Meeting of the Citizens Advisory Committee
Wednesday, April 10, 2019, 9:00 AM

I. Call to Order & Introductions
II. Public Comment - 3 minutes per speaker, please
III. Members’ Interests

IV. Approval of Minutes – March 13, 2019

V. Action Items
A. Transportation Improvement Program Resiliency Amendment for HART Transit Oriented Development & Resiliency Program Grants (Sarah McKinley, MPO Staff)
B. Unified Planning Work Program (UPWP) Amendment (Allison Yeh, MPO Staff)
C. Annual Joint Certification of the MPO (Rich Clarendon, MPO Staff)

VI. Status Reports
A. Tampa Bay Next Update (FDOT Representative)

VII. Old Business & New Business
A. CAC Effectiveness
B. Test of Live-Streamed CAC Meetings
C. Tampa Bay Area Regional Transit Authority (TBARTA) Legislative Authority (Rick Richmond)
D. Expiring CAC Membership Terms
E. Columbus Drive Re-Surfacing
F. Next meeting: May 15th

VIII. Adjournment

IX. Addendum
A. MPO Meeting Summary & Standing Committee Reports
B. Florida MPO Advisory Council legislative update as of 3/22/19
C. City of Tampa Public Meeting Notice: E. Columbus Drive from Nebraska Ave to N. 14th St

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I. CALL TO ORDER & INTRODUCTIONS

The meeting was called to order by Chair Bill Roberts at 9:02 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: Sky White (welcome new member), Rick Fernandez, Vance Arnett, David Bailey, Vivienne Handy (welcome new member), Steven Hollenkamp (welcome new member), Nicole Rice, Van Linkous (welcome new member), Bill Roberts, Edward Mierzejewski, Lynne Vadelund, Dayna Lazarus, Terrance Trott, Rick Richmond, Barbara Kennedy Gibson.


II. PUBLIC COMMENT

Ms. Lena Young Green, Tampa Heights resident, spoke against the expansion of the interstate. She requested a message be sent to the MPO Board for a no-build action with the consideration of replacing the interstate with a boulevard. She spoke in support of the Green Artery Perimeter Trail and Vision Zero.

Following Ms. Young’s comments, Mr. Fernandez clarified with her the no-build option and her reference to the interchange was regarding the Downtown Interchange and the Boulevard Concept for I-275 going north and the I-4 Interchange.

III. MEMBERS’ INTERESTS

Mr. Fernandez requested that staff check on rules of engagement for the upcoming Annual TIP Review in June. Some of the referenced items included: the amount of time given for public comment, speaker’s time, meeting location and time. In addition, if a speaker receives donated time, do the donors have to be present in the room, and seating for speakers. Ms. Alden informed Mr. Fernandez that she will discuss his concerns with the MPO Chair.

Mr. Fernandez voiced concerns about public comment in the form of Facebook posts and emails from citizens. He wanted to know how the comments are communicated to the MPO Board. Ms. Alden stated that as Ms. Torres provides the summary of emails and Facebook comments, the full text is provided in the blue folders that are given to MPO Board members for review at the meeting. Members do not have a day or two to review, since many of the posts are unavailable until a few hours prior to the meeting. Mr. Fernandez is concerned that the summaries provided at the meetings are not a true representation of comments and suggested that a preamble stating that full comments will not be read at the meetings.
Mr. Fernandez handed out copies of a PowerPoint presentation from Mauricio Rosas, a transit activist and Mr. Fernandez’s neighbor from the Seminole Heights community. Mr. Rosas was unable to attend the meeting and requested that Mr. Fernandez inform the group of the Heights Traffic Awareness Campaign. Mr. Rosas requested an enhanced activity level by the MPO for the Heights corridors referenced in the distributed presentation.

Mr. Fernandez commented on the FDOT Open House that was held on January 31 and expressed concerns about the economic impact and air quality health impacts. He did not feel that the information that was presented came close to answering questions, and he would like to see a more formal presentation.

IV. APPROVAL OF MINUTES

Mr. Bailey made a motion for approval of the February 13, 2019 minutes. Mr. Mierzejewski seconded the motion and requested corrections to his comments. He referenced the statement noted regarding the vehicle inspection program and stated that there are a lot of vehicles on the highway with one headlight, no taillights, and this could be a contributing factor to some of the pedestrian issues that exist. He requested that the minutes specifically reflect his concerns about headlights that are not operating properly. On the topic of the CAC possibly holding informal meetings, he did not necessarily say that he agreed with the happy hour idea, but stated he was okay with it. He did not feel that Facebook is properly noticing, and it should be an official meeting and not a happy hour. The grammatical error of the double negative will be corrected. There were no additional comments or corrections to the minutes.

The minutes, as amended, were approved unanimously.

V. ACTION ITEMS

A. 2018 State of System Report

Dr. Johnny Wong presented the State of the System update. The State of the System report is a bi-annual update intended to track trends related to safety, congestion, multi-modal travel, resiliency, and infrastructure conditions within Hillsborough County.

Mr. Roberts wanted to know if the slide presentation is available to the CAC. Mr. Clarendon said he would make it available. Data used for the presentation can be found in the meeting packet. Questions related to data can be sent to Dr. Johnny Wong at wongj@plancom.org.

Following the presentation, some of the suggestions provided by members were:

- Vision Zero/public safety at the top of the Performance Measurements
- Comparison to other metro cities/comparison nationwide
- Impacts to investment numbers; how do the revenue laws and tax changes impact dollars
- Explaining the whole model of Vision Zero if it is going to be used as a measure
- Better read for the average citizen
- Explain how a “good” bike facility is defined
- Massive improvements and access to the airport/public commitment
- Reflect on what was happened and is happening with changes to bus routes
- Incorporate real data
- A statement about stormwater runoff
• Context on the performance measures
• Include recent income data, GIS maps showing areas of concern in relationship to where congestion and air quality concerns
• Creating a target for decreasing the transportation disadvantaged
• Coordinating points on vehicle emissions
• Show where money is being spent on projects and deficits on a GIS map; in addition, overlay with some of the growth
• Compare data to cities that have similar transportation networks and similar populations
• Bike and pedestrian access to South County recreational facilities

Mr. Roberts requested Dr. Wong inform the group of what will take place after the report leaves the CAC so new members will have a sense of procedures. Dr. Wong informed the group that staff will work on adjustments based on comments that have been provided. The report will be presented to the MPO Board the first week of April, and the final report will be sent to the printer. Mr. Clarendon added that it provides a baseline for system performance to compare with conditions as projected in the 2045 Long Range Transportation Plan.

**Motion:** Approve the 2018 State of the System report and send to the MPO Board for approval. (Arnett-Bailey). The motion passed unanimously.

VI. **STATUS REPORTS**

A. Smart Cities Update

Mr. Vik Bhide, City of Tampa Smart Mobility Manager and Chair of the MPO ITS Committee, provided an update on the City of Tampa’s Smarter Cities Initiatives.

Following the presentation there was discussion, particularly the benefit of expanding the initiatives beyond the City of Tampa. The committee would like to see Mr. Bhide provide future updates.

B. I-275 Blvd. Conversion Project

Mr. Joshua Frank, Principal and Urban Designer with Wide Open Office, provided an overview of urban design and highways to boulevards. Mr. Frank informed the group that he is willing to come back.

Following the presentation, there was discussion and suggestions provided to Mr. Frank. Mr. Hollenkamp asked how conversions were accomplished in other cities. Mr. Trott asked if there was any informed opposition to the conversion. Mr. Mierzejewski pointed out that traffic volumes had grown as compared to the figures presented by Mr. Frank, that the capacity of a lane on an interstate highway is much greater than on a surface arterial lane, and that the experience of other cities, such as Orlando, shows that rail transit ridership has not provided much traffic relief. In the essence of time, Mr. Frank stayed after the meeting to respond to specific questions from members.

