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

I. Call to Order & Introductions

II. Public Comment - 3 minutes per speaker, please

III. Members’ Interests

9:05

IV. Approval of Minutes – February 13, 2019

9:10

V. Action Items

A. 2018 State of System Report (Johnny Wong, MPO Staff) 9:15

VI. Status Reports

A. Smart Cities Update (Vik Bhide, City of Tampa) 9:35

B. I-275 Blvd. Conversion Project (Joshua Frank, Wide Open Office) 10:00

C. US 41 at CSX Grade Separation PD&E (FDOT Representative) 10:30

VII. Old Business & New Business 10:45

A. Workplace Harassment Prohibited: FL Senate Policy – adopted by MPO 2/5/19 as Committee Standard of Conduct

B. CAC Effectiveness

C. Test of Live-Streamed CAC Meetings

D. TBARTA Legislative Authority (Rick Richmond)

E. Columbus Drive Re-Surfacing

F. Next meeting: April 10th

VIII. Adjournment

IX. Addendum

A. MPO Meeting Summary & Committee Reports

B. Link to Feb. 21 County Commission Workshop on Transportation Surtax

C. Link to Jan. 31 Tampa Bay Next Special Briefing Display Boards

D. Tampa Bay Area Community Health Needs Assessment Survey

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 9:08 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:** Vance Arnett, David Bailey, Amy Espinosa, Ricardo Fernandez, Barbara Kennedy Gibson, Dana Lazarus, Dennis LeVine, Ed Mierzejewski, Nicole Rice, Rick Richmond, Bill Roberts, Diane Stull, Cheryl Thole, Terrance Trott.

*Mrs. Stull announced that it was her last meeting because she was hired by THEA.*

**Others present:** Rich Clarendon, Beth Alden, Wanda West, Sarah McKinley – MPO Staff; Dennis Smith – FSU Dept. of Urban & Regional Planning; Josh Baumgartner – Tampa Chamber; Linda Walker – HART; Stephen Benson, Kirk Bogen, Roger Roscoe – FDOT.

II. PUBLIC COMMENT

There were no public comments.

III. MEMBERS’ INTERESTS

Mr. Mierzejewski feels without vehicle inspection program, many vehicles on the road are not safe and impact Vision Zero. He would like to see enforcement laws pertaining to these types of vehicles made a higher priority.

Mr. Fernandez thanked FDOT for the special briefing on the Downtown Interchange that was held January 31, 2019. He requested a presentation for the CAC on the impacts and changes that are being considered.

Mr. Arnett thanked committee members for attending the evening briefing, making a quorum every month, and for their quality community representation.

Ms. Rice apologized for her absence from the last meeting and expressed an interest in having at least one event less formal than a regular meeting, within the Sunshine Law, for committee members and a MPO representative to have a happy hour and have open discussion. Nine members supported the interest with a show of hands. She stated technically if she posts the event on Facebook it serves as public notice.

Mr. Miezejewski agreed with the idea; however, did not feel that Facebook is not properly noticing and should be official, not a happy hour.

Mr. Arnett supported converting a future meeting to a workshop for the purposes that Ms. Rice suggested, and part of the workshop be directed to soliciting community input. He would not support a happy hour with alcoholic beverages.
Chairman Roberts suggested that Mr. Clarendon look into the logistics of the request since the committee would like an opportunity for open discussion without the time constraints of a regular meeting.

Ms. Espinosa offered to assist with the workshop, but since she has so much going on would not be able to volunteer until after March.

Ms. Lazarus informed the group of a townhall/open house meeting being held at the Seminole Heights Library on February 13, 2019 at 7:00 p.m. Commissioners Kemp, Overman and Smith will lead discussion and get community feedback on how the County should use its sales tax referendum funds.

Mr. Clarendon provided thoughts following the discussion and referenced the agenda item on the CAC Effectiveness Survey and stated he will add a question regarding meeting off site and meeting in addition to regularly scheduled meetings or in place of another meeting. The event will be posted on the MPOs website with the list of official meetings and it need be at a place where the public can readily have access to.

Mr. Arnett suggested THEA’s conference room since it overlooks the entire signalization process of the city. It would be a hands-on opportunity for the committee; similar to the Port Tampa Bay boat ride, in which was followed by a meeting.

Mrs. Stull suggested utilizing the Aviation Authority’s boardroom and a tour of the airfield, as well as, the airport.

Ms. Lazarus volunteered to help organize the workshop and assist with outreach for the meeting.

Anyone additional ideas should be conveyed to Mr. Clarendon.

IV. APPROVAL OF MINUTES

Mr. Fernandez requested a correction to page 1, section III, paragraph 2, line 4 of the January 9, 2019 minutes, which referenced the November 4th CAC meeting, but it should state November 14. There were no additional comments or corrections.

The CAC minutes, as amended, for January 9, 2019 were approved by acclamation.

V. ACTION ITEMS

A. TIP Amendment – US 41/CSX Grade Separation Project Development & Environment Study

Ms. Sarah McKinley, MPO Staff, presented information on amendment to the Fiscal Year 2019-2013 Transportation Improvement Program (TIP). The amendment will add an additional $1.45 million in funds for the Project Development & Environmental (PD&E) study for the grade separation project at US 41 and the CSX tracks near Causeway Blvd.

Following the presentation, Mr. Arnett wanted to know if this pertained to information Mr. Benson, FDOT Representative, presented at the last meeting on shifts in the plan. Ms. McKinley stated that it did not; that this information was new to the TIP and the amendment is for an existing project. Mr. Arnett wanted to know if the money is already existing are reallocated funds from another source that were
unallocated. Mr. Benson responded and stated that they are special freight funds that are new to the
District and to the MPO that were received from Tallahassee.

Ms. Lazarus requested additional information on grade separation. Ms. McKinley stated, according the
Freight Investment Program Technical Memorandum for the LRTP, the crossing has 31 trains per day,
with an average delay of 8-10 minutes per crossing, which causes less conflict for traffic with the train,
and will elevate the roadway.

**Motion:** Approve the TIP Amendment and send to the MPO Board for approval. *(Arnett-Trott)*. The
motion passed unanimously.

### VI. STATUS REPORTS

#### A. Tampa Bay Next Section 7 (I-275 from Downtown to Bearss Avenue)

Mr. Kirk Bogen, FDOT District 7 Environmental Management Engineer, presented information on
Section 7 of the Tampa Bay Next program. Mr. Bogen informed the group if they know of anyone
interested in a presentation on the project, to let them know. They are preparing for a public hearing
on Tuesday, March 26, 2019, from 5:30 - 7:30 p.m. at Seminole Heights United Methodist Church,
located at 6111 N. Central Avenue in Tampa.

Following the presentation, Mr. Bailey wanted to know how much land will be acquired. Mr. Bogen
stated approximately 3.4 acres will be acquired in the Bearss Avenue interchange area. Maps will be
displayed at the public hearing or can be shared with the group in advance.

Ms. Espinosa wanted to know if the project will fix the east bound I-4 ramp. Mr. Bogen stated this is
only to get the people to the ramp; however, it does not fix the ramp. Ms. Espinosa also inquired about
the dual left on Hillsborough Avenue east bound taking a left on the ramp and wanted to know if there
will be a light. Mr. Bogen stated there will be a signal to control the traffic.

Mr. Fernandez inquired about the boulevard concept slide of the PowerPoint handout. Mr. Bogen stated
that the boulevard was something that was proposed by a citizen and considered; however, it will be
included in the MPOs LRTP. Mr. Fernandez expressed concerns about the additional lane capacity
that was suggested in the presentation. Mr. Bogen stated that the shoulder would be used during
evacuations. Mr. Fernandez wanted to know how the maximum widening of lane capacity affects the
Downtown Interchange and wanted to know if the no build option was off the table. Mr. Bogen stated
that the studies are independent, and the transition will help with the existing interchange and will help
with the ramp operations to and from I-4. Mr. Fernandez stated that it sounds that a bottleneck is being
created. Mr. Bogen stated if they did not do the improvements between I-4 and Martin Luther King that
it would create turbulence. They are providing for congestion relief in the area.

