit the letter to Senator Rouson. The motion was seconded by David Mechanik.

Mr. Mechanik recommended including someone from HART, or the HART Lobbyist in the team that will be travelling to Tallahassee. Chairman Miller suggested that Ms. Alden meet with Mr. Jim Taylor, Hillsborough County’s Lobbyist.

Commissioner Overman suggested scheduling an appointment during the Hillsborough Day on March 13th in Tallahassee. Commissioners Miller and Kemp will be in Tallahassee that day as well. Mayor Rick Lott stated that Plant City has a Lobbyist that would be willing to join the group as well. Mayor Mel Jurado added the Temple Terrace Lobbyist, and Mrs. Cindy Stuart added the School Board Lobbyist.

Commissioner Smith asked for clarification on the SEIS Study, timing and funding for the Westshore Interchange. Ms. Alden stated that there are a lot of questions about the design of the project and the questions are being investigated. There will be a public process for the design and engineering phase of the project. It is being procured as a design build project, so the design and construction will be under one master contract.

Secretary David Gwynn responded to Commissioner Smith’s question regarding funding for the design phase for the Westshore Interchange. Funding was available at one time; however, it was taken away when the reset was done. The SEIS would have to be approved prior to being able to move into the next phase, and there is still some right of way to acquire.

Following discussion, the motion carried unanimously.
STATUS REPORTS

A. FDOT District 7 Freight Plan, Sub-Area Study & Local Freight Improvements

Brian Hunter, with FDOT District 7, provided an update on local freight improvements in District 7. Information on current freight industry practices and new local plans for Hillsborough County can be found at [www.tampabayfreight.com](http://www.tampabayfreight.com) and [www.freightmovesflorida.com](http://www.freightmovesflorida.com)

Following the presentation, Commissioner Overman wanted to know the percentage of freight that moves via truck versus rail. Mr. Hunter stated 100% since everything at one point or another is on a truck. Mr. Charles Klug agreed and stated that Port Tampa Bay is trying to put more cargo on rail and work with CSX. Mr. Lopano agreed with 100% from TIA’s point of view.

B. Heights Mobility Study

Mr. Stephen Benson, FDOT Representative, provided an update on the study. The purpose of the study was to identify improvements throughout the Florida Avenue and Tampa Street/Highland Avenue corridor that provide safe and efficient mobility. The study began October 2017 with a lot of community outreach and community vision. Implementation of short-term and mid-term improvements will take place through 2024.

(Mr. Mechanik left at 10:25 a.m.)
(Mr. Waggoner left at 10:42 a.m.)
(Mr. Lopano left at 10:44 a.m.)

Following the presentation, Commissioner Overman encouraged FDOT to accelerate a crosswalk and light beacons between Florida and Wilder, as well as a crosswalk and lighting at Idlewild near the Milhouse Project and near Knollwood.

Commissioner Kemp would like to see something done with the poles in the middle of the sidewalks and suggested using mobility fees for underground electrical.

Councilman Maniscalo echoed comments from Commissioners Kemp and Overman and thanked FDOT for being responsive.

Commissioner Overman would also like to see lower speed limits or speed limit indicator signs along Florida Avenue.

Chairman Miller thanked Mr. Benson for his report since the study is in a District that he represents.

EXECUTIVE DIRECTOR’S REPORT

Ms. Alden informed the group of a discussion about the MPO Merger Study that took place at the Policy Committee meeting. The committee discussed looking at how to streamline planning and unify the regional coordination process. The topic will be brought to the TMA Leadership Group at the Friday, February 8th meeting and then will go back to all of the MPOs for consideration.

The workshop held on January 31st regarding community impacts of FDOT’s Plans for I-275 & I-4 Interchanges was a success. It was the first of three about Tampa Bay Next and what happens specifically with the Downtown Interchange. Following completion of all three workshops, the Board will potentially send a letter of comment to FDOT. Comments from the public about what should be included in the letter will be obtained at the public hearing this summer.
Last month, Ms. Alden had an opportunity to speak at the National Conference of the Transportation Research Board on the Health in All Policies approach and thanked the board for their leadership on health.

The next MPO Board meeting will be held on Monday, March 11.

Commissioner Smith commented on a no-build option and would like to see an opportunity for the public and stakeholders to provide comments and have a conversation at the next public meeting on FDOT’s plans for the Downtown Interchange. Ms. Alden stated that the letter of comment that she referenced from the Board will be part of the June public hearing agenda, and the public will have an opportunity to address the Board regarding options for the Downtown Interchange.

OLD & NEW BUSINESS

Commissioner Overman recommended that the various stakeholders for the Sales Tax Referendum get together and compare projects with professionals to put together and provide to the MPO their decisions that they are taking to their boards for approval in order to produce a list for the IOC to review with the possible funding in September.

A motion was made by Commissioner Overman to schedule a presentation at a future MPO Meeting by staff of the five agencies receiving the surtax funding for the purpose of addressing what will be approved with the interlocal agreement and any projects that they would feel comfortable bringing forward. The motion was seconded by Councilman Maniscalco.

(Mayor Jurado left at 10:58 a.m.)

Mayor Lott stated that Plant City already has their list ready and the County has seen it.

Commissioner Kemp felt that the motion would create more redundant bureaucracy.

Following discussion, Commissioner Overman withdrew her motion.

ADJOURNMENT

A quorum was maintained for the duration of the meeting. There being no further business, the meeting adjourned at 11:04 a.m.
Board & Committee Agenda Item

Agenda Item
Letter to Bay Area Legislative Delegation Requested by Policy Committee

Presenter
None; for consent

Summary
Last week, the Pinellas MPO, Forward Pinellas, sent a letter to legislative delegation members expressing concern about remarks made at a public meeting in February. The Hillsborough MPO’s Policy Committee recommends that the Hillsborough MPO send a similar letter.

Recommended Action
Direct staff to prepare a letter similar to the attached, for the Chair’s signature

Prepared By
Beth Alden, AICP

Attachments
Florida Politics blogpost on Bay Area Legislative Delegation meeting
Forward Pinellas letter to Representative Chris Sprowls
March 14, 2019

Representative Chris Sprowls
422 The Capitol
402 South Monroe Street
Tallahassee, FL 32399-1300

RE: Pinellas County Transportation Plan and Priorities

Dear Representative Sprowls:

I was dismayed to read the comments of members of the Tampa Bay Area Legislative Delegation in the Florida Politics blog regarding regional transportation planning. The comments cited a lack of transportation vision, plan or priorities in Pinellas County, along with other counties in the region. That’s simply not true.

The region has been described as fragmented, but I believe that’s a mischaracterization based on an advocacy agenda that does not understand the actual partnerships in place based on shared goals and mutual respect for roles and responsibilities. Those partnerships take day in, day out collaboration to advance needed transportation projects. That’s our approach at Forward Pinellas, where we spend a lot of energy bringing people and agencies together for mutual gain in the public interest. This is happening at the regional level and within our county, where not only are we setting transportation priorities, but we’re getting things done better than ever before.

For your reference, I am attaching a one-page list of the major transportation planning and project development priorities in Pinellas County. Some of these are specific projects where design or construction funding is needed, while others are broader initiatives that will take concerted action across a range of smaller physical projects, policy changes and educational efforts.

The MPOs in Tampa Bay adopt regional and countywide transportation priorities each year to provide direction to the Florida Department of Transportation for how to improve transportation in our region. Notably, all three MPOs, each county and several other municipalities sent letters in support of the I-275/SR 60 interchange in the Westshore district as our region’s number one transportation priority. That is one example of our coordinated regional planning efforts.
Are there areas of disagreement? Yes, indeed. But those are healthy debates that occur in every region regardless of its form of governance. Our conflicts are not intractable; they can be resolved as work advances on design, policy and funding. We’re committed to that regional dialogue and broad-based engagement to keep Tampa Bay’s economy growing, support a higher quality of life for everyone regardless of their zip code, and plan for long-term resilience in the face of environmental challenges.

I look forward to your support and continuing dialogue as we move forward. Thank you for your consideration.

Sincerely,

Whit Blanton, FAICP
Executive Director

Attachment

cc: Pinellas Delegation Members
Forward Pinellas Board
Rick Homans, Tampa Bay Partnership President and CEO
Brad Miller, Pinellas Suncoast Transit Authority CEO
Beth Alden, Hillsborough MPO Executive Director
John Villeneuve, Pasco MPO Manager
Planning Emphasis Areas: Enhance Beach Community Access, Gateway Master Plan, US 19 Corridor Vision

- The three core Tampa Bay area MPOs, counties & major cities all agree on the No. 1 regional transportation priority: Reconstruct the I-275/SR 60 interchange in the Westshore district

- Place Priority on Multimodal Safety and Accessibility
  - Reduce severe crashes and fatalities of vulnerable road users by investing in
    - Complete Streets projects and protected bike lanes where feasible
    - Street lighting program and technology applications
  - Enable 20-Minute Neighborhoods through smart, micro-mobility strategies
    - Shared, electric and autonomous vehicles in districts and centers
    - Expand the walk/bike travel shed through safety, comfort and connectivity treatments
  - Sustain and expand waterborne transportation to improve mobility, connectivity and access

- Make transportation investment the linchpin for inclusive economic and housing opportunity
  - Direct growth to our core transit corridors
  - Reinforce our walkable downtowns and districts as mobility hubs for the county
  - Facilitate private market construction of attainable housing in transit corridors & mobility hubs
  - Foster mixed use, mixed income neighborhoods in transit corridors and mobility hubs
  - Revamp transit service to directly connect people to jobs and job training opportunities

- Implement the Central Avenue Bus Rapid Transit project as a model for arterial BRT in the region

- Continue to develop and deploy smart, dynamic mobility strategies using technology

- Improve regional multimodal connectivity linking St. Petersburg, Gateway and Clearwater
  - Extend I-275 managed toll lanes from Gandy to I-375 (through Tampa Bay Next) with “lane continuity” safety and mobility improvements
  - Operate fast, frequent and reliable transit between downtown St. Pete, Gateway, Tampa International Airport and other key centers in the region
    - Regional Rapid Transit running in managed toll lanes or a dedicated transit lane
    - Build an intermodal center in Gateway for regional connectivity and economic growth
    - Initiate regional express bus service on I-275, Gandy the Courtney Campbell Causeway/SR 60 and US 19 (PSTA Bus-on-Shoulder Pilot project underway for I-275)
  - Preserve and upgrade the CSX corridor for future transit use

- (Re)Invest in the US 19 Corridor
  - Foster quality urban redevelopment to diversify land uses and create mobility hubs
  - Complete US 19 as a controlled access expressway in North Pinellas County through Tampa Rd
  - Retrofit existing and design future frontage roads to enhance safety and accessibility
  - Develop express transit in the US 19 corridor between New Port Richey, Gateway and St. Pete

- Complete the 75-mile Pinellas Trail Loop and provide Regional Trail and Community Trail connections
Hillsborough MPO
Metropolitan Planning for Transportation

Board & Committee Agenda Item

**Agenda Item**
2018 State of the System Report

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

**Summary**

The 2018 update to the State of the System report tracks performance measures required by FHWA and MAP-21 legislation, and performance targets adopted by the MPO Board.

**Recommended Action**
Approve the 2018 State of the System Report.

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

**Attachments**
Draft 2018 State of the System Report
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Hillsborough Dashboard

MAP-21 Performance Targets
for federally required measures

**pavement**

- ≥ 60% interstate pavement in good condition
- ≤ 5% interstate pavement in poor condition
- ≥ 40% non-interstate NHS pavement in good condition
- ≤ 5% non-interstate NHS pavement in poor condition

**bridges**

- ≥ 50% NHS bridges in good condition by deck area
- ≤ 10% NHS bridges in poor condition by deck area

**transit assets**

- ≤ 22% rolling stock (buses & vans) meeting or exceeding useful life benchmark
- ≤ 81% equipment (support vehicles) meeting or exceeding useful life benchmark
- 0% rail fixed guideway track with performance restrictions
- ≤ 10% passenger & parking facilities rated below 3 on term scale

**safety**

- ≤ 188 fatalities on a 5-yr rolling average (2015-2019)
- ≤ 1,354 serious injuries on a 5-yr rolling average (2015-2019)
- ≤ 229 fatalities & serious injuries on a 5-yr rolling average (2015-2019)
- ≤ 1.33 fatalities per 100M VMT on a 5-yr rolling average (2015-2019)
- ≤ 9.55 serious injuries per 100M VMT on a 5-yr rolling average (2015-2019)

**travel time reliability**

- ≥ 75% interstate NHS network with a level of travel time reliability < 1.50
- ≥ 50% non-interstate NHS network with a level of travel time reliability < 1.50
- ≤ 2.00 truck travel time reliability index score

NHS | National Highway System
VMT | vehicle miles traveled
Introduction – 2018 State of the System

As of 2018, Hillsborough County is home to just over 1.3 million people. By the year 2045, however, this number is expected to grow by 40%, which will make this county more populous than present day Phoenix, Philadelphia, or San Antonio. The map below offers a glimpse into 2045 by showing where people and jobs will be located. It is the goal of the Hillsborough MPO to ensure that all current and future residents and visitors have safe, convenient, reliable, affordable, comfortable, and well-maintained mobility options.

This report looks at how our transportation system has performed over the past two years and whether we have made progress toward achieving our goals. In other words, this report reviews the state of the system. Understanding how the system is performing is critical for identifying the areas needing improvement. The performance of various aspects of the transportation system help planners determine what kinds of projects can address those needs.

Each section of this 2018 State of the System report describes the performance of a specific element of the transportation system, displays the resources dedicated to funding improvements in that element, lists the kinds of projects able to be funded with those resources, and forecasts how those projects might enhance performance in future years. This data-driven, results-focused approach to planning is called performance-based planning and programming (PBPP) and is how the MPO prioritizes projects across Hillsborough County and the Tampa Bay region.
Hillsborough MPO & Federal Performance Measures

Hillsborough County faces significant challenges in maintaining or improving the condition and performance of the transportation network, and this mirrors a nationwide trend. Nationally, the backlog of needed highway and transit infrastructure projects is approaching $1 trillion and continuing to grow. Average commute times are growing with people spending more and more time on our roads. Meeting the growing demands on our transportation system means we need to invest our limited funding where we can get the most bang for the buck. This can be achieved by targeting projects in areas of greatest deficiency in performance, while minimizing costs of improvement projects.

Transportation planning does not occur in a laboratory separated from the community. The planning profession has a rich history of balancing technical analysis with community engagement to identify community needs. Engaging with citizens and establishing the right performance measures allows the Hillsborough MPO to evaluate how well the transportation system is addressing the community's needs and how well future transportation projects may improve the community's quality of life.

Measuring performance is the first step toward addressing the community's needs. The Imagine 2040 plan took this approach and was adopted in 2014, prior to the passage of federal legislation requiring performance-based planning. The Hillsborough MPO created program categories to measure specific areas of performance and guide investment decisions. In preparation for our 2045 Long Range Transportation Plan update (expected late 2019), the program categories are as follows:

**State of Good Repair & Resiliency** relates to the maintenance of pavement, bridges and transit assets in good working condition, and mitigating floods along transportation infrastructure, which limits our community’s resiliency to hazardous weather events. Performance affects the replacement schedule of assets and is measured by:

- Percent of pavement and bridges in good/poor condition;
- Percent of transit assets not in a state of good repair;
- Economic impact and recovery time resulting from a major storm.

**Vision Zero** focuses on reducing frequent crashes. Performance affects safety and is measured by:

- Total fatal and serious injury crashes; crashes involving vulnerable users; and crash rate per vehicle miles traveled.

**Smart Cities** seeks to reduce traffic delays. Performance has impacts on health and the economic vitality of Hillsborough County and the Tampa Bay region and is measured by:

- Travel time reliability and truck travel time reliability;
- Percent of population affected by high vehicular emissions.

**Real Choices When Not Driving** reflects investments in transportation alternatives, such as transit, multi-use trails, and services for the transportation disadvantaged. Performance affects quality of life and is measured by:

- People and jobs served by the transit and multi-use trails system;
- Access to critical destinations by transit, walking, and biking.

**Major Projects** are a key component in growing our economy. Good transportation infrastructure investments promote economic growth and performance is measured by:

- Jobs served and congestion reduced in key economic spaces.

The Moving Ahead for Progress in the 21st Century Act (MAP-21) requires that MPOs track federally-prescribed performance measures (PMs) related to the seven national goals listed below:

- Improve Safety
- Maintain Infrastructure Condition
- Reduce Traffic Congestion
- Improve System Reliability
- Improve Freight Movement & Economic Vitality
- Enhance Environmental Sustainability
- Reduce Project Delivery Delays

Performance targets for safety and transit asset management (TAM) must be set annually to track progress toward achieving the goals. The Hillsborough MPO’s safety-related targets are included in the Vision Zero section of this report (page 9) and the TAM targets appear in the Good Repair & Resiliency section (page 7). Performance targets for pavement & bridge condition and travel time reliability must be set at least once every four years. Pavement & bridge condition targets appear in the Good Repair & Resiliency section (pages 3 and 5) and the reliability targets appear in the Smart Cities section (page 12).
The Federal Highway Administration’s national goals of maintaining infrastructure condition and enhancing environmental sustainability apply to the State of Good Repair & Resiliency program.

Maintaining infrastructure and transit assets in a good working condition is critical to a well-performing system, because condition standards ensure the usability and safety of roads, bridges, and transit vehicles. For these reasons, maintaining a state of good repair and improving resiliency is the MPO’s highest ranking priority. Timely maintenance of assets ensures the system performs as intended; whereas deferring maintenance and allowing systems to deteriorate into poor condition can lead to more costly rehabilitation in the long run. Roadway pavement is our most important asset – without it – car, bus, and bike mobility would be limited or nonexistent. There are more than 12,000 lane miles of road within Hillsborough County, with ownership and maintenance responsibilities divided among the local jurisdictions of the Florida Department of Transportation, Hillsborough County, Tampa-Hillsborough Expressway Authority, City of Tampa, Plant City, and Temple Terrace. Totaling more than 7,000 lane miles, Hillsborough County owns the most pavement, by far. Following the County, City of Tampa owns 2,800, and FDOT owns almost 2,000 lane miles.

In Hillsborough County, slightly more than half of the Vehicle Miles Traveled are on FDOT’s network, which includes the interstates and other high-capacity roads like SR60, Hillsborough Avenue, and US301. The remainder of the vehicle miles traveled occur on county and city-owned roads. The high (and increasing) volumes of traffic on these systems has the potential to rapidly deteriorate the condition of asphalt pavements, which have an optimal lifespan of approximately 15 years.

