Meeting of the Citizens Advisory Committee
Wednesday, February 13, 2019, 9:00 AM

I. Call to Order & Introductions

II. Public Comment - 3 minutes per speaker, please

III. Members’ Interests

IV. Approval of Minutes – January 9, 2019

V. Action Items
   A. TIP Amendment – US 41/CSX Grade Separation Project
      Development & Environment Study (Sarah McKinley, MPO Staff)

VI. Status Reports
   A. Tampa Bay Next Section 7 (I-275 from Downtown to Bearss Ave)
      (FDOT Representative)
   B. Florida State University Shared Mobility Project
      (Dara Osher, Urban & Regional Planning Student & Project Manager)

VII. Old Business & New Business
   A. Survey on CAC Effectiveness (Rich Clarendon, MPO Staff)
   B. TBARTA CAC Report (Rick Richmond)
   C. Next meeting: March 13th

VIII. Adjournment

IX. Addendum
   A. MPO Meeting Minutes & Committee Reports
   B. Notices of Funding Opportunities: INFRA Grant Program & Automated Driving System Demonstration Grants
   D. Legislative Updates
   E. Commuter Challenge Flyer
   F. Fact Sheets: N. Dale Mabry Hwy & West Waters Ave Pedestrian and Bicycle Improvements

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

The meeting was called to order by Chair Bill Roberts at 9:06 a.m. and was held in the Plan Hillsborough Room on the 18th floor of the County Center Building. Member introductions were made.

Members present: Ray Alzamora, Vance Arnett, David Bailey, David Butcher, Amy Espinosa, Ricardo Fernandez, Barbara Kennedy Gibson, Dennis Levine, Ed Mierzejewski, Rick Richmond, Bill Roberts, Diane Stull, Cheryl Thole, Terrance Trott, Lynne Vadelund.

Others present: Rich Clarendon, Beth Alden, Wanda West, Johnny Wong, Vishaka Raman, Sarah McKinley – MPO Staff; Chris Keller – Tindale Oliver; Chris Cochran – HART; Stephen Benson, Jim Martin, Roger Roscoe – FDOT.

II. PUBLIC COMMENT

There were no public comments.

III. MEMBERS’ INTERESTS

Mr. Arnett attended the January 8th MPO Board meeting and was fascinated with the Smart Cities presentation by Mr. Vik Bhide, City of Tampa. The presentation related to the restructuring, the redesign, and rethinking of data and how it connects. Mr. Arnett suggested the presentation be given at a future CAC meeting. He urged members to attend the MPO Board & Public Workshop on the Regional MPO Study being held on Tuesday, January 15 at the County Center, on the 26th floor at 6:00 p.m. He recommended reading Mr. Jeff Speck’s book on Walkable City Rules: 101 Steps to Making Better Places.

Mr. Fernandez apologized for his absence from the last meeting. He thanked the committee for his re-election and Mr. Arnett for nominating him to serve another year as the committee’s Vice-Chair. He informed the group that he addressed the MPO Board at their December 4th meeting regarding the CAC’s November 4th motion of 12-3 recommending additional study on the boulevard concept from the It’s Time Tampa Bay Survey Results, and Commissioner Kemp made a recommendation for a discussion at the Policy Committee. He lost track of the status and wanted to know if an update could be provided. He also requested a presentation on the Boulevard Concept, the deconstruction of 275 north of the downtown interchange at a future meeting.

Chair Roberts asked Mr. Clarendon to make note of the requests and see if the requests can be accommodated.

IV. APPROVAL OF MINUTES

Motion: Approval of the CAC minutes for December 17, 2018 (Arnett-Butcher). The motion passed unanimously.
V. **ACTION ITEMS**

*K Chair Roberts adjusted the agenda schedule and the Southshore Transit item was presented first.*

A. **Southshore Transit Study Re-Evaluation**

Ms. Sarah McKinley, MPO Staff, presented information on the re-evaluation. In 2014, the Hillsborough MPO conducted and adopted the SouthShore Transit Study that looked at how to improve 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 to create a new implementation phase with updated costs.

Following the presentation, Mr. Bailey inquired about the timeframe for implementation of the phases. Staff have been working closely with HART to see which services can be restored initially, and HART is looking at restoring weekend service for the US41 Route. Currently, there is not a timeframe for the implementation of the phases.

Ms. Espinosa questioned the logic behind prioritization. Ms. McKinley stated that a lot of analysis was pre-November and they looked at the smaller things tied into existing routes that could be achieved and are the most cost effective.

Mr. Arnett applauded Ms. McKinley’s report and asked her, as a transportation professional, how satisfied she was with the outcome. Ms. McKinley stated that it’s a very suburban developing area and it’s very hard to implement robust transit network without the first and last mile connections. In the next five to ten years, there will be completely different roadway networks, and there will be opportunities to revisit and find better ways to go through the communities and better serve them.

**Motion:** Approve the study and send to the MPO Board for approval. *(Arnett-Vadelund)*.

Following the motion, there was further discussion. Mr. Bailey hopes when ridership catches up that services are not cancelled again, and he wanted to know if a plan is in place to address the lack of ridership. Ms. McKinley stated that there is consideration to use smaller buses and as the demand increases, changes can be made. Mr. Bailey suggested that a timeframe on the implementation phases be made available for the next update. Ms. McKinley stated that they are working on that information. Chair Roberts stated that he was surprised that there is not an implementation timeframe and the group is being asked to approve the plan.

Mr. Chris Cochran, HART Representative, addressed the concerns regarding a timeframe. He stated when the study was completed, a referendum was not in place and there was no consideration for additional funding, and after November that changed. The plan is for HART to reopen the Comprehensive Operations Analysis and reevaluate with the assumption of new revenue sources. As part of the scope of work, the study as well as many others will be implemented into the analysis, and at that time, they will be able to develop a timeline. Mr. Alzamora wanted to know what the timeline was prior to the new funding, and Mr. Cochran stated that they did not have one.

Mr. Mierzejewski inquired about the operating cost per passenger ranging from $15 - $20 and wanted to know how that compared to HART’s average for other routes. Mr. Cochran stated that it is approximately three times the average and that is why service was cut a year and a half ago. The reevaluation was focused on public outreach and understanding where people want to go.

Mr. Fernandez wanted to know what impact the lawsuit is having on the timeline. Mr. Cochran stated at the HART Board meeting, Mr. David Smith, HART’s legal counsel, stated that they had a good
meeting with Commissioner White’s legal team and began to talk about where they can come together on agreeing to move past the lawsuit. Mr. Cochran suggested viewing the referenced discussion of the HART Board meeting on YouTube.

Mr. Trott inquired about HART’s marketing plan and wanted to know how people in South County will know that the routes are available. Mr. Cochran stated that HART has an annual marketing budget that is relatively small for a public agency compared to the operational budgets. They advertise on the radio, TV, and the newspaper. Updates are always available on the website.

Ms. Espinosa wanted to know if the high-speed ferry in Gibsonton is part of HART and inquired about the location. Mr. Cochran stated that a study is being done, and the County is funding the study. Since the referendum has passed, the County has asked HART to take over the service or manage the contract, but currently no one knows and there are three proposed ferry terminal location alternatives.

Since HART’s HyperLINK has been discontinued, Mr. Alzamora wanted to know if another app was available. Mr. Cochran informed him of OneBusAway (managed by HART and incorporates multiple modes of transportation) and Transit App (private company that maps real-time public transit data). Mr. Alzamora suggested that HART get the word out about the two apps. Ms. McKinley stated that the Flamingo Fare app is evolving that will be a one-stop shop to connect a rider to different modes. Mr. Cochran will take the suggestion back to marketing about getting the word out about OneBusAway, since only approximately 20% of the CAC members were aware of the app. Ms. McKinley recommended a presentation on HART services, and Mr. Cochran stated that he would be happy to come back. Mr. Cochran informed the group if they have any additional questions to feel free to reach out to him at HART.

**Following discussion, the motion to approve the study was passed unanimously.**

**B. 2019 Safety Targets**

Dr. Johnny Wong, MPO Staff, presented information on the proposed safety performance targets for 2019.

Following the presentation, Mr. Alzamora wanted to know if adjustments were made in the projections for the rapid increase in population density and vehicles. Dr. Wong stated that the number of fatalities and serious injuries is reflected in using the five-year rolling average to project.

Ms. Espinosa wanted to know how would staff respond if a citizen viewed the data and stated that nonmotorized fatalities and serious injuries going from 234 to 229 is not that big of a jump. Dr. Wong would suggest keeping in mind that 50% reduction is a very aggressive target that reflects a huge investment in safety projects. Although the number seems small, the cumulative impact over time would be huge.

Mr. Fernandez inquired about the lane width and the pre/post speed limit differential for the Fletcher Avenue complete streets conversion. It was 45 mph and it is now 35 mph. Mr. Fernandez wanted to know if there are any plans for additional adjustment downward for the speed limits along the 3½ mile corridor. Mr. Clarendon said that he was not aware of any on that corridor, but the MPO Board has agreed to take a comprehensive look at speed management and high crash corridors throughout Hillsborough County. Dr. Wong stated that he checked around and believes that the lane width was not narrowed. Mr. Fernandez also wanted to know what qualifies as a fatal crash, i.e. car vs. car; car vs. ped; car vs. bike; bike vs. bike. The fatality measure that is reported includes all fatalities that happen on any road in the County. The non-motorized only counts bike and pedestrian. The non-motorized measure is non-motorized fatalities and serious injuries combined. The fatality measure
includes all, car to car, car to bike, and car to pedestrian. Mr. Trott wanted to know if shootings in a car were included. Dr. Wong stated the shootings are not included. All fatalities and injuries will be counted if there is a fatality involving a cyclist and a pedestrian. Mr. Butcher wanted to know if a person sitting on a bus bench at a bus stop would fall under the fatality measure. Dr. Wong was unsure and stated that he would have to view the crash report, and Mr. Clarendon stated that the key word is crash and transportation related. Mr. Mierzejewski stated that he utilizes the Fletcher corridor frequently and it is an amazing project.

Mr. Arnett stated it is a great report on a way to project success and wanted to know who goes into the crash report and states the contributing factors; where does that information go once it is all captured, and stated that he hopes the information is provided to staff, since they are being asked to look at projections, and he wanted to know what happens with the report in terms of policy. Dr. Wong stated that the information justifies where investments are allocated, and planners have to link the existing performance to investments to future outcomes. There is a certain amount of money that can be allocated towards safety investments and it helps the public understand that money is being invested in the most appropriate way.

**Motion:** Recommend approval of 2019 Safety Performance Targets. *(Trott-Espinosa).*

Following the motion, Ms. Vadelund wanted to know how the targets relate to last year. Dr. Wong stated that the 2018 targets were set at the baseline to establish a realistic data point to begin tracking future progress. The 2019 targets will replace the 2018 targets and reflect an expectation of a more positive outcomes.

**There being no additional discussion, the motion, passed unanimously.**

C. Attendance Review & Declaration of Vacant Seats

Mr. Rich Clarendon, MPO Staff, provided the annual review, as required by the MPO By-Laws, of committee member attendance for the past calendar year. There were no current members who have failed to attend three consecutive meetings, and there were no seats declared vacant. The attendance report was provided in the agenda material.

Mr. Mierzejewski inquired about excused versus not. Mr. Clarendon stated that it requires notice, but it does not give you a pass if a member has already missed consecutive meetings.

Mr. Arnett thanked new members for taking the committee seriously and attending because establishing a quorum used to be difficult.

Mr. Butcher announced that he can no longer represent the City of Plant City because he is moving to Citrus County. The vacancy for his position is currently advertised on the City of Plant City’s website. Chair Roberts thanked Mr. Butcher for his participation and coming to the meetings from Plant City.

Chair Roberts thanked the committee for excellent year in 2018 and taking the time out of their busy schedules to attend the meetings.

No action was required.

VI. STATUS REPORTS

A. Heights Mobility Study
Mr. Stephen Benson, FDOT, 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. Mr. Benson informed the group of an interactive tool at HeightsMobility.com where comments and suggestions can be submitted, as well as suggestions for redesign. Implementation of short-term and mid-term improvements will take place now through 2024.

Following the presentation, Ms. Stull inquired about the bi-directional bus lanes and the stops in the middle of the street and wanted to know if there will be dedicated cross walks for pedestrians to get to the bus. Mr. Benson stated picking the locations for the crossing is the easy part, but they are awaiting how to design the traffic control for the crosswalks.

Ms. Espinosa was disappointed that she did not see a crosswalk being planned for Nebraska Avenue near the Publix, because it is desperately needed. Mr. Benson stated there are options and the bike lane can go on the outside, or the inside and there are benefits to both and it depends on the desired function. Ms. Espinosa wanted to know if there has been any consideration for the audible striping that alerts you when you drive over it. Mr. Benson there has been consideration; however, FDOT D7 standards ban it in residential areas because of the noise it causes all hours of the night and residents of the areas have complained about the noise. It is only placed in areas where it does not create disturbances at night. Nebraska was not part of the presentation, but Mr. Benson noted there is a crosswalk planned for Paris Street near Publix and the entire block is scheduled to be widened.