C. US 41 at CSX Grade Separation PD&E

The report was deferred at FDOT’s request.
VII. **OLD BUSINESS & NEW BUSINESS**

A. **Workplace Harassment Prohibited: FL Senate Policy**

Mr. Clarendon provided information on the policy that was adopted by the MPO and suggested committee members read the policy. If any questions, the item can be discussed at a future meeting.

B. **CAC Effectiveness**

This item was deferred until the next meeting. Chair Roberts thanked members for completing the survey. The report of the survey results will be distributed before the next meeting.

C. **Test of Live-Streamed CAC Meetings**

This item was deferred to the next meeting.

D. **TBARTA Legislative Authority**

Mr. Richmond informed the group of discussion from the TBARTA meeting to accept and finalize the MPO Regional Coordination and Best Practices Research study, that the Regional Catalyst PD&E/BRT Program is out for bid in March, and the creation of a Regional Transit Development Plan is underway.

Mr. Richmond mentioned Mr. Arnett’s concern with TBARTA working outside the realm due to the statute and suggested having a TBARTA representative or staff attend a meeting and respond to the inquiry. Mr. Arnett would like to have the explanation of TBARTA’s operational capabilities, requested a copy of the statute provided, and stated that TBARTA does not have to come to a meeting.

E. **Columbus Drive Re-Surfacing**

Mr. Clarendon informed the group that information has not been received from Hillsborough County and the update was deferred.

VIII. **ADJOURNMENT**

There being no further business, the meeting adjourned at 12:20 p.m.
Board & Committee Agenda Item

**Agenda Item**
Transportation Improvement Program & Unified Planning Work Program
Amendments – Transit-Oriented Development Grant and Resiliency Grant

**Presenter**
Sarah McKinley, MPO Staff

**Summary**
The following item is amendments to both the Transportation Improvement Program (TIP) and Unified Planning Work Program (UPWP).

Hillsborough Area Regional Transit Authority with Plan Hillsborough and the City of Tampa received a Transit Oriented Development (TOD) grant to revise the TOD policies within the City’s Comprehensive Plan. The study will focus on the Florida and Fowler corridors and coordinate with other ongoing efforts. The grant is a total of $800,000 in funds from Federal Transit Administration (FTA) and $200,000 in local funds.

HART has also received a $1,000,000 resiliency grant from FDOT. The funds will be used to repair infrastructure damaged, including drainage, at the HART 21st Avenue Operations Facility during the last hurricane season.

**Recommended Action**
Recommend approval of the TIP & UPWP amendments

**Prepared By**
Sarah McKinley, MPO Staff

**Attachments**
TIP/STIP Comparative Report
UPWP Amendment Table 2b
Project Summaries
## 5 Year TIP
**Hillsborough County, District 7**

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## HILLSBOROUGH COUNTY METROPOLITAN PLANNING ORGANIZATION

### COORDINATION IN THE MPO AREA (funding sources by tasks) - Table 2b

### UNIFIED PLANNING WORK PROGRAM - FY 19/20 (Year 2)

Amended 5/8/19

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* Soft Match - The State provides 18.07% match for FHWA funds with toll credits. Toll credits are actual dollars that can be expended and soft match credits do not appear in the work program.

** Task 1 includes $192,54 (PL) Tasks 3 includes $9827 (PL) and Task 5 $3288 (SU) rollover from FY2018.

*** These funds are transferred from other MPOs and administered by Hillsborough MPO for the TBARATA Staff Services Agreement.
FTA Pilot TOD Planning Grant Project Summary

The Hillsborough Area Regional Transit Authority (HART) is currently pursuing a grant funding opportunity under FTA’s Pilot TOD Planning Grant Program in partnership with the City of Tampa (COT), the Hillsborough County City-County Planning Commission (HCCPC) and the Hillsborough Metropolitan Planning Organization (HMPO).

**Project Title:** Tampa/Hillsborough Transit Oriented Development Planning Study

**Project Partners:** The project partners include HART, the City of Tampa, Hillsborough Planning Commission and the Hillsborough MPO.

**Project Scope:** The study will examine and evaluate the performance of existing Transit Oriented Development (TOD) land-use policies for the City of Tampa and Hillsborough County in relation to two transit projects- the City of Tampa’s Streetcar Extension Project and HART’s Arterial Bus Rapid Transit (BRT) Project for the Nebraska Ave/Florida Ave/Fowler Ave corridors.

The proposed grant project will consist of three phases. Phase 1 will focus on the Tampa Streetcar Extension project and evaluate the City of Tampa’s existing TOD policies in relation to the identified station locations for the streetcar project. Phase 2 will focus on HART’s BRT project along the Nebraska and Florida Ave Corridors serving dense, in-town neighborhoods. Phase 3 will focus on HART’s BRT project along Fowler Avenue within the University of South Florida (USF)/Tampa Innovation District, which is comprised of corridor redevelopment and transit dependent neighborhoods adjacent to the regions preeminent medical/educational/research centers.

**Project Tasks:** The Project Work Plan shall explore the study and application of existing TOD policies within the City of Tampa & Hillsborough County Comprehensive Plans to develop and implement Station Area Plans in relation to the transit projects to determine the effectiveness and market viability of these policies to enhance economic development, promote increased ridership, facilitate multimodal connectivity, increase pedestrian & cyclist access to transit, enable mixed-use development, promote private sector investment, and identify needed infrastructure improvements within the transit corridors. The project will support the establishment of sustainable processes for inter-governmental/agency communication and coordination and the development of mutually beneficial public-private partnerships to plan for TOD around a future fixed-guideway transit system that creates connections throughout the City of Tampa, Hillsborough County, and to locations throughout the Tampa Bay metropolitan region.

**Project Goal:** The goal of the proposed project is to establish a consistent methodology, utilizing form-based and transit-based development initiatives, to assist in the development of a sound, feasible policy and regulatory framework for the future creation of Station Area Plans and transit-oriented development regulations. In addition, it will establish a viable path for the determination, approval, and adoption of specific Station Area Plan boundaries, typologies, and baseline site and building orientation, placement, and form characteristics for each station type. The implementation of these plans will include creating a detailed, form-based, regulatory framework for City of Tampa-initiated land development code amendments and area re-zonings. The project builds upon extensive work completed by project partners to establish transit supportive policies, plans and a TOD development framework. It will leverage the two major transit development projects connecting our two major employment centers (Downtown Tampa & USF/Tampa Innovation District).

There are seven (7) general station types identified in the Comp Plan: High Intensity Urban Node, Mixed-Use Regional Node, Community Center, Neighborhood, Park and Ride, Employment Center, and Special Station. These stations have a general form, function, and density and intensity mix, as expressed within the Comprehensive Plans. To the extent possible, a generalized “Station Area Plan” and corresponding regulatory framework (i.e. TOD form-based development/zoning regulations) will be collaboratively developed for each station type, to prepare the corridor(s) for TOD. The project will be completed in phases,
with the first phase focusing on the stations related to the street car extension, and the second and third phases concentrating on stations along the HART BRT line. At least one (1) of each Station type, identified for each line, will be studied. This will provide a template for future work related to additional, similar station types.