**Good condition** means that no major investments are needed because the pavement is not excessively rough, cracked, rutting, or faulting. **Poor condition** means that major investments are needed to rehabilitate the surface. As of 2018, Hillsborough is exceeding all of these targets except for percentage of interstate pavement in good condition: our goal is to achieve 60% or better, and we are currently at 50.9%.

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**How Hillsborough NHS Pavement Condition Compares to Other Major Metro Areas in Florida**

<table>
<thead>
<tr>
<th>Metro Area</th>
<th>% Good Interstate Pavement</th>
<th>% Good Non-interstate NHS Pavement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hillsborough</td>
<td>50.9%</td>
<td>42.0%</td>
</tr>
<tr>
<td>Jacksonville</td>
<td>57.5%</td>
<td>36.2%</td>
</tr>
<tr>
<td>Miami</td>
<td>68.6%</td>
<td>45.7%</td>
</tr>
<tr>
<td>Sarasota-Manatee</td>
<td>94.7%</td>
<td>39.7%</td>
</tr>
<tr>
<td>Orlando</td>
<td>48.3%</td>
<td>47.3%</td>
</tr>
</tbody>
</table>

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State of Good Repair & Resiliency 3
This map shows pavement condition across Hillsborough County using the best available Pavement Condition Index data (2012-2019) collected from Hillsborough County, City of Tampa, Temple Terrace and Plant City. The darker green colors correspond to better pavement condition, yellow indicates fair, and darker red colors correspond to worse quality pavement. Condition overall tends toward the higher end of the Standard Pavement Condition Index Rating Scale, with pockets of poorer quality roads existing outside of the urban core.
With 246 square miles of coastline, Hillsborough County’s bridge infrastructure represents a critical asset. Bridges provide an important linkage within the county and to surrounding counties. They also efficiently connect shippers to markets.

There are 757 bridges in Hillsborough County, and most are owned and operated by FDOT. The table below shows ownership of all bridges in Hillsborough County and the percentage of bridges in either obsolete/deficient or nondeficient condition.

The engineering demands of bridge replacement and/or repair make maintenance exceptionally costly. Fourteen percent of all bridges in Hillsborough County are classified as functionally obsolete or deficient, with the majority owned by Hillsborough County, FDOT, and the City of Tampa. On October 30, 2018, the Hillsborough MPO agreed to support FDOT’s statewide targets for NHS bridge condition:

As of 2018, Hillsborough is exceeding both of these targets with nearly 78% of NHS deck area in good condition and 0% in poor condition.
As of 2016, the total cost to repair or replace bridges in Hillsborough County was estimated to be about **$31 million per year**. The current Capital Improvements Programs of Hillsborough County, the cities of Tampa, Temple Terrace and Plant City, and FDOT allocate a total of $80 million over a five-year period, averaging just over **$16 million per year**. This amounts to only half of what is needed to adequately address desired major repairs and/or replacement on bridges, and bring them to a state of good repair.

Over the next five years:

- Hillsborough County will invest **$44 million** to fund bridge replacements, improvements, and guardrail repairs.
- FDOT will invest more than **$32 million** to repair, rehabilitate and replace bridges and structures, as well as repaint various bridges across the county.
- The City of Tampa will invest nearly **$4 million** for citywide bridge maintenance and to rehabilitate the Brorein and Laurel Street bridges.

A portion of the Courtney Campbell Causeway is currently being reconstructed to create a channel through the bridge. This will improve circulation in Tampa Bay and improve water quality. The project will be completed by summer of 2019.
The Hillsborough Area Regional Transit Authority (HART) serves the population of Hillsborough County’s transit needs. Due to its large service area, HART’s passenger buses accumulate mileage very quickly. HART buses accumulate, on average, 320,000 miles in the first 7 years of operation. When a bus reaches that mileage, a mid-life overhaul is performed by the agency’s expert mechanics, allowing the vehicle to continue serving passengers for another 300,000 to 400,000 miles. At that point, the bus has met its useful-life benchmark and must be replaced.

The Hillsborough Area Regional Transit Authority set the following transit asset targets on August 23, 2018:

- **Preserving the transit fleet is important to ensure that buses run on time, however, the likelihood of mechanical failures increases as transit vehicles age.** On October 30, 2018, the Hillsborough MPO agreed to support the Hillsborough Area Regional Transit Authority’s transit asset targets. One of the short-term, pre-referendum targets based on existing conditions is to maintain no more than 22% of passenger vehicles in need of repairs.

The Current Capital Improvements Programs (CIPs) of the agencies listed below include many transit asset management projects to be programmed over the next five years. The dollar values below represent investments that were programmed prior to approval of the countywide surtax referendum. Collectively, these jurisdictions have budgeted over **$12 million per year** - 40% more than what was identified in the 2040 LRTP baseline spending trend. These investments are critical to ensuring that transit service runs smoothly, efficiently, and cost-effectively.

Over the next five years:

- HART will invest an average of **$10 million per year** to maintain its assets in a state of good repair. This money will go toward replacing vehicles which have met the end of their useful life.
- FDOT will contribute nearly **$5 million per year** to purchase transit vehicles and equipment, and make improvements to transit stations.

The following chart shows the expected transit asset management spending programmed for FY2019-2023:

**Transit Asset Management Spending Programmed for FY2019-2023**

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>Spending</th>
</tr>
</thead>
<tbody>
<tr>
<td>HART</td>
<td>$49,178,571</td>
</tr>
<tr>
<td>FDOT</td>
<td>$24,795,000</td>
</tr>
<tr>
<td>Hillsborough County</td>
<td>$1,474,000</td>
</tr>
<tr>
<td>City of Tampa</td>
<td>$1,250,000</td>
</tr>
<tr>
<td>Hillsborough County TDSP</td>
<td>$936,000</td>
</tr>
</tbody>
</table>

State of Good Repair & Resiliency 7
Due to Hillsborough County’s location along the coast of the Gulf of Mexico, and Tampa Bay reaching into the heart of the County, the area is vulnerable to storm surges, flooding from hurricanes, and sea-level rise. In 2012, Tropical Storm Debby dropped 20 inches of rain on the Tampa Bay region and parts of Bayshore Boulevard were completely underwater. In 2013, the Weather Channel ranked Tampa as the city “most vulnerable and overdue for a direct hit hurricane.”

While the Tampa Bay region has not been directly impacted by a major hurricane in nearly 100 years, a series of close calls (most recently experienced during Hurricane Irma in 2017) indicate the looming threat of a major hurricane event for the region. Although the threat of destruction from storm surge flooding has not been in the forefront of citizen’s minds during the region’s greatest period of growth, Hillsborough County, along with Pinellas and Pasco Counties in Tampa Bay, have been progressively planning for post-disaster redevelopment and hazard mitigation.

Reducing transportation vulnerabilities and enhancing resiliency to major weather events is important because much of the transportation infrastructure in Hillsborough County is located within zones susceptible to storm surges and sea level rise. The impacts of flooding can be reduced by funding stormwater and roadway improvement projects to increase the resiliency of the transportation system. This could potentially reduce the one-time economic loss from a major storm from $266 million to $119 million.

Current Capital Improvements Programs (CIPs) of the jurisdictions listed below show a determined focus on upgrading stormwater and resiliency projects to be programmed over the next five years. Countywide, more than $232 million will be spent over the next five years, amounting to roughly $46 million per year. These resources will be invested in canal dredging and upgrading and replacing culverts to alleviate flooding along roads. This includes a $72 million project by the City of Tampa to study, model, and construct a regional watershed improvement to address chronic flooding for a large area in South Tampa.
Plan Hillsborough staff, serving both the Hillsborough County City-County Planning Commission and Hillsborough MPO, are members of the Hillsborough County Local Mitigation Strategy working group (LMSWG). The LMSWG is an ad hoc committee of volunteers with representatives from the local jurisdictions, government agencies, private sector, utilities, and residents who identify strategies to mitigate the impacts of natural hazards.

In 2018, The Hillsborough County MPO, Planning Commission, Hillsborough County Public Works-Hazard Mitigation Section, the University of South Florida, and the Tampa Bay Regional Planning Council received a grant from the Federal Highway Administration (FHWA) to conduct a pilot project to assess the resiliency of the transportation system in Hillsborough County. Federal, State DOT, and local resiliency planning information will be used to assess the transportation network's vulnerability to sea-level rise, storm surge, and inland flooding.
Vision Zero addresses traffic safety for drivers, pedestrians, and cyclists. Prioritizing safety projects and programs that can effectively reduce crash rates requires a data-driven approach based on historical crash trends and future benefits forecasting. Hillsborough has frequently ranked among some of the nation’s most dangerous counties for road users. To improve performance in that area, on February 5, 2019, a safety target not to exceed 163 fatalities was adopted for Calendar Year 2019. Aside from fatalities, MAP-21 legislation requires MPOs to track performance for five other safety measures and to set targets for the upcoming calendar year. Federal reporting requirements prescribe that measures and targets be calculated using a 5-yr rolling average ending prior to the year targets are due. For calendar year 2019, safety targets must be calculated using data spanning from 2014-2018, and projections must be made for 2019. The 2019 short-term safety performance targets were based upon data collected within the MPO planning area for previous years related to safety performance measures and benefits forecasting. If the targets are achieved, a 20-51% fatal and serious injury crash reduction by 2040 is possible.

2016 was the single worst year for fatal crashes in the history of Hillsborough County. The year-end fatality total of 226 represents a 15% increase from the previous year. The National Highway Traffic Safety Administration reported that nationally, deaths due to distracted and drowsy driving declined, while other reckless behaviors - speeding, intoxication, and not wearing seat belts – increased. Of the 206 fatal crashes in Hillsborough:

- 62 involved an intoxicated person.
- 24 involved driver speeding.
- 136 occurred at night time.
- 109 were initiated by a lane departure.
- At least 32 involved an aggressive driver.
- 26 involved a distracted driver (although the real number of distracted\(^1\) and aggressive\(^2\) drivers is probably much higher).

These statistics highlight the importance of education programs, streetlight investments, and strategies to reduce speed and aggressive driving behaviors. During 2017, Hillsborough County witnessed a slight reduction in the number of automobile-related fatalities. Crashes involving vulnerable users – such as cyclists and pedestrians - also declined following the historically high fatalities suffered in 2015 and 2016. Despite the slight reduction, overall crashes remain unacceptably high.


The graph above shows traffic fatalities broken out by mode over time – the projections for years 2019, 2020, and 2021 are based on a 3.4% annual reduction commensurate with an increase in safety funding equivalent to a 1-cent sales tax.

Achieving a 51% crash reduction by the year 2040 means that Hillsborough County must reduce crashes by 3.4% every year. Following passage of the county charter amendment, a dedicated revenue source for safety projects may make that lofty goal achievable. In the past, Hillsborough County suffered from an extraordinarily high amount of fatal and serious injury crashes, but 2019 could mark a turning point which reverses this trend.
Worst Crash Spots

A large number of the crashes, and subsequent fatalities and serious injuries, occur at certain hot spots. These areas include a limited number of specific intersections or along several corridors. In Hillsborough County, approximately 5% of the major roadways account for 40% of all of the county’s pedestrian crashes. The map below shows the worst crash spots for fatal and serious injury crashes.
The ultimate goal of Vision Zero is to eliminate traffic fatalities by introducing evidence-based traffic improvements to minimize crash risk to zero.

To support progress toward approved highway safety targets, the Long Range Transportation Plan includes a number of key safety investments. Assessing spending trends through 2014, a total of $498 million was identified in the 2040 LRTP for baseline improvements to highway safety, averaging approximately $25 million per year and resulting in a 10% reduction in crashes. Moving beyond the baseline, the MPO projected that with a funding source equivalent to a 1-cent sales tax, total crashes could be reduced by 20-51%.

Over the next five years:

- Hillsborough County will invest $57 million in safety projects, including pavement markings, signage, turn lane improvements, pedestrian enhancements, sidewalk repairs, and complete streets treatments.
- FDOT will invest more than $22 million in safety projects, like sidewalk construction, corridor improvements, complete streets projects, lighting installations, and landscaping.
- The City of Temple Terrace will invest $756,000 to improve sidewalks, curbs and ramps, improve pavement markings and signage, and construct bicycle infrastructure along select corridors.

The current Capital Improvements Programs (CIPs) of Hillsborough County, the cities of Tampa, Temple Terrace and Plant City, FDOT, and THEA include many safety investments to be programmed over the next five years, 2018-2023. These investments are illustrated below and represent allocations that were programmed prior to approval of the countywide surtax referendum. Over the next five years, the jurisdictions within Hillsborough County have budgeted more than $91 million for safety projects, or an average of $18 million per year. This is about 30% less than the baseline investment level identified in the Imagine 2040 plan, and thus, presents a challenge to reducing crashes 10% by 2040.

Vision Zero Spending Programmed for FY2019-2023

- Hillsborough County: $57,345,000
- FDOT: $21,800,669
- City of Tampa: $7,724,000
- THEA: $3,299,000
- Temple Terrace: $756,000
- Plant City: $450,000
- Total: $91,720,669

This section provides a detailed breakdown of the investments planned for the next five years.
The focus of the Hillsborough MPO’s Smart Cities program is developing strategies to alleviate congestion and improve safety at key intersections. Operational improvements along some of the main roads in Hillsborough come in two forms: traditional intersection treatments, like adding turn lanes, crosswalks, and signal modifications; and technology like signal re-timings, dynamic speed limits, ramp meters, active rerouting, active traffic management, and other emergent technologies found in some of the world’s smartest cities.

Non-traditional data sources like Waze allow the Hillsborough MPO to accurately track congestion and travel reliability issues, based on user accounts of traffic conditions experienced in real-time. This map shows user-reported traffic congestion during morning rush hour - approximately 6-9am. Purple indicates that these roads are hotspots for congestion during that time period.

Traffic management centers (TMCs), allow traffic engineers to play an active role in congestion relief and incident response. Non-traditional data sources, such as Waze and Twitter, open lines of communication between roadway users and engineers. The TMC can respond rapidly to congestion, minimizing the impact along the corridor.
Travel Time Reliability on Interstates

Travel Time Reliability (TTR) is an important metric for assessing the dependability of travel times and extent of non-recurring congestion – such as traffic jams caused by crashes, weather, special events, or construction zones. Reliability in travel times allows travelers to make better decisions about the use of their time and minimizes the aggravation experienced when your normal 30-minute commute home suddenly turns into a 2-hour delay due to game day traffic clogging up the network.

The map below shows portions of the interstate offering reliable travel at least 75% of the time. 70% of the miles on the interstate network meeting reliability standards is the target adopted statewide by FDOT and supported by action of the Hillsborough MPO on October 30, 2018. The MPO also agreed to support the statewide target for truck travel times on the interstate to not exceed a 100% increase on the most severely congested days.

While reliability on the majority of the interstate is meeting the statewide standard, the portions running through the urban core are moderately-to-severely unreliable, meaning that at certain times of day, travel time may increase by 50-100% through these segments. A 20-minute travel time could turn into 30 minutes or more.

Travel Time Reliability on Non-interstate National Highway System

While many of the long-distance trips made both within and across counties are served by the Interstate system, the non-interstate National Highway System (NHS) makes up a much greater proportion of the roads in Hillsborough County. The map below shows that some of the least reliable interstate segments are found Northbound on I-275 from the Howard Frankland Bridge throughout the urban core all the way past the downtown interchange; I-75 near Brandon Blvd; Southbound on I-275 from Bearss Ave to Fowler Ave; I-75 from Fletcher Ave to MLK Jr Blvd; and I-4 both Eastbound and Westbound throughout the urban core.

The statewide target for Travel Time Reliability on the non-interstate NHS is to have 50% of the network providing for reliable travel times. On October 30, 2018, the Hillsborough MPO agreed to support this target. With this target, most of the non-interstate roads are meeting this criterion, and they are shown in green on the maps. Roads shown in yellow are moderately reliable, and those shown in red are unreliable.

As of 2016, travel time reliability on the interstate is not meeting the statewide target. Unreliability through the urban corridor is a challenge due to the excessively high volumes of single occupant vehicles.

As of 2016, travel time reliability on the non-interstate NHS is exceeding the statewide target but may drop below 50% by the end of 2019.
Air Quality

Air pollution is directly related to traffic volume and congestion, and is a public health threat in almost every urbanized area of the United States. National air quality standards are enforced at the state and local levels by the Florida Department of Environmental Protection and the Environmental Protection Commission of Hillsborough County (EPC). The MPO plays a role in meeting our air quality standards by adopting transportation policies that support local pollution control efforts.

Adoption of electric vehicles may help reduce the health impacts of certain air emissions. According to the EPC, over the past 4-5 years, the number of days when Hillsborough County had unhealthy days due to ozone has remained generally unchanged. While alternative fuels are gaining popularity, increases in vehicle miles traveled (VMT) and traffic congestion are offsetting ozone emissions savings that could be gained from electric vehicles.

In both 2016 and 2017, Hillsborough County experienced 3 days per year with ozone readings greater than 70 parts per billion, which is the current health-based standard. Ground level ozone, also known as smog, is created when Nitrogen Oxides (NOx) from gasoline combustion react with Volatile Organic Compounds in the sunlight. Areas of high automobile traffic often witness smog in the air, as the amount of NOx emissions can be high, which can impair breathing among those with asthma, older adults, young children, and people who are active outdoors.

Air quality across all of Hillsborough County continues to meet the health-based standard, yet the County’s adult asthma rate of 9.2% ranks the highest among other large counties in Florida. Health studies show a clear link between asthma rates, traffic volumes, and proximity to major roadways. Concentration of traffic pollutants is highest at the tailpipe and diminishes to background levels at a range of between 150 to 300 meters, depending on traffic volume. This means that those living within 150 meters of roads with

>30,000 vehicles per day, approximately 4% of the total US population, have the greatest exposure to traffic-related air pollution. 11% of Hillsborough County’s population lives within 150 meters of a high volume road.

Furthermore, nearly one-fifth of Hillsborough County’s total population lives within 300 meters, and this figure is even higher among vulnerable populations. Approximately one-quarter of those living within a Community of Concern (a community experiencing any combination of low-income, high proportion of racial minorities, zero-vehicle households, limited English proficiency, individuals with disabilities) also live within 300 meters of a high volume road. The health effects of living near high volume roads are exacerbated by the amount of congestion along those corridors.

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If we were to build all of the costly road widening projects, we would still be facing congested roads. For this reason, the federal government requires a congestion management process that includes objectives relating to goal achievement, with measurable outcomes. Strategies other than road widening are encouraged. In 2014, the Hillsborough MPO identified 640 intersections needing improvements by 2040 and has recently updated its project prioritization criteria to focus more on near-term operational improvements rather than road widening for all of intersections in need of improvement.