Mr. Mierzejewski commented on offstreet parking being available off peak; there are peak traffic times that are not a typical peak; particularly a big event leaving Amalie Arena. Florida Avenue is a common route and enforcement of part-time parking is a problem. He commented on the downside of reducing a single lane in each direction and cars being backed up endlessly. The idea of having buses in opposite directions using the same lane, may save space, but it imposes a tremendous operating problem for the bus system. Mr. Benson stated that those are questions that HART will have to figure out.

Mr. LeVine wanted to know the logic behind the move from one way streets to two way streets for the routes. Mr. Benson said that there was a lot of public interest in the two-way conversion. Mr. LeVine expressed concerns for drivers and being impacted by the road diets and the nerve-racking tighter lanes.

Mr. Richmond inquired about the MLK crossing and wanted to know if a signalized crossing is being added for the cycle path. Mr. Benson stated it will be an overhead signal. Mr. Richmond commented on the level of service planned for the section north of Violet Street with the implemented changes.

B. Referendum Outcome

Mr. Rich Clarendon, MPO Staff, provided information on the MPO’s planning process for the referendum on the County Charter Amendment to levy a one-cent sales surtax and distributed per the Hillsborough County MPO 2040 Transportation Plan. He noted that there are many unanswered questions and that his information must be considered preliminary and subject to change.

Following the update, Mr. Trott inquired about the new budget. Mr. Clarendon stated that it is a new funding source and it will be additional funding. Mr. Trott also wanted to know how the gains/benefits of the new funding sources will be captured over the next 30 years. Mr. Clarendon stated that the performance will be measured in the audit.

Mr. Alzamora wanted to know if the funding and expenditures will be maintained separately or comingled. Mr. Clarendon stated that the distributed pie charts shows the funding distribution and the
dollar amounts are set by the referendum. The agencies will have to state the intent to utilize the funding. It was understood that the funds are tracked separately to ensure that they are spent as intended by the referendum.

Mr. Arnett commented on milestones, targets, and the governing of the funds. Mr. Clarendon stated that the referendum does not reference performance targets and the MPO does not have veto control of the referendum dollars.

Ms. Espinosa wanted to know if the independent oversight committee was already appointed. Mr. Clarendon said that some of the members have been designated and the information will be made public.

Mr. Fernandez informed the group that he applied for appointment to independent oversight committee representing the HART Board. The vote will be taken up at the February meeting.

Mr. Richmond commented about how the independent oversight committee will reprioritize the MPO’s work.

Ms. Espinosa was concerned that people are not trusting that the money is going to be utilized for the intended purpose and wanted to know if there is a way to begin to build trust within the community. Mr. Clarendon said that the MPO has discussed with local partners about having a centralized website dedicated to the new funding source; however, a decision has not been made.

VII. OLD BUSINESS & NEW BUSINESS

A. AMPO Conference Highlights

Ms. Beth Alden, MPO Executive Director, provided presentation slides from the national association conference on MPOs that was held in September that she attended and tweeted about. Ms. Alden offered to provide the full report for the Rochester Inner Loop Project for anyone interested in viewing in more detail. She also provided information on the Dallas Interstate Conversion.

There was brief discussion following the presentation.

Mr. Arnett requested a synopsis of the TMA Leadership Group in regard to the Special Workshop for the MPO Board, Committees and the public on the Regional MPO Study. Ms. Alden said that the TMA Leadership Group is an advisory committee to the three MPO Boards, similar to the MPO Board’s Policy Committee. They discuss regional issues and connections and make recommendations.

B. TBARTA CAC Report

Mr. Richmond stated at the November meeting they discussed the It’s Time Tampa Bay Survey and there were concerns expressed about the boulevard concept and whether the results were representative of the populations of all three counties.

There was brief discussion.

C. Next Meeting

Mr. Clarendon informed the group of the first of three briefings on the potential community impacts of FDOT plans for I-275 and I-4 Interchanges being held on Thursday, January 31st from 4:00 – 6:00 p.m. at the County Center on the 26th floor.
The next CAC meeting is scheduled for February 13th at 9 a.m.

IX. **ADJOURNMENT**

**Motion:** For adjournment *(Stull-Vadelund).* The motion passed unanimously.

There being no further business, the meeting adjourned at 11:49 a.m.
Board & Committee Agenda Item

Agenda Item
TIP Amendment – US 41 CSX Grade Separation PD&E (440746-1)

Presenter
Sarah McKinley, MPO Staff

Summary
The following item is an amendment to the Fiscal Year 2019-2023 Transportation Improvement Program (TIP). The amendment would add $1.45 million in funds for Project Development & Environmental (PD&E) for the grade separation project at US 41 and the CSX tracks near Causeway Blvd. This project has had Preliminary Engineering (design) funding, and is currently in PD&E. Right-of-way is funded in FY 2020-2022, with construction expected in 2026.

This project is listed in the current Imagine 2040 Long Range Transportation Plan (LRTP) as a major capacity project for economic growth and is a priority of the MPO. According to the Freight Investment Program Technical Memorandum for the LRTP, this crossing has 31 trains per day, with an average delay of 8–10 minutes per crossing. This project is considered a major investment to relieve congestion for highway and freight traffic, is located within the fastest growing portion of Hillsborough County, and is of regional significance.

Recommended Action
Recommend approval of the TIP Amendment to the MPO Board.

Prepared By
Sarah McKinley, MPO Staff

Attachments
TIP Comparative Report
FDOT 5 Year TIP
Hillsborough County, District 7

HIGHWAYS

Status: Adopted  Adopted Date: 06/12/2018

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<th>Description: US 41/SR 45/S 50TH ST @ CSX GRADE SEPARATION SOUTH OF CAUSEWAY BLVD</th>
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### Item 440749 1

**Description:** US 41/SR 45/S 50TH ST @ CSX GRADE SEPARATION SOUTH OF CAUSEWAY BLVD

**Extra Description:** FROM AUSTIN ST TO N OF 21ST AVE S

**Type of Work:** NEW BRIDGE CONSTRUCTION

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**Item 440749 1 Totals:** $1,721,097 | $1,451,000 | $16,593,294 | $18,500,000 | $33,501,000 | $0 | $60,940,335 | $132,706,726
Board & Committee Agenda Item

Agenda Item
Tampa Bay Next Section 7 (I-275 N from Downtown to Bearss Ave)

Presenter
Florida Department of Transportation Representative

Summary
In 2014, FDOT initiated a Project Development & Environment (PD&E) Study for 7.7 miles of Interstate 275 (I-275) in Hillsborough County from north of Dr. Martin Luther King, Jr. Boulevard (SR 574) (MLK Boulevard) to Bearss Avenue (SR 678/CR 582). Within this corridor, FDOT is focusing on options for making improvements to I-275 N as part of the Tampa Bay Next program.

I-275 is a major north-south, Strategic Intermodal System (SIS) highway, designated as a critical evacuation route within the State of Florida. It provides an important link to the regional and statewide transportation network through connections to Interstate 4 (I-4) and Interstate 75 (I-75). The SIS is the state’s network of high priority facilities. Improvements to I-275, from north of MLK Boulevard to north of Bearss Avenue are critical to maintaining and improving access and capacity in the SIS, as well as enhancing mobility within the Tampa Bay region.

The purpose of the project is to improve the corridor’s capacity during peak periods, and to improve overall safety and operating conditions of the facility. Capacity improvements are needed to address existing daily bottlenecks and accommodate projected population and employment growth and decrease the crash rates along this segment of I-275, which are higher than the statewide average for this type of facility.

The Recommended Build Alternative consists of adding one 12-foot wide general purpose lane in each direction, providing a hardened inside shoulder and providing noise walls along the corridor. Operational and safety improvements will also be implemented at the Hillsborough Avenue and Bearss Avenue interchanges. All roadway improvements would occur within the existing FDOT right-of-way and would not require right-of-way acquisition. Minimal right-of-way may be required at the Bearss Avenue interchange only for stormwater facilities. There are no other improvements proposed for this segment of I-275 as part of this study.

FDOT is no longer considering adding express lanes on this section of I-275 north of the I-4 interchange. Also, the No-Build Alternative will remain a viable alternative throughout the PD&E Study process. It assumes that no improvements except routine maintenance would be made to I-275 within the project limits.

This is part of Tampa Bay Next and thus there will be several opportunities for the public to provide review and comment on this and related projects:
• FDOT will hold a public hearing on this PD&E for I-275 Section 7 on at 5:30 on March 26, 2019 at the Seminole Heights United Methodist Church

• FDOT will provide an update on Tampa Bay Next to the committees and MPO in April and May, focusing on the SEIS.

• Because the MPO’s *Imagine 2040 Long Range Transportation Plan* envisioned two toll express lanes on this section of I-275, an amendment will be necessary to make it consistent with the proposed general purpose lanes. The amendment is scheduled for action by the committees in May and an MPO public hearing in June.

**Recommended Action**
None; for information only

**Prepared By**
Rich Clarendon, AICP

**Attachments**
None
Agenda Item
FSU Shared Mobility Design and Policy Studio Project

Presenter(s)
Dara Osher, Florida State University Masters Candidate
Department of Urban and Regional Planning

Summary
The Hillsborough County City-County Planning Commission has engaged the FSU Department of Urban and Regional Planning in a Shared Mobility Design and Policy Studio Project.

This project may also be helpful to the MPO. Pursuant to state statute, Florida’s Metropolitan Planning Organizations (MPOs) must now plan for and include policies related to electric and autonomous vehicles in future updates to Long Range Transportation Plans (LRTPs). The use of autonomous vehicles to support public transportation needs in Florida is an emerging issue. The integration of these technologies could challenge a range of current planning assumptions, from the municipal ownership of public transportation assets to the local land-use plan policies required to accommodate such use. Much of what will ultimately be required to re-envision urban design and modify infrastructure plans and land development regulations to accommodate autonomous transit vehicles is applicable today as communities begin to experience a rise in shared mobility options. Questions like where and how will passengers be picked up and dropped off, where shared use vehicles can be liveried, and in what ways will our cityscapes will need to change to accommodate these and other related needs call out for immediate solutions. These solutions, while in direct response to the rise in commercial ride-sharing and other shared mobility options, will also help with the ultimate accommodation of autonomous vehicles, especially with respect to transit.

The FSU Department of Urban and Regional Planning proposes to develop a series of urban design templates and accompanying policy and planning guidance to facilitate and incentivize urban adaptation for shared mobility solutions and autonomous transit services. This project will be undertaken as a graduate capstone studio project to be conducted by second year planning students. The project will include the following components:

1) Conduct research on design guidance for accommodating ride hail, ride-share and mass transit drop off/pick up, livery / rally points, fueling and parking.
2) Select four design contexts: Urban stadium, urban downtown, suburban mall / shopping center, and rural destination aggregator
3) Identify relevant case studies for each context.
4) Identify local ordinances and plan policies specific to each case study that may either inhibit or promote shared mobility and the researched design standards or retrofits. Include recommendations to sunset or modify...
administrative or policy barriers and to incorporate facilitating policies into existing plans, regulation and ordinances.

5) Prepare conceptual urban design templates for the four design contexts.
6) Prepare a summary report on policy recommendations for implementation.

The FSU team would like to present preliminary project concepts to MPO Committees for stakeholder feedback.

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

**Prepared By**
Allison Yeh, MPO Staff

**Attachments**
None
2019 Citizens Advisory Committee Member Survey (DRAFT 1/29/19)

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<td>3. I was given enough CAC background &amp; orientation.</td>
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<td>4. I have the information I need to make good decisions before voting on topics.</td>
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<td>5. I understand the MPO's role in the transportation planning process and how projects are implemented.</td>
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<td>7. What else could staff do to make it easier for you to participate?</td>
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<td>8. Agenda packets distributed before meetings are clear and help me discuss &amp; vote on topics.</td>
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<td>9. Agenda packets are sent far enough ahead of meetings to allow me to digest them.</td>
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<td>10. Agenda packets are:</td>
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<td>11. How long should meetings run? (in hours)</td>
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<td>12. Meeting agendas have ________ topics.</td>
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<td>13. Presentations to the CAC are:</td>
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<td>14. Presentations are clear and useful to me.</td>
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<td>15. Presenters answer questions and concerns adequately.</td>
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<td>16. The time allotted for discussion &amp; decisions on recommendations is:</td>
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<td>17. Members are encouraged to bring up their interests.</td>
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<td>18. Motions are understood by members before they are voting on.</td>
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<td>19. Motions approved by the CAC are communicated clearly to the MPO board.</td>
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<td>20. CAC reports to the MPO should be delivered in person by the CAC Chair or a designated member.</td>
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<td>21. The MPO board values the CAC’s advice.</td>
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<td>22. MPO Board actions are conveyed back to the CAC.</td>
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<td><strong>Value of CAC Participation</strong></td>
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<td>23. The time I volunteer to the CAC is worthwhile.</td>
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<td>24. I would like to learn more about the following at the CAC:</td>
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<td>25. Please provide any other feedback you would like to give about the CAC:</td>
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CALL TO ORDER, PLEDGE OF ALLEGIANCE & INVOCATION

The MPO Chairman, Commissioner Les Miller, called the meeting to order at 9:00 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 attended:


The following member was absent:

Mayor Rick Lott.

WELCOME NEW MEMBERS

Chairman Miller welcomed new MPO Board members, Commissioner Kimberly Overman and Commissioner Mariella Smith.