Mr. LeVine commended the preparer of the presentation and suggested a twenty-five year lookback
can be completed for improvements. Mr. LeVine commented on the Downtown Interchange and the
obsolete one lane ramp that takes you from going southbound to 75 to eastbound on I-4. Mr. Bogen
stated that they look at opening year plus twenty years for all of their studies. Mr. LeVine wanted to
know if anyone reviews the studies on the views forward and see that the studies were wrong.

Ms. Lazarus would like to see getting cars off the road a priority and expressed concerns for pedestrians
and bicycles utilizing the crosswalks across at the on and off ramps on Hillsborough Avenue due to the
infrastructure. Mr. Bogen stated as FDOT goes further into enhancing the designs, they will work on
enhancements.
Mr. Arnett inquired about the various lines on the Hillsborough Avenue Operational Improvements slide. Mr. Bogen stated that the lines are historic districts delineated. Mr. Arnett requested Mr. Bogen provide additional information on the historic district markings.

Ms. Rice would like to see pedestrian and bicyclist infrastructure added to the underpass improvements.

Mr. Miezejewski stated that he did not understand why the hardened shoulder for transit would be on the inside lane instead of the outside lane. Mr. Bogen stated that they are trying to accommodate what came out of the original transit study that was conducted by TBARTA. Chair Roberts wanted to know if FDOT or TBARTA would be able to answer Mr. Miezejewski’s question. Mr. Bogen stated that it is a TBARTA decision that FDOT is accommodating. Mr. Benson stated that HART operates several express routes on I-275 and does not utilize the minor interchanges that could potentially utilize the hardened shoulder. FDOT is providing the infrastructure and allowing it for future use but are not dictating the use.

Ms. Thole inquired about the pedestrian friendly underpass improvements and the notation that all improvements will not be included at every underpass. She wanted to know if the yellow highlight noted on the slide for Hanna Avenue, Hillsborough Avenue, and Osborne Avenue means that those areas would receive the most improvements. She also wanted to know how other improvements will be determined. Mr. Bogen stated that the yellow highlight for those areas represented that they are in the Historic District and may require special treatments. FDOT is working with the City to determine the underpass improvements and every underpass will receive some type of enhancement.

Mr. Bailey wanted to know if there is anything that provide information on the benefits of the new lanes, i.e. how many cars served by the addition and wanted to know if the information could be provided in the next update. He also wanted to know for the next status update if FDOT and TBARTA could provide updates/overviews at the same time in hopes of having a better understanding of the overall project. Mr. Clarendon is willing to ask, but the challenge is that they are on different schedules.

Mr. LeVine requested that FDOT come back within sixty days to respond to the points made by the committee.

Chair Roberts stated that the CAC wants to make sure whatever is being planned is coordinated with other agencies and other components of the transportation system.

B. Florida State University Shared Mobility Project

Mrs. Melissa Zornitta, Executive Director of the Hillsborough County City-County Planning Commission, introduced a project with the FSU Department of Urban and Regional Planning on Shared Mobility Design and Policy Studio. The Department is proposing 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.

Ms. Dara Osher, the student project leader for the project, provide an overview. Mr. Jarice Barbee provided the key points on the government’s role and economic development. Ms. Carolyn Back presented information on equity. Ms. Amber Tyrie provided health and safety key points; as well as sustainability and environment aspects. Mr. Navael Fontus provided information on technological innovation. Mr. Kaleb McClellan presented the key points on design. The students handed out preference surveys for members to complete that will help students with their assessments.

Following the presentation, there was discussion on economics, design competitions effectiveness, information environments, collaborating with schools of architecture, smart cities, the effect of moving
the Uber pickup from in front of the Amalie Arena, complimenting public transit vs. competing, taxation, and shared mobility implementation.

Mr. Dennis Smith, the student’s professor, stated that comments from the discussion will be incorporated in the student’s analysis. The group will be back on March 7th and 8th to conduct design charettes in the areas of Water Street/Amalie Arena, Westfield Citrus Park Mall, Keystone Park Civic Center, and West River Redevelopment Project.

The deadline for the literature and plan review is March 22, the students will be defending the project in their department on March 13, and their policy recommendation is due May 3. The final report will be completed at the beginning of October. The contract with Plan Hillsborough is through the end of September. A presentation will be provided on the final project.

VII. OLD BUSINESS & NEW BUSINESS

A. Survey on CAC Effectiveness

Mr. Clarendon provided an overview of a survey that was drafted as a result from a request from Mr. Arnett a previous meeting regarding the group’s effectiveness. Mr. Arnett and Mr. Clarendon got together and came up with a mock set of questions. Mr. Clarendon will send the survey out in a survey monkey format. Mr. Arnett’s is concerned that members cannot keep volunteering if they start to feel if their input does not matter.

There was discussion following the overview.

Mr. Miezejewski wanted to know if the comments would be anonymous and how the responses would be summarized. The results will be presented at a meeting, and Mr. Clarendon suggested leaving off the appointee information in the survey and the survey will be anonymous.

Ms. Rice stated that she has not received an agenda packet in three months. Staff noted the concern and will research it.

Mr. Trott wanted to know if there is an expert who is knowledgeable on all aspects of I-275.

Mr. Clarendon wanted to committee members to communicate feedback on the survey within the next week so that he can go ahead and send the survey out for responses.

B. TBARTA CAC Report

Mr. Richmond stated that the next meeting is February 20. There was a request for Mr. Richmond to raise the issue on how TBARTA and FDOT are interfacing.

New Business Discussion

Mr. Arnett requested information on what TBARTA is allowed to do and not allowed to do and a presentation on the boulevard concept and what it encompasses.

Mr. Fernandez wanted to know the status of the committee’s motion that was passed at the November 2018 meeting, “the I-275 boulevard conversion currently has low public support; more study is warranted.” The motion went to the MPO Board and then to the Policy Committee for discussion. Mr. Fernandez has spoken with Mr. Josh Frank, and he is willing to come back and make another presentation on the boulevard concept. Ms. Alden informed the group that the motion and the survey
results were discussed at the December 2018 Policy Committee meeting. It’s Time Tampa Bay was a tri-county survey and the Policy Committee had to focus on Hillsborough County residents’ response and the feedback was unfavorable for the boulevard concept. The language in the final guidance was adjusted to be closer to what the CAC requested: that the concept is not well understood at the time and there does not appear to be public support. The actual language for the 2045 LRTP is in the January Board agenda item, which reflects the Policy Committee’s discussion. Ms. Alden stated if the group is interested in having the MPO investigate the topic further and have a deeper conversation with the public about the boulevard idea that they can provide feedback that can be given to staff for their planning work program for next fiscal year.

Staff will ask Mr. Frank to come and speak with the CAC regarding the boulevard concept. There was consensus of the committee to have the presentation by Mr. Frank.

Mr. Fernandez wanted to know the status of the County’s work on the Tampa Heights Resurfacing project for the Columbus Drive section. Ms. Alden stated if the committee would like to hear more about that, MPO staff will talk with County staff about a presentation for the CAC and if there are comments that the group would like staff to convey to the County staff, the CAC can request the MPO Board to transmit the comments to the County. Mr. Fernandez would like to see the presentation on a future agenda. Staff will forward Mr. Fernandez’s question to County staff for a response. Following discussion, it was decided that staff will bring up the topic and refer to the MPO Board.

Chair Roberts requested the status of the sales tax for Hillsborough County regarding any group making plans for expenditure of the funds. Ms. Alden stated that all five implementing agencies are putting together project plans, that are required to be completed by September 30 and then submit to the Independent Oversight Committee (IOC). She was informed that there should be some type of ruling within thirty days of May 3. The County Commission voted to investigate the legality of Article 11 of the County Charter further by seeking a bond validation. This would establish the ability to issue bonds backed by the surtax proceeds. If the Circuit Court upholds Article 11, there will be further exploration of the legality of Article 11, and that may take another six months. It could realistically be the end of 2019 by all of the proceedings are worked through. Ms. Alden is going to suggest that the IOC conduct some organizational meetings before October 1. She is checking on this topic with legal counsel to see if it is appropriate to suggest.

C. Next Meeting

The next CAC meeting is scheduled for March 13th at 9 a.m.