The transit station locations will be determined by HART (BRT) and the City of Tampa (Streetcar) in complimentary studies. A Station Area Plan Boundary is generally conceptualized to include areas within a 0.5-mile walking distance from the transit station location. The grant will provide assistance in the completion of general Station Area Plans, by Station type, as identified in the Tampa Comprehensive Plan, and the complimentary TOD regulatory framework (i.e. TOD form-based development/zoning regulations). Once a Station Area Plan and related TOD development regulations are adopted by the City of Tampa, the City and HART may begin the process of implementation for their respective fixed-guideway systems. The specific Station Area Plans and regulatory framework shall at a minimum explore the following as expressed within the Tampa Comprehensive Plan:

**Task 1: Land Use** – Use current, relevant market and land use data, to analyze and determine whether the existing Future Land Use categories along and surrounding each corridor are at the optimal level and mixture of intensity/density to support transit ridership and facilitate economic development and help offset capital investment in relation to the proposed station area and surrounding environment. Based on findings of this analysis, compose any necessary amendments to the policy framework established in the Tampa Comprehensive Plan for identified Station Types, including adjustments to intensity/density limits.

**Task 2: Policy** – Refine existing/create new general descriptions and bonus Floor Area Ratio (FAR) method policy framework, to guide the development and composition of TOD regulatory framework (i.e. TOD land development/zoning regulations), to ensure that all new/re-development activities within identified and future Station Area Plan Boundaries, provide transit-oriented amenities that enhance the quality of life, support Tampa’s Smart City Initiatives through inclusion of integrated technologies, and support the goals of the City Form (established in the Tampa Comprehensive Plan), in order to achieve the desired density and intensity needed. Specific planning tools and methods will be explored and tested by Station Type, such as provisions for use of sustainable “green” construction methods and materials, workforce/affordable housing, parking needs and requirements for vehicles/freight/alternative modes of transportation (i.e. bicycles, scooters, personal assistance devices, autonomous vehicles, delivery drones, etc.), FAR development guidance, and development triggers and thresholds.

**Task 3: Station Area Design** – Analyze and establish viable options for transit oriented and supportive development for each Station Area type, including key characteristics for design of Station Area public realm (i.e. connected, integrated, and multimodal street grid; accessible bicycle/pedestrian connections; street furniture and landscape); site design; building and parking form and placement; and, seamless transitions to Station Area-adjacent lands and uses. These options will guide and be incorporated, as applicable, into the TOD regulatory framework to be created in Task 4.

**Task 4: Implementation** – Create a regulatory framework (i.e. TOD zoning districts and form based land development regulations), which promote market-based development opportunities while prescribing public realm, site, and building design/form standards that complement and bolster the viability and sustainability of the transit system and the specific Station Areas. TOD regulations will also address specific development issues, such as needs and requirements adequate green/public spaces, landscape design, needs and requirements for vehicle parking (minimums-maximums, equivalencies), parking needs and requirements for freight/deliveries and alternative modes of transportation (i.e. bicycles, scooters, personal assistance devices, autonomous vehicles, delivery drones, etc.), and needs and thresholds for inclusion of workforce/affordable/accessible housing. Additionally, this task will include the establishment of a public engagement process; identification of development incentives, Capital Improvement Funding needs and sources, Joint/Shared Facilities and benefits thereof, and potential Public/Private Partnerships; and specify market studies.
If successful and this transformative planning technique can be accomplished with a consistent and repeatable methodology the process can then be replicated throughout Tampa, Hillsborough and to locations throughout the Tampa Bay region.

**Proposed Deliverables**

The following deliverables are anticipated to be produced as a result of the work plan:

- ✓ An analysis report on the viability of existing future land use policies to support TOD along the defined transit corridors and recommendations for modification to the land use intensity/density that would better support TOD opportunities in the corridors & region.
- ✓ An analysis report on the viability of existing development regulations regarding TOD along the defined transit corridors and recommendations for modification of the regulations that would better support TOD opportunities in the corridors & region.
- ✓ An analysis report on existing Station Area Design criteria and recommendations for modifications that would enhance TOD opportunities in the corridors and the region.
- ✓ Creation of a regulatory framework that promotes market-based development opportunities in the defined transit corridors and region.

**Proposed Project Timeline & Milestones**

It is anticipated that the project work plan will take approximately 33-months to complete. Below is an anticipated timeline for the project along with key milestones. The proposed timeline and milestones may change based on the recommendations of staff and any consultants whose services may be required to complete the project.

**General Timeline:**

- o Project Preparation Kick-off 15-days after award
- o Project Consultant Selection Process Months 1-3
- o Project Kick-off Month 3
- o Review of relevant plans/projects/related documents & preparation for work activities Month 4-5
- o Conduct needed analysis for Phase 1 Months 6-12
- o Conduct public outreach for Phase 1 Months 13-16
- o Conduct needed analysis for Phase 2 Months 12-18
- o Conduct public outreach for Phase 2 Months 19-22
- o Conduct needed analysis for Phase 3 Months 19-24
- o Conduct public outreach for Phase 3 Months 25-28
- o Complete Work Plan & deliver final reports w/recommendations Months 29-33
References, Plans & Studies

*Imagine 2040 Tampa Comprehensive Plan* – Pages 49 – 62 for TOD Policy

*Future of Hillsborough: Comprehensive Plan for Unincorporated Hillsborough County* – Pages 88-99 for TOD Policy

*Imagine 2040 Long Range Transportation Plan* – Pages 15 – 36 for transit and land use context, page 40 (Objective 2.1), page 48 (Objective 5.3)

*Hillsborough Metropolitan Planning Organization Transportation Improvement Plan 2019-2023*

*City of Tampa InVision Streetcar Extension Study*
https://www.tampagov.net/capital_projects/studies/streetcar_extension_study#documents

*City of Tampa Streetcar Extension FTA Small Starts*
https://www.transit.dot.gov/funding/grant-programs/capital-investments/tampa-streetcar-extension-project

*Tampa Smart Cities Initiative*

*Hillsborough MPO Transportation Improvement Program*
http://www.planhillsborough.org/wp-content/uploads/2017/05/Adopted_TIP_06142017_updated_Amendments_Safety_added_to27.pdf

*Heights Mobility Plan*
http://heightsmobility.com/documents/

*Tampa Innovation District*
http://tampainnovation.com/discover-the-ip/

*Florida Avenue & Tampa Street/Highland Avenue Corridor Study*
http://www.planhillsborough.org/florida-avenue-tampa-streethighland-avenue-corridor-study-draft/

*Water Street Tampa*
https://waterstreettampa.com/discover/

*Vision 2030 Port Tampa Bay Master Plan*
https://www.porttb.com/masterplan
Federal Transit Administration Emergency Relief Funding for Resilience Program Projects

Project Description

The HART Heavy Maintenance (HM) Facility was built approximately 40 years ago and no longer meets the needs of the ongoing daily operations of serving the public transit needs of Hillsborough County. The HM Facility has several bays that are no longer operational due to multiple challenges examples of which include; outdated equipment and safety code element shortfalls. The overall HM Facility has inadequate space to service the public transit fleet. This causes operational constraints that over time will limit the ability for HART to serve the growing public transit needs for the County. A major concern with the existing HM Facility site is frequent flooding issues during rain events that create major operational concerns and can damage equipment if not corrected. The current conditions under which HART employees perform service is not commensurate with the standards of modern public transit maintenance facilities. HART is a major metropolitan transit organization and its employees are working in a dimly-lit, deteriorating facility with poor ventilation. Employee retention, efficiency in maintaining service, and safety need to be improved. This affects service, as well as HART's annual operating costs.