APPROVAL OF MINUTES – October 30, 2018

A motion was made by Commissioner Kemp to approve the minutes of October 30, 2018. The motion was seconded by Councilman Cohen and carried unanimously.

PUBLIC COMMENT

Mr. Joseph Lugo explained an idea, called Tampa Bay Area Regional Connector System (TRACS), that he has for mass transit for the Tampa Bay community.

Following Mr. Lugo’s comments, Chairman Miller requested that Mr. Lugo provide his information in writing to staff.

Ms. Kim DeBosier, Greater Tampa Chamber of Commerce Transportation Council Co-Chair, spoke in support of funding the Tampa Bay Next Westshore Interchange Project.

Mr. Tom Nocera, representing St. Pete Tampa Aerial Transit, LLC and Beach Tran Clearwater, LLC requested again an opportunity to make a presentation at a future meeting on new technology developed by SkyTran. He only needs seven to eight minutes to make the presentation to the board.
Ms. Michelle Cookson, representing Sunshine Citizens and Old Seminole Heights Neighborhood Association, recommended transit now mobility choices, effective transportation solutions and people first as the MPO’s priority for Hillsborough County residents.

Mr. Chris Vela distributed a map of Brightline’s proposal that will impact Ybor neighborhoods and reminded members of the SEIS process for the TB Next Project.

Mr. Rick Fernandez, President of the Tampa Heights Civic Association and Vice-Chair of the MPO’s CAC, brought to the board’s attention an action taken by the CAC regarding agenda item VIII. C. It’s Time Tampa Bay Survey Results. Though the results of the survey currently show low public support for the I-275 boulevard conversion, it is likely due to a lack of understanding by the public and the concept warrants further study.

Following Mr. Fernandez’s comments, Commissioner Kemp asked for clarification of the committee’s vote, which was 12 for approving the survey results and recommendations and 3 against.

Mr. Michael Maurino spoke on behalf of the Westshore Alliance in support of the Westshore Interchange as a regional priority and requested that letters of support be forwarded to FDOT.

Ms. Christine Acosta, representing Walk Bike Tampa the nonprofit advocacy organization, as well as Pedal Power Promoters, and a founding member of the Vision Zero Coalition, urged the board to make the Westshore Interchange the County's top priority and to make the community transit ready.

Mr. Joshua Frank talked from a personal perspective about the intersection of Adamo Drive and Orient Road, It’s Time Tampa Bay Survey boulevard results, and Commissioner White’s decision to sue to prevent All for Transportation.

Ms. Lena Young Green thanked the board for representing constituents and their interests, and echoed comments regarding the survey and Tampa Heights being considered for interstate boulevard conversion. She requested the board recognize the value of the urban core and continue working on walkable/bikeable communities and Vision Zero.

Ms. Dayna Lazarus, USF Urban Planning Master’s Student and CAC member, would like to see the County put more money into lower income neighborhoods, consistency in HART service, and connection of streets that are usually underfunded. She hopes for investment in light rail.

**COMMITTEE REPORTS, ONLINE COMMENTS**

Mr. Rich Clarendon, MPO Assistant Executive Director, presented the committee reports for Gena Torres. Committees approved and forwarded to the MPO Board: (1) the 2019 Committees and MPO Board Meeting Schedule, (2) the Transportation Improvement Program (TIP) amendment for HART’s FTA Section 5337 & 5339 funding, (3) MPO comments on the FDOT Strategic Intermodal System 2045 Cost Feasible Plan, with agreement that the I-275/ SR 60 interchange is a top priority; the TAC recommended adding the I-275 to I-4 flyover as a top priority as well; (4) the It’s Time Tampa Bay Survey results and recommendations. The CAC discussed the Boulevard conversion concept, suggesting that it was not being clearly understood by the public, and still warrants further study (motion passed 12-3); other committees asked how the results would be used in developing the 2045 Long Range Transportation Plan (LRTP).

The committees received the following presentations:

- The Health in All Policies Resolution. Questions were raised about how the indicators would be used in the LRTP prioritization process and if additional indicators could be considered such as
air quality, access to hospitals by medical professionals and urban tree canopy. MPO staff is working to address the concerns and the item will be brought to the MPO at a later meeting.

- Southshore Transit Reevaluation
- The Heights Mobility Plan
- MPO Multimodal Level of Service Evaluation
- Gasparilla Children’s Bike Rodeo
- Noise Wall Best Practices

All committees were invited to attend the Cleveland Elementary School mural painting day on Saturday, December 15, being held at 723 East Hamilton Avenue.

The TMA Leadership Group discussed possible restructuring options since there is no longer a facilitator. Discussion included options for voting structure; asking staff to draft bylaws and include a clarification of roles and responsibilities; and to consider a slogan for the group. The It’s Time Tampa Bay MetroQuest regional survey results were reviewed. The MPOs shared their major comments regarding the Strategic Intermodal System Cost Feasible Plan for 2045 and will provide letters to FDOT. Secretary Gwynn requested support the for the Westshore/I-275 Interchange as the number one regional priority. The next Tampa Bay Transportation Management Area Leadership Group will take place on February 8th and will be held in the Planning Commission Board Room on the 18th floor of the County Center.

The Facebook comments and electronic comments received from citizens were also summarized for the board, and copies of the comments in full were provided to board members in their meeting folders.

**CONSENT AGENDA**

A. Committee Appointments

B. 2019 MPO Board & Committees Meeting Calendar

A motion was made by Councilman Cohen to approve the Consent Agenda. The motion was seconded by Hillsborough County School Board School Member Stuart and carried unanimously.

**ROLL-CALL VOTE: TIP Amendment for HART FTA Section 5307, 5309-5337 & 5339 Funding Approved by Committees**

There were no questions regarding the item. **Upon a roll call vote, the motion carried fifteen to zero.**

**ACTION ITEMS**

**A. 2019 MPO Board Officers & Committee Representatives**

As a precursor to the discussion, MPO Vice Chair Councilman Cohen announced that he will be rotating off the MPO Board in March, and also will no longer serve on the TMA Leadership Group 2019. He encouraged members to consider serving on the TMA Leadership Group and stressed the importance of the three Hillsborough MPO delegates to attend regularly, to participate and hear from regional partners. Although time consuming, it is important that the Hillsborough voice is heard. Councilman Cohen referenced the lawsuit related to the All for Transportation referendum and was disappointed that the will of Hillsborough County voters could be infringed by that effort. He suggested moving forward with the funding that people overwhelmingly supported.

Chairman Miller thanked Councilman Cohen for his service to the City and Hillsborough County.
Mr. Cameron Clark, MPO Attorney, requested nominations for MPO Chair and Vice Chair.

Commissioner Kemp nominated Commissioner Miller as the MPO Chair, and there were no other nominations. Mr. Clark announced that Commissioner Miller is the MPO Chair.

Mr. Lopano nominated Councilman Viera as Vice Chair. Commissioner Smith nominated Commissioner Kemp as Vice Chair.

*By a show of hands (Lopano, Stuart, Jurado, Viera, Cohen, Mechanik, and Waggoner) there were seven votes for Councilman Viera.*

*By a show of hands (Klug, Maniscalco, Miller, Kemp, Smith, Overman, Hagan, and Green) there were eight votes for Commissioner Kemp.*

Commissioner Kemp was announced as the Vice Chair.

Commissioner Kemp, Councilman Maniscalco, and Joe Waggoner were reappointed to serve on the Policy Committee. Commissioner Smith and Cindy Stuart volunteered to serve on the committee filling the two vacant seats. Commissioner Overman volunteered to serve as an alternate, and Mr. Anderson will continue to serve as an alternate.

Commissioner Kemp, Commissioner Overman, and Councilman Viera agreed to serve on the TMA Leadership Group. The group meets every other month, approximately five times a year, and the meeting location rotates. With there being two alternate seats on the TMA, Mr. Klug wanted to know if membership is now limited to elected officials. Ms. Alden stated that a decision has not been made; however, there was discussion on that topic at the group’s last meeting. Mr. Klug suggested that only elected officials serve as alternates for the leadership group. Attorney Clark stated that if the group changes its makeup, a change could be made at that time; membership is at the MPO Board’s discretion. Following discussion, Mr. Lopano and Mr. Anderson remained in the alternate positions; changes will be made later if necessary.

Councilman Viera was willing and honored to continue serving as the Chair of the Transportation Disadvantaged Coordinating Board.

Planning Commissioner Green was willing to remain the Livable Roadways Committee Chair.

The MPOAC representative, per the bylaws, is the MPO Chair, with the Vice Chair performing those duties in the Chair’s absence. Florida Statute also requires designation of an alternate to the Chair, and currently Mr. Paul Anderson holds the position. Mr. Klug stated that Mr. Anderson is willing to continue to serve as the alternate representative to the MPOAC.

A motion was made by Councilman Cohen confirming the 2019 MPO Board Officers and Committee Representatives. The motion was seconded by Hillsborough County School Board Member Stuart and carried unanimously.

B. Unified Planning Work Program (UPWP) Amendment

Mrs. Allison Yeh, MPO Staff, provided an overview of the FY 2019 UPWP amendment. The UPWP outlines major planning tasks for federal and state funding effective July 1, 2018 through June 30, 2020 and coordinates federally funded planning tasks performed by the MPO, HART & FDOT. The MPO periodically processes amendments to the UPWP to account for changes to tasks, funding and budget. Today’s amendment is to reconcile the budget estimates with actual grant awards and grant close-out balances from last fiscal year.
Following the presentation, Commissioner Overman wanted to know how the MPO measures the effectiveness of crash data. Ms. Alden stated that staff provides quarterly updates on the Vision Zero initiative to track crash trends over time and supplements that information by looking at the effectiveness of individual improvement projects, using crash modification factor tools that are available from the Federal Highway Administration.

A motion was made by Councilman Maniscalco to approve the FY 19 & FY 20 UPWP Amendment and forward to FDOT for approval. The motion was seconded by Commissioner Overman and carried unanimously.

C. It’s Time Tampa Bay Survey Results & Recommendations

(Commissioner Hagan left at 10:01)

Ms. Lisa Silva, MPO Staff, introduced the action item. Mr. Jim Meyer, AECOM, MPO Consultant gave a presentation on the survey results, which will assist the three MPOs in moving forward to develop a hybrid scenario of future growth and transportation. Next year, there will be additional outreach, with the adoption of the LRTP to come in the fall. The detailed report and PowerPoint is available on the Plan Hillsborough website at http://www.planhillsborough.org/2045-lrtp/, as well as the http://itstimetampabay.org/ website.

Following the presentation, Commissioner Kemp observed that 10,000 surveys were completed. Mr. Meyer stated that just under 10,000 surveys were completed, of which a little over 4,000 were completed for Hillsborough County. Commissioner Kemp felt that with those numbers, the survey was not reflective enough of Hillsborough, as a share of the regional voice. She would like to see Hillsborough’s responses separated out to get a better picture.

Ms. Alden provided a point of clarification and stated that some survey respondents did not provide their zip code. When looking at people who did provide their zip, the percentage of people from Hillsborough County was over-represented in the region.

Commissioner Overman commented on the I-275 boulevard conversion and reinforced the recommendation to revisit the response -- just for Hillsborough -- and see if there would be a different type of weighting. She would like to keep this topic on the agenda going forward.

Mr. Meyer stated that the overall report does show that Hillsborough has a slightly higher approval of the boulevard scenario.

Ms. Alden said that a presentation slide is available, with the counties separated out to show their responses to the transportation elements. Staff will bring the information back if members are interested.

Ms. Cindy Stuart reminded the group that there were a lot of distractions when the survey was conducted. All for Transportation and the School District were running referenda, and she felt that people were not interested in completing another survey; therefore, the results were impacted. She commented that 4,000 surveys representing the entire county was dismal.

Councilman Cohen felt that the survey was done well, and the report is easy to understand. He believes the results should be taken with a grain of salt because when talking with people in the community, there are very different levels of knowledge about transportation options and it is difficult for people to evaluate some of the concepts.

Mayor Mel Jurado echoed Mrs. Stuart’s and Councilman Cohen’s comments. She felt that the data was lacking on school transportation issues, crash mitigation and public safety issues.
Mr. Meyer agreed with the comments and stated that the survey was a regional high-level survey.

(Mr. Mechanik left at 10:26)

Mr. Green echoed previous comments and thanked staff and AECOM for conducting the survey. Mr. Green was concerned that the Livable Roadways Committee’s recommendation from its last meeting was not captured in the report. Ms. Lisa Silva stated that the meeting was after the production of the MPO agenda material, and the committee’s recommendation was provided verbally during the Committee Reports by Mr. Clarendon. Mr. Green stated that some members of the community and he had concerns about the pairing of scenarios in the survey. For example, ferry service and boulevard in Tampa does not register a lot for Pasco County residents.

Mr. Waggoner stated that the survey was a qualitative survey and was not backed by analysis. He looks forward to the analysis being done in the future to provide details of what is needed.

Councilman Viera stated that the overall message from the survey is regardless of where people come from, they want elected officials to make robust investments in transportation options right here and right now.