IX. ADJOURNMENT

There being no further business, the meeting adjourned at 11:47 a.m.
Board & Committee Agenda Item

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

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

**Summary**

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

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

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

**Attachments**
Draft 2018 State of the System report
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<td>Real Choices When Not Driving</td>
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As of 2018, Hillsborough County is home to just over 1.3 million people. By the year 2045, however, this number is expected to grow by 40%, which will make this county more populous than present day Phoenix, Philadelphia, or San Antonio. The map below offers a glimpse into 2045 by showing where people and jobs will be located. It is the goal of the Hillsborough MPO to ensure that all current and future residents and visitors have safe, convenient, reliable, affordable, comfortable, and well-maintained mobility options.

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

Each section of this 2018 State of the System report describes the performance of a specific element of the transportation system, displays the resources dedicated to funding improvements in that element, lists the kinds of projects able to be funded with those resources, and forecasts how those projects might enhance performance in future years. This data-driven, results-focused approach to planning is called performance-based planning and programming (PBPP) and is how the MPO prioritizes projects across Hillsborough County and the Tampa Bay region.
Hillsborough County faces significant challenges in maintaining or improving the condition and performance of the transportation network, and this mirrors a nationwide trend. Nationally, the backlog of needed highway and transit infrastructure projects is approaching $1 trillion and continuing to grow. Average commute times are growing with people spending more and more time on our roads. Meeting the growing demands on our transportation system means we need to invest our limited funding where we can get the most bang for the buck. This can be achieved by targeting projects in areas of greatest deficiency in performance, while minimizing costs of improvement projects.

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

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

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

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

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

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

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

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

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

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

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

- Jobs served and congestion reduced in key economic spaces.

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

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

Performance targets for safety and transit asset management (TAM) must be set annually to track progress toward achieving the goals. The Hillsborough MPO’s safety-related targets are included in the Vision Zero section of this report (page 9) and the TAM targets appear in the Good Repair & Resiliency section (page 7). Performance targets for pavement & bridge condition and travel time reliability must be set at least once every four years. Pavement & bridge condition targets appear in the Good Repair & Resiliency section (pages 3 and 5) and the reliability targets appear in the Smart Cities section (page 12).
The Federal Highway Administration’s national goals of maintaining infrastructure condition and enhancing environmental sustainability apply to the State of Good Repair & Resiliency program. Maintaining infrastructure and transit assets in a good working condition is critical to a well-performing system, because condition standards ensure the usability and safety of roads, bridges, and transit vehicles. For these reasons, maintaining a state of good repair and improving resiliency is the MPO’s highest ranking priority. Timely maintenance of assets ensures the system performs as intended; whereas deferring maintenance and allowing systems to deteriorate into poor condition can lead to more costly rehabilitation in the long run.

Roadway pavement is our most important asset – without it – car, bus, and bike mobility would be limited or nonexistent. There are more than 12,000 lane miles of road within Hillsborough County, with ownership and maintenance responsibilities divided among the local jurisdictions of the Florida Department of Transportation, Hillsborough County, Authority, City of Tampa, Plant City, and Temple Terrace. Totalling more than 7,000 lane miles, Hillsborough County owns the most pavement, by far. Following the County, City of Tampa owns 2,800, and FDOT owns almost 2,000 lane miles.

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

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

<table>
<thead>
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<th>Performance Targets</th>
<th>Actual, 2016</th>
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<tbody>
<tr>
<td>≥60%</td>
<td>Interstate Pavement in Good Condition</td>
</tr>
<tr>
<td>≤5%</td>
<td>Interstate Pavement in Poor Condition</td>
</tr>
<tr>
<td>≥40%</td>
<td>Non-Interstate NHS Pavement in Good Condition</td>
</tr>
<tr>
<td>≤5%</td>
<td>Non-Interstate NHS Pavement in Poor Condition</td>
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A Adopted by the Hillsborough MPO on October 29, 2019.

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

<table>
<thead>
<tr>
<th>Metropolitan Area</th>
<th>% Good Interstate Pavement</th>
<th>% Good Non-interstate NHS Pavement</th>
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</thead>
<tbody>
<tr>
<td>Hillsborough</td>
<td>50.9%</td>
<td>42.0%</td>
</tr>
<tr>
<td>Jacksonville</td>
<td>57.5%</td>
<td>36.2%</td>
</tr>
<tr>
<td>Miami</td>
<td>68.6%</td>
<td>45.7%</td>
</tr>
<tr>
<td>Sarasota-Manatee</td>
<td>94.7%</td>
<td>39.7%</td>
</tr>
<tr>
<td>Orlando</td>
<td>48.3%</td>
<td>47.3%</td>
</tr>
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</table>
This map shows pavement condition across Hillsborough County using the best available Pavement Condition Index data (2012-2019) collected from Hillsborough County, City of Tampa, Temple Terrace and Plant City. The darker green colors correspond to better pavement condition, yellow indicates fair, and darker red colors correspond to worse quality pavement. Condition overall tends toward the higher end of the Standard Pavement Condition Index Rating Scale, with pockets of poorer quality roads existing outside of the urban core.
With 246 square miles of coastline, Hillsborough County’s bridge infrastructure represents a critical asset. Bridges provide an important linkage within the county and to surrounding counties. They also efficiently connect shippers to markets.

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

<table>
<thead>
<tr>
<th>Bridge Owner</th>
<th>Total Bridges</th>
<th>Not Deficient</th>
<th>Percent of Total</th>
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<tbody>
<tr>
<td>FDOT</td>
<td>377</td>
<td>340</td>
<td>90%</td>
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<tr>
<td>Hillsborough County</td>
<td>250</td>
<td>206</td>
<td>82%</td>
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<td>THEA</td>
<td>65</td>
<td>60</td>
<td>92%</td>
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<td>City of Tampa</td>
<td>34</td>
<td>23</td>
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<tr>
<td>Turnpike</td>
<td>17</td>
<td>17</td>
<td>100%</td>
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<td>Hillsborough County Aviation Authority</td>
<td>12</td>
<td>5</td>
<td>42%</td>
</tr>
<tr>
<td>Busch Gardens</td>
<td>1</td>
<td>0</td>
<td>0%</td>
</tr>
<tr>
<td>Tampa Sports Authority</td>
<td>1</td>
<td>1</td>
<td>100%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>757</strong></td>
<td><strong>652</strong></td>
<td><strong>86%</strong></td>
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The engineering demands of bridge replacement and/or repair make maintenance exceptionally costly. Fourteen percent of all bridges in Hillsborough County are classified as functionally obsolete or deficient, with the majority owned by Hillsborough County, FDOT, and the City of Tampa. On October 30, 2018, the Hillsborough MPO agreed to support FDOT’s statewide targets for NHS bridge condition:

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

Over the next five years:

- Hillsborough County will invest $44 million to fund bridge replacements, improvements, and guardrail repairs.
- FDOT will invest more than $22 million to repair, rehabilitate and replace bridges and structures, as well as repaint various bridges across the county.
- The City of Tampa will invest nearly $4 million for citywide bridge maintenance and to rehabilitate the Brorein and Laurel Street bridges.

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

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

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

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

Over the next five years:

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

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

- Rolling stock (buses & vans) meeting or exceeding useful life benchmark: 22%
- Equipment (support vehicles) meeting or exceeding useful life benchmark: 81%
- Rail fixed guideway track with performance restrictions: 0%
- Passenger & parking facilities rating below 2 on term scale: 10%

Adopted by the Hillsborough MPO on October 29, 2018.
Due to Hillsborough County’s location along the coast of the Gulf of Mexico, and Tampa Bay reaching into the heart of the County, the area is vulnerable to storm surges, flooding from hurricanes, and sea-level rise. In 2012, Tropical Storm Debby dropped 20 inches of rain on the Tampa Bay region and parts of Bayshore Boulevard were completely underwater. In 2013, the Weather Channel ranked Tampa as the city “most vulnerable and overdue for a direct hit hurricane.”

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

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

Current Capital Improvements Programs (CIPs) of the jurisdictions listed below show a determined focus on upgrading stormwater and resiliency projects to be programmed over the next five years. Countywide, more than $232 million will be spent over the next five years, amounting to roughly $46 million per year. These resources will be invested in canal dredging and upgrading and replacing culverts to alleviate flooding along roads. This includes a $72 million project by the City of Tampa to study, model, and construct a regional watershed improvement to address chronic flooding for a large area in South Tampa.