The current Capital Improvements Programs (CIPs) of Hillsborough County, FDOT, THEA, and the cities of Tampa and Plant City include many Smart Cities investments in operations and other capacity management projects. These investments will be programmed over the next five years, 2018-2023 and are illustrated in the summary table above.

These allocations were programmed prior to approval of the countywide surtax referendum, meaning that future investments in this program category will be higher than what is represented below. Over the next five years, the jurisdictions within Hillsborough County have budgeted more than $298 million for Smart Cities projects, amounting to an average of $60 million per year.

Over the next five years:

- Hillsborough County will invest **$154 million** in operational projects to improve travel time reliability. These projects include expanding the County’s Intelligent Transportation Systems (ITS) with signals and technology updates to speed data communications. Intersection improvements, such as turn lanes, signal modifications, and access improvements will allow users to move better.
- FDOT will invest **$110 million** in Smart Cities projects, like intersection improvements, upgrading interchanges, updating legacy (old) traffic signals, and patrolling freeways for clearing incidents.
- The Tampa-Hillsborough Expressway Authority (THEA) will invest **$16 million** in this program category to study improvements to Meridian Avenue and adjacent facilities to improve access to the Selmon Expressway and Reversible Express Lanes.

An innovative solution to congestion is planned for I-4. This corridor will be instrumented with technology to proactively inform users of traffic jams and quickly deploy resources to clear incidents.

Agencies across Hillsborough County are exploring the feasibility of driverless cars as a partial solution to road congestion, and to improve transit connections in the first- and last-mile of their trip.
An important aspect of real choices when not driving is to provide independence for those who cannot or do not own a car.

Need for Real Choices

According to a 2015 US Census Bureau estimate, nearly 93% of residents in Hillsborough County live in a household with a vehicle. Allowing the 7.1% of individuals without a vehicle to access jobs, schools, health services, and grocery stores is a significant challenge to overcome.

Access to transit, trails, and safe pedestrian networks provides real transportation options for residents living in Communities of Concern, which often have the most limited mobility options.

Transportation disadvantaged residents may have to rely on transit, walking, and biking options to get to their destinations.

By mapping out the Communities of Concern, we are better able to respond to the mobility needs of these communities and provide accommodations that suit a variety of transportation modes.

In 2018, the Hillsborough MPO updated its Inclusivity Plan for ensuring the ability of all residents — regardless of race, color, or national origin — to participate in the planning process. Rather than limiting our focus to these three groups, the MPO expanded them to include limited English proficient households, low-income, those with disabilities, and households without cars. These Communities of Concern often have the most limited mobility options and therefore rely on transit, walking, and biking options to get to their destinations. By mapping out the Communities of Concern (COC), we are better able to focus our attention upon these areas to determine how residents of those areas may be impacted by transportation plans. Improving safety, for example, is a key area for our COCs. Residents living in these areas are at a 20% greater risk of being in a severe crash than those who don’t live in a COC. The disparity is striking.
Transit Service Availability

The Hillsborough MPO’s Transit Level of Service (TLOS) is an assessment standard developed from guidelines of FDOT’s Quality/Level of Service Handbook. It is a way of measuring the quality of transit service on specific roadways using variables like rush hour traffic volumes on roads servicing HART buses, road capacity, travel speed, and service frequency. Roadways with transit service are then ranked on a scale from A to F. Countywide, just over 14% of the total population live within ¼ mile of a facility with the quality of Transit LOS ranked as either A or B. Furthermore, only 37% of total employment opportunities across the county are within ¼ mile of good transit facilities.

Unlike for transit, quality of service for multimodal facilities is highly influenced by travel speed, which is not the best way to assess travel quality.

Walking/Biking Facilities Availability

The MPO established a Level of Traffic Stress (LTS) standard to more accurately assess bike and pedestrian facilities by looking at factors like facility separation, signal timing at crosswalks, and others. This new standard will provide a way for the MPO to highlight corridors and intersections which are performing well, and those which could be enhanced for safety, comfort, and convenience. Bicycle and pedestrian LTS scores range from 1-4 with 1 being the best and 4 being the worst. Approximately 20% of Hillsborough County’s population live near a good or excellent pedestrian facility (PLTS 1 or 2), while more than 50% only have access to facilities ranked 3 or 4. For bicycle facilities, like multi-use trails, less than 10% of the County’s population lives near a good or excellent facility, while almost 60% only have access to facilities ranked 3 or 4. The percentages of population and jobs within ¼ mile of facilities are listed in the graphs below.

To provide real choices for commuters other than just a car, it is important that both their home and job be located near a good facility. The data in the table show that despite 57% of job opportunities being located near bus facilities, transit access for employees is severely limited. Only 30% of the county’s population has access to a facility, regardless of level of service, and about half of that population only has access to a facility with poor service.

<table>
<thead>
<tr>
<th>How Many Residents Have Access to ...?</th>
<th>How Many Workers Have Access to ...?</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Bus</strong></td>
<td><strong>Walking</strong></td>
</tr>
<tr>
<td><img src="image1.png" alt="Graph showing access to good and acceptable facilities for residents and workers" /></td>
<td><img src="image2.png" alt="Graph showing access to good and acceptable facilities for residents and workers" /></td>
</tr>
</tbody>
</table>
People and Jobs Served by the Bus System
Transit will continue to be a focus as people look to other transportation options beyond single occupancy vehicles.

In October of 2017, HART implemented a comprehensive system redesign called Mission Max. The redesign was intended to deliver more efficient service by increasing frequencies on routes with higher-demand and enhancing connectivity by reducing trip times. Longer-term results of HART’s modifications will be seen in future years.

- HART bus passenger per revenue hour has fluctuated, but consistently exceeded goals.
- On-time performance has increased from 70% to more than 83% in just 7 years.

![HART Ridership, 2006-2018](chart1)

![HART On-Time Performance Percentage](chart2)
Transportation Choices & Health Outcomes

Physically healthy communities are key components of economically vibrant and successful communities. The prevalence of adult obesity in Hillsborough County, however, stands at 28%, which amounts to a 2% increase since 2010. Hillsborough County’s obesity rate, cancer incidence rate, and hypertension deaths are all higher than other large counties in Florida, including Broward, Miami-Dade, Orange, and Palm Beach. Type 2 diabetes, a commonly occurring comorbidity of obesity, is also on the rise within Hillsborough County. In 2010, 11.7% of adults had been diagnosed with the disease. By 2016, that number increased to 12.4%. Both physical inactivity and poor access to healthy food are risk factors for obesity and Type 2 diabetes. With only 16% of residents reporting that they eat adequate servings of healthy foods and about 25% reporting physical inactivity, promoting greater physical activity by planning for pedestrians and cyclists is a key to improving health across the community. Facilities that allow people to access health destinations, including hospitals, schools, and grocery stores, contribute to healthy communities.

Access to Health-Related Destinations

Within Hillsborough County, there are 17 hospitals, 136 grocery stores, and 280 schools. The bar chart on page 21 shows that for an average resident who relies on walking as their primary mode of transportation, approximately one-third of these destinations are accessible via good facilities. Cyclists have similar access to grocery stores and hospitals as pedestrians, but only about one-quarter of schools are accessible via good trails or sidepaths. For the average resident who relies on transit service, accessibility is limited compared to the other modes of travel. Only 9% of schools, 21% of grocery stores, and 18% of hospitals are accessible via good bus service.

Multimodal accessibility is defined as having transit service, sidewalks, and trails or sidepaths located within ¼ mile of both a person’s home and the destination. Level of Service and Level of Traffic Stress are important metrics because transit and active transportation modes are cost-efficient options for the transportation disadvantaged (TD) population, which includes:

- Persons with disabilities – physical or mental impairment that limits life activities.
- Older adults – losing ability to drive on their own.
- Individuals with lower incomes – may not have access to personal car.
- Children at risk – unaware of the traffic movements around them.

Convenience, comfort, and safety are critical to ensure that Hillsborough County residents use alternative modes of transportation. For TD populations, paratransit services like Hillsborough County’s Sunshine Line and HARTPlus may also...
Real Choices When Not Driving – Healthy Destinations

provide options for eligible residents who have disabilities or limitations. Depending on the needs of the passenger, the services may taxi them to their destination or drop them to an accessible fixed route bus stop. With the projected increase in transportation the disadvantaged population, the long range transportation plan estimates a $20 to $32 million annual operating cost for paratransit services by 2040.

### Percentage of Health Destinations Accessible via Alternative Modes

<table>
<thead>
<tr>
<th>Mode</th>
<th>Hospitals</th>
<th>Grocery Stores</th>
<th>Schools</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bus</td>
<td>9%</td>
<td>21%</td>
<td>18%</td>
</tr>
<tr>
<td>Walking</td>
<td>35%</td>
<td>36%</td>
<td>34%</td>
</tr>
<tr>
<td>Biking</td>
<td>26%</td>
<td>33%</td>
<td>35%</td>
</tr>
</tbody>
</table>

Real Choices When Not Driving 22
Real Choices When Not Driving – Investments

Investments
To support mobility for those who cannot or do not drive, the LRTP includes a number of key investments: bus service, transportation disadvantaged services, and trail and sidepath network projects. Future spending trends were projected based on existing spending between 2013 and 2017. This was prior to HART’s 2017 update of its Transit Development Plan, 2018’s Mission Max, and the countywide surtax referendum, and a total of $1.73 billion was identified in the 2040 LRTP for baseline improvements to real choices, averaging approximately $32 million per year.

The current Capital Improvements Programs (CIPs) of Hillsborough County, Plant City, and FDOT include many Real Choices investments in multimodal travel and other capacity management projects, averaging nearly $112 million per year. These investments are programmed over the next five years, 2018-2023, and are illustrated in the summary table to the right. These allocations were programmed prior to approval of the countywide surtax referendum, meaning that future investments in this program category will be higher than what is represented below. Over the next five years, the jurisdictions within Hillsborough County have budgeted more than $552 million for Real Choices When Not Driving projects, which is about 70% more than the 5-year total identified in the 2040 LRTP for baseline improvements.

Real Choices Spending Programmed for FY2019-2023

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>Spending (Millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>HART</td>
<td>$405,413,708</td>
</tr>
<tr>
<td>Hillsborough County</td>
<td>$14,675,000</td>
</tr>
<tr>
<td>FDOT</td>
<td>$9,183,699</td>
</tr>
<tr>
<td>City of Tampa</td>
<td>$479,000</td>
</tr>
<tr>
<td>Plant City</td>
<td>$87,500</td>
</tr>
<tr>
<td>Temple Terrace</td>
<td>N/A</td>
</tr>
</tbody>
</table>

Over the next five years:
- HART will invest $405 million in a new maintenance facility, route operations, new buses, and fare expenses to operate the streetcar.
- Hillsborough County will invest $15 million in ferry operations, paving road shoulders for bikes, the Bypass Canal trail, and a Sun City Center pedestrian mobility plan.
- FDOT will invest $9 million into projects found in HART’s work program, which includes operations, vanpool funds, and an autonomous vehicle pilot project.
Investing in transportation infrastructure is critical to growing an area’s economy. Safe, reliable, and efficient transportation infrastructure must be in place in order for people and goods to move from one place to another. Growth is desirable, yet it also presents challenges.

Like many other metropolitan areas, the Tampa Bay region suffers from congestion with 43% of interstates and 24% of other roads currently over capacity. According to one estimate, congestion on National Highway System roads cost drivers more than $2 billion in lost productivity in 2016. With population projected to increase 40% by 2045, it is clear that this problem will intensify in the future.

For the Imagine 2040 Plan, capacity projects were defined as widening or extending major roads or building new fixed-guideway transit systems. Under federal regulations, these types of projects must be itemized in the Plan, rather than being grouped into programmatic categories, such as Vision Zero, State of Good Repair & Resiliency, Smart Cities, or Real Choices. To better focus limited resources on economic vitality and severe congestion, the MPO’s list of capacity needs was screened by level of congestion and by proximity to employment centers. This means that the costliest projects are focused on corridors which serve clusters of at least 5,000 jobs and major roads which are beyond “full.”

The picture above shows an artistic rendition of the Selmon West extension, which is an elevated facility connecting Gandy Bridge to the Selmon Expressway. It is scheduled for completion in fall of 2020.

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5 Estimates were produced using NPMRDS Analytics software, assuming an hourly passenger vehicle cost of $17.91, hourly commercial vehicle cost of $100.49, and a 90/10 passenger/truck split.
Investments

Over the next five years, $1.14 billion will be spent to add capacity to the transportation network, this is an average of $227 million per year. Some of the major projects include:

- Widening segments of US301, SR574, I275, SR60, I-75, Big Bend Rd, 19th Ave NE, and Lithia Pinecrest Rd;
- Extending Citrus Park Drive, Davis Rd, and the Selmon Expressway;
- New or major reconstruction of interchanges, such as US41 at the CSX rail crossing and I-75 at Big Bend Rd.
Board & Committee Agenda Item

Agenda Item
Executive Director Annual Evaluation

Presenter
Cameron Clark, MPO Attorney

Summary
Based on discussion at the January Policy Committee meeting, the MPO attorney prepared and distributed a questionnaire to board members concerning the annual performance review of the MPO executive director. The attorney will provide a summary of the responses.

Because the MPO Board has a staffing services agreement with the Planning Commission, administration of any performance-based merit increase directed by the board will be handled by the Planning Commission Executive Director.

Last year, the board chose to award a merit increase consistent with the performance standards used for all of the Planning Commission and MPO staff. As an agency, the Planning Commission continues to budget for merit increases on par with Hillsborough County.

Recommended Action
Accept the summary and transmit to the Planning Commission Director for consideration of any merit increase consistent with agency standards

Prepared By
MPO Staff

Attachments
To be distributed at board meeting
Board & Committee Agenda Item

**Agenda Item**
Plan Hillsborough Annual Report

**Presenter**
Melissa Zornitta, Planning Commission Executive Director

**Summary**
Plan Hillsborough, composed of staff who serve the Hillsborough County City-County Planning Commission, the Hillsborough Metropolitan Planning Organization and the Hillsborough River Interlocal Planning Board, provides coordinated land use, transportation and Hillsborough River planning for the four local governments in Hillsborough County.

The Planning Commission is the administrative entity for staff support. Ms. Zornitta will provide an overview of the past year, which included the first jointly adopted Strategic Plan.

**Recommended Action**
None; for information only

**Prepared By**
Beth Alden, AICP

**Attachments**
- Plan Hillsborough 2018 Annual Report
- Plan Hillsborough 2018-2023 Strategic Plan
Board & Committee Agenda Item

Agenda Item
Transportation Disadvantaged Services Update

Presenter
Michele Ogilvie, MPO Staff

Summary
The Hillsborough County Transportation Disadvantaged (TD) program provides needed transportation to those who do not have the means or ability to transport themselves and are dependent on others to obtain access to health care, employment, education, shopping, and other life sustaining activities. TD persons often experience challenges obtaining transportation to and from non-emergency health care services. In a recent Hillsborough MPO forum, half of the 30 health and social service providers in attendance said their TD clients expressed concerns with transportation every day.

Unmet needs included lack of transportation to and from health education, mental health and substance abuse programs, dialysis centers, follow-up visits, medical testing and other health care services. Primary reasons cited by forum attendees for lack of such access were limited availability of public transportation, lack of transportation options serving late-night or weekend needs, payment processing difficulties, high out-of-pocket costs for transportation, limited capacity of transit systems to handle wheelchairs and scooters, and inadequate pedestrian facilities and safety. Residents of assisted living facilities further expressed an increased sense of isolation due to limited transportation options.

The MPO provides planning and performance reports for TD services, which are coordinated by the Sunshine Line and provided in part by Hillsborough Area Regional Transit Authority (HART), which operates a door-to-door paratransit service called HARTPlus and a connector service with flexible routes known as HARTFlex. The Sunshine Line also provides door-to-door paratransit, as well as offering HART passes to limited-income clients who are able to make use of HART services. Forty-one percent of Sunshine Line trips serve medical purposes, with an additional 36% serving nutritional and other life-sustaining purposes. Unmet demand for service continues to be a challenge in our county.

Recommended Action
None; for information

Prepared By
Michele Ogilvie, MPO staff

Attachments
None
Board & Committee Agenda Item

Agenda Item
Vision Zero Quarterly Report

Presenter
Gena Torres, MPO Staff

Summary
Tracking progress toward reducing deaths and serious injuries on our roadways is an important part of the Vision Zero Action Plan. There are several performance measures for each of the action tracks, the most meaningful of which will be the reduction in fatal and incapacitating crashes. Highlights from Vision Zero initiatives completed and underway will be presented.

Recommended Action
None. For information only.

Prepared By
Gena Torres

Attachments
TRACKING PROGRESS

It’s been over one year since the MPO Board adopted the Vision Zero Action Plan in December 2017, establishing strategies to end severe crashes in Hillsborough County. This report tracks the progress and accomplishments of the Vision Zero Coalition, which are organized into four action tracks:

- **Paint Saves Lives**
  - Low cost retrofits and pop-up treatments

- **One Message, Many Voices**
  - Public awareness & education strategies

- **Consistent and Fair**
  - Community-oriented law enforcement

- **The Future Will Not Be Like the Past**
  - Facilitating culture change through policies and programs

The latest crash data available helps us see the full picture of crashes that happened in Hillsborough County during 2018 and compare to prior years.