Following the lengthy discussion, Chairman Miller stated that it is apparent that more information is wanted about Hillsborough County residents’ responses, and he referred the item to the Policy Committee for further review. Staff will email board members to clarify the specific information members would like to receive regarding the It’s Time Tampa Bay Survey results. The information will be provided to the Policy Committee for discussion, and the item will come back to the January MPO meeting. There were no objections to the Chair’s recommendation.

D. MPO Comments on Strategic Intermodal System (SIS) 2045 Cost Feasible Plan

Ms. Sarah McKinley, MPO Staff, presented agency comments on the FDOT SIS 2045 Cost Feasible Plan for the tri-county area of Hillsborough, Pasco, and Pinellas Counties. The SIS network consists of roadways of regional significance. Some of the projects within Hillsborough County include interchange improvements along I-275 north of Downtown Tampa and I-75 at Gibsonton Drive and Big Bend Road. The SR 60/Memorial interchange in the Westshore district is included with construction funding beyond Fiscal Year (FY) 2029. There are capacity projects along US 41 near the Port of Tampa and SR 60 in eastern Hillsborough County.

During committee review, the Technical Advisory Committee recommended to include the I-275 to I-4 Flyover as a top priority for funding sooner. Staff suggests that since the board has not yet seen the SEIS recommendations for the Downtown Interchange, that the comment should be left out for now.

Following Ms. McKinley’s presentation, Chairman Miller asked Secretary David Gwynn if he was involved with the agenda item since his name appeared on the agenda coversheet. Secretary Gwynn stated FDOT will provide a response to the MPO’s comments; a letter will be forthcoming.

Commissioner Kemp wanted to know if the letter would be like the one provided at the HART Board meeting. He stated that it’s not the same letter, it will be a formal response to the MPO’s comments on the 2045 SIS Plan.

Ms. Alden stated that there were two proposed letters in the MPO agenda material.

Secretary Gwynn stated that FDOT has worked with the County to move the Big Bend I-75 interchange project forward, and that the plans for the Gibsonton interchange are being worked out and that information
Mr. Green was going to make a motion to approve the MPO’s two letters for transmittal. Chairman Miller stated we should wait until the response letter is received from Secretary Gwynn. Ms. Alden clarified and stated that staff needs the board’s approval to transmit the comment letter that was included in the agenda material to Secretary Gwynn; it reflects the comments provided in Sarah’s presentation. The second proposed letter supports funding the SR 60/I-275 (Westshore) Interchange in an earlier year, as was discussed at the TMA Leadership Group with support for identifying it as a top regional priority.

Mr. Green suggested deferring the letter to Secretary Gwynn and moving forward with the letter to FDOT Secretary Mike Dew regarding the Westshore Interchange Reconstruction.

Chairman Miller asked Secretary Gwynn to provide the Tampa Bay Next update, and then the board will resume discussion of the letters.

Secretary Gwynn offered to meet with new board members if necessary. He provided the quarterly update.

Discussions have taken place with Brightline regarding right of way use for their project. FDOT will meet with Brightline regarding details, and negotiations continue. The Brightline proposal is available on FDOT’s website.

FDOT has continued to meet with the community. There are two operational improvements that are ongoing: (1) the addition of a lane on SR 60 near the Veterans Expressway to assist with a bottleneck, and (2) the punch through project near the Howard Frankland bridge going from four to three lanes and merge lanes are being extended. The Howard Frankland Bridge RFP will be released on December 10, and the construction is scheduled for 2020 – 2024.

During the presentation, Commissioner Kemp inquired about the outside shoulder merger of the lanes for I-275 north of Downtown Tampa. Secretary Gwynn stated the area has experienced a lot of crashes, and they are trying to clear up the bottlenecks.

Commissioner Kemp wanted to know the percentage the area accounts for in terms of crash issues. Secretary Gwynn did not have the information available.

The Westshore Interchange (I-275/ SR 60) is not currently funded and is not in the five-year work program. The Secretary has received support from the TMA, Pinellas BOCC & Forward Pinellas, Pasco County BOCC & MPO, and HART. PSTA will provide a letter of support soon. FDOT is requesting support from TBARTA as well. The Secretary would like to go to Tallahassee with support stating that the region does not want to wait five years to begin the project. The project will provide direct express lane connection to the Tampa International Airport and can assist in developing a transit corridor. The Secretary asked for support from the Hillsborough MPO on the Westshore Interchange Reconstruction as a number one regional priority.

Questions were taken on Secretary Gwynn’s update.

Councilman Cohen provided a personal commentary about the Howard Frankland Bridge and stated that he felt the original TBX passed because the Howard Frankland Bridge project was included and viewed as critical for the region. He is totally in support of the Westshore Interchange project. He wants the aesthetics of the new bridge to give the region identity and character, similar to the Skyway Bridge. He proposed that Hillsborough and Pinellas compete on design ideas to capture the spirit of the community on each side of the Bay.

Commissioner Overman inquired about AADT growth rates. Secretary Gwynn stated that it was average.
daily traffic, how many cars would utilize the road each way daily. Ms. Sarah McKinley stated that the model forecast of future AADT was based on population, employment, and origin and destination data for single occupancy vehicles. Commissioner Overman inquired about where Segment 4 ends. Secretary Gwynn stated that it ends at the Westshore Interchange.

Mr. Lopano stated that the project is critical for the airport to continue to grow.

Commissioner Kemp suggested looking at historical trends for traffic at the Westshore Interchange, and expressed concerns regarding Segment 5. She would like to have a greater comfort level about the project’s implications for Segment 5 before transmitting the letter.

Commissioner Miller asked for confirmation that Secretary Gwynn was requesting a letter of support to for additional funding for the Westshore Interchange Reconstruction. Secretary Gwynn agreed. Secretary Gwynn clarified the lane merger at the Howard Frankland Bridge and stated that he and his staff are willing to meet with any board member and provide clarification about Segment 5. Originally Segments 4 and 5 were planned to be built together, but now only the portion of 5 that is needed to make sure that a bottleneck is not created at Westshore is being built.

Chairman Miller advised Secretary Gwynn if any member of the board would like to meet with him, that he and his staff should sit down with them to address concerns. Secretary Gwynn agreed.

**Mr. Lopano made a motion to approve and transmit the letter to District 7 Secretary David Gwynn: Comments on SIS 2045 Cost Feasible Plan, and the letter to FDOT Secretary Mike Dew: Westshore Interchange Reconstruction.** The motion was seconded by Mr. Joseph Waggoner.

Commissioner Smith pointed out that there is still a SEIS to be completed for Segments 4 and 5. The letter does not commit the group to being unable to make changes to the SEIS. There are still questions regarding how to handle the express lanes regarding tolled or untolled. This will be settled once the SEIS moves forward and is finalized. Secretary Gwynn stated that FDOT will follow the SEIS as approved. Commissioner Smith stated that she likes the MPO’s proposed letters better than HART’s letter because of the sentence that states that further development of the project design will provide the detailed information that is necessary.

**Following the discussion, the motion carried unanimously.**

**EXECUTIVE DIRECTOR’S REPORT**

Ms. Alden has been reviewing the language of the County Charter Amendment regarding transportation funding and the MPO’s role. One percent of the proceeds is set aside for planning and development, that the MPO would receive for supporting the work of the implementing agencies and to support the Independent Oversight Committee. A meeting has been scheduled with the implementing agencies for an initial discussion. Ms. Alden will provide an update in February and address how this may affect the budget and work program for the MPO.

There will be a TBARTA MPOs Chairs Coordinating Committee on December 14 in Sarasota to review the regional priority list.

The next board meeting will be held Tuesday, January 8th on the 26th floor of the County Center.

**OLD & NEW BUSINESS**

Mr. Klug announced a major historical development for Port Tampa Bay, with the addition of COSCO Shipping Gulf of Mexico Express Transpacific service commencing January 28, 2019. COSCO Shipping
is one of the world’s largest container carriers with services calling at 267 ports in 85 countries and regions throughout the globe and will provide weekly direct service from Asia to Tampa.

**ADJOURNMENT**

There being no further business, the meeting adjourned at 11:15 a.m.
Committee Reports

Meeting of the Citizens Advisory Committee (CAC) on January 9

The committee approved and forwarded to the MPO Board:

✓ The Southshore Transit Re-Evaluation; given the passage of the transportation referendum, members were keenly interested in knowing when the study’s recommendations would be implemented by HART; they also wanted to know how it relates to the proposed ferry connecting to MacDill.

✓ The 2019 Safety Targets, with questions about the effectiveness of speed reduction strategies and how crashes are recorded.

The CAC also heard reports on:

- The Heights Mobility Study; members were supportive and asked a lot of questions about accommodating transit, pedestrians, autos and parking within the limited right-of-way in the Florida/Tampa/Highlands corridor.
- The referendum outcome and what it could mean for the MPO.
- Highlights from the Association of MPO national conference, focusing on expressway conversion projects in Rochester, NY and Dallas, TX.

Meeting of the Technical Advisory Committee on January 28

The committee approved and forwarded to the MPO Board:

✓ The 2019 Safety Performance Targets. There were questions about funding needed to meet the goals and a lag-time of realizing success should be noted.

✓ The Southshore Transit Re-Evaluation

The TAC also heard reports on:

- 2045 LRTP Revenue Projections
- Automated, Connected, Electric and Shared-Use Vehicles (ACES) in Modeling; the FDOT guidance and potential scenarios were discussed.

Meeting of the Policy Committee on January 29

The committee approved and forwarded to the MPO Board:

✓ The committee approved and forwarded to the MPO Board:

✓ Multimodal Level-of-Service Evaluation – commenting that the new methodology is a giant leap in the right direction, but there is still room for improvement, such as with bike lane signs and signals.

The committee also discussed and took action on:

✓ MPO Policy Positions for 2019 – the committee discussed the implications of several bills which have been filed, and directed staff to prepare a letter to the legislative delegation; the draft will be discussed at today’s board meeting.
BPAC Motion of December 12 – the committee supported the BPAC’s offer to local governments to review proposals to realign trails.

In addition, the committee provided direction to staff on next steps in regional planning and coordination. Members expressed concern about duplication of efforts and unnecessary bureaucracy. Staff suggested streamlining the regional process with a consolidation of the informal TMA Leadership Group and the legally-created MPO Chairs’ Coordinating Committee (CCC). The group also discussed that TBARTA’s and the CCC’s areas of responsibility have diverged, and therefore the staff services agreement between the CCC and TBARTA – administered by Hillsborough MPO acting on behalf of the CCC – may need to be rethought.

Meeting of the Bicycle/Pedestrian Advisory Committee (BPAC) on January 9
The committee approved and forwarded to the MPO Board:

✓ Multimodal Level of Service Update
✓ 2019 Safety Targets; with questions regarding how these targets fit into the statewide target of Zero deaths.
✓ Attendance Review and Declaration of Vacant Seats; two seats, both members at large, were identified as vacant.

The committee also elected officers: Chair – Jonathan Forbes, Vice Chair – Tony Monk, Member at Large – Jim Shirk. The BPAC heard a report on language used by the media when reporting on bicyclist crashes.

Meeting of the Livable Roadways Committee (LRC) on January 16
The committee reelected its existing officers, and approved and forwarded to the MPO Board:

✓ Appointment of Emily Hinsdale as Advocate for Livable Communities member,
✓ 2019 Safety Targets

The LRC received status updates on:
- Media Framing of Fatal Bicycle Crashes, and
- Channelside Drive Design Project

Meeting of the Intelligent Transportation Systems Committee on January 10
The current officers were reelected to serve in 2019: Chair – Vik Bhide; Vice Chair – Brian Gentry; Officer at Large – Vinny Corrazza.

The ITS committee approved and forwarded to the MPO Board:

✓ Multimodal Level of Service Evaluation
✓ 2019 Safety Performance Targets

The ITS committee received updates on
- Signal Cycle Lengths/Signal Re-timings in New Tampa
- Regional Data-Sharing Platform Pilot
Infrastructure For Rebuilding America

The INFRA Grants program provides dedicated, discretionary funding for projects that address critical issues facing our nation’s highways and bridges. INFRA grants will support the Administration’s commitment to fixing our nation’s crumbling infrastructure by creating opportunities for all levels of government and the private sector to fund infrastructure, using innovative approaches to improve the necessary processes for building significant projects, and increasing accountability for the projects that are built.

U.S. Department of Transportation Announces Second Round of Infrastructure for Rebuilding America (INFRA) Grant Program

WASHINGTON – The U.S. Department of Transportation (USDOT) is announcing the second round of the Infrastructure for Rebuilding America (INFRA) discretionary grant program through a Notice of Funding Opportunity (NOFO) in the Federal Register today. The INFRA program will make approximately $855-902.5 million available to projects that are in line with the Administration’s principles to help rebuild America’s crumbling infrastructure – a priority for this Administration. In addition to providing direct federal funding, the INFRA program aims to increase the total investment by state, local, and private partners.

INFRA advances a grant program established in the FAST Act of 2015 and utilizes updated criteria to evaluate projects to align them with national and regional economic vitality goals and to leverage additional non-federal funding. The program will increase the impact of projects by leveraging federal grant funding and incentivizing project sponsors to pursue innovative strategies, including public-private partnerships.

Additionally, the new program promotes the incorporation of innovative technology that will improve our transportation system. INFRA will also hold recipients accountable for their performance in project delivery and operations.