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>Estimated Spending</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hillsborough County</td>
<td>$113,384,000</td>
</tr>
<tr>
<td>City of Tampa</td>
<td>$101,424,997</td>
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<tr>
<td>FDOT</td>
<td>$15,235,220</td>
</tr>
<tr>
<td>Plant City</td>
<td>$1,700,000</td>
</tr>
<tr>
<td>Temple Terrace</td>
<td>$936,000</td>
</tr>
</tbody>
</table>

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

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

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

These statistics highlight the importance of education programs, streetlight investments, and strategies to reduce speed and aggressive driving behaviors. During 2017, Hillsborough County witnessed a slight reduction in the number of automobile-related fatalities. Crashes involving vulnerable users – such as cyclists and pedestrians - also declined following the historically high fatalities suffered in 2015 and 2016. Despite the slight reduction, overall crashes remain unacceptably high.
The graph above shows traffic fatalities broken out by mode over time – the projections for years 2019, 2020, and 2021 are based on a 3.4% annual reduction commensurate with an increase in safety funding equivalent to a 1-cent sales tax.

Achieving a 51% crash reduction by the year 2040 means that Hillsborough County must reduce crashes by 3.4% every year. Following passage of the county charter amendment, a dedicated revenue source for safety projects may make that lofty goal achievable. In the past, Hillsborough County suffered from an extraordinarily high amount of fatal and serious injury crashes, but 2019 could mark a turning point which reverses this trend.
The ultimate goal of Vision Zero is to eliminate traffic fatalities by introducing evidence-based traffic improvements to minimize crash risk to zero.

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

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

Over the next five years:

- Hillsborough County will invest $57 million in safety projects, including pavement markings, signage, turn lane improvements, pedestrian enhancements, sidewalk repairs, and complete streets treatments.
- FDOT will invest more than $22 million in safety projects, like sidewalk construction, corridor improvements, complete streets projects, lighting installations, and landscaping.
- The City of Temple Terrace will invest $756,000 to improve sidewalks, curbs and ramps, improve pavement markings and signage, and construct bicycle infrastructure along select corridors.
The focus of the Hillsborough MPO’s Smart Cities program is developing strategies to alleviate congestion and improve safety at key intersections. Operational improvements along some of the main roads in Hillsborough come in two forms: traditional intersection treatments, like adding turn lanes, crosswalks, and signal modifications; and technology like signal re-timings, dynamic speed limits, ramp meters, active rerouting, active traffic management, and other emergent technologies found in some of the world’s smartest cities.

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

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

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

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

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

Travel Time Reliability on Non-interstate National Highway System

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

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

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

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

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

Adoption of electric vehicles may help reduce the health impacts of certain air emissions. Over the past 4-5 years, the concentration of air pollutants in Hillsborough County has remained stagnant. While alternative fuels are gaining popularity, increases in vehicle miles traveled (VMT) and traffic congestion are offsetting emissions savings that could be gained from electric vehicles.

In both 2016 and 2017, Hillsborough County experienced 4 days per year with ozone readings greater than 70 parts per billion, which is the current health-based standard. Ground level ozone, also known as smog, is created when Nitrogen Oxides (NOx) from gasoline combustion react in the atmosphere. Areas of high automobile traffic often witness smog in the air, as the amount of NOx emissions can be high, which can impair breathing among those with asthma, older adults, young children, and people who are active outdoors.³

Air quality across all of Hillsborough County continues to meet the health-based standard, yet the County’s adult asthma rate of 9.2% ranks the highest among other large counties in Florida. Health studies show a clear link between asthma rates, traffic volumes, and proximity to major roadways. Concentration of traffic pollutants is highest at the tailpipe and diminishes to background levels at a range of between 150 to 300 meters, depending on traffic volume. This means that those living within 150 meters of roads with >30,000 vehicles per day, approximately 4% of the total US population, have the greatest exposure to traffic-related air pollution.⁴ 11% of Hillsborough County’s population lives within 150 meters of a high volume road.

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

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

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

These allocations were programmed prior to approval of the countywide surtax referendum, meaning that future investments in this program category will be higher than what is represented below. Over the next five years, the jurisdictions within Hillsborough County have budgeted more than $288 million for Smart Cities projects, amounting to an average of $57.6 million per year.

Over the next five years:

- Hillsborough County will invest $154 million in operational projects to improve travel time reliability. These projects include expanding the County’s Intelligent Transportation Systems (ITS) with signals and technology updates to speed data communications. Intersection improvements, such as turn lanes, signal modifications, and access improvements will allow users to move better.
- FDOT will invest $119 million in Smart Cities projects, like intersection improvements, upgrading interchanges, updating legacy (old) traffic signals, and patrolling freeways for clearing incidents.
- The Tampa-Hillsborough Expressway Authority (THEA) will invest $16 million in this program category to study improvements to Meridian Avenue and adjacent facilities to improve access to the Selmon Expressway and Reversible Express Lanes.

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

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

People and Jobs Served by the Bus System

Transit will continue to be a focus as people look to other transportation options beyond single occupancy vehicles. In October of 2017, HART implemented a comprehensive system redesign called Mission Max. The redesign was intended to deliver more efficient service by increasing frequencies on routes with higher-demand and enhancing connectivity by reducing trip times. The results of HART’s modifications will be seen in future years.

Over the last five years, however, HART has continued to exceed goals despite seeing ridership numbers fluctuate. After increasing dramatically over a 9-year period from 2006-2015, ridership has decreased slightly since then, possibly due to employment gains and lower gas prices making driving a more attractive option for some.

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

The Hillsborough MPO’s Transit Level of Service (TLOS) is an assessment standard developed from guidelines of FDOT’s Quality/Level of Service Handbook. It is a way of measuring the quality of transit service on specific roadways using variables like rush hour traffic volumes on roads servicing HART buses, road capacity, travel speed, and service frequency. Roadways with transit service are then ranked on a scale from A to F. Countywide, just over 14% of the total population live within ¼ mile of a facility with the quality of Transit LOS ranked as either A or B. Furthermore, only 37% of total employment opportunities across the county are within ¼ mile of good transit facilities. Unlike for transit, quality of service for multimodal facilities is highly influenced by travel speed, which is not the best way to assess travel quality.

Over the past year, Hillsborough MPO has explored innovative methodologies for assessing quality of service.

Walking/Biking Facilities Availability

The MPO established a Level of Traffic Stress (LTS) standard to more accurately assess bike and pedestrian facilities by looking at factors like facility separation, signal timing at crosswalks, and others. This new standard will provide a way for the MPO to highlight corridors and intersections which are performing well, and those which could be enhanced for safety, comfort, and convenience. Bicycle and pedestrian LTS scores range from 1-4 with 1 being the best and 4 being the worst. Approximately 20% of Hillsborough County’s population live near a good or excellent pedestrian facility (PLTS 1 or 2), while more than 50% only have access to facilities ranked 3 or 4. For bicycle facilities, like multi-use trails, less than 10% of the County’s population lives near a good or excellent facility, while almost 60% only have access to facilities ranked 3 or 4. The percentages of population and jobs within ¼ mile of facilities are listed in the graphs below. To provide real choices for commuters other than just a car, it is important that both their home and job be located near a good facility. The data in the table show that despite 57% of job opportunities being located near bus facilities, transit access for employees is severely limited. Only 30% of the county’s population has access to a facility, regardless of level of service, and about half of that population only has access to a facility with poor service.
Transportation Choices & Health Outcomes

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

Access to Hospitals

Of the 17 hospitals in Hillsborough County, 35% are located within ¼ mile of a good bicycle facility; 35% are located within ¼ mile of a good pedestrian facility; and, 18% are located within ¼ mile of a facility with good transit service. Accessibility is defined as having transit service, sidewalks, bike lane, or a trail located within ¼ mile of a person’s home and the destination. This is important because transit and active transportation modes are cost-efficient options for the transportation disadvantaged population, which includes:

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

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

Access to Grocery Stores

There are 136 grocery stores located around Hillsborough County. 33% are located within ¼ mile of a good bike facility; 36% are located within ¼ mile of a good pedestrian facility; and, 21% are located within ¼ mile of a facility with good transit service.