Project Elements to be completed with Resilience Funding

The heavy maintenance building services HART's current fleet of 247 busses and 64 service vehicles. Full maintenance, refueling, cleaning, administrative support, and other functions happen in and around this facility. This facility also serves as the primary fueling facility for Hillsborough County vehicles during state of emergency and evacuation related events. Most importantly, the revamped site design will mitigate the significant flooding that this overall site and current HM Facility has experienced in the past two decades. The HM Facility sits inside the 43rd Street Outfall Basin, which has flooding conditions that create significant operational and safety challenges especially during weather-related emergency events. There has been up to 6” of water inside the current HM Facility, and even more water around the paved areas surrounding it.

In addition to the flooding, there have been several site-related environmental concerns that this project intends to mitigate regarding fuel in undisturbed soils. The storage for fueling facilities is a concern inside the vertical building structure, and a detailed storage system is being designed for the new facility. The proposed HM Facility will address the transport of petroleum products throughout the site as part of the site renovation.

Feasibility/Alternative Analysis

HART originally proposed a rehabilitation of the existing HM Facility and received grant funds to assist with the proposed project. Through a competitive selection process, HART hired a professional team to develop an updated HM Facility plan. The professional team provided a
feasibility analysis for a proposed rehabilitation project and the study noted that the cost to rehabilitate the existing HM Facility and correct the site repairs would soon approach the cost of a new HM Facility. Further, that a new HM Facility would better serve the current and future needs for public transit in Hillsborough County. Based on this, HART’s Board approved in June 2018 moving forward with a Design phase for a new HM Facility at the same location as the current facility.

Future Emergency Mitigation

The new HM Facility will be constructed on a site that receives major civil improvements in terms of on-site vaults and other retention. The possibility exists that offsite retention will be implemented as well. These water control measures will prevent storm-water from becoming contaminated on-site and running off through the rest of the 43rd Street Outfall basin, and the surrounding residential areas.

A part of HART’s core mission is to serve as the County’s transportation and refueling center during an emergency evacuation. A streamlined facility with technological upgrades to fueling and maintenance systems as well as storm-water improvements to mitigate the current flooding issues means HART can move more people to safe ground during times of evacuation in less time. In addition, the proposed HM Facility will provide a working environment that meets all current code requirements for employees.

The new facility will streamline operations, enhance safety, and address code / environmental concerns such as flooding with the existing facility.

Anticipated Project Schedule

The Design phase should be complete by June 2019, with construction planned in June/July 2019 with a duration of approximately 15 months (2020).
Project Budget and Finance Plan

HART undertook a comprehensive feasibility analysis to evaluate the HM Facility Project with the original goal of renovation of the existing HM Facility. The feasibility analysis determined it is more cost effective to replace the current HM Facility with a new HM Facility. This is a change from original discussions with FTA and FDOT. As a federally eligible project, HART will be aggressively pursuing all possible FTA, FDOT and local sources for the remaining amount required to fully fund the Project.

Federal/Local Share

For the FTA Emergency Relief Resiliency Program, HART is requesting $2 million in assistance. HART has approximately $5M currently awarded from the FTA and will continue to pursue discretionary funding as those opportunities present. HART also plans to apply for a State Infrastructure Bank loan which will be guaranteed by HART general funds.

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Board & Committee Agenda Item

**Agenda Item**
Unified Planning Work Program (UPWP) Amendment

**Presenter**
Allison Yeh, MPO Staff

**Summary**
The MPO periodically amends the Unified Planning Work Program (UPWP) to account for tasks, funding and budget changes. The requested amendment will accomplish the following:

- Adjustments to the FY19 AND FY20 Budget between work tasks, and consultant and staff allocations to accommodate project needs.
- Update Tasks 2 in the following areas: 1) the American Public Health Association grant budget to reflect the $50,000 award received from the National Healthiest Cities & County Challenge and 2) adding a *Transportation Equity Score Card Tool* as a possible tool to be developed for Transportation Disadvantaged Planning activities.
- Adding appendices: 1) HART Planning Program (Appendix I) and 2) Hillsborough County Transportation Improvement Surtax proposed budget (Appendix J). These programs have been placed in the appendices to clarify that they are not part of the MPO’s work program reviewed by federal and state agencies. Tasks 1-6 of the UPWP are the MPO work program, reviewed and approved by FDOT, FHWA, FTA and the Florida Commission for the Transportation Disadvantaged.

Appendix J shows the proposed budget for the MPO’s one percent share of the Hillsborough County Transportation Surtax funds, as specified in the county charter amendment. Eighty percent (80%) of the funds will support consultant planning projects to assist local jurisdictions implement their transportation improvements.

As background, the MPO’s transportation planning functions are supported primarily by federal and state grants. These functions must be identified in advance for two fiscal years. Please note that the MPO’s fiscal year runs from July 1st to June 30th the following year. The UPWP also documents the use of federal funds for metropolitan transportation planning conducted by other agencies, including FDOT and HART. The currently adopted FY19 & FY20 UPWP and draft document is available on the MPO website at: [http://www.planhillsborough.org/unified-planning-work-program/](http://www.planhillsborough.org/unified-planning-work-program/).

**Recommended Action**
Approve FY19 & FY20 UPWP Amendment

**Prepared By**
Allison Yeh, AICP, LEED GA
Attachments

FY 19 & FY 20 Budget Tables: Grants used by MPO (Tables 1a and 1b) and Coordination in the MPO Area (Tables 2a & 2b)

Appendix I - HART Planning Program

Appendix J - Hillsborough County Transportation Improvement Surtax Budget
### Table 2b

#### HILLSBOROUGH COUNTY METROPOLITAN PLANNING ORGANIZATION

**COORDINATION IN THE MPO AREA (funding sources by tasks)**

**UNIFIED PLANNING WORK PROGRAM - FY 19/20 (Year 2)**

Amended 5/8/19

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* Soft Match - The State provides 18.07% match for FHWA funds with toll credits. Toll credits are actual dollars that can be expended and soft match credits do not appear in the work program.

** Task 1 includes $7254 (PL) Tasks 3 includes $9827 (PL) and Task 5 $3288 (SU) rollover from FY2018.

*** These funds are transferred from other MPOs and administered by Hillsborough MPO for the TBARATA Staff Services Agreement.
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### Table 2a
**COORDINATION IN THE MPO AREA (funding sources by tasks)**

**Task Name**
- Transportation Planning Management
- System and Corridor Planning
- Long Range Transportation Planning and Data
- Transportation Improvement Planning
- Public Participation & Stakeholder Engagement
- Local & Regional Coordination and Planning
- FDOT D7 Planning Program
- HART Planning Program
- County Charter Transportation Improvement Surtax

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**Notes:**
- Soft Match - The State provides 18.07% match for FHWA funds with toll credits. Toll credits are actual dollars that can be expended and soft match credits do not appear in the work program.
- Tasks 4 includes $41,161 and Task 5 $115,000 rollover from FY2018.
- These funds are transferred from other MPOs and administered by Hillsborough MPO for the TBARTA Staff Services Agreement.
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* Soft Match - The State provides 18.07% match for FHWA funds with toll credits. Toll credits are actual dollars that can be expended and soft match credits do not appear in the work program.

** Task 1 includes $7254 (PL) Tasks 3 includes $9827 (PL) and Task 5 $3288 (SU) rollover from FY2018.

*** These funds are transferred from other MPOs and administered by Hillsborough MPO for the TBARATA Staff Services Agreement.
Appendix I: HART Planning Program
**HART Planning Projects**

**Transit Development Plan (TDP)**

Prepare the Transit Development Plan to submit in September 2019. The TDP presents a ten-year plan for service and capital projects based on anticipated funding.

**Transit Surtax Program of Projects**

Prepare a program of projects to present to the Independent Oversight Committee by the September 30, 2019 deadline. This program of projects will be a proposed set of operational and capital projects to be implemented starting January 2020 that meet the requirements of the Charter Amendment passed by the voters of Hillsborough County in November 2018.