“This Administration is committed to revitalizing, repairing and rebuilding America’s aging infrastructure,” said U.S. Transportation Secretary Elaine L. Chao. “By ensuring the right incentives, projects selected under this program will be better able to make significant, long-term improvements to America’s transportation infrastructure.”
The Department will make awards under the INFRA program to both large and small projects. For a large project, the INFRA grant must be at least $25 million. For a small project, the grant must be at least $5 million. For each fiscal year of INFRA funds, 10 percent of available funds are reserved for small projects.

The INFRA grant program preserves the statutory requirement in the FAST Act to award at least 25 percent of funding for rural projects. The Administration understands that rural needs may well exceed this limit, and the Department will consider rural projects to the greatest extent possible. For rural communities in need of funding for highway and multimodal freight projects with national or regional economic significance, INFRA is an opportunity to apply directly for financial assistance from the federal government.

INFRA grants may be used to fund a variety of components of an infrastructure project, however, the Department is specifically focused on projects in which the local sponsor is significantly invested and is positioned to proceed rapidly to construction. Eligible INFRA project costs may include: reconstruction, rehabilitation, acquisition of property (including land related to the project and improvements to the land), environmental mitigation, construction contingencies, equipment acquisition, and operational improvements directly related to system performance.

In FY18, INFRA grants in the amount of nearly $1.5 billion were awarded to 26 projects.

The Application Deadline is March 4, 2019. For more information, visit: www.transportation.gov/INFRA.

Updated: Friday, December 21, 2018

Related Documents

- INFRA 2018 Annual Report
- Project Applications
- INFRA Notice of Funding Opportunity
- FY17-18 Build America Bureau Fact Sheet
- FASTLANE 2017 Annual Report

Submit Feedback >
Automated Driving System Demonstration Grants

U.S. DOT announces the Notice of Funding Opportunity (NOFO) for Automated Driving System (ADS) Demonstration Grants. Up to $60,000,000 in Federal funding to provide grants to eligible entities to fund demonstration projects that test the safe integration of automated driving systems into the Nation’s on-road transportation system. View the NOFO at https://www.grants.gov/web/grants/view-opportunity.html?oppId=310839.

- Applications are due on March 21, 2019 at 8:00 PM Eastern Time through www.Grants.gov.

Join us on January 8, 2019 at 1:00 pm Eastern Time for USDOT’s Informational Webinar on the ADS Demonstration Grants Program. Webinar registration link will be provided shortly.

Questions for U.S. DOT on ADS Demonstration Grants should be submitted via ADSDemoGrants@dot.gov.

Frequently Asked Questions:

- **Question**: You say that DOT will protect data, release of which would cause “substantial competitive harm.” What is “substantial competitive harm”?
  - **Answer**: “Substantial competitive harm” must be established on a fact-specific basis. You, as the submitter of the information, will be responsible for explaining why you believe that the disclosure of your information would cause “substantial competitive harm.” In general, it is information that a competitor can use to recreate a product, or to avoid costs of buying or developing the information, leading to an improvement to that competitor’s position relative to the submitter of the information.

- **Question**: How does the Federal FOIA affect state and local disclosure laws?
  - **Answer**: FOIA has no effect on local sunshine laws, in the absence of a reference to the Federal law. The fact that DOT might withhold information does not preclude a locality from releasing the information in its possession. Conversely, if a local government released the information pursuant to a records request, DOT would no longer treat the information as confidential and subject to withholding.

- **Question**: How should grant recipients mark and submit confidential information?
  - **Answer**: DOT expects to establish a process for segregating or marking confidential data and transferring it to DOT prior to award of any grants.

- **Question**: How do you expect applicants to address the Economic Vitality, Buy American or domestic vehicle preference requirements in the NOFO?
  - **Answer**: Executive Order (E.O) 13788 was issued by President Trump on April 18, 2017. The E.O. outlines the Executive Branch’s policy to buy American and hire American in order to: 1) promote economic and national security and to help stimulate growth, 2) ...
and employment rates for workers in the U.S., and 3) to support the U.S. industrial base. The E.O. specifically orders agencies to enforce Buy American Laws minimizing the use of waivers, consistent with applicable laws. We are asking applicants to outline how they plan to carry out or comply with federal assistance requirements, as well as the core principles of the E.O. or address the reasons they will not be able to comply with them or will need to apply for waivers and exemptions.

Updated: Friday, December 21, 2018

Related Links

- USDOT Automated Vehicles 3.0 Activities
- Voluntary Safety Self-Assessment (VSSA)

Tags

- automated driving systems
- Data
- Grants

Share
The Florida Department of Transportation is preparing to finalize the Tentative Work Program for Fiscal Year 2020 through Fiscal Year 2024. The attached document identifies changes to projects currently included in the last four years of the District’s Adopted Work Program (FY20-FY23) as well as new projects and phases added as part of this work program update cycle. Further changes to select projects in FY20-FY23 were required in order to balance project commitments with anticipated revenues. Please note that additional changes have been made to the Tentative Work Program since the Work Program Highlights presentation was delivered to the MPO Board. Projects/cells that have been updated are highlighted in yellow for your convenience.

MPO Objections to the Tentative Work Program are due by 5:00 PM on Wednesday, January 30, 2019. This date was previously reported as January 28 but has been extended by 2 days.

Please let me know if you have any questions.