Schools

There are 280 schools in Hillsborough County. 26% are located within ¼ mile of a good bike facility; 34% are located within ¼ mile of a good pedestrian facility; and, 9% are located within ¼ mile of a facility with good transit service. This is important because walking or biking to school enables children and young adults to add physical activity into their daily routines. The National Center for Safe Routes to School (SRTS) aims to make it safer for students, particularly those living in Communities of Concern, to walk and bike to school.
Investments

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

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

Over the next five years:
- HART will invest $405 million in a new maintenance facility, route operations, new buses, and fare expenses to operate the streetcar.
- Hillsborough County will invest $15 million in ferry operations, paving road shoulders for bikes, the Bypass Canal trail, and a Sun City Center pedestrian mobility plan.
- FDOT will invest $9 million into projects found in HART’s work program, which includes operations, vanpool funds, and an autonomous vehicle pilot project.
Investing in transportation infrastructure is critical to growing an area’s economy. Safe, reliable, and efficient transportation infrastructure must be in place in order for people and goods to move from one place to another. Growth is desirable, yet it also presents challenges. Like many other metropolitan areas, the Tampa Bay region suffers from congestion with 43% of interstates and 24% of other roads currently over capacity. According to one estimate, congestion on National Highway System roads cost drivers more than $2 billion in lost productivity in 20165. With population projected to increase 40% by 2045, it is clear that this problem will intensify in the future. For the Imagine 2040 Plan, capacity projects were defined as widening or extending major roads or building new fixed-guideway transit systems. Under federal regulations, these types of projects must be itemized in the Plan, rather than being grouped into programmatic categories, such as Vision Zero, State of Good Repair & Resiliency, Smart Cities, or Real Choices. To better focus limited resources on economic vitality and severe congestion, the MPO’s list of capacity needs was screened by level of congestion and by proximity to employment centers. This means that the costliest projects are focused on corridors which serve clusters of at least 5,000 jobs and major roads which are beyond “full.”

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

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

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

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

**Agenda Item**
Smart Cities Initiatives: Tampa

**Presenter**
Vik Bhide, City of Tampa

**Summary**
In 2018, the City of Tampa was recognized as one of the “21 Smart Cities to Watch,” by the technology-oriented news site, statescoop. Over the past year, the City has proactively initiated a number of transportation technologies and pilot projects to solve problems ranging from flooding and parking to congestion and safety. Vik Bhide will present a high-level overview of the City of Tampa’s Smart Cities Initiatives.

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

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

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

**Agenda Item**
Highways to Boulevards

**Presenter**
Joshua Frank, Wide Open Office

**Summary**
While a Master’s degree candidate at USF, Mr. Frank conducted research into options for the I-275 corridor to reduce neighborhood impacts while maintaining mobility. He found several examples of cities that chose to remove limited-access highways, and was invited to present options for maintaining mobility with wide boulevards and rapid transit at a community meeting in Seminole Heights. His research is now being reviewed by FDOT District 7 as part of the Tampa Bay Next planning process. Mr. Frank will present a brief overview and be available for board member questions.

**Recommended Action**
None; for information

**Prepared By**
Beth Alden, AICP

**Attachments**

- “From Bifurcation to Boulevard” presentation slides, April 18, 2017 (excerpt)
- “Why Cities Are Demolishing Freeways” article in *The American Conservative*
FROM BIFURCATION TO BOULEVARD:
Tampa’s Future Without I-275
DESIGN FOR THE 65%
SAN FRANCISCO CENTRAL FREEWAY: 100,000 AADT
EMBARCADERO FREEWAY: 80,000 AADT
BOSTON CENTRAL ARTERY*: 200,000 AADT
CHEONGGYE EXPRESSWAY: 168,000 AADT
ALASKAN WAY VIADUCT: 110,000 AADT
WEST SIDE HIGHWAY: 140,000 AADT
BOULEVARD COMPARABLES:

- CHAMPS ELYSEES: 84,000 AADT
- DALE MABRY HIGHWAY: 69,500 AADT
- E FOWLER AVE: 67,300 AADT
- US RT. 1 ALEXANDRIA: 52,000 AADT
- FLETCHER AVE: 44,766 AADT
- MICHIGAN AVE. CHICAGO: 42,000 AADT
COMMUTER RAIL COMPARABLES:

CALTRAIN SAN FRANCISCO: 56,900 AWR
METROLINK LOS ANGELES: 40,500 AWR
MARC TRAIN BALTIMORE/DC: 33,800 AWR
TRI-RAIL MIAMI: 14,200 AWR
LIGHT RAIL COMPARABLES:

MUNI METRO SAN FRANCISCO: 156,000 ADR
SAN DIEGO TROLLEY: 123,300 ADR
MINNEAPOLIS METRO: 71,400 ADR
METRO RAIL HOUSTON: 60,600 ADR
CHARLOTTE BLUE LINE: 16,700 ADR
TECO LINE STREETCAR: 600 ADR
BOULEVARD CONCEPT IDEAL:

BOULEVARD TRAFFIC: 70,000
NEBRASKA AVE. TRAFFIC: 35,000
FLORIDA AVE. TRAFFIC: 35,000
LIGHT RAIL ADR: 20,000
COMMUTER RAIL TRAFFIC: 40,000
Once the urban freeway was unmistakably part of a vision of the future, one in which personal automobiles zipped through neighborhoods without having to stop or interact with the streets above or below. But over the past two decades, many cities have found that running highways through dense areas has done more harm than good—and they’re increasingly opting to tear them down.

Late last month, the Congress for the New Urbanism (CNU) released its latest edition of “Freeways Without Futures,” a report on efforts to remove parts of underused highways in ten American cities. The study underscores the role locals are playing in the replacement movement and also outlines the many benefits of having fewer highways running through dense urban areas.

The report contends that the cores of American cities have seen a massive hollowing out since the passing of the Federal-Aid Highway Act in 1956. “As highways were built through existing communities,” the report begins, “residents were cut off from social and economic centers, key resources and services, and the nearby destinations of their daily lives.”

Today, many of those highways are reaching the end of their design life and cities are facing what CNU calls a “watershed moment.” Instead of rebuilding and repairing old highways, the report suggests cities should replace them with infrastructure that is pedestrian friendly, density prone, and extremely profitable. “Cities are waking up to a simple solution: remove instead of replace.”

CNU highlights the replace movements in ten cities across the country, many of them driven by everyday citizens who don’t want to see certain highways expanded or repaired. Suggesting alternatives to expansion isn’t easy. In many cases, activists must conduct their own research, design a replacement plan, and recruit local officials. Then begins the lengthy process of securing funding and ironing out implementation logistics.

Each city included in the report is at a different stage of removal. While activists in Oakland and Dallas are pushing steadily through the research phase, efforts in Detroit are stuck for a lack of funding. Meanwhile, fill-in construction on the Inner Loop in Rochester started last 2014 and should be completed by the end of this year.

Each city included also faces a unique set of challenges. In Denver, citizens are battling their state Department of Transportation to prevent an expansion of I-70. They’ve proposed an alternative that—unlike the city’s plan—would not involve expanding the derelict highway (at a cost of $1.8
billion) or destroying dozens of houses and businesses in one of the city’s poorest neighborhoods. But the city is fighting back, arguing that the highway is essential for commuters. In Buffalo, efforts have been more successful. The citizen-led initiative to redesign parts of the Scajaquada Expressway earned the attention and financial support of Governor Andrew Cuomo, who directed $30 million towards the effort last March, telling local press it was time to “undo a mistake.”

Tearing out a highway is costly on many levels. Coordinating various agencies requires political flexibility. Fiscally, replacement proposals cost millions of dollars and require an ability to focus on long-term over short-term gains. Culturally, they require a shift in design priorities: fewer cars on the street, more people. The report explores these struggles, yet also emphasizes the many benefits of replacement.

First, there’s the potential of significant economic gain. In Dallas, researchers found that replacing parts of I-345 would generate $4 billion for the city over fifteen years and bring 22,550 jobs to the area. In Trenton, if efforts to replace Route 29 with a riverwalk are successful, the city’s downtown could attract up to $2.25 billion of investment. Replacing highways could also make possible more mixed-use development and affordable housing, desperately needed in places like San Francisco. It could also improve neighborhood safety and decrease pollution.