- Vision Zero efforts are making an impact in Hillsborough County. 2018 saw the lowest total number of traffic deaths over the last six-year period.
- The 2018 crash data revealed that on average there are 12 traffic related fatalities per month.
**2018 YEAR IN REVIEW**

- **31** Vision Zero Coalition Partners
- **20** Vision Zero Hero Advertisement Placements
- **2** Murals Painted
- **6** Community Outreach Events
- **15** Sign Holding Events
- **21** Presentations Given
- **2,000+** in Attendance at the Gulf Coast Safe Streets Summit
- **20+** Speakers Trained

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**SPEAKER’S BUREAU**

Vision Zero has a page on the Plan Hillsborough website titled, “Take Action for Vision Zero.” On this web page, visitors can sign the Vision Zero Pledge, share their stories, and learn about upcoming Vision Zero Speakers Bureau training opportunities and community related events. One of the most exciting new features is the ability to book a presentation from a Vision Zero speaker directly through the website:

http://www.planhillsborough.org/take-action-for-vision-zero/

Thank you to all of those who requested Vision Zero presentations throughout 2018:

- Ballast Point Homeowners
- Carrollwood Meadows Homeowners Association
- Cherry Creek Property Owners Associations
- Friends of the Bloomingdale Library
- Hawks Point
- MacFarlane Elementary Parent/Teacher Association and Honor Students
- MacFarlane Elementary School Executive Board
- MacFarlane Park Homeowners Association
- New Tampa Safe Streets
- Northeast Seminole Heights - Block Captains
- Northeast Seminole Heights - Neighborhood Watch Picnic
- Palma Ceia
- Pasco Citizen’s Advisory Committee
- Rotarian Club RCTNT
- Seminole Heights
- Seminole Heights Highways and Byways
- Tampa Heights Civic Association
- Tampa Homeowners Association of Neighborhoods
- Temple Terrace Rotarians
- University Square Civic Association
- Wellswood Homeowners Association

THANK YOU TO ALL OF OUR VISION ZERO HEROES!
PAINT SAVES LIVES

NOTABLE HIGHLIGHTS

GOAL 1: RAISE DRIVER AWARENESS OF PEOPLE WALKING AND BIKING BY USING HIGH-VISIBILITY MARKINGS ON THE TRANSPORTATION NETWORK

• Cleveland Elementary Mural
  - Fourth and fifth graders at Cleveland Elementary have a much larger canvas for their artwork than usual – E. Hamilton Avenue near their school. Following the success of a temporary mural painting on 15th Street in June 2018, the Vision Zero Coalition held another mural painting day to slow down traffic near the school on Saturday, January 12 from 10AM to Noon.
  - Approximately 60 volunteers attended the event. The mural was inspired by Cleveland Elementary student Alex Tavares, who received a bike, helmet, and bike lights courtesy of event sponsor, OnBikes. Other sponsors included the Hillsborough Metropolitan Planning Organization, Hillsborough County Public Schools, American Planning Association Sun Coast Section, and Safe & Sound. These sponsors provided paint, materials, artist costs, and refreshments. Alex’s mural was interpreted by local artist Junior Polo. Junior led volunteers of all ages as they completed the colorful mural in front of the school.

• Tampa Smart Paint Application
  - The Tampa Smart Paint Pilot Project is a public-private, academic partnership between the City of Tampa, Intelligent Material, Tampa Lighthouse for the Blind, and the Ohio State University (OSU) that is working to assist persons with visual disabilities. Partners are providing services and resources with the City of Tampa portion being funded through the Smart Mobility operating budget. The Smart Paint application is intended to comfortably and safely allow users with visual disabilities to traverse crosswalks by using special canes that can detect the smart paint and allows them to stay within crosswalks. The use of smart paint and canes correlates with the City’s mission to serve vulnerable communities and provide an equitable transportation system. The Smart Paint is currently being tested in Tampa, near the Lighthouse for the Blind and adjacent transit facilities located near South Boulevard and Cleveland Street as well as South Boulevard and Platt Street. As the paint is installed over the next couple of months, the City will be working with its partners to test the facility with candidates selected by the Lighthouse of Tampa. Future applications of the smart paint technology include: identifying deboarding areas at transit stops, navigating through crowded spaces like airports and convention centers, and connected / automated vehicle guidance and positioning. Vik Bhide from the City of Tampa noted,
“Upon completion of testing, we hope to publish our findings and work with the community to identify other uses. We need to ensure that the smart paint product is effective over time and holds up to Tampa’s weather and conditions.”

- **FDOT Traffic Signal Box Art Contest**
  - Local high school students were given the opportunity to make their mark on crosswalks near their school through the FDOT traffic signal box art contest. The contest submittals were due in November and winners were announced in December. The art contest was applied to the outside of the traffic signal boxes at intersections and was to convey crosswalk safety messages.
  - Of the 62 submittals, the top three winners include Shanice Robertson, Julian Catano Perez, and Sarah Jarvis. They received prizes of $250, $150, and $100.
  - The judges included representatives from the following: Hillsborough County School Board, Hillsborough County Public Works, City of Tampa Transportation and Stormwater Services Department, FDOT District 7, FDOT District 7, USF CUTR, and the Hillsborough MPO.

Volunteers work on the Cleveland Elementary Mural.
GOAL 2: IMPLEMENT LOW-COST TREATMENTS TO IMPROVE THE SAFETY OF THE ROADWAY, PARTICULARLY FOR VULNERABLE USERS

- **50th Street – Raised Crosswalks**: In January, raised crosswalks were installed on 50th Street to help slow down speeders along the busy university-area roadway. The street borders the east side of the University of South Florida campus in Tampa. The roadway is notorious for safety issues. In 2014, a woman was hit and seriously injured while crossing the street. Additionally, a guide dog was struck and injured in 2012. The raised crosswalks are the latest in a string of safety improvements for the hazardous street, including flashing beacons, sidewalks, and reduced speed limits in the area. The raised crosswalks project cost less than $15,000. County officials are hopeful the project, along with the previous enhancements, will bring measurable safety improvements along the roadway.

- **34th Street Roundabouts**: Three roundabouts are planned for a stretch of roadway known for serious, and sometimes fatal, crashes. From 2009 to 2011, 34th Street from Columbus Drive to Hillsborough Avenue had 14 serious crashes. The City of Tampa plans to construct roundabouts at the intersections of E. 21st Avenue, Lake Avenue, and Osborne Avenue beginning in 2019 with completion in 2020. Other proposed improvements in the area include the following: flashing beacons and advanced signage at 26th Avenue; a road diet from Columbus Drive to 21st Avenue; a road diet from Lake Avenue to Dr. Martin Luther King, Jr. Boulevard; and bicycle facilities throughout the corridor.
NOTABLE HIGHLIGHTS

GOAL 1: INCREASE AWARENESS OF VISION ZERO TO INFLUENCE SAFER BEHAVIORS ON OUR ROADWAYS

- Getting the message of Vision Zero out through community events:
  - Gasparilla Bike Safety Rodeo was held on January 19. The Vision Zero Coalition and the MPO’s Bicycle Pedestrian Advisory Committee (BPAC) were busy creating awareness for walking, biking, and roadway safety. BPAC assisted the Tampa Police Department with the Gasparilla Children’s Parade Annual Bicycle & Pedestrian Safety Rodeo. A big thanks to St. Joseph’s Hospital and Baycare for fitting all participants with free helmets!
  - Vision Zero Coalition Participated in 30th Annual Martin Luther King Jr. Day Parade - Participants celebrated the life and legacy of Dr. King and shared the commitment to safe and equitable transportation for all. Vision Zero would like to extend a special thanks to the University of South Florida SISTUHS and African Students Association for participating in the parade held on January 21, 2019 and spreading the dream of zero traffic deaths in our community.

- Study of Media Messaging and Victim Blaming
  - When it comes to bicyclist safety, researchers have found that how crashes are reported has an impact on how they are viewed by the public. Julie Bond from the Center for Urban Transportation Research (CUTR) recently presented findings from a report titled, “Media Framing of Fatal Bicyclist Crashes in Hillsborough County: A Critical Discourse Analysis” at the Transportation Research Board (TRB) Conference in Washington, D.C. The research team examined 189 media reports of 94 bicyclist traffic fatalities in Hillsborough County from January 2009 to June 2018. They studied how linguistic choices frame the relationship between bicyclists and others involved in fatal crashes. The results of the research showed that reports often focused on the traffic event and the parties involved in the crash typically removed blame from the motorist and highlighted the bicyclist’s actions. For example, many reports state, “A bicyclist was struck by a vehicle...”, rather than by a motorist. Ultimately, the study found that this type of reporting strengthens the perception that bicyclists are responsible for their own lack of safety detracting from policy reform that could decrease bicyclist fatalities.

During the Gasparilla Bike Safety Rode, participants learned walking, biking, and roadway safety skills. Those in attendance were all fitted and given free bicycle helmets.

Vision Zero Coalition members, USF SISTUHS, and African Students Association members take time from the parade to show their support for safe and equitable transportation in the community.
GOAL 2: ENGAGE WITH VICTIMS OF TRAFFIC VIOLENCE AND THEIR FAMILIES TO PROVIDE THEM A SUPPORT SYSTEM AND A PLATFORM FOR THEIR VOICES TO BE HEARD

- **Families for Safe Streets (FSS)** organization was founded in 2014 by families of loved ones who were killed or injured in crashes in New York City as a way to come together and share their stories of love and life lost. Nine other FSS chapters have been established since then in places like Central Texas, Alexandria, Virginia, and Southern California. Vision Zero Hillsborough aims to establish a local FSS chapter in the Tampa Bay region. Anyone interested in championing this endeavor should reach out to Gena Torres (torresg@plancom.org).

**REMEMBERING THOSE WHO LOST THEIR LIVES TO TRAFFIC VIOLENCE IN 2018**

Albert Balagun Courtney · Alexis Pacheco · Amanda Bruce · Amanda Cepeda-Duque · Andrew Musty · Angelina Elizabeth Torrey · Armando Christopher Hernandez · Armondo Lopez · Art Leon Holley · Bamnet Narongchai · Bernardino Abbinante · Bradley Broughton · Brandi Eckelstafjer · Brandon Wayne Fowler · Brett Thomas Hitchcock · Brian Ray Baxter · Brian William Lester · Carlos Gutierrez · Chanel Smith · Charles Edward Kinsey · Charles Frietsch · Charlie Suave Garcia · Christian Camilo Rozo · Christopher Garcia · Christopher Magdic · Christopher Wade Mayo · Cindy Marie Bilardo · Connie Raye Sands · Cory Vircik · Cynthia Porley · Daniel Lee Allmond · David Anthony Counts · David Cecich · David Suarez Gonzalez · Derek McCormick · Donna K. Hurt · Dr. Charles C. Williams Jr. · Dustin Pierce · Erick Miguel Lizardi · Ernesto Lopez Zaragoza · Ever Chavez Romero · Felix Dela Uz · Felix Rubio Camacho · Gerald Erouard Jr. · Gerardo Yslas · Gertrude Minneman · Graham Randy Howell · Gustavo Martinez-Meza · Isabel Triana · Jacqueylon Lindermann · James Richard Barnhardt · Jason Anthony Daniels · Jeff Germain-Rogers · Jerry Walker · Jess Paez · Jesse Lamar Wood · Jessica Reisinger · Lillia Raubenbalt · Jesus De La Torre-Morales · Jesus Manuel de Jesus · Jesus Navarro Lopez · Joel Mendez · Joery Godson Christophe · John Anthony Cosme-Rivera · John Bryan Garcia · John Dilgard · John Howard Perry · John Michael Mackey · John William Costello · Jose Zurtuche-Garcia · Juanita Paulino · Keith Booker · Kenneth Alan Wetherington · Kerry Jason Webb · Lawrence James McKiernan · Lazaro Villareal Santana · Leila Reid · Manuel Patino Villa · Marcelino Romero · Marcia Woodside Rivers · Marco Gonzalez Vargas · Maria Teresa Ortiz Vega · Marsha Dawn Wertz · Martina Alexiou Beltran · Mary J. Phillip · Matthew MacGregor McCullum · Meghan Alisha Wiggins · Melanie Hoitt · Melvin Allen · Michael Lee Nevels · Miguel Alexis Hernandez Jr. · Mykeycha James · Mohamed Su Al Toobi · Moses Carter Jr. · Nayomi Ramos-Perez · Pedro Aguerrreberry · Renard McGriff · Rhonda Darlene Reel · Richard Duignan · Richard Tennent · Richard Thomas Parnell · Ronald Sampson · Ryan James Simpson · Saljan Coleman · Samuel Lougheed · Samuel Thanhkachan Thomas · Scott Anthony Wolf · Shen Hui Lin · Stephanie LaJune Bennett · Stevel Darrell Driggers · Susan Newhall Henniger · Takeny Ivori James · Taylor Liebe · Theresa Hupp · Thomas Connors · Thomas Miller IV · Tyler James Husesman · Urbine Smith III · Veronica Collins · Vivian Keith Gray · Wilburt Williams · William Delapp · Willmette Baughman · Yasiel Ramirez Guittierrez · Yu Zhen Zhang

*Not all names were available*
CONSISTENT & FAIR

NOTABLE HIGHLIGHTS

GOAL 1: LEVERAGE THE CAPABILITIES AND EXISTING RESOURCES OF THE COMMUNITY TRAFFIC SAFETY TEAM (CTST) AS A COMMUNITY LAW ENFORCEMENT PARTNERSHIP

- The 60-day 2019 Florida Legislative Sessions starts on March 5 and is scheduled to end on May 3, 2019. The actions taken during the sessions will have significant public policy impacts for planning, transportation, and other issues of concern for many Floridians.

- **Primary Enforcement Against Distracted Driving:**
  - House and Senate bills (HB 107/SB 76) propose to make texting or talking on a hand-held phone while driving a primary offense instead of the a secondary offense. This means that officers could pull over and ticket someone for texting or talking. This is not permissible under current law unless another infraction was committed. The bills are known as the “Florida Ban on Wireless Communications Devices While Driving Law”.

- Other Enforcement Related 2019 Session Bills:
  - A House and Senate bill (HB 71/SB 158) called the “Vulnerable Road User Act” intends to increase the penalty for injuring or killing someone considered a vulnerable road user in a motor vehicle crash. Penalties include requiring the person to pay a fine, serve a period of house arrest, attend a driver improvement course, and/or have their driver’s license revoked for a specified period.
  - A Senate bill (SB 116) proposes to specifically make repetitive racing infractions a felony.
  - A House bill (HB 6003) proposes to repeal the law that allows for traffic infraction cameras.

GOAL 2: ESTABLISH A VISION ZERO “CONSISTENT & FAIR” CORRIDOR PROGRAM

- FDOT has given Tampa Police Department and Hillsborough County Sheriff’s Office $50,000 each towards speed enforcement along Busch, Fowler, and Hillsborough Avenues
  - Tampa city leaders call for traffic improvements along Busch, Fowler, and Hillsborough Avenues following fatal crashes that occurred in December 2018.

- Hillsborough MPO Board approved a motion to commission a Comprehensive Safety Audit Addressing Speed Management
  - The Safety Audit was approved at the January 8th Hillsborough MPO Board meeting. The Safety Audit will focus on the severe-crash corridors in Hillsborough County. The end result will be to develop a Hillsborough County Speed Management Action Plan.
THE FUTURE WILL NOT BE LIKE THE PAST

NOTABLE HIGHLIGHTS

GOAL 1: UPDATE POLICIES, STANDARDS AND PROCEDURES TO FOSTER A CULTURE OF SAFETY IN THE PLANNING AND DESIGN OF THE TRANSPORTATION SYSTEM

• A Mayoral Candidate Forum organized by Walk Bike Tampa on December 11 put Vision Zero’s goal of eliminating severe and fatal crashes center stage. Mayoral hopefuls gathered at Sparkman Wharf for a night of discussion about transportation, safety, and healthy neighborhoods. Vision Zero Hillsborough was represented at the event with a table organized by MPO Executive Planner Gena Torres and Senior Planner Wade Reynolds. The questions answered by candidates included one developed by the Hillsborough County Metropolitan Planning Organization: “A Vision Zero policy has been adopted by both Hillsborough County and the Tampa City Council. Can you explain what Vision Zero means in your own words and what actions your Administration will take to uphold and implement Vision Zero for City of Tampa sponsored infrastructure and transportation projects?”

“Every candidate was there talking and hearing about Vision Zero, and I am not sure there is any other mayoral race in the country right now where that has happened,” said Whit Remer, Walk Bike Tampa’s secretary.

GOAL 2: CREATE A SAFE MULTIMODAL TRANSPORTATION SYSTEM THROUGH GOOD DESIGN, LIGHTING, AND CONNECTED FACILITIES

• All for Transportation revenue could help advance safety-related projects in Hillsborough County

○ Hillsborough County voters approved a one-cent sales tax on November 6 to help pay for a range of much-needed transportation improvements. Increasing safety for driving, walking, and biking was a key message of the campaign for the tax.

○ The estimated $280 million per year the tax will raise will go to improving transit, maintaining and improving streets, and enhancing the bike and pedestrian network. The charter amendment approved by voters also requires about 15 percent of the revenue be dedicated for safety improvements to existing streets, roads, and bridges.

○ Expected improvements include more crosswalks, sidewalks, and bike lanes, which will help fill gaps in the network that currently put vulnerable users at risk.

Audience gathered at the Walk Bike Tampa Mayoral Candidate Forum despite the chilly Florida night / Image courtesy of the Tampa Downtown Partnership.

Mayoral candidates at the Walk Bike Tampa Mayoral Candidate Forum / Image courtesy of the Tampa Downtown Partnership.
**Hillsborough MPO identifies Safety Performance Targets for 2019**

- 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. Using a methodology developed for the Imagine 2040 Long Range Transportation Plan to predict performance based on different investment levels for safety projects, MPO staff is proposing to set safety performance targets as follows:
  - No. of Fatalities (2019 Year-end Total): No more than 163
  - No. of Fatalities (Five-year Rolling Average): No more than 187
  - No. of Serious Injuries (Five-year Rolling Average): No more than 1,435
  - No. of Non-motorized Fatalities and Serious Injuries (Five-year Rolling Average): No more than 234
  - Rate of Fatalities per 100 Million Vehicle Miles Traveled (MVMT) (Five-year Rolling Average): No more than 1.35
  - Rate of Serious Injuries per 100 MVMT (Five-year Rolling Average): No more than 10.43

**GENERAL UPDATE**

- **New York City Vision Zero Conference**

  - On November 7 and 8, MPO Executive Planner Gena Torres attended the 4th Annual Vision Zero Cities Conference at Columbia University’s Alfred Lerner Hall in New York City. Speakers included Vishaan Chakrabarti (Founder of Practice for Architecture and Urbanism and Associate Professor of Practice at Columbia University); Janette Sadik-Khan (Principal at Bloomberg Associates and Former New York City Transportation Commissioner); and Lisa Bender (Minneapolis City Council). Day two presented small group “in the field” opportunities including bike tours, walking tours, workshops, and site visits.

![Traffic violence messaging (left) and some of our Vision Zero Hillsborough advocates during NYC Vision Zero Conference.](image-url)
• Hillsborough County High Crash Spots

  o The map below reflects the roadways with the highest number of severe injury crashes per mile. The heat map uses the most recent five years of data (2014-2018) and is overlaid with black lines that represent the Top 20 Severe Injury Crashes per Mile from the data set used in the development of the Vision Zero Action Plan (2012-2016).

  o We will continue to monitor the severe injury network and anticipate crashes will begin to decline as safety investments are made on these roadways. For more detailed look at the corridors and the types and number of crashes, check out the Vision Zero Corridor Profiles on the Vision Zero webpage: http://www.planhillsborough.org/vision-zero-action-plan/
RECENT / UPCOMING EVENTS

• 2/28/19 – University of South Florida (USF) Transportation Day/Cyclovia - Alumni Drive was closed to automobile traffic between Beard Drive and the east entrance to Lot 8-C. The goal of the event was to increase the variety of transportation options available for USF students, faculty and staff, and to promote a behavior change away from driving alone in a car. Some of the event activities included: ribbon “closing” ceremony, campus bike ride, USF Police Department bicycle registration, Campus Rec bike tune-ups, a bicycle lane painting activity, and food trucks.