Respectfully,

Stephen L. Benson, AICP, CNU-A
Metropolitan Planning Administrator
Florida Department of Transportation District 7
11201 N. McKinley Drive
Tampa, Florida 33612
Main (813) 975-7575
Direct (813) 975-6427
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<th>#</th>
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<th>Phase</th>
<th>Description</th>
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<td>255893-4</td>
<td>CST</td>
<td>SR 574 (MLK BLVD) FROM EAST OF KINGSWAY RD TO E OF MCINTOSH RD</td>
<td>ADD LANES &amp; RECONSTRUCT</td>
<td>Deferred CST from 2023 to 2024; DAF</td>
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<tr>
<td>32</td>
<td>412531-2</td>
<td>ROW</td>
<td>I-275/SR 93 FM S OF SR 60 TO S OF LOIS, SR 60 FM S OF I-275 TO SR 589</td>
<td>INTERCHANGE - ADD LANES</td>
<td>Fully funded ROW through 2025; TBN Section 4</td>
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<tr>
<td>3</td>
<td>419463-2</td>
<td>Transit</td>
<td>HART - FSWA SURFACE TRANSPORTATION PROGRAM</td>
<td>PURCHASE VEHICLES/EQUIPMENT</td>
<td>Added $4M in 2024; DAF</td>
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<tr>
<td>P</td>
<td>424513-2</td>
<td>CST</td>
<td>I-75 @ BIG BEND RD SB OFF RAMP</td>
<td>INTERCHANGE IMPROVEMENT</td>
<td>Dropped CST. Work to be done under ultimate 424513-3</td>
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<td>36</td>
<td>424513-3</td>
<td>CST</td>
<td>I-75/SR 93A @ BIG BEND ROAD FROM W OF COVINGTON TO E OF SIMMONS</td>
<td>INTERCHANGE - ADD LANES</td>
<td>Added in 2022 LF; Anticipate LFR payback of $20 in 2024 DAF 438258-2 reserve.</td>
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<td>429059-2</td>
<td>CST</td>
<td>SR 574 (E MLK BLVD) AT SR 583 (N 50TH ST)</td>
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<td>430573-3</td>
<td>PE</td>
<td>I-75/275 CD ROAD FM S OF COUNTY LINE RD TO COUNTY LINE RD (PHASE II)</td>
<td>NEW ROAD CONSTRUCTION</td>
<td>Deferred PE from 2021 to 2024;</td>
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<td>ADD LANES &amp; RECONSTRUCT</td>
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<td>ADD LANES &amp; REHABILITATE PVMNT</td>
<td>Advanced CST from 2024 to 2023; Goes with 443770-1, SIS, DAF, TBN 7</td>
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<td>SR 582/FOWLER AVE AT RAINTREE BLVD, GILETTE AVE, N RIVERHILL DR</td>
<td>TRAFFIC SIGNAL UPDATE</td>
<td>Dropped ROW from 2020. Not needed; DAF</td>
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<td>436640-1</td>
<td>CST</td>
<td>FLORIBRASKA AVE FROM N TAMPA ST TO NEBRASKA AVE</td>
<td>BIKE LANE/SIDewALK</td>
<td>Deferred CST from 2019 to 2021 Due to County ROW schedule delays; TA.</td>
</tr>
<tr>
<td>437041-1</td>
<td>CST</td>
<td>WESTSHORE BOULEVARD AND GANDY BOULEVARD</td>
<td>INTERSECTION IMPROVEMENT</td>
<td>Advanced CST from 2020 to 2019; CIGP</td>
<td></td>
</tr>
<tr>
<td>P</td>
<td>437243-1</td>
<td>CST</td>
<td>N ROME AVE FROM W KENNEDY BLVD TO W COLUMBUS DR</td>
<td>BIKE LANE/SIDewALK</td>
<td>Dropped CST from 2021 per City of Tampa; TA</td>
</tr>
<tr>
<td>437249-1</td>
<td>CST</td>
<td>US 92/SR 600/S DALE MABRY HWY FR NEPTUNE STREET TO HENDERSON BLVD</td>
<td>DRAINAGE IMPROVEMENTS</td>
<td>Deferred CST from 2022 to 2023; REC reduction</td>
<td></td>
</tr>
<tr>
<td>437535-1</td>
<td>CST</td>
<td>US 41/45/NEBRASKA AVE AT E TWIGGS ST</td>
<td>TRAFFIC SIGNAL UPDATE</td>
<td>Advanced CST to 2020 with an LFR agreement for payback in 2021; DAF</td>
<td></td>
</tr>
<tr>
<td>437639-1</td>
<td>CST</td>
<td>US 301/SR 676A FROM S OF BLOOMINGDALE AVE TO BLOOMINGDALE AVE</td>
<td>WIDEN/RESURFACE EXIST LANES</td>
<td>Added CST to 2021; ACS safety</td>
<td></td>
</tr>
<tr>
<td>21</td>
<td>437650-1</td>
<td>CST</td>
<td>GIBSONTON DR EB FROM NB ON RAMP TO I-75</td>
<td>ADD TURN LANE(S)</td>
<td>Added CST to 2024; ACNP</td>
</tr>
<tr>
<td>437789-1</td>
<td>CST</td>
<td>I-75/SR93A AND I-45/SR 600/HILLSDORN COUNTY VARIOUS LOCATIONS</td>
<td>LIGHTING</td>
<td>Added CST to 2024; DAF</td>
<td></td>
</tr>
<tr>
<td>437821-1</td>
<td>PE</td>
<td>SR 580/1BUSCH BLVD @ SR CROSSING 626507-E C OF N 14TH ST</td>
<td>RAILROAD CROSSING</td>
<td>Added PE to 2024; DAF</td>
<td></td>
</tr>
<tr>
<td>437823-1</td>
<td>PE/Rail</td>
<td>SR 685/S TAMPA ST @ RAILROAD CROSSING 626300-V AT E POLK STREET</td>
<td>RAILROAD CROSSING</td>
<td>Dropped PE in 2023, added rail phase to 2023. To be done by CSX</td>
<td></td>
</tr>
<tr>
<td>437824-1</td>
<td>PE</td>
<td>SR 45 @ RAILROAD CROSSING 626925-T N OF E LONG STREET</td>
<td>RAILROAD CROSSING</td>
<td>Added PE to 2024; DAF</td>
<td></td>
</tr>
<tr>
<td>437825-1</td>
<td>PE/CST</td>
<td>SR 685/N FLORIDA AVE @ RAILROAD CROSSING 626298-W @ E POLK ST</td>
<td>RAILROAD CROSSING</td>
<td>Dropped PE in 2021, CST in 2023. To be done by CSX; DAF</td>
<td></td>
</tr>
<tr>
<td>438258-1</td>
<td>BOX</td>
<td>I-275/I-75/SR 60/4 - TAMPA BAY NEXT RESERVE BOX</td>
<td>FUNDING ACTION</td>
<td>Funds moved to TBN projects; DAF</td>
<td></td>
</tr>
<tr>
<td>438258-2</td>
<td>BOX</td>
<td>RESERVE FOR I-75/Big Bend LOCAL FUND REIMBURSEMENT 424513-3</td>
<td>FUNDING ACTION</td>
<td>Added $20M in 2024 for anticipatied LFR for I-75/Big Bend 424513-3</td>
<td></td>
</tr>
<tr>
<td>438710-4</td>
<td>CST</td>
<td>I-75/SR 93 FROM SOUTH END OF NB EXIT RAMP TO N END OF NB ACCESS RAMP</td>
<td>LANDSCAPING</td>
<td>Added CST to 2020; DAF 1.5%</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>438747-1</td>
<td>Studies</td>
<td>HILLSBOROUGH PLANNING MODEL STUDIES</td>
<td>PLANNING MODELS/DATA UPDATE</td>
<td>Added funds to 2024; SU</td>
</tr>
<tr>
<td>438752-1</td>
<td>CST</td>
<td>APOLLO BEACH EXTENSION FROM US 41 TO PASEO AQ MAR BOULEVARD</td>
<td>NEW ROAD CONSTRUCTION</td>
<td>Advanced CST from 2021 to 2020 with a payback in 2021; CIGP</td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>439336-4</td>
<td>Plan</td>
<td>HILLSBOROUGH COUNTY FY 2022-2023-2024 UPWP</td>
<td>TRANSPORTATION PLANNING</td>
<td>Added 600k in 2024; SU</td>
</tr>
<tr>
<td>439412-1</td>
<td>PE/CST</td>
<td>SOUTH MAYDELL DRIVE BRIDGE OVER PALM RIVER</td>
<td>BRIDGE REPLACEMENT</td>
<td>Dropped PE being done by locals. Advanced CST to 2020 with LFR agreement. Payback in 2022</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>439476-3</td>
<td>CST</td>
<td>I-2W GREEN SPINE CYCLE TRACK - PH 3B FROM 7TH AVE TO 13TH AVE</td>
<td>BIKE PATH/TRAIL</td>
<td>Added CST in 2024; TA</td>
</tr>
<tr>
<td>439482-2</td>
<td>PE</td>
<td>TAMPA BYPASS CANAL TRAIL FROM N 34TH ST TO SR 581 (BRUCE B DOWNS)</td>
<td>BIKE PATH/TRAIL</td>
<td>Deferred PE from 2020 to 2022 due to local agency late start on PD&amp;E; TA</td>
<td></td>
</tr>
<tr>
<td>439772-1</td>
<td>CST</td>
<td>GIBSONTON DR AT FERN HILL DR</td>
<td>TRAFFIC SIGNALS</td>
<td>Added CST to 2022; ACS safety</td>
<td></td>
</tr>
<tr>
<td>439831-1</td>
<td>PE/CST</td>
<td>SR 39/Paul S Buchanan Hwy FR N OF Knyghts Griffin Rd TO PASCOS CO LINE</td>
<td>FLEXIBLE PAVEMENT RECONSTRUCT</td>
<td>Added PE to 2020, CST to 2022; DAF</td>
<td></td>
</tr>
<tr>
<td>400249-1</td>
<td>PE/CST</td>
<td>SR5874/SUN CITY CTR FR E OF COLLEGE CHASE DR TO E OF COMMERCIAL CTR DR</td>
<td>RESURFACING</td>
<td>Added PE to 2020, CST to 2022; DAF</td>
<td></td>
</tr>
<tr>
<td>400251-1</td>
<td>PE/CST</td>
<td>SR 60/ES SR 60 FROM W OF N/S VALRICO RD TO W OF TURKEY CREEK RD</td>
<td>RESURFACING</td>
<td>Added PE to 2020, CST to 2022; DAF</td>
<td></td>
</tr>
<tr>
<td>#</td>
<td>FPN</td>
<td>Phase</td>
<td>Description</td>
<td>Work Mix</td>
<td>Project Comments</td>
</tr>
<tr>
<td>----</td>
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<td>-------</td>
<td>-----------------------------------------------------------------------------</td>
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</tr>
<tr>
<td>1</td>
<td>440253-1</td>
<td>PE/CST</td>
<td>SR597/DALE MABRY N FROM N OF S VILLAGE DR/W FLETCHER TO S OF VAN DYKE</td>
<td>RESURFACING</td>
<td>Added PE to 2020, CST to 2022; DAF</td>
</tr>
<tr>
<td>2</td>
<td>440253-2</td>
<td>CST</td>
<td>SR597/DALE MABRY N FROM N OF S VILLAGE DR/W FLETCHER TO S OF VAN DYKE</td>
<td>URBAN CORRIDOR IMPROVEMENTS</td>
<td>Added CST to 2022; Complete Streets; DAF goes with segment 1</td>
</tr>
<tr>
<td>3</td>
<td>440511-2</td>
<td>PE/CST</td>
<td>US 418/N TAMPA ST &amp; N FLORIDA AVE FROM E TYLER TO N FLORIDA AVE</td>
<td>URBAN CORRIDOR IMPROVEMENTS</td>
<td>Added PE to 2020, CST to 2024; DAF</td>
</tr>
<tr>
<td>4</td>
<td>440511-3</td>
<td>PE/CST</td>
<td>US 418/N FLORIDA AVE/HIGHLAND AVE FROM MLK BLVD TO S OF WATERS</td>
<td>URBAN CORRIDOR IMPROVEMENTS</td>
<td>Added PE to 2022; Goes with segment 4, DAF</td>
</tr>
<tr>
<td>5</td>
<td>440511-4</td>
<td>PE/CST</td>
<td>N HIGHLAND AVE FROM WEST VIOLET STREET TO SR 574/HILLSBOROUGH AVENUE</td>
<td>URBAN CORRIDOR IMPROVEMENTS</td>
<td>Added PE to 2022; Goes with segment 3, DAF</td>
</tr>
<tr>
<td>6</td>
<td>440511-5</td>
<td>PE/CST</td>
<td>OLA AVE BIKEWAY FROM W 7TH AVE TO US 41/N FLORIDA AVE</td>
<td>BIKE LANE/SIDEWALK</td>
<td>Added PE to 2021, CST to 2023; DAF</td>
</tr>
<tr>
<td>7</td>
<td>440511-6</td>
<td>PE/CST</td>
<td>CENTRAL AVE BIKEWAY FROM W 7TH AVE TO US 41/N FLORIDA AVE</td>
<td>BIKE LANE/SIDEWALK</td>
<td>Added PE to 2022, CST to 2024; DAF</td>
</tr>
<tr>
<td>8</td>
<td>441098-1</td>
<td>PE/CST</td>
<td>SR 580 / BUSCH BLVD MULTIPLE LOCATIONS 125ST, 19TH ST, PAVNEE AVE</td>
<td>PEDESTRIAN SAFETY IMPROVEMENT</td>
<td>Added PE to 2020, CST to 2022; Goes with Segment 2, DAF</td>
</tr>
<tr>
<td>9</td>
<td>441098-2</td>
<td>PE/CST</td>
<td>SR 580 / BUSCH BLVD FROM WEST OF N BROOKS ST TO EAST OF N BROOKS ST</td>
<td>PEDESTRIAN SAFETY IMPROVEMENT</td>
<td>Added PE to 2020, ROW to 2021, CST to 2022; Goes with segment 1, DAF</td>
</tr>
<tr>
<td>10</td>
<td>441110-1</td>
<td>PE</td>
<td>SR 60/KENNEDY BLVD AT WESTSHORE TRAFFIC SIGNAL UPDATE</td>
<td></td>
<td>Added PE to 2023; DAF</td>
</tr>
<tr>
<td>11</td>
<td>441288-1</td>
<td>CST</td>
<td>SR 60/BRANDON BLVD AT VALRICO FROM S OF SR 60 TO N OF SR 60</td>
<td>INTERSECTION IMPROVEMENT</td>
<td>Added CST to 2021; TRIP</td>
</tr>
<tr>
<td>12</td>
<td>441388-1</td>
<td>CST</td>
<td>GREEN ARTERY SEG D - FROM SULPHUR SPRINGS PARK TO 22ND ST PAR</td>
<td>BIKE LANE/SIDEWALK</td>
<td>Added CST to 2020; TA</td>
</tr>
<tr>
<td>13</td>
<td>441388-2</td>
<td>CST</td>
<td>GREEN ARTERY SEG E - N BOULEVARD FROM SLIGHT AVE TO E BIRD ST</td>
<td>BIKE LANE/SIDEWALK</td>
<td>Added CST to 2020; TA</td>
</tr>
<tr>
<td>14</td>
<td>441361-1</td>
<td>PE/CST</td>
<td>REGIONAL WATER QUALITY IMPROVEMENT - RIVER TOWER PARK AND PALM RIVER</td>
<td>DRAINAGE IMPROVEMENTS</td>
<td>Dropped PE from 2019 and CST from 2020. Moved to project 4434981; DEM</td>
</tr>
<tr>
<td>15</td>
<td>441493-1</td>
<td>PE/CST</td>
<td>SR 574/ MLK BLVD W OF N MACDILL AVE TO N HABANA AVE</td>
<td>DRAINAGE IMPROVEMENTS</td>
<td>Added PE to 2020, CST to 2022; DAF</td>
</tr>
<tr>
<td>16</td>
<td>443316-1</td>
<td>PE/CST</td>
<td>I-4 FROM WEST OF PARK ROAD TO EAST OF PARK ROAD</td>
<td>INTERCHANGE IMPROVEMENT</td>
<td>Added PE to 2022, CST to 2024; Freight</td>
</tr>
<tr>
<td>17</td>
<td>443317-1</td>
<td>PE/CST</td>
<td>I-4 FROM WEST OF THONOTOSASSA RD TO EAST OF THONOTOSASSA RD</td>
<td>INTERCHANGE IMPROVEMENT</td>
<td>Added PE to 2022, CST to 2024; Freight</td>
</tr>
<tr>
<td>18</td>
<td>443318-1</td>
<td>PE/CST</td>
<td>I-4 FROM WEST OF BRANCH FORBES RD TO EAST OF BRANCH FORBES RD</td>
<td>INTERCHANGE IMPROVEMENT</td>
<td>Added PE to 2022, CST to 2024; Freight</td>
</tr>
<tr>
<td>19</td>
<td>443319-1</td>
<td>PE/CST</td>
<td>I-4 FROM EAST OF EB WEIGH STATION TO EAST OF MCDONALD RD</td>
<td>INTERCHANGE IMPROVEMENT</td>
<td>Added PE to 2022, CST to 2024; Freight</td>
</tr>
<tr>
<td>20</td>
<td>443320-1</td>
<td>PE/CST</td>
<td>I-4 FROM EAST OF MANGO RD TO WEIGH STATION ON-RAMP</td>
<td>INTERCHANGE IMPROVEMENT</td>
<td>Added PE to 2021, CST to 2023; Freight</td>
</tr>
<tr>
<td>21</td>
<td>443321-1</td>
<td>PE/CST</td>
<td>I-4 FROM WEST OF MANGO RD TO EAST OF MANGO RD</td>
<td>INTERCHANGE IMPROVEMENT</td>
<td>Added PE to 2022, CST to 2024; Freight</td>
</tr>
<tr>
<td>22</td>
<td>443426-1</td>
<td>PE/CST</td>
<td>SR 60 FROM W OF SR 39 TO W OF CLARENCE GORDON JR RD</td>
<td>RESURFACING</td>
<td>Added PE to 2022, CST to 2024; DAF and ACNP; Concrete</td>
</tr>
<tr>
<td>23</td>
<td>443427-1</td>
<td>PE/CST</td>
<td>US 301/US 41/SR 43 FROM S OF WHITT RD TO N OF RIVERCREST DR</td>
<td>RIGID PAVEMENT RECONSTRUCTION</td>
<td>Added PE to 2022, CST to 2024; DAF and ACNP; Concrete</td>
</tr>
<tr>
<td>24</td>
<td>443428-1</td>
<td>PE/CST</td>
<td>US 301/SR 43 FROM S OF CR 672 TO N OF CR 672</td>
<td>RIGID PAVEMENT RECONSTRUCTION</td>
<td>Added PE to 2022, CST to 2024; DAF and ACNP; Concrete</td>
</tr>
<tr>
<td>25</td>
<td>443441-1</td>
<td>CST</td>
<td>EL PRADO SIDEWALK FROM S OMAR AVE TO S LOIS AVE</td>
<td>SIDEWALK</td>
<td>Added PE to 2021; LF, CST to 2023; TA</td>
</tr>
<tr>
<td>26</td>
<td>443452-1</td>
<td>PE/CST</td>
<td>SR 60/BRANDON BLVD FROM WEST OF MEMORIAL HWY TO EAST OF ASHLEY DR</td>
<td>ITS COMMUNICATION SYSTEM</td>
<td>Added DSB to 2024; DAF</td>
</tr>
<tr>
<td>27</td>
<td>443453-1</td>
<td>DSB</td>
<td>USB 41/SR 685/FLORIDA AVE/TAMPA ST FROM KENNEDY BLVD TO BEARDS AVE</td>
<td>ITS COMMUNICATION SYSTEM</td>
<td>Added DSB to 2024; DAF</td>
</tr>
<tr>
<td>28</td>
<td>443492-1</td>
<td>PE/CST</td>
<td>US 41/SR 45/NEBRASKA AVE FROM KENNEDY BLVD TO BUSCH BLVD</td>
<td>INTERURBAN CORRIDOR IMPROVEMENTS</td>
<td>Added PE to 2022, CST to 2024; DAF</td>
</tr>
<tr>
<td>29</td>
<td>443498-1</td>
<td>PE/CST</td>
<td>TAMPA BAY REGIONAL MITIGATION SITES</td>
<td>WETLAND MITIGATION/RESTORATION</td>
<td>Added PE to 2019, CST to 2020; DAF</td>
</tr>
<tr>
<td>30</td>
<td>443516-1</td>
<td>CST</td>
<td>EL PRADO SIDEWALK FROM S OMAR AVE TO S LOIS AVE</td>
<td>SIDEWALK</td>
<td>Added PE to 2021; LF, CST to 2023; TA</td>
</tr>
<tr>
<td>31</td>
<td>443516-2</td>
<td>CST</td>
<td>EL PRADO SIDEWALK FROM S LOIS AVE TO BAYSHORE BLVD</td>
<td>SIDEWALK</td>
<td>Added PE to 2022; LF, CST to 2024; TA</td>
</tr>
<tr>
<td>32</td>
<td>443577-1</td>
<td>PE/CST</td>
<td>SR 60/COURTNEY CAMPBELL CAUSEWAY FM E OF ROCKY PT OR W OF BAYPORT</td>
<td>BIKE PATH/TRAIL</td>
<td>Added PE to 2021, CST to 2022; DAF</td>
</tr>
<tr>
<td>33</td>
<td>443582-1</td>
<td>PE/CST</td>
<td>SULPHUR SPRINGS K THROUGH 8 SCHOOL VARIOUS LOCATIONS</td>
<td>SIDEWALK</td>
<td>Added PE to 2020, CST to 2023; SR2T safety</td>
</tr>
<tr>
<td>34</td>
<td>443711-1</td>
<td>CST</td>
<td>W PLATT STREET AT FREMONT AVENUE</td>
<td>TRAFFIC SIGNALS</td>
<td>Added CST to 2022; ACSS safety</td>
</tr>
<tr>
<td>35</td>
<td>443711-2</td>
<td>CST</td>
<td>CLEVELAND STREET AT ROME AVENUE</td>
<td>TRAFFIC SIGNALS</td>
<td>Added CST to 2022; ACSS safety</td>
</tr>
<tr>
<td>36</td>
<td>443770-1</td>
<td>CST</td>
<td>I-275/SR 93 FROM N OF I-4 TO N OF MLK</td>
<td>ADD LANES &amp; REHABILITATE PVMNT</td>
<td>Added CST to 2023; Goes with 431821-2, SIS, TBN 7</td>
</tr>
<tr>
<td>37</td>
<td>443832-1</td>
<td>CST</td>
<td>HILLSBOROUGH COUNTY BEARING PAD REPAIRS VARIOUS LOCATIONS</td>
<td>BRIDGE-REPAIR/REHABILITATION</td>
<td>Added CST to 2020; BRRP</td>
</tr>
<tr>
<td>#</td>
<td>FPN</td>
<td>Phase</td>
<td>Description</td>
<td>Work Mix</td>
<td>Project Comments</td>
</tr>
<tr>
<td>----</td>
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<tr>
<td>4</td>
<td>443834-1</td>
<td>PE/CST</td>
<td>HILLSBOROUGH COUNTY SUBSTRUCTURE REPAIR VARIOUS LOCATIONS</td>
<td>BRIDGE-REPAIR/REHABILITATION</td>
<td>Added PE to 2021, CST to 2022; BRRP</td>
</tr>
<tr>
<td>4</td>
<td>443835-1</td>
<td>PE/CST</td>
<td>HILLSBOROUGH COUNTY CULVERTS SUBSTRUCTURE REPAIR VARIOUS LOCATIONS</td>
<td>BRIDGE-REPAIR/REHABILITATION</td>
<td>Added PE to 2020, CST to 2021; BRRP</td>
</tr>
<tr>
<td>4</td>
<td>443841-1</td>
<td>PE/CST</td>
<td>HILLSBOROUGH COUNTY LONG BRIDGE REPAIR VARIOUS LOCATIONS</td>
<td>BRIDGE-REPAIR/REHABILITATION</td>
<td>Added PE to 2023, CST to 2024; BRRP</td>
</tr>
<tr>
<td>3</td>
<td>443852-1</td>
<td>Tran</td>
<td>HART BUS STOP CAPITAL REPAIRS</td>
<td>PUBLIC TRANSPORTATION SHELTER</td>
<td>Added $1M in 2024; DAF</td>
</tr>
<tr>
<td>4</td>
<td>443923-1</td>
<td>Study</td>
<td>PLATT ST BRIDGE @ HILLSBOROUGH RIVER</td>
<td>FEASIBILITY STUDY</td>
<td>Added Study in 2024; DAF</td>
</tr>
<tr>
<td>5</td>
<td>443924-1</td>
<td>Study</td>
<td>COLUMBUS DR BRIDGE @ HILLSBOROUGH RIVER</td>
<td>FEASIBILITY STUDY</td>
<td>Added Study in 2024; DAF</td>
</tr>
<tr>
<td>6</td>
<td>443925-1</td>
<td>Study</td>
<td>VISION ZERO CORRIDOR STUDIES - VARIOUS LOCATIONS</td>
<td>FEASIBILITY STUDY</td>
<td>Added Study in 2024; DAF</td>
</tr>
<tr>
<td>15</td>
<td>443968-1</td>
<td>CST</td>
<td>DOLYE CARLTON DR/LAUREL ST ROUNDABOUT</td>
<td>ROUNDABOUT</td>
<td>Added CST to 2024; DAF</td>
</tr>
<tr>
<td>7</td>
<td>443969-1</td>
<td>CST</td>
<td>SR 60/W BRANDON BLVD FROM LAKEWOOD DR TO ST CLOUD AVE</td>
<td>INTERSECTION IMPROVEMENT</td>
<td>Added CST to 2022; TRIP</td>
</tr>
<tr>
<td>4</td>
<td>444004-1</td>
<td>CST</td>
<td>SR 60/FISH CREEK TRAIL BRIDGE FROM S OF FISH CREEK TO N OF FISH CREEK</td>
<td>DRAINAGE IMPROVEMENTS</td>
<td>Added CST to 2020; DAF</td>
</tr>
<tr>
<td>4</td>
<td>444184-1</td>
<td>CST</td>
<td>I-275/SR 93 SB FROM HOWARD FRANKLAND BRIDGE TO ROE ST</td>
<td>BIKE PATH/TRAIL</td>
<td>Added CST to 2020. G/W HFB; TBN 3, DAF</td>
</tr>
<tr>
<td>4</td>
<td>444263-1</td>
<td>CST</td>
<td>SR 45/SR685 FROM PUBLIX ENTRY TO GRAND VILLA DR/NEBRASKA AVE NB</td>
<td>LANDSCAPING</td>
<td>Deferred from 2019 to 2020; DAF 1.5%</td>
</tr>
<tr>
<td>4</td>
<td>444264-1</td>
<td>PE</td>
<td>US 92/E REYNOLDS ST AR RR NCGN:624411F PLANT CITY</td>
<td>RAILROAD CROSSING</td>
<td>Added CST to 2024</td>
</tr>
<tr>
<td>4</td>
<td>444373-1</td>
<td>Rail</td>
<td>MACDILL AVENUE AT CROSSING NCGN: 626342-G RRRP: A885.79</td>
<td>RAIL SAFETY PROJECT</td>
<td>Added Rail to 2020</td>
</tr>
<tr>
<td>4</td>
<td>444374-1</td>
<td>Rail</td>
<td>MANHATAN AVENUE AT CROSSING NCGN: 626363A, RRRP:A888.88</td>
<td>RAIL SAFETY PROJECT</td>
<td>Added Rail to 2020</td>
</tr>
<tr>
<td>4</td>
<td>444375-1</td>
<td>Rail</td>
<td>ARMENIA AVE AT CROSSING NCGN: 626889A, RRRP: SY-851.32</td>
<td>RAIL SAFETY PROJECT</td>
<td>Added Rail to 2020</td>
</tr>
<tr>
<td>4</td>
<td>444418-1</td>
<td>CST</td>
<td>I-75/SR 93 FROM COWHOUSE CREEK BR #482 TO CR 579/FLETCHER NB ON RAMP</td>
<td>LANDSCAPING</td>
<td>Added CST to 2020; DAF 1.5%</td>
</tr>
<tr>
<td>4</td>
<td>444419-1</td>
<td>CST</td>
<td>I-75/SR 93 FR S END OF SR 56 NB OFF RAMP TO N END OF I-275 SB ON RAMP</td>
<td>LANDSCAPING</td>
<td>Added CST to 2020; DAF 1.5%</td>
</tr>
</tbody>
</table>
Overview