**FTA Transit Oriented Development (TOD) Pilot**

The study will examine and evaluate the performance of existing Transit Oriented Development (TOD) land-use policies for the City of Tampa and Hillsborough County in relation to two transit projects: the City of Tampa's Streetcar Extension Project and HART's local BRT Project for the Nebraska Ave/Florida Ave/Fowler Ave.

**Tampa Arterial BRT Study**

HART is procuring planning and design services for transportation infrastructure and improvements to improve local street-level bus service along Florida, Nebraska and Fowler Avenues and adjacent corridors as well as corridors that intersect with these three corridors between the USF Tampa Campus and downtown Tampa. These services will move forward with infrastructure and facility enhancement projects that are intended, in whole or in part, to support a rapid bus service that improves and expands transit operations and facilities to attract new riders and benefit existing riders, including those with a higher propensity for transit use such as university students, millennials, moderate and low-income residents and workers, patients of medical centers, active seniors, and transit dependent residents. The project will foster development that supports local land use plans as well as long-term economic growth. HART sought proposals from well-qualified and experienced parties to provide consultation services to complete both design and engineering services for the designated corridors. This study is in alignment with not only HART's mission, but the long-term plans of the MPO, by seeking to implement progressive transit services between University of South Florida and Downtown Tampa; two of the region's most important job employment centers. It is expected that this project will result in a number of potential smaller projects that can be implemented in the near term with local funding, while still evaluating the feasibility for a larger end to end BRT-like project that can be funded with an FTA Small Starts grant.

**The Uptowner Circulator**

*Unified Planning Work Program: FY 2019 – 2020*
HART is procuring contract services to operate a circulator service within the Tampa Innovation District boundary. The Updated service is provided by a fixed route circulator connecting key private anchor partners and time point stops with a long term vision of evolving into on-demand and/or automated vehicle services. The program is slated to begin in the Summer of 2019 and will operate fare free.

**The On-Demand Downtown Circulator Service**

Currently, HART is procuring services to take over the existing Downtowner on-demand service that operates in the core business district and Tampa Heights area of downtown Tampa. The expectation of HART is to continue this service as similarly to how it exists today with a fare free structure and mobile app hailing capability.

**Grant Opportunities**

HART will continue to seek funding for additional grants throughout the FY year, to include FTA and State opportunities. HART is committed to seeking out grant and project opportunities that contribute to the advancement of transit in the region. This includes reviewing new federal and state programs for obtaining additional funding for service, facility improvements, and capital projects.

**Public Outreach and Equity Planning**

Develop and implement outreach activities to educate the public on transportation options and obtain their input on needs and service improvement proposals. Continue efforts to ensure that the needs of minority and low-income populations are considered in the planning for transit services.

**Development Reviews**

Ongoing review of roadway designs, applications for development permits and rezoning and submit recommendations to the City of Tampa and Hillsborough County for inclusion of transit and pedestrian amenities.

**Monitor System Performance**

Monitor ridership and operations on existing services. Service strategies will be dependent upon available funding.

**Interagency Coordination**

Continue close coordination with all local, state, and federal agencies in Planning efforts for projects throughout the service area and region.
### Funding Source

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APPENDIX J

County Charter Transportation Improvement Surtax

FY 20 Budget

DRAFT

The purpose of the surtax is to fund transportation improvements throughout Hillsborough County, including road and bridge improvements; the expansion of public transit options; fixing potholes; enhancing bus service; relieving rush hour bottlenecks; improving intersections; and making walking and biking safer. One percent of the surtax proceeds shall be expended by the MPO on planning and development purposes, including data collection, analysis, planning, and grant funding to assist the implementing agencies and the Independent Oversight Committee, as defined in Article 11 of the Hillsborough County Charter.

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<th>Character</th>
<th>FY 20 Amount</th>
<th>Comments</th>
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| 10 - Personnel | $482,872 | Based on:  
  • Transportation planning engineer  
  • Community relations coordinator  
  • Planning program & grants coordinator  
  • Community planner for shared mobility services  
  • ¼ Deputy executive director  
  • ¼ Administrative assistant  
  • ¼ Accountant  |
| 30 - Operating | $2,372,128 | Includes:  
  • Planning/engineering consultant services: planning-level feasibility studies, field reviews, transit service planning, etc. as requested by implementing agencies  
  • Shared data platforms: development, subscriptions, data collection as needed, etc.  
  • Production and distribution of public information materials such as reports, presentations, web pages, etc.  
  • Administrative and overhead costs such as legal ads, postage, office supplies, printing, software, etc.  |
| 60 - Equipment | $5,000 | • Computers, servers, projectors etc. > $1,000 |

$2,860,000
Board & Committee Agenda Item

**Agenda Item**
MPO/FDOT Joint Certification

**Presenter**
Rich Clarendon, MPO staff

**Summary**

The Metropolitan Planning Organization is established and funded by federal and state laws and rules. Many federal and state requirements apply. The federal government evaluates our compliance every four years, and a public meeting is held at that time.

In between these major review events, the MPO’s planning process must be certified as following federal and state rules through a cooperative review conducted by the FDOT District 7 office and the MPO. This concludes with a Joint MPO/FDOT Certification statement and summary of notable achievements, recommendations and corrective actions.

Staff will review notable achievements from the past year.

**Recommended Action**

Support re-certification of the MPO and authorization for the MPO Chairman to sign a Joint Certification Statement.

**Prepared By**

Rich Clarendon, AICP

**Attachments**

None.
Board & Committee Agenda Item

**Agenda Item**
Tampa Bay Next Quarterly Update

**Presenter**
FDOT Representative

**Summary**
Tampa Bay Next is a program to modernize Tampa Bay’s transportation infrastructure and prepare for the future. FDOT will provide an update on recent activities.

Please note that the MPO and FDOT have scheduled the second of three public open houses on the Supplemental Environmental Impact Study (SEIS) currently underway for the Downtown & Westshore Interchanges. It is open to the public but designed specifically for MPO members and its committees.

This event is scheduled for 5 to 7 PM on April 30 at the Robert B. Saunders Library, 1505 N. Nebraska Ave. It will focus on the potential impacts of FDOT’s plans for these interchanges on the natural environment. More information is available in the attached flyer.

**Recommended Action**
None; for information only

**Prepared By**
Rich Clarendon

**Attachments**
Flyer announcing April 30th Open House
Please join us for OPEN HOUSE #2
FDOT plans for I-275 and I-4 in Downtown and Westshore impact on the

Natural Environment

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

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

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

Tuesday
April 30, 2019
5:00 - 7:00 pm
at
Robert B. Saunders, Sr.
Public Library
1505 N Nebraska Ave, Tampa

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

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

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

More about our commitment to nondiscrimination: planhillsborough.org/non-discrimination-commitment/
OLD & NEW BUSINESS
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

Staff will share the results with committee members.

Recommended Action
None; for discussion only.

Prepared By
Rich Clarendon, AICP

Attachments
Summary of survey responses to date
Q1: How long have you been on the CAC?
Answered: 12    Skipped: 1

- Less than a year
- 1 - 3 years
- More than 3 years
Q2: Who appointed you / do you represent?
Answered: 13   Skipped: 0

Q3: I was given enough CAC background and orientation.
Answered: 13   Skipped: 0

Comments & Suggestions:
• Video (history, purpose, staff roles)
• Make more pertinent
• Add info on Roberts’ Rules
Q4: I have the information I need to make good decisions before voting on topics.