• 3/1/19 – Sixth Annual Bike with the Temple Terrace Mayor - The ride was in celebration of Florida’s Bike Month during March. The first 100 adult bicyclists to arrive received this year’s T-shirt in a new color! The ride with the mayor took participants around scenic Temple Terrace along the river, past historic homes, the Florida College, and back to where it started.

• 11/12/19 to 11/4/2019 – National Safe Routes to School Conference at the Hilton Tampa Downtown. The theme is “Active Travel for Equitable and Healthy Communities.”

• 11/14/19 - Gulf Coast Safe Streets Summit at the Hilton Tampa Downtown. A preeminent educational event aimed at encouraging the implementation of Complete Streets along the Gulf Coast of Florida.

HOW CAN YOU GET INVOLVED?

TAKE ACTION FOR VISION ZERO

• Visit: http://www.planhillsborough.org/take-action-for-vision-zero/

• Take the Vision Zero Pledge

• Share your story with us

• Become a Speaker Bureau member for Vision Zero

• Book a Vision Zero Speaker Bureau presentation by submitting a request form on the website

VOLUNTEER FOR UPCOMING EVENTS

• We and our Vision Zero Coalition partners have events throughout the year that give you numerous opportunities to participate in Vision Zero!

VISION ZERO QUARTERLY MEETINGS

• The next quarterly meeting will be held in May 2019. Time and Location To Be Determined.

BE A VISION ZERO HERO

Being a Vision Zero Sponsor is a valuable means to show support for the safety of Hillsborough County.

By participating as a sponsor you can advance the Vision Zero message and gain visibility and recognition as a leader focused on improving the quality of life for all modes of transportation in our county.

If you or your organization would like to become a sponsor, contact Gena Torres (torresg@plancom.org) or Amanda Chornoby (achornoby@citiesthatwork.com) to learn more!

FOLLOW US ON FACEBOOK TO STAY IN THE KNOW!

www.facebook.com/VisionZeroHillsborough

Use #VisionZero813 to spread the word on social media!
Florida Department of Transportation

Open House Announcement

Projects: Heights Mobility Study including Florida Avenue, Violet Street, and Highland Avenue from Dr. Martin Luther King Jr. Boulevard to north of Hillsborough Avenue

Open House
Thursday, April 4, 2019
Seminole Heights Public Library
4711 N. Central Avenue, Tampa, FL 33603
6:30 p.m. to 8:30 p.m. – Open House

We invite you to attend and participate in a Florida Department of Transportation (FDOT) sponsored public workshop regarding the Heights Mobility Study and proposed improvements to Florida Avenue, Violet Street, and Highland Avenue corridor, between Dr. Martin Luther King Jr. Boulevard and Hillsborough Avenue, on Thursday, April 4, 2019, from 6:30 p.m. to 8:30 p.m. at the Seminole Heights Public Library, 4711 N. Central Avenue, Tampa, FL 33603.

The workshop provides an opportunity for community member to learn more about the project, review proposed improvements, and provide comments. There will be no formal presentation however, project aerials and graphic exhibits will be on display for review and FDOT representatives will be available to discuss the project and answer questions. In addition to an update on the Heights Mobility Study’s short term improvements, the Open House will include the following proposed improvements:

- Violet Street safety and mobility improvements: including a proposed lane elimination from Highland Avenue to Florida Avenue.
- Highland Avenue safety and mobility improvements: including a potential lane elimination along Dr. Martin Luther King Jr. Boulevard to Violet Street.
- Florida Avenue safety and crossing improvements.

If you have questions about the workshop, please visit our project website at www.HeightsMobility.com or contact Ginger Regalado, Bicycle & Pedestrian/CTST Program Manager at (813) 975-6970, ginger.regalado@dot.state.fl.us

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Alex Henry, by phone at (813) 975-6405, or by email to alex.henry@dot.state.fl.us at least seven (7) days before the public meeting.

Comuníquese Con Nosotros: Nos importa mucho la opinión del público sobre el proyecto. Si usted tiene preguntas o comentarios, o si simplemente desea más información, por favor comuníquese con nuestra representante, Lilliam Escalera, (813) 975-6445, lilliam.escalera@dot.state.fl.us.
The Coalition of Community Gardens and Garden Steps present

Grow Community Gardens – Tampa Bay Conference!

Learn about:
- Opportunities in urban agriculture
- Setting up a healthy garden
- The health benefits of growing and eating fresh veggies

CONFERENCE
Saturday, April 6
10 am - 3 pm

exciting speakers
panel discussion, keynote speaker, presentations, garden tour, lunch provided

TICKETS ARE ONLY $12
If you’re considering starting a community garden, you won’t want to miss this conference!

REGISTER NOW
https://growcommunitygardens.eventbrite.com
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.

The MPO does not discriminate in any of its programs or services. Public participation is solicited without regard to race, color, national origin, sex, age, disability, family or religious status.

More about our commitment to nondiscrimination: planhillsborough.org/non-discrimination-commitment/
Plan Hillsborough invites you to join us for a special VIP tour

THURSDAY 06.06.19

PORT TAMPA BAY™
Florida’s largest and most diversified seaport presented by John Thorton, the Port’s Vice President of Government Affairs, aboard the beautiful Bay Spirit II

85,000 direct & indirect jobs affected
$17.2 Bil economic impact for our region
74 Mil 65+ annual visitors 9+ residents

Ahoy! Space on board is limited, so please RSVP to: snyders@plancom.org | 813.273.3774 x316

Parking info & meet up instructions will be forwarded with RSVP.
February 28, 2019

Senator Bill Galvano, Senate President
404 South Monroe Street, Suite 409
Tallahassee, FL 32399-1100

Dear Senator Galvano,

On behalf of the twenty-seven members of the Florida Metropolitan Planning Organization Advisory Council (MPOAC), I want to express our appreciation for your leadership in advocating for innovative approaches to enhancing and funding Florida’s infrastructure as expressed in your January 30, 2019 memorandum to members of the Florida Senate.

We agree that transportation improvements can and should be considered within the broader context of the overall infrastructure needs of a corridor, region or state. As representatives of planning agencies, we too recognize that decisions to invest in transportation infrastructure are not made in a vacuum. In order to be successful, we need to plan for and fund infrastructure using a holistic approach, one that takes into account the interconnectedness of traditional transportation elements and other infrastructure resources. The newly formed Committee on Infrastructure and Security will enhance the Florida Senate’s ability to address the existing and future needs of our infrastructure systems. While communications, security and other infrastructure are not in our purview, we applaud your vision and recognize how important connected infrastructure is to our future.

That said, we encourage you and the members of the Senate to prioritize the needs of our existing transportation network. Florida’s transportation system is in excellent condition due to many years of proper funding of maintenance and a policy of first maintaining our existing assets. We recognize the necessity to plan for and invest in infrastructure expansion that supports the growing needs of our state. We believe that our top priority is to ensure the preservation and enhancement of Florida’s existing transportation system. But as you correctly point out in your memorandum, our efforts to ensure the continued effectiveness of the state’s existing transportation system should be considered in tandem with the needs of other infrastructure systems. As we look to expanding our infrastructure we ask that you consider ways to insure the new infrastructure is financially self-sustaining so as to allow existing infrastructure to continue to be maintained in a state of good repair.

We look forward to working with you to improve Florida’s transportation system to the benefit of Florida’s citizens, visitors and businesses.

Sincerely,

Commissioner Nick Maddox
Chairman
March 21, 2019

Ms. Natasha Goodley, Chair
East Tampa Community Advisory Committee
East Tampa Community Revitalization Partnership
3808 North 22nd Street
Tampa, Florida 33610

Dear Ms. Goodley,

I received your letter dated January 28, 2019 regarding your organization’s position on the proposed closure of the I-275 ramps at Floribraska Avenue (Ave.) and desired mitigation requests. As you know, the Florida Department of Transportation (FDOT) has spent a great deal of time in your community discussing future plans for the interstate and we appreciate you taking the time to understand the issues and provide thorough feedback.

As you know, the proposed closure of the I-275 entrance and exit ramps at Floribraska Ave. is being studied as a part of the Tampa Interstate Study (TIS) Supplemental Environmental Impact Statement (SEIS), which will not be completed until late 2020. It is important to note that funding for improvements to the Downtown Tampa Interchange has not been identified and construction of a long-term solution will likely fall outside of the next ten years. FDOT will continue to coordinate with your community and local agency partners on long-term solutions; however, there are several projects in the pipeline that may address some of your concerns in the short-term.

- **Pedestrian safety improvements inclusive of added/improved crosswalks and consistent sidewalks along the Nebraska Avenue corridor (from Hillsborough Avenue to I-4)**

  *FDOT completed Phase 1 of the Heights Mobility Study, which identified short-term safety improvements along N. Tampa Street (St.)/Florida Avenue (Ave.), and N. Nebraska Ave. in the East Tampa area. As a result, FDOT has programmed a project on Nebraska Ave. from Kennedy Boulevard (Blvd.) to Busch Blvd. (FPN: 443492-1) that will add crosswalks, fill sidewalk gaps, improve medians, and other safety-related elements. Design is scheduled to begin in 2022 with construction in 2024.*

- **Landscape improvements including landscaped medians and bulb outs where appropriate along the Nebraska Avenue corridor**

www.fdot.gov
Referring to our response to the previous concern, FDOT will review the corridor and identify landscaping opportunities, where appropriate, during the preliminary engineering phase in FPN: 443492-1. Coordination with the City of Tampa will be needed. In the next few months, we will reach out to East Tampa Community Revitalization Partnership (ETCRP) and the City of Tampa to discuss further.

- Improved, aesthetically pleasing street lighting along the Nebraska Ave. corridor and the Floribraska / 21st Ave. corridor

As a part of our traffic safety program, FDOT has completed or has planned, lighting enhancements within the East Tampa community. In partnership with the Tampa Electric Company (TECO) and the City of Tampa, FDOT upgraded to LED street lighting along Hillsborough Ave. from 15th St. to 40th St. FDOT also upgraded the lighting at the intersection at Hillsborough Ave./Nebraska Ave. to LED lighting.

FDOT identified additional corridors for lighting upgrades, including Nebraska Ave. from East Washington St. to Hillsborough Ave. and North 22nd St. from I-4 to East Cayuga St. We are actively seeking funding for both of these corridors.

LED lighting provides an overall higher visibility and uniformity compared to traditional lights, resulting in enhanced safety for bicycles, pedestrians, and motor vehicles, while reducing energy consumption and maintenance costs.

- Funded road diet with associated landscaping for Floribraska / 21st Ave.

Floribraska Ave./21st Ave. is owned and maintained by the City of Tampa. The City is designing improvements to Floribraska Ave. from Tampa St. to 9th St. (FPN: 436640-1). This project includes a road diet and improvements to sidewalks, bike lanes, crosswalks, and raised medians. Plans are nearly 60 percent complete and construction is scheduled for 2021.

The City is also considering an additional phase along 21st Ave. from Nebraska Ave. to 15th St. and potential future phases from 15th St. to Melburne Blvd. The plans would include a combination of cycle track, trail, and bike lane connections.

- Funded signalization changes and improvements to modify both Columbus Drive and 17th Ave. to two-way streets.

Columbus Dr./17th Ave. is under the jurisdiction of Hillsborough County. The Hillsborough MPO studied two-way improvements to Columbus Dr. and 17th St., but the project has not progressed. This is MPO Priority #59, and the latest construction cost estimate is $1.6M. The County did agree to revisit the Columbus Dr./17th Ave. plans when funding becomes available.
• Funded landscape improvements adjacent to I-275 and I-4. This should include the incorporation of significant landscaping proven to effectively provide air filtration near transportation corridors. This may also include incorporation of linear parks in the East Tampa community in coordination with the City of Tampa.

Once a recommended alternative is identified in the TIS SEIS, FDOT will work with the community and the local maintaining agency (e.g. the City of Tampa) to identify additional landscape opportunity areas. It is anticipated that there will be landscape opportunities at potential pond sites and remainder parcels.

FDOT is also looking at a bicycle/pedestrian connection from Tampa Heights to the future Green Spine (14th/15th St.). This connection could be along Columbus Dr. or 14th Ave. Coordination with the City and County is underway.

• Funded Gateway improvements in support of the East Tampa Strategic Action Plan.

In review of the East Tampa Strategic Action Plan, it appears that there is one “major gateway” at I-4/50th St. and four “areas of interest” at I-275/Hillsborough Ave., I-275/Dr. Martin Luther King Jr. Blvd., I-275/Columbus Dr., and I-4/22nd St. In 2008, FDOT completed improvements to I-4, which included underpass improvements at 14th St./15th St., 21st St./22nd St., 26th St., 34th St., 39th St., and 50th St. Special aesthetics were incorporated within the boundaries of Ybor City National Register Historic District, including the 21st St./22nd St. fountains.

As a part of the TIS SEIS, FDOT is looking at potential improvements to the underpasses along I-275, including at Dr. Martin Luther King Jr. Blvd. and Columbus Dr. FDOT is also looking at underpass improvements to I-275 from north of Dr. Martin Luther King Jr. Blvd. to Bearss Ave., including Hillsborough Ave. as a part of a separate study (FPN# 431821-1). These improvements may include: wider sidewalks, enhanced lighting, painted bridge substructure, cut-back walls for improved bicycle/pedestrian experience, and public art and landscape opportunities. Our specific recommendations for these improvements will be determined at the end of the study and finalized in the design phase in coordination with the City of Tampa and ETCRP.

We would like to establish a chain of communication to follow up on these issues. While we recently participated in a bus tour of East Tampa, we could set-up a field visit specific to Nebraska Ave. to better understand your concerns. In addition, the City suggested that we may want to set-up a workshop with ETCRP to discuss these issues further.
Ms. Goodley
March 21, 2019
Page 4 of 4

Please feel free to contact me or Ed McKinney, District Seven Planning and Environment Administrator, at: Edward.mckinney@dot.state.fl.us or 813-975-6437 if you have further questions.

Sincerely,

[Signature]

David Gwynn, P.E.
District Seven Secretary

Cc: Jean Duncan, City of Tampa
    Bob McDonough, City of Tampa
    Paul Dial, City of Tampa
    Beth Alden, Hillsborough Metropolitan Planning Organization
    Richard Moss, Florida Department of Transportation
    Ed McKinney, Florida Department of Transportation
During the last two weeks there were eight fatalities with seven vulnerable road users (4 motorcyclists, 2 bicyclists and 1 pedestrian).

Motorcyclists are one of our vulnerable road users that have a smaller profile and because they can travel fast, some drivers cannot appropriately judge how far away they are. If you can’t judge, don’t budge. Wait a few seconds and let the motorcycle pass – these few seconds could save a life.

Speed continues to be a factor when it comes to crashes involving our vulnerable road users as they are less likely to survive crashes at high speeds. Please continue to respect our posted speed limits.

Mr. Weysham was dedicated member of our community that died saving another motorist. We thank all first responders for their dedication to our community and continued efforts.

As we spring forward this weekend – don’t forget to move your clocks forward Saturday night. This means there will be more light in the evening so there will be more time for outdoors activities, so remain alert.

March is Florida Bicycle Month! Be careful and watch for all road users!

David W. Gwynn, P.E.
District Seven Secretary
Florida Department of Transportation
11201 N. McKinley Drive
Tampa, FL 33612
813-975-6039
District Seven’s Bi-Weekly Crash Report Update - A Summary of Traffic Fatalities that has occurred on public highways in the Tampa Bay Region. For more information, please note names of victims highlighted in blue are hyperlinked to news stories as published by the media and text highlighted in green are hyperlinked to obituaries as available. “Safety Doesn’t Happen by Accident.” Suggestions and/or ideas to enhance safety are welcomed here or by contacting Matthew Nance at 813-975-6747 or Matthew.Nance@dot.state.fl.us. Please note the word “here” is hyperlinked to District Seven's Innovation Share Point Site.

February 11, 2019

Judith C. Bozard, 37, Brooksville: Judith was riding her bike east on Wiscon Road just west of Mobley Road in Spring Hill. A vehicle entered her lane heading the same direction after passing another vehicle. The vehicle struck Judith, then over-corrected and overturned onto the north shoulder of the road. Judith was taken to Regional Medical Center Bayonet Point, where she later died from her injuries. Judith loved listening to music. Judith is survived by her children, grandchildren, mother, sister, brother, family and friends.

February 15, 2019

Eric Lee Jordan, 35, Riverview: Eric was on a motorcycle traveling east on I-4 west of 50th St. when he and a friend on another motorcycle collided. Eric’s motorcycle collided with the south shoulder barrier wall, sending him over the wall. Eric was transported to Tampa General Hospital where he later died from his injuries. Eric is survived by family and friends.

February 15, 2019

Donald Eugene Keller, 79, Lady Lake: Donald was driving on CR 611 north of Tampa Road when, for unknown reasons, he lost control of his car. The car entered the median, collided with a light pole and a tree. Donald died at the scene of the crash. Donald was an accomplished educator and was inducted into the Hall of Fame at Northeast High School. Donald is survived by his brothers, son, family and friends.

February 17, 2019

Anthony “Tony” Violante, 56, Largo: Anthony was traveling eastbound on his bicycle on West Bay Drive in Belleair Bluffs. A car was stopped at Harbor View Lane and as the vehicle began its westbound turn, Anthony’s bike struck the car and he was ejected from his bike. Anthony was taken to Bayfront Hospital where he later died from his injuries. Tony loved the outdoors and had a passion for the sea. Anthony is survived by his wife, daughter, brother, sisters, family and friends.
February 21, 2019

Verlon John McDonald, 51, Largo: Verlon was driving a motorcycle southbound on I-275 near Lois Ave. when for unknown reasons, he lost control of his motorcycle and hit the guardrail on the left shoulder. This caused Verlon to be ejected from his motorcycle and thrown off the overpass to the roadway below. Verlon suffered fatal injuries at the scene of the crash. Verlon is survived by family and friends.

February 22, 2019

Andy Jackson Sanford, 23, Brandon: Andy was driving a motorcycle eastbound on I-4 when, according to FHP, he attempted to pass a pickup truck. Andy’s motorcycle subsequently crashed with the rear of the truck, which left the scene. The driver of the truck was later arrested for DUI. Andy was taken to Tampa Genera Hospital where he later died from his injuries. Andy is survived by family and friends.