Greetings and welcome to the first MPOAC legislative update of the 2019 Florida legislative session. While the session officially begins March 5th, 2019, the capitol is busy with activities which will lead us into the session. Some of the anticipated issues that we are likely to see coming up during session will include hurricane recovery, education, water quality, school safety, deregulation and certainly a few others will come up. There will be committee meetings in the next few months and of course bills are being filed for the upcoming session.

Below are the dates of events for the 2019 legislative session, and included in this legislative update is a listing of bills filed thus far in the session. Updates will occur on an as needed basis until the official start of the 2019 legislative session, then your MPOAC updates will be issued weekly.

The new Governor is off to a very busy start and has accomplished a lot in his first few weeks, he has stated it is his intention to keep this furious pace going. His efforts have impressed many and hopefully that will help his priorities make their way through the legislature. The Governor recently announced the selection of Kevin Thibault as the new Florida Department of Transportation Secretary. He has an extensive transportation background and previously worked in senior leadership at Florida DOT so he will be able to hit the ground running. We extend a hearty welcome to Secretary Thibault and look forward to working with him to advance Florida’s mobility solutions.

After this initial newsletter, all updates to bills shown below will be shown in RED so you can quickly distinguish between updates and old news. A few bills have been filed, many more will be filed over the coming months. Your MPOAC Legislative Update will keep you apprised of newly filed bills.

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

Important Dates for the 2019 Legislative Session

- January 25, 2019 - deadline for submitting requests for drafts of general bills and joint resolutions, including requests for companion bills
- March 1, 2019 - Deadline for approving final drafts of general bills and joint resolutions, including companion bills
- March 5, 2019 - Regular Session convenes, deadline for filing bills for introduction
- April 20, 2019 - All bills are immediately certified, motion to reconsider made and considered the same day
- April 23, 2019 - Last day for regularly scheduled committee meetings
- May 3, 2019 - Last day of Regular Session
Committee Meeting schedule prior to the official Legislative Session beginning on March 5th

- January 2019 - Week of the 7th
- January 2019 - Week of the 22nd
- February 2019 - Week of the 4th
- February 2019 - Week of the 11th
- February 2019 - Week of the 18th

Legislation of interest to the membership

This is a summary of transportation related bills filed and published on the legislature’s website as of January 25, 2019. More bills will be filed during the 2019 session and as they are made available the newly filed transportation bills will be added to this list. The 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.

**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: Aligator 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.

**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.
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.

SB 116: Motor Vehicle Racing – (Stewart) – 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.

SB 132: Drones – (Rouson) – Similar to HB 75 by 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.

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.

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.
HB 311: Autonomous Vehicles – (Fisher) – Co-Introducers: Rodriguez; Mayfield) - 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.

HB 341: Motor Vehicles and Railroad Trains – (LaMarca) - 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. Not yet assigned to committees.

HB 385: Transportation – (Avila) – 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. Not yet assigned to committees.

HB 453: Micromobility Devices and Motorized Scooters – (Toledo) - 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. Not yet assigned to committees.

HB 476: Child Restraint Requirements – (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. Not yet assigned to committees.

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 by 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.
FYI.

<table>
<thead>
<tr>
<th>Number</th>
<th>Title</th>
<th>Sponsor</th>
<th>Last Action</th>
<th>Date Foldered</th>
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<td>HB 0045</td>
<td>Use of Wireless Communications Devices While Driving</td>
<td>Slosberg</td>
<td>01/10/19</td>
<td>11/26/18 06:59PM</td>
</tr>
</tbody>
</table>

Use of Wireless Communications Devices While Driving: Revises short title & legislative intent; prohibits operation of motor vehicle while holding or touching wireless communications device; provides exceptions; requires law enforcement officer to record certain information on citation; requires law enforcement agencies to provide such information to DHSMV; requires report to Governor & Legislature; removes requirement that enforcement be accomplished only as secondary action. Effective Date: October 1, 2019

11/26/18 HOUSE Filed
01/03/19 HOUSE Referred to Transportation & Infrastructure Sub-committee; Transportation & Tourism Appropriations Subcommittee; State Affairs Committee
01/03/19 HOUSE Now in Transportation & Infrastructure Subcommittee
01/10/19 HOUSE Withdrawn prior to introduction

| SB 0068 | Transportation Disadvantaged | Book | 12/13/18 | 11/20/18 07:00PM |

Transportation Disadvantaged: 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. Effective Date: 7/1/2019

11/20/18 SENATE Filed
12/13/18 SENATE Referred to Infrastructure and Security; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations

| SB 0076 | Use of Wireless Communications Devices While Driving | Simpson | 12/13/18 | 11/20/18 06:59PM |