Answered: 13    Skipped: 0

Comments
• Need more context before voting on projects, e.g., next steps
• Vote for approval could change if project evolves differently
• Graphic would help understand actors
• Going from planning principles to transportation dollars is a large jump

Q5: I understand the MPO's role in the transportation planning process and how projects are implemented.

Answered: 13    Skipped: 0

Comments
• Need more context before voting on projects, e.g., next steps
• Vote for approval could change if project evolves differently
• Graphic would help understand actors
• Going from planning principles to transportation dollars is a large jump
Q6: I communicate from time to time with the person who appointed me.

Answered: 13    Skipped: 0

Comments
- Appointed by CAC as at-large representative
- Have casual conversations when applicable
- I speak with those I represent frequently but that isn't a single person (appointer)

Q7: What else could staff do to make it easier for you to participate?

Answered: 12    Skipped: 1

- Allow more open discussion around current voting/pending issues.
- A meet-up for members to share and converse openly allowing better comprehensive understanding of transit issues.
- Agendas are often too long. Most of the agenda are updates rather than action items.
- I love the idea of a quarterly out-of-office CAC meeting; coffee preferred instead of alcohol.
- More field trips to give us a more visual understanding of things we vote on.
- Facebook page to post agendas & project pages.
- Presentation on how we can get more public participation.
Q8: Agenda packets distributed before meetings are clear and help me discuss & vote on topics.

Answered: 13    Skipped: 0

Q9: Agendas packets are sent far enough ahead of meetings to allow me to digest them.

Answered: 13    Skipped: 0
Q10: Agenda packets are:

Answered: 13    Skipped: 0

Comments
• Whatever time members appear engaged.
• Given meetings begin in the morning now, the current length is fine and allows for an occasional long meeting due to topic.
• I would say 3 hours, but I also think they should go on however long they go!
• This is tricky. Because some topics spark more conversation which is valuable.

Q11: How long should meetings run?

Answered: 13    Skipped: 0

Comments
• Whatever time members appear engaged.
• Given meetings begin in the morning now, the current length is fine and allows for an occasional long meeting due to topic.
• I would say 3 hours, but I also think they should go on however long they go!
• This is tricky. Because some topics spark more conversation which is valuable.
Q12: Meeting agendas have ______ topics
Answered: 13    Skipped: 0

Q13: Presentations to the CAC are:
Answered: 13    Skipped: 0
Q14: Presentations are clear and useful to me.

Answered: 13    Skipped: 0

Comments
• Anything to do with FUNDING needs to be explained much more clearly
• Depends on the presenter: some are clear and some have confusing information

Q15: Presenters answer questions and concerns adequately.

Answered: 13    Skipped: 0

Comments
• Depending on what the presenter’s agenda is I feel clarity can often be restrained on a need to know basis
• Agree, except Jacobs Engineering; FDOT seems not totally honest
Q16: The time allotted for discussion & decisions on recommendations is:

Answered: 13    Skipped: 0

Comments
• Tricky and based on the topic... we should be cognizant of whether we are being concise.

Q17: Members are encouraged to bring up their interests.

Answered: 13    Skipped: 0

Comments
• Sometimes chair cuts off discussion in the interest of time.
• Members should have time to say what they need to say.
• Chair should facilitate by reminding folks of time.
• Use "progressive stack," e.g. people who are most affected by an issue should take priority, as well as people who haven't spoken up as much.
Q18: Some informal evening meetings should be held to facilitate open discussion among members.

Answered: 13    Skipped: 0

Comments
- Topical learning discussions with each person able to speak and be a learner in a longer setting that doesn't take time away from meeting.
- Good idea. We should try it a couple of times to see if people participate.

Q19: Meetings should occasionally be held in conjunction with tours of the Airport, Expressway Authority Traffic Management Center, or other transportation facility of interest.

Answered: 13    Skipped: 0

Comments
- Depends on the topic at hand.
- Field trips might be better for non-meeting days... depends on the EASE OF ACCESS to the room (e.g., parking, bike access)
Q20: Motions are understood by members before they are voted on.

Answered: 13    Skipped: 0

Comments
- Depends on how new you are... was not sure what was going on at first.
- I have learned by participating.

Q21: Motions approved by the CAC are communicated clearly to the MPO board.

Answered: 13    Skipped: 0

Comments
- I feel the board has not taken our advisement on all issue and last year [a Commissioner] even manipulated our stance requiring members to give up time to approach board to clarify.
- No idea ... we rarely receive feedback.
- Don’t have enough info.
- Not sure ... how does communication happen?
Q22: CAC reports to the MPO should be delivered in person by the CAC Chair or a designated member.

Answered: 13    Skipped: 0

Comments
• Not sure
• What is the concern with the current delivery method?

Q23: The MPO board values the CAC’s advice.

Answered: 13    Skipped: 0

Comments
• Sometimes I am uncertain of that.
• It would be great to have an MPO member come to one of our meetings and tell us!
• Not sure... I don’t interact with the entire MPO.
Q24: MPO Board actions are conveyed back to the CAC.

Answered: 13    Skipped: 0

Comments
- That happens if you read the MPO minutes.
- It would be helpful for staff to provide 5 minute report at the beginning of each meeting.

Q25: The time I volunteer to the CAC is worthwhile.

Answered: 13    Skipped: 0
Q. 26: I would like to learn more about the following topics at the CAC

Answered: 9  Skipped: 4

- The logic of "updates" presented to CAC & MPO
- How Vision Zero and Complete Streets are incorporated into projects
- How additional funding from new sales tax will affect project implementation
- Public participation processes, including FDOT’s and TMO’s
- Individual staff member roles
- Coordination and city/county/region-wide transportation systems planning
- Not just projects & studies but presenting “Big Picture” view holistically
- How funding flows to projects – in graphical form
- Leanings of the MPO board members
- Bay to Bay Blvd. road diet issue
- I-275/I-4 interchange plans
- Traffic operations plans and issues
- Environmental justice issues
- Overviews of various participating agencies and authorities

Q. 27: Any other feedback you would like to give about the CAC

Answered: 11  Skipped: 2

- Meetings are well arranged... only negative is time, as it is difficult to allot more than 2-2.5 hours.
- I thoroughly enjoyed my time on the CAC and what I learned was invaluable.
- I have a great deal of trust in the staff and in some of the DOT presenters. I’m having a hard time putting my trust behind consultant presentations.
- I appreciate all the opportunity to give narrative feedback.
- Possibility of adding an at-large law enforcement/first responder member to the CAC.
- CAC is involved too late in the process to have an effective role in developing transportation options - reviews are mostly "after the fact" and therefore of limited value.
- I don't talk to my MPO member & so have no sense whether the MPO values the CAC’s work.
- Discussion on some topics runs too long and some members have personal agendas that they push and sway the group.
- Concerned that our discussions are dominated by a few vocal individuals ... would urge members to be succinct and the chair to encourage a balance of input from many participants.
- It has been a great experience serving.
Board & Committee Agenda Item

Agenda Item
Test of Live-Streamed Committee Meetings

Presenter
Rich Clarendon, MPO staff

Summary
The MPO often gets requests to televise its meetings, including its committees. In fact, MPO board meetings are televised and broadcast live by Hillsborough Television (HTV). These broadcasts are also archived made available for on-demand viewing on the MPO’s YouTube channel (https://www.youtube.com/channel/UCsojHyZb_mkY1U3o32Tbg4w)

We can now live-stream committee meetings using our own in-house equipment and staff. Unlike HTV broadcasts, this would entail a single camera focused on the presenters and their presentations.

Live-streaming meetings has been evaluated as a possible strategy in the MPO’s public participation plans. A major plus is that it would help citizens access meetings. It may also reduce the need for keeping detailed minutes.