February 23, 2019

Stanley “Mike” Heath, 66, Clearwater: Stanley was driving a motorcycle north on Old Coachman Road in Clearwater when a car made a U-turn into his path. Stanley struck the front of the car and was ejected from his motorcycle. He was taken to Mease Countryside Hospital, where he later died from his injuries. Stanley is survived by his wife, children, grandchildren, brother, family and friends.

February 24, 2019

Wesley H. Weysham, 59, North Port: Wesley, a retired fire fighter/paramedic, stopped on the side of the road to provide aid to an injured motorist. Wesley pulled the motorist to the side of the road when a car hit the injured motorist’s stopped truck. The truck rotated and struck Wesley. Wesley died at the scene of the crash. Wesley proudly served in the U.S. Navy. He also worked with the Sarasota County Fire Department and the Sarasota K9 Search and Rescue, where he received many awards for his services; including the Governor’s Award and two Phoenix Awards for extraordinary life-saving efforts. Wesley is survived by his wife, children, grandchildren, brothers, sister, family, friends, and a community that grieves his loss.
There were eighteen fatalities during the last two weeks, which was more than the total of the previous four weeks. Of those, our vulnerable road users made up twelve with 5 motorcyclists, 4 pedestrians and 3 bicyclists. Unfortunately, one of the most touching stories involved the death of an unborn child. Of special note, at least 5 of 18 fatalities were of age 23 or less.

Speeding, distraction and DUI were attributing factors in several of these crashes. Friends, family and relatives are reminded to always focus on the road. Please realize that if you take your eyes off the road for 5 seconds traveling at 55mph – it is like driving the length of an entire football field with your eyes closed.

Left turns in front of motorcycles continues to be a factor, remember, if you can’t judge don’t budge!

Some names are withheld as a result of recent laws regarding public disclosure under certain circumstances.

Please keep safety at the forefront of your work.
Safety in Seven

District Seven’s Bi-Weekly Crash Report Update - A Summary of Traffic Fatalities that has occurred on public highways in the Tampa Bay Region. For more information, please note names of victims highlighted in blue are hyperlinked to news stories as published by the media and text highlighted in green are hyperlinked to obituaries as available. “Safety Doesn’t Happen by Accident.” Suggestions and/or ideas to enhance safety are welcomed here or by contacting Matthew Nance at 813-975-6747 or Matthew.Nance@dot.state.fl.us. Please note the word “here” is hyperlinked to District Seven’s Innovation Share Point Site.

February 27, 2019

**Dominic Lore III, 59, New Port Richey:** Dominic was traveling north on Madison St. on his motor scooter when he veered across the southbound shoulder into a yard, where he hit a tree, causing Dominic to be ejected from the scooter. Dominic is survived by his fiancé, son, father, siblings, family, and friends.

Name Withheld: *Due to Florida Statue 316.066 (2)(d)*: A cyclist was riding his motorized bicycle along the shoulder of US 19 near the intersection of Beacon Woods Drive when he struck a pedestrian. The bicyclist was taken to an area hospital where he later died from his injuries. He is survived by family and friends.

February 28, 2019

**Troy Phipps, 50, Crystal River:** Troy was driving his vehicle west on West Hampshire Blvd. at Elkcam Blvd. Troy failed to stop at the stop sign, entering the path of a truck. Troy died at the scene of crash. Troy is survived by his wife, parents, brother, sisters, family, and friends.

**Alexis Demere, 20, Lithia:** Alexis was traveling south on CR 39 when she veered over the center line into the path of a northbound truck. Alexis’s vehicle rotated and overturned, causing her to be ejected. She was not wearing a seatbelt at the time. Alexis died at the scene of the crash. Alexis enjoyed cheerleading, volleyball, shopping and other activities. She is survived by her baby daughter, mother, brothers, sister, family, and friends.

March 1, 2019

**Stephen Nix, 64, Hudson:** Stephen was riding his motorcycle east on Hudson Ave. when a vehicle entered the intersection of Hudson Ave. and Clayton Blvd. and made a U-turn in front of Stephen. Stephen hit the right side of the vehicle. He was taken to Regional Medical Center Bayonet Point, where he later died from his injuries. Stephen is survived by family and friends.
Jackson “Jack” Eason, 20, Tampa: Jackson was traveling northbound on Livingston Ave. approaching the intersection with Irene St. when a vehicle made a left turn in front of Jackson and subsequently hit Jackson’s motorcycle. Jackson was a student at USF and had a passion for cars and motorcycles. Jackson is survived by his parents, stepparents, siblings, family, and friends.

Identity Unknown: Hillsborough County Sheriffs were on scene of a deadly hit and run crash at South Miller Rd. and Lithia Pinecrest Rd. This crash appeared to involve a bicyclist with no identification. This is an ongoing investigation. He is survived by family and friends.

Name Withheld: "Due to Florida Statue 316.066 (2)(d)”: A pedestrian in a wheelchair was at the intersection of 15th Street N. and 122nd Ave. E. when he was struck by a northbound vehicle and thrown from his wheelchair. He was then struck by a southbound vehicle and the pedestrian died at the scene of the crash. He is survived by family and friends.

Bernard Smiley, 63, Tampa: Bernard was crossing Nebraska Ave. in a wheelchair in a marked crosswalk against the red signal at the same time a northbound vehicle entered the intersection. The vehicle struck Bernard then fled the scene of the crash. Bernard was transported to a local hospital, but passed away from his injuries a week later. He was a graduate of South Carolina State and was a father of three daughters. Bernard is survived by his daughters, brother, family, and friends.

Jack Condulis, 22, Tampa: Jack was a passenger in a vehicle that was speeding northbound on West Shore Boulevard, when the driver lost control trying to overtake another vehicle. The vehicle then struck a raised median, several trees and hit another vehicle head on, before catching fire. The driver has since been charged with DUI Manslaughter. Jack died at the scene of the crash. Jack enjoyed spending time with his family, boating, hunting, and fishing. Jack is survived by his parents, brothers, sister, family, and friends.

Sarah Dobson, 77, Lakeland: Sarah was driving westbound on SR 60 when she went to change lanes and lost control of the vehicle. She traveled across the grass median and crashed head-on with an eastbound vehicle. Sarah died at the scene of the crash. Sarah is survived by family and friends.
March 6, 2019

George Anthony Gamez, 23, Tampa: George was riding his motorcycle east on Channelside Dr. approaching S. Florida Ave. He was in the far left turn lane and vehicle turning left was in the lane next to him. As they began to turn, George failed to make the turn and collided with the other vehicle and was thrown from his motorcycle. Police said the motorcycle appeared to have been driving at a high rate of speed. George died at the scene of the crash. George is survived by family and friends.

Valarie “Colleen” Elberg, 75, Estevan, Saskatchewan: Valarie was waiting to cross Bayshore Blvd. at the intersection of Cedar St. when she stepped off the curb into the path of a southbound vehicle. She was not in a crosswalk. Valarie is survived by her husband, daughter, step-children, sister, family, and friends.

March 7, 2019

Unborn child: three vehicles were traveling westbound on Hillsborough Ave. all approaching N. 15th St. when the driver that was third in line failed to yield and hit the middle vehicle propelling it forward into the first vehicle. This caused the driver of the first vehicle, that was eight months pregnant to lose her unborn child. The child is survived by its loving parents, family and friends.

March 9, 2019

Terry Putz, 51, Zephyrhills: Terry was attempting to cross US 301 near at the intersection of Vinson Rd. He entered the path of a northbound vehicle on US 301, where he was then struck. Terry was taken to Advent Health Zephyrhills, where he died from the injuries sustained in the crash. Terry is survived by family and friends.

March 10, 2019

Markus Rutland, 22, Dade City: Markus was traveling northbound on his motorcycle on US 301 at the intersection of Pioneer Museum Rd. A vehicle pulled out from a stop sign at the intersection and entered Markus’s path. He passed away at the scene of the crash. Markus enjoyed motorcycles, baseball, fishing and was a talented musician. He is survived by his fiancé, daughter, parents, siblings, family, and friends.

Identity Unknown: Hillsborough County Sheriff’s Office said a man got his vehicle stuck on the train tracks at Dr. Martin Luther King Jr. Blvd. and Sydney Dover Rd. and while trying to free his car he was struck by an oncoming train. The driver was pronounced dead at the scene of the crash. His identity has not been released. He is survived by family and friends.
David Eugene Massaro, 61, Largo: David was traveling westbound on Ulmerton Rd. approaching 34th St. N. when he turned into the path of a vehicle traveling eastbound. David’s vehicle then rotated and collided with another westbound vehicle. David died at the scene of the crash. David is survived by family and friends.
March 18, 2019

Professor Shima Hamidi, Director  
Center for Transportation, Equity, Decisions and Dollars  
The University of Texas at Arlington  
601 W. Nederman Dr., Suite 103  
Arlington, TX 76019-0108

Re: CTEDD Proposal “A Data-Driven Decision Support System on Pedestrian Safety for Implementing Vision Zero at the Regional Level”

Dear Dr. Hamidi:

We enthusiastically endorse the proposal “A Data-Driven Decision Support System on Pedestrian Safety for Implementing Vision Zero at the Regional Level” being submitted to the Center for Transportation, Equity, Decisions and Dollars (CTEDD) by the University of South Florida (USF) and California Polytechnic State University San Luis Obispo. We have confidence in Dr. Bertini, Dr. Islam and Dr. Pande and expect that they will be successful in this important undertaking.

Understanding the data needs as well as the confluence of traditional/advanced data collection as part of adopting Vision Zero at the Metropolitan Planning Organization (MPO) level is critical to us. This study will help reduce the frequency and severity of pedestrian crashes at the regional level and create a blueprint for adoption of Vision Zero for MPOs nationwide.

We support all efforts aimed at protecting the most vulnerable road users, particularly pedestrians, from the risk of traffic crashes in Tampa Bay Area. We look forward to this collaboration with our colleagues at USF and Cal Poly. If you require any additional information, please do not hesitate to contact me at 813-273-3774 ext. 318 or via email aldenb@plancom.org.

Sincerely,

Beth Alden, AICP  
MPO Executive Director
March 18, 2019

U.S. Department of Transportation (USDOT)
Federal Highway Administration (FHWA)
Attn: Sarah Tarpgaard, HCFA-32
1200 New Jersey Avenue, SE; Mail Drop: E62-204
Washington, DC 20590

RE: Automated Driving System (ADS) Demonstration Grants (693JJ319NF00001)

Dear Ms. Tarpgaard:

The Hillsborough Metropolitan Planning Organization (MPO) is pleased to support the Center for Urban Transportation at the University of South Florida (CUTR-USF) grant application for the Automated Driving System (ADS) Demonstration grant by the Federal Highway Administration (FHWA).

The Automated Driving System Demonstrations are in line with the Hillsborough County MPO’s involvement in the Tampa Bay region and our partnerships with CUTR-USF on a wide variety of innovative projects regarding connected, automated transit vehicles in the Tampa area. The MPO recognizes the interest in autonomous and connected technology as a mobility tool and has included this topic in our planning work program. In October 2018, CUTR and the MPO completed an Autonomous Transit Feasibility Study on the USF campus. Further research is needed to test viable routes identified in the study.

If the proposal submitted by Dr. Pei-Sung Lin entitled “Demonstration of Campus Multimodal Automated Driving Systems” is selected for funding by FHWA, it is our intent to attend project related meetings and commit staff’s time to provide input for the demonstration plan.

Sincerely,

Beth Alden, AICP
Executive Director
March 25, 2019

Ms. Kristine Williams, AICP
Center for Urban Transportation Research
University of South Florida
4202 East Fowler Avenue, CUT 100
Tampa, FL 33620

RE: C-TEDD Grant Match from Hillsborough MPO

Dear Ms. Williams,

This letter confirms that the Hillsborough MPO can provide $10,000 in in-kind match for your project, "Transportation Equity Scorecard – A Tool for Project Screening and Prioritization," if it is selected for funding by the Center for Transportation Equity, Decisions and Dollars (C-TEDD) at the University of Texas. The proposed project will support Task 2.6: Transportation Disadvantaged Planning of the Hillsborough MPO's Unified Planning Work Program. Before the project begins, an agreement will be needed to formalize our commitment.

We appreciate the opportunity to collaborate with the Center for Urban Transportation Research.

Sincerely,

Beth Alden, AICP
Executive Director
Legislative Update for the week ending 03/22/2019

Overview

This week’s MPOAC Legislative Newsletter has the honor of starting out with a bit of good news. HB 107, the distracted driving bill is going to be heard in its first House committee stop on Tuesday!!!! A shout-out to one of my colleagues, Lauren, for tipping me off that the good news was coming. She and her team are part of a valuable collation of transportation lobbyists who help to make sure our local voices are heard in the Legislature. Please share your thanks and support for HB 107 by calling your legislator. The Senate version, SB 76 is being heard in Judiciary Committee on Monday. Let’s hope this is the year that distracted driving becomes a primary offense. We may need your calls soon to help HB 107 to be heard in the second committee stop.

The other big news this week was that each chamber announced their proposed budgets. In the Senate, we anxiously waited for Senator Hutson, Chair of the Transportation, Tourism and Economic Development Subcommittee on Appropriations, to share with us the news related to the Senate’s proposed transportation budget. It was great news, transportation is fully funded. For many of my audience, the other piece of good news is that the Senate is also proposing to not remove funds from the Sadowski Housing Fund for affordable housing.

A little more about the budget proposals…… Please remember that these are proposals and must go through the horse-trading process of aligning the spending priorities of each chamber in the final budget and in this process we must not forget that the governor also gets to weigh in either early in the process or later with his veto pen (or both times). The budget details of each chamber will have to change since the House and Senate budgets are about $400 Million apart. This sounds bad when considering the amount is $400 Million but they actually are not that far apart in the scheme of our total state budget amounts when you consider the Senate has proposed spending $90.3 Billion and the House has proposed spending $89.9 Billion. To help put things in perspective, last year the Legislature and Governor approved a statewide budget of $88.7 Billion and Governor DeSantis proposed a budget this year of $91.3 Billion. House Speaker Olivia has clearly stated that one of his priorities to spend less per capita this coming state fiscal year than the current year. Now we are spending about $4800 per capita in Florida. How each chamber spends the money is where we get into the differences.

Transportation is proposed to be fully funded and we should be thankful for that, quickly knock on a block of wood! One good part of Florida transportation is the fact that our money comes from a trust fund that is filled with dollars from the USDOT and state transportation sources such as our state gas tax and motor vehicle license registration fees. Those dollars are dedicated to transportation and in the case of the federal dollars they must be spent on transportation, the federal dollars cannot be spent on other purposes. The other interesting detail of the Senate Appropriations Subcommittee on Transportation, Tourism and Economic Development is
that very little of their money may be spent for purposes other than what each of the trust funds state the money is to be used for, although that does not mean that in years past the money was not pulled from a trust fund and used elsewhere.

A contentious part of any budget, whether it is your household budget or the state budget, is how the money is spent. In Florida, the House wants an increase of $600 Million for education, the Senate wants an increase of $1.1 Billion and the Governor is more in the House range for education spending increases. Hurricane recovery is expected to hit around $1.8 Billion this year which is a lot of money and that will constrain spending elsewhere. Not that the spending on hurricane recovery is not needed – we cannot and should not argue in that direction. The other question is to decide whether or not to include about $300 Million in gambling revenues from the Seminole tribe in the spending plan. As of today, the agreement between the tribe and the State is not current and so if the legislative leaders expect to renew their agreement soon they could count on the money. Or, as the Senate President stated, he wants to be conservative and not count on the money until after an agreement is inked.

One interesting part of the budget that we are seeing unfolding this year is the proposed spending on water quality and the environment. Governor DeSantis is going through his first state budget making process and just as impactful is the fact that the legislature is going through their first budget making process with a new Governor. Governor DeSantis has been clear that he wants to protect the environment and thus he proposed spending about $625 Million on the Everglades and water quality, the House came in just a bit lower at about $607 Million and the Senate came in at about $1.7 Billion. We should remember something about our new Governor, he is our first Generation X Governor in Florida. Generation X was shaped by their experiences growing up and the cultural movements at that time. A large part of that experience was a push to not litter (do you remember the TV ad showing the Native American standing in a field full of litter and a tear running down his face?), Nancy Reagan’s “just say no” campaign against drugs, and a strong emphasis on recycling rather than tossing items in the landfill. Generation X, which I am a part of, has engrained in their value system environmental conservation, we are seeing this in our new Governor. This is good news for the Everglades, our water quality and the battle against blue-green algae as well as red tide. Our tourism industry has to be pleased with this direction the Governor is taking.

As always, the new bills and changes to existing bills are shown in RED in the last section of the newsletter. Sections shown in RED and strikethrough represent items removed due to an amendment to a bill. Your MPOAC Legislative Update will keep you apprised of changes and amendments.

Grab a cup of coffee and enjoy this edition of the MPOAC Legislative Update.

<table>
<thead>
<tr>
<th>Important Dates for the 2019 Legislative Session</th>
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<tr>
<td>o January 25, 2019 - deadline for submitting requests for drafts of general bills and joint resolutions, including requests for companion bills</td>
</tr>
<tr>
<td>o March 1, 2019 - Deadline for approving final drafts of general bills and joint resolutions, including companion bills</td>
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<tr>
<td>o March 5, 2019 - Regular Session convenes, deadline for filing bills for introduction</td>
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<td>o April 20, 2019 - All bills are immediately certified, motion to reconsider made and considered the same day</td>
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<tr>
<td>o April 23, 2019 - Last day for regularly scheduled committee meetings</td>
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<td>o May 3, 2019 - Last day of Regular Session</td>
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Committee Meetings Next Week of Interest to the Membership

Monday, March 25, 2019
- Senate Judiciary Committee – Senate Office Building Rm 110 – 4:00PM

Tuesday, March 26, 2019
- Senate Community Affairs Committee – Senate Office Building Rm 301 – 4:00PM
- Senate Infrastructure and Security Committee – Senate Office Building Rm 110 – 4:00PM
- House Transportation & Tourism Appropriations Subcommittee – Reed Hall (102 HOB) - 9:00AM
- House Transportation & Infrastructure Subcommittee - Reed Hall (102 HOB) - Noon

Wednesday, March 27, 2019
- Senate Appropriations Committee – Knott Office Building Rm 412 – 1:00PM
- Senate Full Chamber Session – 1:30PM
- Senate Infrastructure and Security Committee – Senate Office Building Rm 110 – 4:00PM
- House Appropriations Committee – 9:00AM
- House Full Chamber Session – 3:00PM

Thursday, March 28, 2019
- Senate Full Chamber Session – 1:30PM
- House Judiciary Committee – 8:00AM

Friday, March 29, 2019
- Both the House and Senate are not meeting

Legislation of interest to the membership

This is a summary of transportation related bills filed and published on the legislature’s website as of March 22, 2019. Bills are listed in numerical order for your convenience. As the session and bills progress, this ordering of bills will make it easier to follow the status of any particular bill you are tracking. All updates to this section of the newsletter and bills shown below will be in RED so you can quickly distinguish between updates and old news. Sections shown in RED and strikethrough represent items removed due to an amendment to a bill.