CNU also suggests that replacing underused highways could be a chance to undo the damage they have wrought upon “the physical and economic health of low-income and minority residents.” But while reconciliation is indeed a possibility, so also is displacement. Sam Warlick, the communications director at CNU, acknowledged this possibility. “Any kind of positive change in a neighborhood (also) runs the risk of cultural and economic displacement,” he said. Communities that embrace replacement, he explained, could prevent drastic displacement by pairing their infrastructure investment with community investment. “We would hope that anti-displacement efforts and initiatives to share the prosperity would be baked into the process from the beginning.”

_Tiffany Owens, a journalist currently based in Providence, R.I, is a New Yorker at heart._

### 7 Comments To "Why Cities Are Demolishing Freeways"

**#1 Comment** By [joef](#) On February 12, 2017 @ 3:41 pm

This is nice in theory but will it work in reality? In my experience what usually happens is that it just increases local traffic congestion with resultant difficulty of pedestrian transit, noise, local reduction in air quality, and reckless driving from frustrated drivers.

These highway removal plans will not reduce the usage of car travel, despite the wishful thinking that it will. Thus, the end result of most of these highway removal projects will be overwhelming increase in local traffic conditions.

Mass transit may pick up some of this; but not enough to stop the local traffic chaos that will likely result from these highway dismantling projects. You cannot overrule a persons’ rational self
Board & Committee Agenda Item

**Agenda Item**
TIP Amendment – US 41/CSX Grade Separation Project Development & Environment Study (440746-1)

**Presenter**
FDOT Representative

**Summary**
Committee members will likely recall last month, supporting an amendment to the 2019-2023 Transportation Improvement Program (TIP) adding $1.45 million in funds for Project Development & Environment (PD&E) Study for the grade separation project at US 41 and the CSX tracks near Causeway Blvd. At today’s meeting, design alternatives for the PDE will be discussed.

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**
None. For information only.

**Prepared By**
Gena Torres, MPO Staff

**Attachments**
None.
OLD & NEW BUSINESS
The Florida Senate Administrative Policies and Procedures  
Policy 1.49
Effective January 18, 2018

1.49 Workplace Harassment Prohibited
The Senate is committed to providing a safe, professional environment for conducting the legislative business of the citizens of Florida. The Senate does not tolerate harassment toward any individual based on race, color, religion, sex, national origin, age, disability, or marital status. The Senate takes all allegations of harassment seriously and will take appropriate action to eliminate prohibited harassment.

Each Senator and employee has a responsibility to ensure harassment based on race, color, religion, sex, national origin, age, disability, or marital status does not occur in the workplace and must avoid conduct, both subtle and overt, that could be seen as prohibited harassment.

To achieve the Senate goal of providing a workplace free from unlawful harassment, the prohibited conduct described in this policy will not be tolerated, and there will be a prompt response to complaints of such harassment consistent with this policy or the Senate Rules, as applicable. The personal identifying information of an alleged victim of sexual harassment will be kept confidential and exempt from public records requirements pursuant to section 119.071(2)(n), Florida Statutes, to the fullest extent allowed by law.

Applicability
This policy is applicable to all Senate employees, Senators, lobbyists, and third parties. All agreements with agents, contractors, and vendors shall also contain provisions prohibiting harassment consistent with this policy.

For the purpose of this policy, the term:

1. “Employee” means an individual employed by the Senate and includes an intern, Senate Page, volunteer, or other temporary or unpaid staff.
2. “Lobbyist” means an individual registered to lobby both houses of the Florida Legislature or the Florida Senate pursuant to section 11.045, Florida Statutes.
4. “Third party” means a member of the general public, member of the media, other legislative employee, or visitor to the Senate offices or committees.

Definition of Workplace Harassment
“Workplace harassment” means any:

1. Harassment based on race, color, religion, sex, national origin, age, disability, or marital status, including verbal or physical behavior or conduct that denigrates or shows hostility or aversion toward an individual because of that individual’s race, color, religion, sex, national origin, age, disability, or marital status;
2. Harassment based on an individual’s association with an individual because of that individual’s race, color, religion, sex, national origin, age, disability, or marital status;
(3) Harassment that has the purpose or effect of substantially interfering with an
individual’s work performance or creating an intimidating, hostile, or offensive
work environment; or

(4) Sexual harassment. While workplace harassment includes sexual harassment,
sexual harassment raises issues that are unique in comparison to other types of
workplace harassment. Therefore, sexual harassment warrants separate emphasis.
“Sexual harassment” means unwelcome sexual advances, requests for sexual
favors, and other verbal, nonverbal, or physical conduct of a sexual nature when:
(a) Submission to such conduct is made either explicitly or implicitly a term or
condition of an individual’s employment;
(b) Submission to or rejection of such conduct by an individual is used as the
basis for employment decisions affecting such individual; or
(c) Such conduct has the purpose or effect of unreasonably interfering with an
individual’s work performance or creating an intimidating, hostile, or
offensive working environment.

Examples of Workplace Harassment
The following examples are illustrative of conduct or communications that may constitute
workplace harassment:

- Unwanted jokes or slurs with a sexual, racial, religious, ethnic, or similar content.
- Mimicking or imitating the characteristics of an individual based on race, religion,
  sex, national origin, age, disability, or marital status.
- Unwelcome remarks about an individual’s sexual anatomy, sexual capabilities,
  ethnic characteristics, religion, age, physical disabilities, or marital status.
- Unwanted physical contact.
- Hazing based on race, color, religion, sex, national origin, age, disability, or marital
  status.

The following examples are illustrative of conduct or communication, if unwelcome, which
may constitute sexual harassment:

Verbal

- Sexual comments or innuendos about one’s clothing, body, appearance, or sexual
  activity.
- Discussing sexual topics in the workplace, such as sexual practices or preferences
  or telling sexual jokes or stories.
- Using sexual words or phrases or words or phrases that can or should reasonably be
  taken as having sexual connotations.
- Implying that certain individuals must attend meetings or provide briefings when it
  is understood or should be understood the preference is not based on the substantive
  knowledge or experience of the individual.
- Making unwelcome calls or other communications to discuss matters of a personal
  nature outside of those required by professional conduct.
• Requesting or demanding sexual favors or suggesting that there is any connection between sexual behavior and any term or condition of employment or the outcome of any issue or matter, whether that connection be positive or negative.

Nonverbal
• Displaying sexually explicit pictures, cartoons, messages, or objects in the work area.
• Giving personal gifts of a sexual nature.
• Making sexually suggestive gestures.
• Making unwelcome visits outside the workplace.
• Sending emails, text messages, instant messages, or notes of any kind containing sexual images, cartoons, jokes, words, phrases, or content of a sexual nature.

Physical
• Kissing or hugging, unless welcome or clearly not objected to, when made in connection with a greeting or parting, such as a peck on the cheek.
• Patting, pinching, or intentionally brushing against an individual’s body.
• Unwelcome sexual contact of any kind.

Whether conduct or communications constitute workplace harassment depends upon the totality of the circumstances. In that regard, the following should be kept in mind:

(1) A single incident may or may not constitute workplace harassment.
(2) Whether a particular action is workplace harassment will depend on the facts and determinations made on a case-by-case basis.
(3) Conduct or communications that might be welcome to one individual may be unwelcome to another individual. Conduct or communications that might have been welcome between two individuals at one time may become unwelcome at any time.
(4) The examples are not exhaustive. Other conduct or a communication not expressly described in the examples may violate this policy.

Complaint Contacts
Any individual who experiences prohibited workplace harassment in the Senate may report the complaint to any of the following individuals:

(1) the Senate President;
(2) the Senate Chief of Staff;
(3) the Secretary of the Senate;
(4) the Senate Sergeant at Arms;
(5) the Human Resources Director of the Office of Legislative Services (Human Resources Director);
(6) an employee’s immediate supervisor;
a designee of opposite gender provided by any of the aforementioned contacts when practical. A list of opposite gender designees, if any, will be provided with annual training materials.