However, committee members should be aware and comfortable with the idea that they may be televised.

Testing this capability may be advisable before making the commitment to live-stream and archive all committee meetings on YouTube.

Recommended Action
None; for discussion only.

Prepared By
Rich Clarendon, AICP

Attachments
None
Board & Committee Agenda Item

**Agenda Item**
Tampa Bay Area Regional Transit Authority (TBARTA) Legislative Authority

**Presenter**
Rick Richmond, CAC member and Representative on TBARTA CAC

**Summary**
The attached excerpt from the Florida Statutes defines TBARTA and provides its powers and duties.
This was requested by the CAC.

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

**Prepared By**
Rich Clarendon, AICP

**Attachments**
Excerpts from Ch. 343, Florida Statutes
Chapter 343, FLORIDA STATUTES - REGIONAL TRANSPORTATION

PART V - TAMPA BAY AREA REGIONAL TRANSIT AUTHORITY

343.91 Definitions.—

(1) As used in this part, the term:

(a) “Authority” means the Tampa Bay Area Regional Transit Authority, the body politic and corporate and agency of the state created by this part, covering Hernando, Hillsborough, Manatee, Pasco, and Pinellas Counties and any other contiguous county that is party to an agreement of participation.

(b) “Board” means the governing body of the authority.

(c) “Bonds” means the notes, bonds, refunding bonds, or other evidences of indebtedness or obligations, in either temporary or definitive form, which the authority is authorized to issue under this part.

(d)1. “Bus rapid transit” means a type of limited-stop bus service that relies on technology to help expedite service through priority for transit, rapid and convenient fare collection, and integration with land use to substantially upgrade performance of buses operating on exclusive, high-occupancy-vehicle lanes, expressways, or ordinary streets.

2. “Express bus” means a type of bus service designed to expedite longer trips, especially in major metropolitan areas during heavily patronized peak commuting hours, by operating over long distances without stopping on freeways or partially controlled access roadway facilities.

(e)1. “Commuter rail” means a complete system of tracks, guideways, stations, and rolling stock necessary to effectuate medium-distance to long-distance passenger rail service to, from, or within the municipalities within the authority’s designated region.

2. “Heavy rail transit” means a complete rail system operating on an electric railway with the capacity for a heavy volume of traffic, characterized by high-speed and rapid-acceleration passenger rail cars operating singly or in multicar trains on fixed rails in separate rights-of-way from which all other vehicular and pedestrian traffic are excluded. “Heavy rail transit” includes metro, subway, elevated, rapid transit, and rapid rail systems.

3. “Light rail transit” means a complete system of tracks, overhead catenaries, stations, and platforms with lightweight passenger rail cars operating singly or in short, multicar trains on fixed rails in rights-of-way that are not separated from other traffic for much of the way.

(f) “Consultation” means that one party confers with another identified party in accordance with an established process and, prior to taking action, considers that party’s views and periodically informs that party about actions taken.

(g) “Department” means the Florida Department of Transportation.

(h) “Limited access expressway” or “expressway” means a street or highway especially designed for through traffic and over, from, or to which a person does not have the right of easement, use, or access except in accordance with the rules adopted and established by the authority for the use of such facility.
“Members” means the individuals constituting the governing body of the authority.

“Multimodal transportation system” means a well-connected network of transportation modes reflecting a high level of accessibility between modes and proximity to supportive land use patterns.

“Park-and-ride lot” means a transit station stop or a carpool or vanpool waiting area to which patrons may drive private vehicles for parking before gaining access to transit, commuter rail, or heavy rail systems or taking carpool or vanpool vehicles to their destinations.

“State Board of Administration” means the body corporate existing under the provisions of s. 4, Art. IV of the State Constitution, or any successor thereto.

“Transit-oriented development” means a mixed-use residential or commercial area designed to maximize access to public transportation and often incorporates features to encourage transit ridership. A transit-oriented development neighborhood typically has a center with a train station, tram stop, or bus station surrounded by relatively high-density development with progressively lower-density development spreading outward from the center, typically within 1/2 mile of the stop or station.

“Transit station” means a public transportation passenger facility that is accessible either at street level or on above-grade platforms and often surrounded by pedestrian-friendly, higher-density development or park-and-ride lots.

Terms importing singular number include the plural number in each case and vice versa, and terms importing persons include firms and corporations.

History.—s. 1, ch. 2007-254; s. 8, ch. 2011-64; s. 54, ch. 2013-15; s. 3, ch. 2017-98.

343.922 Powers and duties.—

(1) The express purposes of the authority are to:

(a) Plan, implement, and operate mobility improvements and expansions of multimodal transportation options for passengers and freight throughout the designated region.

(b) Produce a regional transit development plan, integrating the transit development plans of participant counties, to include a prioritization of regionally significant transit projects and facilities.

1. The authority shall provide to the President of the Senate and the Speaker of the House of Representatives, on or before the beginning of the 2018 Regular Session, a plan to produce the regional transit development plan.

2. The regional transit development plan prepared by the authority must adhere to guidance and regulations set forth by the department or any successor agency, including, but not limited to:

a. Public involvement;

b. Collection and analysis of socioeconomic data;

c. Performance evaluation of existing services;

d. Service design and ridership forecasting; and
e. Financial planning.

(c) Serve, with the consent of the Governor or his or her designee, as the recipient of federal funds supporting an intercounty project or an intracounty capital project that represents a phase of an intercounty project that exists in a single county within the designated region.

(2)(a) The authority has the right to plan, develop, finance, construct, own, purchase, operate, maintain, relocate, equip, repair, and manage those public transportation projects, such as express bus services; bus rapid transit services; light rail, commuter rail, heavy rail, or other transit services; ferry services; transit stations; park-and-ride lots; transit-oriented development nodes; or feeder roads, reliever roads, connector roads, bypasses, or appurtenant facilities, that are intended to address critical transportation needs or concerns in the region as identified by the authority. These projects may also include all necessary approaches, roads, bridges, and avenues of access that are desirable and proper with the concurrence of the department, as applicable, if the project is to be part of the State Highway System.

(b) Any transportation facilities constructed by the authority may be tolled. Fare payment methods for public transportation projects shall promote seamless integration between regional and local transit systems. Tolling technologies shall be consistent with the systems used by the Florida Turnpike Enterprise for the purpose of allowing the use of a single transponder or a similar electronic tolling device for all facilities of the authority and the Florida Turnpike Enterprise.

(c) The authority shall coordinate and consult with local governments on transit or commuter rail station area plans that provide for compact, mixed-use, transit-oriented development that will support transit investments and provide a variety of workforce housing choices, recognizing the need for housing alternatives for a variety of income ranges.

(3)(a) The authority shall develop and adopt a regional transit development plan that provides a vision for a regionally integrated transportation system. The goals and objectives of the plan are to identify areas of the region where mobility, traffic safety, freight mobility, and efficient emergency evacuation alternatives need to be improved; identify areas of the region where multimodal transportation systems would be most beneficial to enhance mobility and economic development; develop methods of building partnerships with local governments, existing transit providers, expressway authorities, seaports, airports, and other local, state, and federal entities; develop methods of building partnerships with CSX Corporation and CSX Transportation, Inc., to craft mutually beneficial solutions to achieve the authority’s objectives, and with other private sector business community entities that may further the authority’s mission, and engage the public in support of regional multimodal transportation improvements. The plan shall identify and may prioritize projects that will accomplish these goals and objectives, including, without limitation, the creation of express bus and bus rapid transit services, light rail, commuter rail, and heavy rail transit services, ferry services, freight services, and any other multimodal transportation system projects that address critical transportation needs or concerns, pursuant to subsection (2); and identify the costs of the proposed projects and revenue sources that could be used to pay those costs. In developing the plan, the authority shall review and coordinate with the future land use, capital improvements, and traffic circulation elements of its member local governments’ comprehensive plans and the plans, programs, and schedules of other units of government having transit or transportation authority within whose jurisdictions the projects or
improvements will be located to define and resolve potential inconsistencies between such plans and the authority’s developing plan.