**HB 5: Discretionary Sales Surtaxes – (General Bill by Local, Federal and Veterans Affairs Subcommittee; DeCeglie; Co-Introducers: Hill)** – Similar to SB 336 by Brandes (Requires Sales Surtax referendum be held on a general election ballot only). This bill does a number of things, the primary concern to transportation is the requirement that any sales surtax that could be used by transportation and/or infrastructure would have to be put to a vote of the residents in a general election and would require approval by two-thirds of electors voting on the ballot measure to pass. The bill would also require a county wanting to hold a discretionary sales surtax referendum to notify the Office of Program Policy Analysis and Government Accountability at least 180 days prior to the vote. If not, the vote is voided. Referred to Local, Federal and Veterans Affairs Subcommittee; Ways and Means Committee; State Affairs Committee. Passed Local, Federal and Veterans Affairs Subcommittee; 9 Yea, 3 Nays. Passed Ways and Means Committee; 12 Yea, 5 Nays. Now in State Affairs Committee.
SB 68: Transportation Disadvantaged – (Book) - Requiring community transportation coordinators, in cooperation with the coordinating board, to plan for and use any available and cost-effective regional fare payment systems that enhance cross-county mobility for specified purposes for the transportation disadvantaged; requiring each coordinating board to evaluate multicounty or regional transportation opportunities to include any available regional fare payment systems that enhance cross-county mobility for specified purposes for the transportation disadvantaged, etc. Referred to Infrastructure and Security; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations.

HB 71: Traffic Offenses – (McClain; Co-Introducers: Stevenson; Stone) – Identical to SB 158 by Baxley. Provides criminal penalties for person who commits moving violation that causes serious bodily injury to or death of vulnerable road user; requires person to pay specified fine, serve minimum period of house arrest, & attend driver improvement course; requires court to revoke person's driver license for minimum specified period; defines "vulnerable road user". Referred to Transportation and Infrastructure Subcommittee; Criminal Justice Subcommittee; State Affairs Committee.

SB 72: Alligator Alley Toll Road – (Passidomo; Co-Introducers: Hooper) – Identical to HB 6011 by Rommel. Requiring specified fees to be used indefinitely, instead of temporarily, to reimburse a local governmental entity for the direct actual costs of operating a specified fire station, etc. Referred to Infrastructure and Security; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations. On Committee Agenda – Infrastructure and Security, 02/19/2019, 4:30PM, Room 110 Senate Building. Favorable by Infrastructure and Security; 8 Yeas, Zero Nays. Now in Appropriations Subcommittee on Transportation, Tourism and Economic Development. Favorable by Appropriations Subcommittee on Transportation, Tourism and Economic Development; 5 Yeas, Zero Nays. Now in Appropriations. On Committee agenda-- Appropriations, 03/27/19, 1:00 pm, 412 Knott Building.

HB 75: Expanded Uses of Unmanned Aircraft – (Yarborough; Co-Introducers: Grieco; Killebrew) – Similar to SB 132 by Rouson. Permits use of drones by law enforcement agencies & other specified entities for specified purposes. Referred to Criminal Justice Subcommittee; State Affairs Committee; Judiciary Committee. On Committee agenda-- Criminal Justice Subcommittee, 02/06/19, 9:00 am, Sumner Hall. Favorable by Criminal Justice Subcommittee, 14 Yeas, 1 Nay. On Committee agenda-- State Affairs Committee, 02/19/19, 3:00 pm, Morris Hall. Committee Substitute by State Affairs Committee, passed 22 Yeas, Zero Nays. Passed Judiciary Committee; 17 Yeas, 1 Nay. Pending review of Committee Substitute. This bill has passed all House committees. First reading on House Floor 03/11/2019.

SB 76: Use of Wireless Communications Devices While Driving – (Simpson; Co-Introducers: Passidomo; Hooper; Mayfield; Book; Rouson; Berman) – Similar to HB 107 (Toledo, Slosberg) and H 45 (Slosberg). Creating the "Florida Ban on Wireless Communications Devices While Driving Law"; prohibiting a person from operating a motor vehicle while listening or talking on a wireless communications device for the purpose of voice interpersonal communication; deleting a provision requiring that enforcement of this section be accomplished only as a secondary action, etc. Referred to Infrastructure and Security; Innovation, Industry, and Technology; Judiciary; Rules. On Committee agenda-- Infrastructure and Security, 02/19/19, 4:30 pm, 110 Senate Building. Committee Substitute by Infrastructure and Security; passed with 8 Yeas, Zero Nays. Now in Innovation, Industry, and Technology Committee. Passed Innovation, Industry, and Technology Committee; 9 Yeas, Zero Nays. Now in Judiciary. On Committee agenda-- Judiciary, 03/25/19, 4:00 pm, 110 Senate Building.
SB 78: Public Financing of Construction Projects – (Rodriguez) – Identical to HB 169 by Fernandez. Prohibiting state-financed constructors from commencing construction of certain structures in coastal areas without first conducting a sea level impact projection study and having such study published and approved by the Department of Environmental Protection; requiring the department to develop by rule standards for such studies; providing for enforcement; requiring the department to publish such studies on its website, subject to certain conditions, etc. Referred to Environment and Natural Resources; Infrastructure and Security; Appropriations Subcommittee on Agriculture, Environment, and General Government; Appropriations. On the Committee Agenda - Environment and Natural Resources, 03/12/2019, 4:00PM Room 37 Senate Office Building. Passed Environment and Natural Resources; 5 Yeas, Zero Nays. Now in Infrastructure and Security.

HB 107: Use of Wireless Communications Devices While Driving – (Toledo; Slosberg; Co-Introducers: Beltran; Casello; Cortes; Duran; Eskamani; Gottlieb; Grieco; Hattersley; Killebrew; Massullo; McClure; Overdorf; Polo; Smith, C.; Stark; Stevenson; Thompson; Webb) – Similar to SB 76 (Simpson). Revises short title & legislative intent; prohibits person from operating motor vehicle while using wireless communications device for purpose of nonvoice or voice interpersonal communication; redefines term "wireless communications device" to include voice communications; requires deposit of fines into Emergency Medical Services Trust Fund; removes provision requiring that enforcement be accomplished only as secondary action. Referred to Transportation and Infrastructure Subcommittee; Appropriations Committee; State Affairs Committee. On Committee agenda-- Transportation and Infrastructure Subcommittee, 03/26/19, Noon, Reed Hall.

SB 116: Motor Vehicle Racing – (Stewart) – Identical to HB 611 (Mercado). Increasing the criminal penalty for a third or subsequent violation related to motor vehicle racing within a specified period after the date of a prior violation that resulted in a conviction, etc. Referred to Infrastructure and Security; Criminal Justice; Judiciary; Rules. On Committee agenda-- Infrastructure and Security, 02/19/19, 4:30 pm, 110 Senate Building. Favorable by Infrastructure and Security; 8 Yeas, Zero Nays. Now in Criminal Justice. Favorable by Criminal Justice; 5 Yeas, Zero Nays. Now in Judiciary. On Committee agenda-- Judiciary, 03/18/19, 4:00 pm, 110 Senate Building. Favorable by Judiciary; 6 Yeas, Zero Nays. Now in Rules.

SB 132: Drones – (Rouson) – Similar to HB 75 (Yarborough). Defining the terms “dangerous or deadly weapon” and “large-scale event”; authorizing the use of a drone by a law enforcement agency to prepare for or monitor safety and security at a large-scale event; prohibiting a law enforcement agency using a drone in an authorized manner from equipping it with specified attachments or using it to fire projectiles, etc. Referred to Criminal Justice; Infrastructure and Security; Rules. On Committee agenda – Criminal Justice, 02/11/19, 2:30PM Room 37 Senate Bldg. Committee Substitute by Criminal Justice; 5 Yeas, 0 Nays. Now in Infrastructure and Security.

SB 144: Impact Fees – (Gruters) – Similar to HB 207 (Donalds). Revising the minimum requirements for impact fees adopted by a local government; exempting water and sewer connection fees from the Florida Impact Fee Act, etc. Referred to Community Affairs; Finance and Tax; Appropriations. On Committee agenda-- Community Affairs, 02/05/19, 2:00 pm, 301 Senate Building --Temporarily Postponed. Favorable by Community Affairs; 5 Yeas, Zero Nays. Now in Finance and Tax. On Committee agenda-- Finance and Tax, 03/20/19, 1:30 pm, 401 Senate Building. Favorable by Finance and Tax; 8 Yeas, Zero Nays. Now in Appropriations. On Committee agenda-- Appropriations, 03/27/19, 1:00 pm, 412 Knott Building.
SB 158: Traffic Offenses – (Baxley) – Identical to HB 71 by McClain. Citing this act as the "Vulnerable Road User Act"; providing criminal penalties for a person who commits a moving violation that causes serious bodily injury to, or causes the death of, a vulnerable road user; requiring that the person pay a specified fine, serve a minimum period of house arrest, and attend a driver improvement course; requiring that the court revoke the person’s driver license for a minimum specified period, etc. Referred to Infrastructure and Security; Appropriations Subcommittee on Criminal and Civil Justice; Appropriations.

HB 169: Public Financing of Construction Projects – (Fernandez) – Identical to SB 78 by Rodriguez. Prohibiting state-financed constructors from commencing construction of certain structures in coastal areas without first conducting a sea level impact projection study and having such study published and approved by the Department of Environmental Protection; requiring the department to develop by rule standards for such studies; providing for enforcement; requiring the department to publish such studies on its website, subject to certain conditions, etc. Referred to Agriculture and Natural Resources Subcommittee; Appropriations Committee; State Affairs Committee.

HB 207: Impact Fees – (Donalds) – Similar to SB 144 (Gruter). Revises minimum requirements for adoption of impact fees by specified local governments; authorizes prevailing party to recover attorney fees under certain circumstances; exempts water & sewer connection fees from Florida Impact Fee Act. Referred to Local, Federal and Veterans Affairs Subcommittee; Commerce Committee; State Affairs Committee. On Committee agenda-- Local, Federal and Veterans Affairs Subcommittee, 02/20/19, 4:00 pm, 12 HOB. Committee Substitute by Local, Federal and Veterans Affairs Subcommittee; 14 Yeas, Zero Nays. Favorable by Commerce Committee; 22 Yeas, Zero Nays. Now in State Affairs Committee. Favorable by State Affairs Committee; 22 Yeas, Zero Nays. This bill has passed all committees and now goes to a full House floor vote. Placed on Special Order Calendar for Full House Floor Vote, 03/27/19.

SB 306: Traffic Infraction Detectors – (Brandes) – Similar to HB 6003 by Sabatini. Repealing provisions 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 the distribution of penalties collected for specified violations; amending provisions relating to distribution of proceeds, enforcement by traffic infraction enforcement officers using such detectors, procedures for disposition of citations, preemption of additional fees or surcharges, compliance, amount of penalties, registration and renewal of license plates, and points assessed for certain violations, to conform provisions to changes made by the act, etc. Referred to Infrastructure and Security; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations. Withdrawn.

HB 309: Railroad-Highway Grade Crossings – (Duggan) – Similar to SB 608 by Bean. Prohibits railroad train from blocking public highway, street, or road at railroad-highway grade crossing for more than specified time period; provides exceptions; provides civil penalties; exempts certain persons from liability for violations. Referred to Transportation and Infrastructure Subcommittee; Civil Justice Subcommittee; State Affairs Committee.

HB 311: Autonomous Vehicles – (Fisher) – Co-Introducers: Rodriguez; Mayfield) – Similar to SB 932 by Brandes. Exempts autonomous vehicles & operators from certain prohibitions; provides that human operator is not required to operate fully autonomous vehicle; authorizes fully autonomous vehicle to operate regardless of presence of human operator; provides that automated driving system is deemed operator of autonomous vehicle operating
with system engaged; authorizes Florida Turnpike Enterprise to fund & operate test facilities; provides requirements for operation of on-demand autonomous vehicle networks; revises registration requirements for autonomous vehicles. Referred to Transportation and Infrastructure Subcommittee; Transportation and Tourism Appropriations Subcommittee; State Affairs Committee. Favorable by Transportation and Infrastructure Subcommittee; 14 Yeas, Zero Nays. Now in Transportation and Tourism Appropriations Subcommittee. Favorable by Transportation and Tourism Appropriations Subcommittee; 9 Yeas, Zero Nays. Now in State Affairs Committee.

**HB 341: Motor Vehicles and Railroad Trains – (LaMarca)** – Identical to SB 1002 by Hutson. Requires that, in event of crash involving railroad train, collection of certain information be at discretion of law enforcement officer having jurisdiction to investigate crash; specifies that certain persons are not considered passengers for purpose of making crash reports. Referred to Transportation and Infrastructure Subcommittee; Criminal Justice Subcommittee; State Affairs Committee. CS by Transportation and Infrastructure Subcommittee; 13 Yeas, Zero Nays. Now in Criminal Justice Subcommittee. Favorable by Criminal Justice Subcommittee; 13 Yeas, Zero Nays. Now in State Affairs Committee.

**SB 350: Impact Fees – (Hutson)** – Prohibiting local governments from charging impact fees for certain developments, etc. Referred to Community Affairs; Infrastructure and Security; Appropriations. Committee Substitute Favorable by Community Affairs; 5 Yeas, Zero Nays. Now in Infrastructure and Security.

**HB 385: Transportation – (Avila)** – Editorial Notes: This bill had a strike-all amendment filed and passed at the last committee stop. The primary provisions of this bill are: Eliminates the MDX and assigns all assets and liabilities to the Florida Department of Transportation, restricts the expenditures of the half-penny sales tax to only being expended on capital improvements, restructures the Miami-Dade TPO Board, and prohibits the collection of an optional membership fee by the Miami-Dade TPO for use on non-federally eligible expenditures. Please note, this bill is advancing rapidly and seems likely to pass.

Requires certain authority members to comply with financial disclosure requirements; limits levy of & revises authorized uses of certain surtaxes; revives Pilot Rebuilt motor vehicle inspection program; revises provisions relating to DOT design plan approval, transportation project programs, toll collection & use, & M.P.O. membership; repeals pts. I & V of ch. 348, F.S., related to Florida Expressway Authority Act & Osceola County Expressway Authority Law. Referred to Transportation and Infrastructure Authority Act & Osceola County Expressway Authority Law. Referred to Transportation and Infrastructure Subcommittee; Ways and Means Committee; State Affairs Committee. On Committee agenda-- Transportation and Infrastructure Subcommittee, 02/13/19, 1:30 pm, Reed Hall. Committee Substitute by Transportation and Infrastructure Subcommittee; 15 Yeas, 0 Nays. Now in Ways and Means Committee. CS/CS by Ways and Means Committee; 17 Yeas, Zero Nays. Now in State Affairs Committee.

**HB 453: Micromobility Devices and Motorized Scooters – (Toledo)** – Similar to SB 542 (Brandes). Authorizes county or municipality to regulate operation of micromobility devices & for-hire motorized scooters; authorizes county or municipality to require licensure; requires proof of certain insurance coverage; provides that regulation of micromobility devices & for-hire motorized scooters is controlled by state & federal law; provides that operator has all rights & duties applicable to rider of bicycle; exempts micromobility device or motorized scooter from certain requirements; provides that person is not required to have valid driver license to operate micromobility device or motorized scooter; authorizes parking on sidewalk; removes requirements for sale of motorized scooters; exempts micromobility devices & motorized scooters from certain emblem requirements. Referred to Transportation and Infrastructure Subcommittee; Local, Federal and Veterans Affairs Subcommittee; State Affairs Committee.
Favorable by Transportation and Infrastructure Subcommittee; 14 Yeas, Zero Nays.  Now in Local, Federal and Veterans Affairs Subcommittee.

**HB 476: Child Restraint Requirements – (Perry)** – Identical to HB 567 (Slosberg). Increasing the age of children for whom operators of motor vehicles must provide protection by using a crash-tested, federally approved child restraint device; increasing the age of children for whom a separate carrier, an integrated child seat, or a child booster seat may be used, etc. Referred to Infrastructure and Security; Children, Families, and Elder Affairs; Rules.  On Committee agenda-- Infrastructure and Security, 03/26/19, 4:00 pm, 110 Senate Building.

**SB 542: Micromobility Devices and Motorized Scooters – (Brandes)** – Similar to HB 453 (Toledo). Defining the term “micromobility device”; revising the definition of the term “motorized scooter”; authorizing a county or municipality to regulate the operation of micromobility devices and for-hire motorized scooters, subject to certain restrictions; authorizing a county or municipality to require that a person offering micromobility devices or for-hire motorized scooters be licensed; exempting a micromobility device or motorized scooter from certain registration, insurance, and licensing requirements, etc. Referred to Infrastructure and Security; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations.  On Committee agenda-- Infrastructure and Security, 03/26/19, 4:00 pm, 110 Senate Building. Editorial Note: Expect an amendment to this bill to address some localized concerns about local control over scooters in communities.

**SB 544: Airports – (Brandes)** – Requiring the Department of Transportation to provide financial and technical assistance to sponsors that operate public-use airports by making department personnel and department-owned facilities and equipment available on a cost-reimbursement basis to such sponsors for special needs of limited duration; requiring federal funding of individual local public-use airport projects to be wholly between the airport sponsors and the appropriate federal agencies; authorizing the department to receive federal grants for both local and statewide public-use airport projects when no sponsor is available, etc. Referred to Infrastructure and Security; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations.

**SB 567: Child Restraint Requirements – (Slosberg)** – Identical to SB 467 (Perry). Increasing the age of children for whom operators of motor vehicles must provide protection by using a crash-tested, federally approved child restraint device; increasing the age of children for whom a separate carrier, an integrated child seat, or a child booster seat may be used, etc. Referred to Transportation and Infrastructure Subcommittee; Children, Families and Seniors Subcommittee; State Affairs Committee.

**HB 605: Tax Increment Revenues – (Casello)** – Authorizes counties and municipalities to use increment revenues under specified conditions. Referred to Local, Federal and Veterans Affairs Subcommittee; Ways and Means Committee; State Affairs Committee.