Use of Wireless Communications Devices While Driving: 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. Effective Date: 10/1/2019
<table>
<thead>
<tr>
<th>Bill Number</th>
<th>Bill Title</th>
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<tbody>
<tr>
<td>HB 0107</td>
<td>Use of Wireless Communications Devices while Driving</td>
<td>Toledo</td>
<td>01/03/19</td>
<td>12/13/18 SENATE Referred to Infrastructure and Security; Innovation, Industry, and Technology; Judiciary; Rules</td>
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<td>12/17/18 06:30PM</td>
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<td></td>
<td>Use of Wireless Communications Devices while Driving: Revises short title &amp; legislative intent; prohibits person from operating motor vehicle while using wireless communications device for purpose of nonvoice or voice interpersonal communication; redefines term &quot;wireless communications device&quot; 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. Effective Date: October 1, 2019 12/17/18 HOUSE Filed</td>
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<td></td>
<td>01/03/19 HOUSE Referred to Transportation &amp; Infrastructure Subcommittee; Appropriations Committee; State Affairs Committee</td>
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<td></td>
<td>01/03/19 HOUSE Now in Transportation &amp; Infrastructure Subcommittee</td>
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<tr>
<td>SB 0144</td>
<td>Impact Fees</td>
<td>Bean</td>
<td>01/23/19</td>
<td>12/13/18 12:11PM</td>
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<tr>
<td></td>
<td>Impact Fees; 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. Effective Date: 7/1/2019 12/13/18 SENATE Filed</td>
<td></td>
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<td>01/10/19 SENATE Referred to Community Affairs; Finance and Tax; Appropriations</td>
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<td>01/15/19 Bill to be Discussed During the Office of EDR's Revenue Estimating Impact Conference, 01/18/19, 10:00 am, 117 K (No Votes Will Be Taken)</td>
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<td>01/23/19 Bill to be Discussed During the Office of EDR's Revenue Estimating Impact Conference, 01/24/19, 3:30 pm, 117 K (No Votes Will Be Taken)</td>
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<td>HB 0207</td>
<td>Impact Fees</td>
<td>Donalds</td>
<td>01/23/19</td>
<td>01/09/19 07:16PM</td>
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<td></td>
<td>Impact Fees: Revises minimum requirements for adoption of impact fees by specified local governments; authorizes prevailing party to recover attorney fees under certain circumstances; exempts water &amp; sewer connection fees from Florida Impact Fee Act. Effective Date: July 1, 2019 01/09/19 HOUSE Filed</td>
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<td>01/15/19 Bill to be Discussed During the Office of EDR's Revenue Estimating Impact Conference, 01/18/19, 10:00 am, 117 K (No Votes Will Be Taken)</td>
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<td></td>
<td>01/16/19 HOUSE Referred to Local, Federal &amp; Veterans Affairs Subcommittee; Commerce Committee; State Affairs Committee</td>
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<tr>
<td></td>
<td>01/16/19 HOUSE Now in Local, Federal &amp; Veterans Affairs Subcommittee</td>
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<td>01/23/19 Bill to be Discussed During the Office of EDR's Revenue Estimating Impact Conference, 01/24/19, 3:30 pm, 117 K (No Votes Will Be Taken)</td>
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<tr>
<td>SB 0222</td>
<td>Private Property Rights</td>
<td>Rodriguez (J)</td>
<td>01/22/19</td>
<td>01/03/19 03:45PM</td>
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<tr>
<td></td>
<td>Private Property Rights; Exempting from the definition of “public utility” property owners who own and operate a renewable energy source device, produce renewable energy from that device, and provide or sell the renewable energy to users on that property, under certain circumstances, etc. Effective Date: 7/1/2019 01/03/19 SENATE Filed</td>
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<tr>
<td></td>
<td>01/22/19 SENATE Referred to Innovation, Industry, and Technology; Infrastructure and Security; Community Affairs; Rules</td>
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<tr>
<td>HB 0265</td>
<td>Public Meetings</td>
<td>Newton</td>
<td>01/23/19</td>
<td>01/14/19 06:43PM</td>
</tr>
</tbody>
</table>
Public Meetings: Specifies that certain boards & commissions are subject to public meetings requirements; revises public meeting notice requirements; provides that member of public has right to speak at public meeting; requires members of board or commission to respond to questions made at public meetings within a specified timeframe; repeals provision relating to reasonable opportunity to be heard at public meetings; provides penalties. Effective Date: July 1, 2019
01/14/19 HOUSE Filed
01/23/19 HOUSE Referred to Oversight, Transparency & Public Management Subcommittee; Public Integrity & Ethics Committee; State Affairs Committee
01/23/19 HOUSE Now in Oversight, Transparency & Public Management Subcommittee

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<tr>
<th>HB 0291</th>
<th>Growth Management</th>
<th>McClain</th>
<th>01/23/19</th>
<th>01/15/19</th>
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</table>

Growth Management: Requires comprehensive plan to include property rights element; provides statement of rights that local government may use; requires local government to adopt property rights element by specified date; provides that local government's property rights element may not conflict with statutorily provided statement rights. Effective Date: July 1, 2019
01/15/19 HOUSE Filed
01/23/19 HOUSE Referred to Local, Federal & Veterans Affairs Subcommittee; Commerce Committee; State Affairs Committee
01/23/19 HOUSE Now in Local, Federal & Veterans Affairs Subcommittee

<table>
<thead>
<tr>
<th>SB 0306</th>
<th>Traffic Infraction Detectors</th>
<th>Brandes</th>
<th>01/23/19</th>
<th>01/11/19</th>
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<tbody>
<tr>
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<td>03:16PM</td>
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</table>

Traffic Infraction Detectors; 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. Effective Date: 7/1/2019
01/11/19 SENATE Filed
01/23/19 Bill to be Discussed During the Office of EDR's Revenue Estimating Impact Conference, 01/24/19, 3:30 pm, 117 K (No Votes Will Be Taken)

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<tr>
<th>HB 0311</th>
<th>Autonomous Vehicles</th>
<th>Fischer</th>
<th>01/23/19</th>
<th>01/17/19</th>
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<tr>
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<td>03:38PM</td>
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</table>

Autonomous Vehicles: 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. Effective Date: July 1, 2019
01/17/19 HOUSE Filed
01/23/19 HOUSE Referred to Transportation & Infrastructure Subcommittee; Transportation & Tourism Appropriations Subcommittee; State Affairs Committee
01/23/19 HOUSE Now in Transportation & Infrastructure Subcommittee

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<tr>
<th>SB 0350</th>
<th>Impact Fees</th>
<th>Hutson</th>
<th>01/16/19</th>
<th>01/16/19</th>
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<td>06:26PM</td>
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</table>

Impact Fees; Prohibiting local governments from charging impact fees for certain developments, etc. Effective Date: 7/1/2019
01/16/19 SENATE Filed
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<th>Bill Number</th>
<th>Sponsor</th>
<th>Filed Date</th>
<th>Referred Date</th>
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<tr>
<td>HB 0385</td>
<td>Avila</td>
<td>01/22/19</td>
<td>01/22/19</td>
<td>Requires certain authority members to comply with financial disclosure requirements; limits levy of &amp; 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 &amp; use, &amp; M.P.O. membership; repeals pts. I &amp; V of ch. 348, F.S., related to Florida Expressway Authority Act &amp; Osceola County Expressway Authority Law. Effective Date: July 1, 2019</td>
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<tr>
<td>HB 0407</td>
<td>Rodrigues (R)</td>
<td>01/22/19</td>
<td>01/22/19</td>
<td>Prohibits agency that receives request to inspect or copy record from responding to such request by filing civil action against individual or entity making request. Effective Date: July 1, 2019</td>
</tr>
<tr>
<td>SB 0428</td>
<td>Perry</td>
<td>01/22/19</td>
<td>01/22/19</td>
<td>Requiring a local government’s comprehensive plan to include a property rights element; providing a statement of rights that a local government may use; requiring each local government to adopt a property rights element by a specified date, etc. Effective Date: 7/1/2019</td>
</tr>
<tr>
<td>HB 0453</td>
<td>Toledo</td>
<td>01/22/19</td>
<td>01/22/19</td>
<td>Authorizes county or municipality to regulate operation of micromobility devices &amp; for-hire motorized scooters; authorizes county or municipality to require licensure; requires proof of certain insurance coverage; provides that regulation of micromobility devices &amp; for-hire motorized scooters is controlled by state &amp; federal law; provides that operator has all rights &amp; 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 &amp; motorized scooters from certain emblem requirements. Effective Date: upon becoming a law</td>
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<tr>
<td>HB 0479</td>
<td>Polo</td>
<td>01/22/19</td>
<td>01/22/19</td>
<td>Requires custodian of public records to respond to request to inspect or copy records in specified manner. Effective Date: July 1, 2019</td>
</tr>
<tr>
<td>HB 6003</td>
<td>Sabatini</td>
<td>01/23/19</td>
<td>12/20/18</td>
<td>Repeals provisions relating to Mark Wandall Traffic Safety Program &amp; authorization to use traffic infraction detectors; repeals provisions relating to distribution of penalties, transitional implementation, &amp; placement &amp; installation; conforms cross-references &amp; provisions to changes made by act. Effective Date: July 1, 2022</td>
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</table>

(S: 291 | S: 306)

01/09/19 HOUSE Referred to Transportation & Infrastructure Subcommittee; Appropriations Committee; State Affairs Committee
01/09/19 HOUSE Now in Transportation & Infrastructure Subcommittee
01/16/19 HOUSE On Committee agenda - Transportation & Infrastructure Subcommittee, 01/23/19, 1:30 pm, 102 H
01/23/19 Bill to be Discussed During the Office of EDR's Revenue Estimating Impact Conference, 01/24/19, 3:30 pm, 117 K (No Votes Will Be Taken)
01/23/19 HOUSE Favorable by Transportation & Infrastructure Subcommittee; 12 Yeas, 1 Nay
01/23/19 HOUSE Now in Appropriations Committee

<table>
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<th>HB 6017</th>
<th>Small-scale Comprehensive Plan Amendments</th>
<th>Duggan</th>
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Small-scale Comprehensive Plan Amendments: Removes acreage limitations that apply to small-scale comprehensive plan amendments. Effective Date: July 1, 2019

01/23/19 HOUSE Filed

Generated on 01/24/19 by LobbyTools.com
Try an old favorite or a new way to get to work without driving alone...

Take the Commuter Challenge!

Try it alone, or challenge your co-workers to join in. Take the challenge for a trip, a day, or all week. Then, post your commute pics on social media using:

#CommuterChallenge19

Commuter Challenge results may cause you to:

♥ have fun
♥ save money
♥ make new friends
♥ look and feel better
♥ help improve air quality
♥ get your work out in before work
♥ skip traffic stress and parking hassles
♥ relax, read, or prep for work on the way in

Anything’s possible when you’re not driving alone!

For more commuting info and partner links:
planhillsborough.org
Traffic Operations Design-Build Push-Button IV
Design/Construction Fact Sheet
SR 580 / N Dale Mabry Highway at CR 584 / W Waters Avenue Pedestrian Improvements, Hillsborough County

**Project Description:**

Pedestrian safety improvements to SR 580 (N Dale Mabry Highway) at CR 584 (W Waters Avenue) to:

- Extend a right-turn lane for southbound SR 580 (N Dale Mabry Highway) at the entrance to Walmart.
- Construct a southbound right-turn lane south of W. Waters Avenue and bicycle keyhole north of W. Waters Avenue.
- Repave roadway and improve pavement markings.

**Project Location:**

SR 580 (N Dale Mabry Highway) at CR 584 (W Waters Avenue) in Hillsborough County.

**Lane Closure Hours:**

Single lane closures will not be permitted from 6:30am to 10:30am and 3:00pm to 7:30pm.

**FPID:**

254677-1-52-33

**NTP:**

September 12, 2018

**Contract Days:**

300

**Design Finish Date:**

February, 2019

**Construction Finish Date:**

July, 2019

**Project Area:**

SR 580 (N Dale Mabry Hwy) at CR 584 (W Waters Ave) Hillsborough County

**Contractor:**

Ajax Paving Industries of Florida, LLC

**Estimated Project Cost:**

May Not Exceed $387,220.07

**Project Contacts:**

Jo Ellyn M. Guthrie, PE
Traffic Services Program Engineer
(813) 975-6245

Randall Aebersold
Project Administrator
(727) 575-8326

Andrew Stastny
Design Project Administrator
(813) 975-6255
Traffic Operations Design-Build Push-Button IV
Design/Construction Fact Sheet
SR 580 / N Dale Mabry Highway at CR 584 / West Waters Avenue Pedestrian / Bicycle Intersection Safety Improvements, Hillsborough County

**Project Description:**

Pedestrian/bicycle intersection safety improvements to SR 580 (Dale Mabry Highway) to CR 584 (West Waters Avenue) by providing pedestrian refuge islands to shorten pedestrian crossing distances and upgrade traffic signals.

- Provide pedestrian refuge islands between the right-turn and through movements with modification of the turn lanes. Provide pedestrian warning signage for free-flow right-turn movements.
- Add bicycle keyholes adjacent to the pedestrian islands to allow for future addition of marked bicycle facilities.
- Install pedestrian crossings across all legs of the intersection.
- Replace the existing diagonal span wire signal with signal poles.
- Install a new controller for this signal rebuild.
- Install new pedestrian intersection lighting.

**Project Location:**

SR 580 (N Dale Mabry Highway) at CR 584 (West Waters Avenue) in Hillsborough County.

**Lane Closure Hours:**

Single lane closures will not be permitted from 5:00am 9:00pm.

**FPID:**

254677-2-52-92
(FAP No: D717-035B)

**NTP:**

September 12, 2018

**Contract Days:**

365

**Design Finish Date:**

February, 2019

**Construction Finish Date:**

September, 2019

**Project Area:**

SR 580 (N Dale Mabry Hwy) at CR 584 (W Waters Ave)
Hillsborough County

**Contractor:**

Ajax Paving Industries of Florida, LLC

**Estimated Project Cost:**

May Not Exceed $957,377.48

**Project Contacts:**

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