**Complaint Procedure**

Complaints reported to a complaint contact must be promptly communicated to the Human Resources Director for a complete investigation. Once notified, the Human Resources Director will promptly notify the Office of the Senate President, or the Senate President Pro Tempore with a copy to the Secretary of the Senate if the complaint is against the Senate President, of the complaint and attempt to resolve the issue informally. This will include discussing the issues with the individuals involved in the complaint and may include interviewing other personnel, as deemed appropriate. Supervisors, Human Resources staff, or the Senate General Counsel may be requested to assist the Human Resources Director with the facilitation of the informal resolution.

If no informal resolution is possible, or if the complainant or the Human Resources Director determines an informal resolution is not appropriate given the seriousness or severity of the allegation, the complainant will be requested to submit a formal, written complaint to the Human Resources Director. The written complaint must set forth the basis of the complaint, the reasons the complainant believes prohibited workplace harassment has occurred, the specific dates of the alleged harassment, identification of any witnesses to the harassment and any action the complainant believes would resolve the complaint.

Upon receipt of the written complaint, or when deemed appropriate by the Senate President or the Human Resources Director, the Human Resources Director may contact an independent, professional service provider who will conduct a further investigation into the allegations set forth in the complaint.

After appropriate investigation, a written report summarizing the issues raised in the complaint, as well as evidence collected during the investigation, will be prepared by the Human Resources Director or the service provider and submitted to the Office of the Senate President.

A copy of a formal complaint or a description of an informal complaint shall be retained by the Human Resources Director with a summary of how the complaint was resolved.

If the complaint is against the Senate President, the Human Resources Director will notify the Senate President Pro Tempore with a copy to the Secretary of the Senate.

In every case, the Human Resources Director shall provide the complainant with available resources for victims of workplace harassment and follow-up with the complainant, when appropriate, to ensure the complainant was able to access available resources.
Resolution
The Human Resources Director, upon completion of an investigation of a complaint, will provide a summary of any findings, and disciplinary recommendations when a violation by an employee is identified, to the Senate President and the Senate Chief of Staff.

The Senate President and the Senate Chief of Staff, in consultation with the Senate General Counsel, will promptly make a determination and take appropriate disciplinary and corrective action, if any, based on all of the evidence gathered during the investigation.

An employee who is found to have violated this policy is subject to discipline up to and including immediate termination from employment.

The Senate President will take appropriate action if the complaint involves any violations by a Senator or a third party in accordance with the Senate Rules. Appropriate action may include, with the consent and participation of the complainant, the filing of the complaint with the Chair of the Committee on Rules in accordance with the Senate Rules.

If the complaint is against the Senate President, the Senate President Pro Tempore, with the consent and participation of the complainant, will file a written complaint with the Chair of the Committee on Rules in accordance with the Senate Rules.

Confidentiality
Information regarding complaints should be limited to individuals who need to know in order to carry out the procedures in this policy. A complaint and related investigation will be kept as confidential as practicable; however, absolute confidentiality cannot be guaranteed as reporting to law enforcement, attorneys, the Commission on Ethics, or others responsible for taking action may be required.

Statutes address certain information that is either confidential and exempt or exempt from public records requirements in specific situations and for certain time periods (e.g., sections 119.071(2)(g), 119.071(2)(k)1., and 119.071(2)(n), Florida Statutes).

Reporting Encouraged
The goal of the Senate is to provide a workplace free from harassment of any type. The Senate takes allegations of harassment seriously and will respond to such allegations promptly. Every individual is encouraged to report prohibited harassment so that inappropriate behavior can be addressed quickly and eliminated.

Supervisor Responsibility
Each Senator or employee supervising other employees is responsible for making subordinates aware of the prohibited harassment policy and the means for reporting a complaint.

A copy of this policy will be provided to each new employee and each employee must acknowledge receipt of the policy.
All Senators and employees, especially those supervising others, are responsible for assuring the workplace is free from harassment.

Supervisors and Senators in receipt of a complaint, whether formal or informal, must promptly communicate the complaint to the Human Resources Director.

**Retaliation**
The Senate does not tolerate retaliation against any individual for having complained of workplace harassment or for having assisted or participated in an investigation of alleged workplace harassment. Any individual who believes he or she may have been the subject of retaliation for having complained of workplace harassment or for having assisted or participated in an investigation related to an allegation of workplace harassment should report that information to any of the complaint contacts listed in this policy. Any individual found to have engaged in retaliation will be subject to discipline up to and including immediate termination or other appropriate action.

**False Complaints**
Complaints of workplace harassment found to be intentionally or recklessly dishonest or malicious will not be tolerated and shall be subject to discipline up to and including immediate termination or other appropriate action.

**Training**

**Employees**
Every employee shall receive a copy of this policy at the start of employment and shall return a signed acknowledgment prior to receiving access to Senate facilities or systems acknowledging the employee has read and understands the policy. Employees are encouraged to ask questions of their immediate supervisors if they do not understand the policy. Every employee shall receive a minimum of one (1) hour of training annually through online, classroom, or other appropriate training methods provided by the Senate on the topics of workplace harassment, sexual harassment, and sensitivity. Such training shall include verification through testing that the employee understands the concepts presented in the training and an opportunity for the employee to provide feedback.

Except as provided in this paragraph, volunteers, interns, and other temporary or unpaid staff of the Senate are required to receive the same training and provide the same acknowledgment of this policy as paid employees of the Senate. When requesting a volunteer, intern, or other temporary or unpaid staff, a Senator or the Senate Administration Director may request in writing that such individual receive as an alternative to the training described above, a copy of the Senate Workplace Harassment policy appropriate for the individual along with instructions on reporting any inappropriate behavior. For individuals who are minors, such as pages, the information shall be provided to the parent or guardian of the individual.

**Supervisors and Complaint Contacts**
Supervisors and complaint contacts shall receive additional training beyond the employee training to include instruction on handling workplace and sexual harassment complaints.
**Senators**
The annual training required of Senators pursuant to Senate Rule 1.40 shall include at least one (1) hour addressing workplace harassment, sexual harassment, undue influence, and sensitivity training. Senators shall acknowledge receipt of the training.

**Lobbyists**
Prior to lobbying in the Senate, every lobbyist shall receive a copy of this policy at the time of registration and shall sign an acknowledgment prior to completing registration that the lobbyist has read and understands the policy. For the 2018 Legislative Session, and until such time as the registration system is modified, such notification shall be accomplished by providing an electronic copy of this policy to every lobbyist registered on January 8, 2018, and every new lobbyist registering on or after that date, at the contact email address provided with the lobbyist’s registration. The notification shall include current contact information for the complaint contacts listed in this policy available to lobbyists for making a complaint.

**Third Parties**
The Senate Workplace Harassment policy and a list of complaint contacts shall be available on the Senate website under a separate link for the general public to access.

**Recordkeeping**
The Human Resources Director is the official recordkeeper for all records related to reports, notifications, complaints, and investigations under this workplace harassment policy.

**Annual Review**
The Senate commitment to providing a safe, professional environment free of workplace harassment requires continuous improvement and constant engagement at all levels. To achieve the Senate goal, this policy, and the procedures, notifications, and training provided pursuant to it, shall be reviewed at least annually and updated as necessary.
Board & Committee Agenda Item

**Agenda Item**
CAC Effectiveness

**Presenter**
Rich Clarendon, MPO Asst. Exec. Director

**Summary**
This topic was requested by CAC member Vance Arnett and will be a dialogue to discuss the function, effectiveness and value of participating on the Committee.

As background, the MPO by-laws say that:

> The Citizens Advisory Committee (CAC) shall be responsible for providing information and overall community values and needs into the transportation planning program of the MPO; evaluating and proposing solutions from a citizen’s perspective concerning alternative transportation proposals and critical issues; providing knowledge gained through the CAC into local citizen group discussions and meetings; and establishing comprehension and promoting credibility for the MPO Program.

To help gauge the perceptions of current members, a brief survey was sent to all CAC members, and is still open for those who haven’t responded yet. It can be accessed at:

[https://www.surveymonkey.com/r/CAC_Effectiveness_Survey](https://www.surveymonkey.com/r/CAC_Effectiveness_Survey)

Staff will share the results with committee members.