**SB 608: Railroad-Highway Grade Crossings – (Bean)** – Similar to HB 309 by Duggan. Prohibits railroad train from blocking public highway, street, or road at railroad-highway grade crossing for more than specified time period; provides exceptions; provides civil penalties; exempts certain persons from liability for violations. Referred to Infrastructure and Security; Judiciary; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations.

**HB 611: Motor Vehicle Racing – (Mercado)** – Identical to SB 116 (Stewart). Motor Vehicle Racing; Increases criminal penalty for third or subsequent violation related to motor vehicle
racing within specified period after date of prior violation that resulted in conviction. Referred to Criminal Justice Subcommittee; Justice Appropriations Subcommittee; Judiciary Committee. Amended in Criminal Justice Subcommittee, Passed; 13 Yeas, Zero Nays. Now in Judiciary Committee.

**SB 612: Driving Under the Influence – (Baxley)** – Similar to HB 929 by Antone; Plakon. Requiring that the monthly leasing fee for an ignition interlock device be discounted by specified percentages under certain circumstances when a person claims inability to pay; authorizing a court, upon agreement by a state attorney, to withhold adjudication of guilt for certain criminal violations relating to driving under the influence, under certain circumstances, etc. Not yet assigned to committees. Referred to Criminal Justice; Appropriations Subcommittee on Criminal and Civil Justice

**SB 622: Traffic Infraction Detectors – (Brandes; Co-Introducer: Diaz)** – Similar to HB 6003 (Sabatini). Repealing provisions 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 the distribution of penalties collected for specified violations; repealing provisions relating to the authorization to use traffic infraction detectors, etc. Not yet assigned to committees. Referred to Infrastructure and Security; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations

**SB 660: Transportation – (Brandes)** – Editorial Notes: This is a lengthy bill that covers many aspects of transportation. Some are not of interest to MPOs. Of interest to the MPO community: For express lanes on a tolled facility, if the travel speed falls below 40 MPH then the user must be charged the minimum express lane toll amount. Any toll facility that is to be transferred, sold or acquired by a local entity must be approved by the legislature. Requires the Department of Transportation to submit a report to the Governor, Senate President and Speaker of the House evaluating the current work program and it’s benefits to Florida. This report is currently evaluated by the Florida Transportation Commission only. The Florida Transportation Commission shall review revenue sources and the impacts which are expected to be felt by electric and hybrid vehicles. The report must include recommendations ensuring continued funding to meet transportation needs in Florida. This report shall be provided to the Governor and Legislature. Requiring the Department of Transportation to consist of a central office that establishes policies and procedures and districts that carry out projects as authorized or required under the policies and procedures of the central office; prohibiting the driver of any vehicle from following another vehicle more closely than is reasonable and prudent given certain circumstances; revising the number of times that certain persons may elect to attend a basic driver improvement course; providing requirements, beginning on a specified date, for license plates, cab cards, and validation stickers for vehicles registered in accordance with the International Registration Plan; directing the department to implement protocols for issuing an optional electronic credential and to procure a related technology system, etc. Referred to Infrastructure and Security; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations

**HB 681: Florida Transportation Commission – (Zika; Co-Introducer: Roach)** – Editorial note: This bill eliminates the Florida Transportation Commission (FTC) and anywhere there is a reference to the FTC, the responsibilities are shifted the Florida Department of Transportation. The content of this bill looks as if someone did a search for “Florida Transportation Commission” and took those sections of Florida Statutes and included them in this bill. Removes requirement that Secretary of Transportation be nominated by FTC & that secretary provide assistance to FTC; removes provisions relating to creation, membership, duties,
meetings, executive director & staff, & budget of FTC; removes requirement that FTC review certain transportation policy initiatives; repeals provisions relating to transportation performance & productivity standards; revises membership & member approval of Center for Urban Transportation Research advisory board; revises provisions relating to review & evaluation of DOT's tentative work program; requires DOT to determine certain average administrative costs for expressway authorities; removes FTC rulemaking authority. Not yet assigned to committees. Referred to Transportation and Infrastructure Subcommittee; Transportation and Tourism Appropriations Subcommittee; State Affairs Committee

**HB 693: Communications Services – (Fischer)** – Reduces communications services tax rate on sales of communications services; revises authority for municipalities, and counties to impose permit fees on providers of communications services that use or occupy municipal or county roads or rights-of-way; deletes procedures, requirements, & limitations with respect to such fees. Not yet assigned to committees. Referred to Energy and Utilities Subcommittee; Ways and Means Committee; Commerce. Amended by Energy and Utilities Subcommittee, Passed; 13 Yeas, Zero Nays.

**HB 725: Commercial Motor Vehicles – (Payne)** – Repeals assistive truck platooning technology pilot project; revises provisions relating to platoon vehicle operation, commercial motor vehicle safety regulations & penalties, apportionable vehicle requirements, certain license plate fees, vehicles registered under International Registration Plan, & theft of certain commercial cargo; authorizes DHSMV to partner with tax collector to conduct Fleet Vehicle Temporary Tag pilot program. Referred to Transportation and Infrastructure Subcommittee; Transportation and Tourism Appropriations Subcommittee; State Affairs Committee. Committee Substitute Favorable by Transportation and Infrastructure Subcommittee; 13 Yeas, Zero Nays. Now in Transportation and Tourism Appropriations Subcommittee. Favorable by Transportation and Tourism Appropriations Subcommittee; 8 Yeas, Zero Nays. Now in State Affairs Committee.

**SB 728: Growth Management – (Lee)** – Authorizing sufficiently contiguous lands located within the county or municipality which a petitioner anticipates adding to the boundaries of a new community development district to also be identified in a petition to establish the new district under certain circumstances; providing requirements for the petition; providing notification requirements for the petition, etc. Referred to Community Affairs: Infrastructure and Security; Rules. On Committee Agenda – Community Affairs, 03/12/2019, 4:00PM, 301 Senate Office Building. Favorable by Community Affairs; 5 Yeas, Zero Nays. Now in Infrastructure and Security. On Committee agenda-- Infrastructure and Security, 03/26/19, 4:00 pm, 110 Senate Building.

**SB 898: Transportation – (Diaz)** – Editorial Notes: This is the companion bill to HB 385 and among other things it revises the structure of the Miami-Dade TPO. This is the primary concern of MPOs. Given the rapid advancement of HB 385 and the positive remarks it has received by members of the House, this bill has the potential to advance quickly. Membership should watch this bill. Please see HB 385.
Revising the authorized uses of proceeds from charter county and regional transportation system surtaxes; revising the preservation goals of the Department of Transportation to include ensuring that all work on the State Highway System meets department standards; requiring the department to approve design plans for all transportation projects relating to department-owned rights-of-way under certain circumstances; prohibiting the department from using toll revenues from high-occupancy toll lanes or express lanes to offset certain funding, etc. Referred to Infrastructure and Security; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations. On Committee Agenda – Infrastructure and Security,
HB 905: Department of Transportation – (Andrade) – Identical to SB 1044 by Albritton. 

Editorial Notes: This bill eliminates the requirement that the Secretary of Transportation be selected from among three nominees chosen by the Florida Transportation Commission. The Secretary would be chosen directly by the Governor. Requires that 80% of the pavement in each DOT district meet DOT standards which is expected to reduce funding available for capacity expansion. Prohibits local governments from having aggregate materials specifications that are different than the DOTs. The big issue in this bill is that state statutes are changed to require that 75% of the capacity expansion funds be spent on the Strategic Intermodal System (SIS). Currently state statute requires that at least 50% of any new discretionary capacity funds be spent on the SIS and by policy the DOT spends 75%. Policies can be changed more easily than state statutes, this would take away any flexibility of the department and make it more difficult for local units of government to access state transportation funds for capacity improvements. The bill requires the department to give priority to correcting or improving sections of the interstate system that experience unusually high accident rates. If a section of interstate has non-recurring congestion that accounts for more than 75% of the total congestion, then the DOT must begin PD&E studies within three years.

Revises provisions related to DOT, including requirements for appointment of Secretary of Transportation, computation of mileage, pavement standards, construction contracts, use of toll revenue, allocation of transportation capacity funds, facility improvements, & project development & environmental studies. Referred to Transportation and Infrastructure Subcommittee; Transportation and Tourism Appropriations Subcommittee; State Affairs Committee. On Committee agenda-- Transportation and Infrastructure Subcommittee, 03/12/19, 12:30 pm, Reed Hall. Amendment passed on this bill in Transportation and Infrastructure Subcommittee. The amendment removed the requirement that 80% of the pavement in each DOT district meet DOT standards. Also removed is the provision that requires 75% of capacity expansion funds be spent on the Strategic Intermodal System (SIS). Passed Transportation and Infrastructure Subcommittee; 14 Yeas, Zero Nays. Now in Transportation and Tourism Subcommittee.

HB 929: Driving Under the Influence – (Antone; Plakon) – Similar to SB 612 by Baxley.

Requires ignition interlock provider to discount monthly leasing fee for ignition interlock device by certain percentage for certain persons; exempts such person from paying costs of installation of device; authorizes court to withhold adjudication of guilt for certain DUI offenses; requires court to order adjudication of guilt if certain requirements are not met; authorizes person to petition court for withhold of adjudication 5 years after his or her conviction. Referred to Criminal Justice Subcommittee; Justice Appropriations Subcommittee; Judiciary Committee.

SB 932: Autonomous Vehicles – (Brandes) – Similar to HB 311 by Fischer. Exempting a fully autonomous vehicle being operated with the automated driving system engaged from a prohibition on the active display of television or video; exempting a motor vehicle operator who is operating an autonomous vehicle from a prohibition on the use of wireless communications devices; providing that a licensed human operator is not required to operate a fully autonomous vehicle; authorizing a fully autonomous vehicle to operate in this state regardless of whether a human operator is physically present in the vehicle, etc. Referred to Infrastructure and Security; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations. On Committee agenda-- Infrastructure and Security, 03/20/19, 4:00 pm, 110 Senate Building. Passed Infrastructure and Security; 8 Yeas, Zero Nays.
SB 952: Electronic Navigation Systems – (Taddeo) – Prohibiting electronic navigation systems, for certain purposes, from directing the operator of a vehicle to drive through adjacent residential areas when a school zone speed limit is in effect if the primary purpose of such direction is to avoid the school zone, etc. Referred to Infrastructure and Security; Innovation, Industry, and Technology; Rules.

SB 1002: Motor Vehicles and Railroad Trains– (Hutson) – Identical to HB 341 by LaMarca. Revising the definition of the term “railroad train”; requiring that, in the event of a crash involving a railroad train, the collection of certain information be at the discretion of the law enforcement officer having jurisdiction to investigate the crash; specifying that certain persons are not considered passengers for the purpose of making crash reports, etc. Referred to Infrastructure and Security; Criminal Justice; Rules. On Committee agenda-- Infrastructure and Security, 03/12/19, 4:00 pm, 110 Senate Building. Passed Infrastructure and Security; 8 Yeas, Zero Nays. Now in Criminal Justice. On Committee agenda-- Criminal Justice, 03/25/19, 1:30 pm, 37 Senate Building.

SB 1044: Department of Transportation – (Albritton) – Identical to HB 905 by Andrade. Editorial Notes: This bill eliminates the requirement that the Secretary of Transportation be selected from among three nominees chosen by the Florida Transportation Commission. The Secretary would be chosen directly by the Governor. Requires that 80% of the pavement in each DOT district meet DOT standards which is expected to reduce funding available for capacity expansion. Prohibits local governments from having aggregate materials specifications that are different than the DOTs. The big issue here is probably that state statutes are changed to require that 75% of the capacity expansion funds be spent on the Strategic Intermodal System (SIS). Currently state statute requires that at least 50% of any new discretionary capacity funds be spent on the SIS and by policy the DOT spends 75%. Policies can be changed more easily than state statutes, this would take away any flexibility of the department and make it more difficult for local units of government to access state transportation funds for capacity improvements. The bill requires the department to give priority to correcting or improving sections of the interstate system that experience unusually high accident rates. If a section of interstate has non-recurring congestion that accounts for more than 75% of the total congestion, then the DOT must begin PD&E studies within three years.
Providing that the Department of Transportation consists of a central office that establishes policies and procedures and districts that carry out certain projects; requiring certain preservation goals to include ensuring that a specified percentage of the pavement in each of the department’s districts meet department standards by a specified year; prohibiting local governments from adopting standards or specifications that are contrary to the department standards or specifications for permissible use of aggregates and materials that have been certified for use, etc. Referred to Infrastructure and Security; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations. On Committee agenda-- Infrastructure and Security, 03/20/19, 4:00 pm, 110 Senate Building. Passed Infrastructure and Security; 6 Yeas, Zero Nays.

HB 1069: Expressway Tolls – (Rodriguez) – Identical bill to SB 1406 by Flores. Prohibiting a person operating a motor vehicle on an expressway from being charged a toll if the average speed of traffic on the expressway falls below 40 miles per hour; defining the term “expressway”, etc. Referred to Transportation and Infrastructure Subcommittee; Transportation and Tourism Appropriations Subcommittee; State Affairs Committee.

HB 1235: Legal Notices – (Fine; Co-Introducer: Sabatini) – Similar bill to SB 1676 by Baxley. Removes provisions relating to publication of legal notices in newspapers; requires
counties to publish legal notices on their websites; requires counties to provide specified notice to residents concerning alternative methods of receiving notices; specifies form for affidavits of publication. Referred to Local, Federal and Veterans Affairs Subcommittee; Judiciary Committee; State Affairs Committee.

SB 1406: Expressway Tolls – (Flores) – Identical bill to HB 1069 by Rodriguez. Prohibiting a person operating a motor vehicle on an expressway from being charged a toll if the average speed of traffic on the expressway falls below 40 miles per hour; defining the term “expressway”, etc. Referred to Infrastructure and Security; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations.

SB 1676: Legal Notices – (Baxley) – Similar bill to HB 1235 by Fine. Deleting provisions relating to publication of legal notices in newspapers; defining the term “publicly accessible website”; authorizing government agencies to publish legal notices on their websites; requiring government agencies to provide specified notice to residents concerning alternative methods of receiving legal notices, etc. Referred to Judiciary; Governmental Oversight and Accountability; Rules.

SB 1710: Legal and Official Advertisements – (Diaz) – Authorizing the publication of legal and official advertisements on specified publicly accessible governmental websites in lieu of publication in a newspaper, etc. Referred to Judiciary; Governmental Oversight and Accountability; Rules.

HB 6001: Alligator Alley Toll Road – (Rommel) – Identical bill to SB 72 by Passidomo. Requires specified fees to be used indefinitely to reimburse local governmental entity for direct actual costs of operating specified fire station. Referred to Transportation and Infrastructure Subcommittee; Transportation and Tourism Appropriations Subcommittee; State Affairs Committee.

HB 6003: Traffic Infraction Detectors – (Sabatini – Co-Introducers: Grieco; Hill; Jacobs; Sirois) – Similar bill to SB 306 (Brandes). Repeals provisions relating to Mark Wandall Traffic Safety Program & authorization to use traffic infraction detectors; repeals provisions relating to distribution of penalties, transitional implementation, & placement & installation; conforms cross-references & provisions to changes made by act. Referred to Transportation and Infrastructure Subcommittee; Appropriations Committee; State Affairs Committee. Favorable by Transportation and Infrastructure Committee, 12 Yeas, 1 Nay. Now in Appropriations Committee.

HB 6017: Small-scale Comprehensive Plan Amendments – (Duggan) – Removes acreage limitations that apply to small-scale comprehensive plan amendments. Referred to Local, Federal and Veterans Affairs Subcommittee; Commerce Committee; State Affairs Committee. On Committee agenda-- Local, Federal and Veterans Affairs Subcommittee, 02/13/19, 8:30 am, 12 HOB. Favorable by Local, Federal and Veterans Affairs Subcommittee; 14 Yeas, 0 Nays. Now in Commerce Committee. Favorable by Commerce Committee; 21 Yeas, Zero Nays. Now in State Affairs Committee.

HB 7007: OGSR/Toll Facilities – (General Bill by Oversight, Transparency and Public Management Subcommittee; Andrade) – Removes scheduled repeal of exemption from public records requirements for personal identifying information provided for purpose of paying, prepaying, or collecting tolls & associated administrative charges for use of toll facilities. Referred to Transportation and Infrastructure Subcommittee; State Affairs Committee. On Committee agenda-- Transportation and Infrastructure Subcommittee, 02/13/19, 1:30 pm, Reed
SB 7068: Public Financing of Construction Projects – (General Bill by Infrastructure and Security) – This bill moves all monies from vehicle registrations into the transportation trust fund. Currently a portion goes to general revenue. The bill gradually shifts all motor vehicle registration fees into the transportation trust fund and by State Fiscal Year this would place an estimated additional $135 Million per year in the transportation trust fund. This would mean a reduction in state spending in some area, that is not addressed in the bill. The bill also creates the Multi-Use Corridors of Regional Economic Significance Program within FDOT. Identified roadways that are to be built by FDOT are the Southwest-Central Florida Connector (Collier County to Polk County); the Suncoast Connector (Citrus to Jefferson County) and the Northern Turnpike Connector (Suncoast Parkway to the Turnpike at Wildwood). The bill requires the new corridors to be tolled and specifies these will be SIS facilities. Additionally, the new corridors would be permitted to use monies from the transportation trust fund, as a loan to be repaid, which during construction would reduce available funds from the rest of the state. Bonding and other financing options are made available as well. Here is the description on the Florida Senate website: Creating the Multi-use Corridors of Regional Economic Significance Program within the Department of Transportation; specifying that projects undertaken in the corridors are tolled facilities and certain approved turnpike projects, and are considered as Strategic Intermodal System facilities; requiring the department to identify certain opportunities to accommodate or co-locate multiple types of infrastructure-addressing issues during the project development phase, etc. Submitted as Committee Bill and Reported Favorably by Infrastructure and Security; 7 Yeas, Zero Nays. Referred to Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations. On Committee agenda-- Appropriations Subcommittee on Transportation, Tourism, and Economic Development, 03/19/19, 1:30 pm, 110 Senate Building. Passed Appropriations Subcommittee on Transportation, Tourism, and Economic Development; 8 Yeas, Zero Nays. Now in Appropriations.
Our local not-for-profit hospitals and the department of health want to hear from you!

These organizations are working together to get the community’s perspective on the most pressing health and wellness needs. The results of this survey will be used to help us to understand your community health concerns so that improvements can be made.

We encourage you to take 15 minutes to fill out the survey below. Your voice is important to ensure these organizations have the best understanding of the needs of our community.

Thank you!