**Recommended Action**
None; for discussion only.

**Prepared By**
Rich Clarendon, AICP

**Attachments**
None
ADDENDUM ITEMS
CALL TO ORDER, PLEDGE OF ALLEGIANCE & INVOCATION

The MPO Chairman, Commissioner Les Miller, called the meeting to order at 9:03 a.m., led the pledge of allegiance and gave the invocation. The regular monthly meeting was held at the County Center in the 26th Floor Conference Room.

The following members were present:

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

The following members were absent:

Councilman Harry Cohen and Commissioner Ken Hagan.

APPROVAL OF MINUTES – January 8, 2019

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

PUBLIC COMMENT

There were no public comments.

COMMITTEE REPORTS, ONLINE COMMENTS

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

The committees discussed the following action items:

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

2. The Southshore Transit Re-Evaluation; given the passage of the transportation referendum, members were interested in knowing when the study’s recommendations would be implemented by HART.

3. Policy Committee acted on legislative positions for 2019 and discussed the implications of several bills. The committee directed staff to prepare a letter to the Hillsborough County Legislative Delegation Chair, Senator Rouson that was included in the agenda packet for Board discussion.
The committees approved and forwarded for MPO Board approval the following:

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

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

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

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

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

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

The following people made remarks on Facebook:

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

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

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

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

ACTION ITEMS

A. 2019 Safety Performance Targets

Johnny Wong, MPO Staff, presented the performance targets. Under the MAP-21 legislation, the Federal Highway Administration (FHWA) requires state DOTs and MPOs to adopt performance targets for five safety measures. Federal reporting requires that the measures and targets are calculated using a prescribed five-year rolling average ending prior to the year that the targets are set. August of 2017, the Florida Department of Transportation (FDOT) set a statewide target of zero traffic deaths. Whereas achieving zero traffic deaths is the long-term aspirational goal of the Hillsborough MPO, the FHWA has encouraged MPOs to select realistic targets based on data analysis. Using a methodology developed for the Imagine 2040 Long Range Transportation Plan to predict performance based on different investment levels for safety projects, targets have been calculated for calendar year 2019.

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

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

This target was not required by FHWA; however, achieving a 51% crash reduction represents the upper limit of the range, and hence, is the MPOs aggressive estimate. To meet that goal by 2040, crashes would have to be reduced by 3.4% each year.

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

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

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

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

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

Mr. Lopano wanted to know if the Independent Oversight Committee (IOC) will approve projects that are within the specified scope. Commissioner Miller stated that appointees from Hillsborough County, City of Tampa, City of Temple Terrace, Plant City, and HART will make up the committee. Mr. Lopano inquired about the process of the IOC approving projects. Commissioner Miller stated that the boards and the city councils will make recommendations to the IOC, and the IOC will make decisions based on the guidelines of the law.

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

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

Mr. Waggoner wanted to know what dollar amount was used to come up with the 51% revenue increase needed and the target value increase over the current value. The safety category is 27% of 54%. Ms. Alden stated it was approximately $45 million a year. The estimates are a few years old and the LRTP will be updated this year.

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

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

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

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

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

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

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

Following the discussion, the motion carried unanimously.

B. Southshore Transit Re-Evaluation

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

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

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

Commissioner Overman was excited to see that service levels are being examined and restored in Southshore. She wanted to know if an analysis was done on the major source of the majority of the
employees that are getting to MacDill Airforce Base as part of the design. Ms. McKinley stated that was not part of the design and it was a route deviation recommendation.

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

**C. MPO Policy Positions for 2019**

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

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

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

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

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

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

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

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

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

**STATUS REPORTS**

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

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

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

**B. Heights Mobility Study**

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

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

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

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

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

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

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

**EXECUTIVE DIRECTOR’S REPORT**

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

The workshop held on January 31st regarding community impacts of FDOT’s Plans for I-275 & I-4 Interchanges was a success. It was the first of three about Tampa Bay Next and what happens specifically with the Downtown Interchange. Following completion of all three workshops, the Board will potentially
send a letter of comment to FDOT. Comments from the public about what should be included in the letter will be obtained at the public hearing this summer.

Last month, Ms. Alden had an opportunity to speak at the National Conference of the Transportation Research Board on the Health in All Policies approach.

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

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

**OLD & NEW BUSINESS**

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

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

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

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

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

Following discussion, Commissioner Overman withdrew her motion.

**ADJOURNMENT**

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

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

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

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

The CAC was also briefed on:

- The Tampa Bay Next Section 7 PD&E study recommendation to add two general purpose lanes to I-275 north of downtown Tampa to Bearss Ave. Members asked how this project would affect the Boulevard conversion proposal for I-275, the southbound to eastbound fly-over, how to improve bicycle and pedestrian safety around the interchanges, and the express bus lanes proposed by TBARTA.
- The Shared Mobility Design and Policy Studio project being conducted by the FSU Dept. of Urban and Regional Planning and the Planning Commission. Members were impressed by the level of knowledge presented by the urban planning graduate students and had lots of questions about what shared ride mobility like Uber and Lyft will mean for traditional transit, how users can navigate through the system, drop off and pick up zones around venues such as Amalie Arena, and how citizens can get involved.

Meeting of the Technical Advisory Committee on February 25

The committee approved and forwarded to the MPO Board:

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

The TAC also heard reports on:

- 2045 LRTP update and ways for the TAC to weigh-in. The members were interested in moving the date of their May or June regularly-scheduled meetings to coincide with a joint workshop with the Planning Commission to further explore ways to coordinate and influence the 2045 LRTP update.
- Tampa Bay Next Section 7 PD&E. There were question on the design – suggestion extra care given to marking crosswalks at the Hillsborough...
Meeting of the Bicycle/Pedestrian Advisory Committee (BPAC) on February 13
The committee approved and forwarded to the MPO Board:

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

The BPAC also heard reports on:

- The Application of Demographic Analysis to Pedestrian Safety by Dr. Pei-Sung Lin of CUTR. The presentation focused on the demographics of pedestrian victims of traffic crashes, and how those are correlated to race, age, and income as well as proximity to destinations such as bars, schools or stores.
- The City of Tampa’s Harbour Island Complete Streets project, which will reduce speed limits and add safety features for pedestrians and cyclists.
- A Shared Mobility Project underway by FSU Master’s of Urban and Regional Planning students focusing on transit, ridesharing, and other types of shared mobility.

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

Meeting of the Livable Roadways Committee (LRC) on February 20
The committee approved and forwarded to the MPO Board:

- Whit Remer as alternate Advocate for Livable Communities;
- TIP Amendment – US41 CSX Grade Separation PD&E

The LRC also heard reports on:

- Harbour Island Complete Streets.

Meeting of the Transportation Disadvantaged Coordinating Board (TDCB) on February 22
The committee approved:

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

- The Legislative Message for the 2019 Transportation Disadvantaged Legislature Day scheduled for March 20th in Tallahassee.

The TDCB also heard reports on:

- The Advantage Ride pilot project sponsored by the Florida Legislature and Commission for Transportation Disadvantaged. The pilot provides free trips for persons with disabilities in Hillsborough, Pinellas and Manatee. There are no limitations on the trip type or destination.
The Tampa Bay Next Workforce Development program piloted by the Florida Department of Transportation. The purpose of the program is to:

1. To build productive, sustainable relationships with regional and local stakeholders and community members;
2. To provide direct economic benefits to communities where FDOT is constructing infrastructure projects, specifically targeting low-income, and high-unemployment areas; and
3. To help address the construction labor shortage by recruiting and building a pipeline of workers for infrastructure projects in the Tampa Bay region and increasing the likelihood of FDOT projects staying on time and within budget
Our local not-for-profit hospitals and the department of health want to hear from you!

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

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

Thank you!

¡Nuestros hospitales locales sin fines de lucro y el departamento de salud quieren saber de usted!

Estas organizaciones están trabajando juntas para obtener la perspectiva de la comunidad sobre las necesidades de salud y bienestar más apremiantes. Los resultados de esta encuesta se utilizarán para ayudarnos a comprender las inquietudes de salud de su comunidad para que se puedan realizar mejoras.

Le recomendamos que dedique 15 minutos a completar la encuesta debajo. Su voz es importante para garantizar que estas organizaciones comprendan mejor las necesidades de nuestra comunidad.

¡Gracias!