(b) The authority shall consult with the department to further the goals and objectives of the Strategic Regional Transit Needs Assessment completed by the department.

(c) Before the adoption of the regional transit development plan, the authority shall hold at least one public meeting in each of the counties within the designated region. At least one public hearing must be held before the authority’s board.

(d) After its adoption, the regional transit development plan shall be updated every 5 years before July 1.

(e) The authority shall present the original regional transit development plan and updates to the governing bodies of the counties within the designated region, to the TBARTA Metropolitan Planning Organization Chairs Coordinating Committee, and to the legislative delegation members representing those counties within 90 days after adoption.

(f) The authority shall coordinate plans and projects with the TBARTA Metropolitan Planning Organization Chairs Coordinating Committee, to the extent practicable, and participate in the regional M.P.O. planning process to ensure regional comprehension of the authority’s mission, goals, and objectives.

(g) The authority shall provide administrative support and direction to the TBARTA Metropolitan Planning Organization Chairs Coordinating Committee as provided in s. 339.175(6)(i).

(4) The authority may undertake projects or other improvements in the regional transit development plan in phases as particular projects or segments become feasible, as determined by the authority. The authority shall coordinate project planning, development, and implementation with the applicable local governments. The authority’s projects that are transportation oriented must be consistent to the maximum extent feasible with the adopted local government comprehensive plans at the time such projects are funded for construction. Authority projects that are not transportation oriented and meet the definition of development pursuant to s. 380.04 must be consistent with the local comprehensive plans. In carrying out its purposes and powers, the authority may request funding and technical assistance from the department and appropriate federal and local agencies, including, but not limited to, state infrastructure bank loans.

(5) The authority is granted and may exercise all powers necessary, appurtenant, convenient, or incidental to the carrying out of the aforesaid purposes, including, but not limited to, the following rights and powers:

(a) To sue and be sued, implead and be impleaded, and complain and defend in all courts in its own name.

(b) To adopt and use a corporate seal.

(c) To have the power of eminent domain, including the procedural powers granted under chapters 73 and 74.
(d) To acquire by donation or otherwise, purchase, hold, construct, maintain, improve, operate, own, lease as a lessee, and use any franchise or property, real, personal, or mixed, tangible or intangible, or any option thereof in its own name or in conjunction with others, or any interest therein, necessary or desirable for carrying out the purposes of the authority.

(e) To sell, convey, exchange, lease as a lessor, transfer, or otherwise dispose of any real or personal property, or interest therein, acquired by the authority, including air rights.

(f) To fix, alter, establish, and collect rates, fares, fees, rentals, tolls, and other charges for the services and use of any light rail, commuter rail, heavy rail, bus rapid transit, or express bus services, ferry services, highways, feeder roads, bridges, or other transportation facilities owned or operated by the authority. These rates, fares, fees, rentals, tolls, and other charges shall always be sufficient to comply with any covenants made with the holders of any bonds issued pursuant to this part; however, such right and power may be assigned or delegated by the authority to the department.

(g) To borrow money and to make and issue negotiable notes, bonds, refunding bonds, and other evidences of indebtedness or obligations, either in temporary or definitive form, hereinafter in this chapter sometimes called “revenue bonds” of the authority, for the purpose of financing all or part of the mobility improvements within the region, as well as the appurtenant facilities, including all approaches, streets, roads, bridges, and avenues of access authorized by this part, the bonds to mature not exceeding 40 years after the date of the issuance thereof, and to secure the payment of such bonds or any part thereof by a pledge of any or all of its revenues, rates, fees, rentals, or other charges.

(h) To adopt bylaws for the regulation of the affairs and the conduct of the business of the authority. The bylaws shall provide for quorum and voting requirements, maintenance of minutes and other official records, and preparation and adoption of an annual budget.

(i) To lease, rent, or contract for the operation or management of any part of a transportation system facility built by the authority. In awarding any contract, the authority shall consider, but is not limited to, the following:

1. The qualifications of each applicant.
2. The level or quality of service.
3. The efficiency, cost, and anticipated revenue.
4. The construction, operation, and management plan.
5. The financial ability to provide reliable service.
6. The impact on other transportation modes, including the ability to interface with other transportation modes and facilities.

(j) To enforce collection of rates, fees, tolls, and charges and to establish and enforce fines and penalties for violations of any rules.

(k) To advertise, market, and promote regional transit services and facilities, freight mobility plans and projects, and the general activities of the authority.
(l) To cooperate with other governmental entities and to contract with other governmental agencies, including the Federal Government, the department, counties, transit authorities or agencies, municipalities, and expressway and bridge authorities.

(m) To enter into joint development agreements, partnerships, and other agreements with public and private entities respecting ownership and revenue participation in order to facilitate financing and constructing any project or portions thereof.

(n) To accept grants and other funds from other governmental sources and to accept private donations. However, the authority shall not be directly eligible for Transportation Regional Incentive Program funds allocated pursuant to s. 339.2819, except through interlocal agreement with an eligible recipient.

(o) To purchase directly from local, national, or international insurance companies liability insurance that the authority is contractually and legally obligated to provide, notwithstanding the requirements of s. 287.022(1).

(p) To enter into and make lease-purchase agreements with the department for terms not exceeding 40 years or until any bonds secured by a pledge of rentals thereunder, and any refundings thereof, are fully paid as to both principal and interest, whichever is longer.

(q) To make contracts of every name and nature, including, but not limited to, partnerships providing for participation in ownership and revenues, and to execute all instruments necessary or convenient for the carrying on of its business.

(r) To do all acts and things necessary or convenient for the conduct of its business and the general welfare of the authority in order to carry out the powers granted to it by this part or any other law.

(6) The authority shall institute procedures to ensure that jobs created as a result of state funding pursuant to this section shall be subject to equal opportunity hiring practices as provided for in s. 110.112.

(7) The authority shall comply with all statutory requirements of general application which relate to the filing of any report or documentation required by law, including the requirements of ss. 189.015, 189.016, 189.051, and 189.08.

(8) The authority does not have power at any time or in any manner to pledge the credit or taxing power of the state or any political subdivision or agency thereof, nor shall any of the authority’s obligations be deemed to be obligations of the state or of any political subdivision or agency thereof, nor shall the state or any political subdivision or agency thereof, except the authority, be liable for the payment of the principal of or interest on such obligations.

(9)(a) An action by the authority regarding state funding of commuter rail, heavy rail transit, or light rail transit, as defined in s. 343.91, or any combination thereof, requires approval by a majority vote of each M.P.O. serving the county or counties where such rail transit investment will be made, and the approval by an act of the Legislature.

(b) Subject to the requirements of s. 106.113, the authority may not engage in any advocacy regarding a referendum, ordinance, legislation, or proposal under consideration by any governmental entity or the
Legislature which seeks to approve the funding of commuter rail, heavy rail transit, or light rail transit, as defined in s. 343.91, or any combination thereof.

(10) The authority must conduct a feasibility study, through an independent third party, for any project of commuter rail, heavy rail transit, or light rail transit, as defined in s. 343.91, or any combination thereof, before proceeding with the development of the project and before any related contract is issued. The feasibility study shall be submitted, upon completion, to the Governor, the President of the Senate, the Speaker of the House of Representatives, and the boards of county commissioners of Hernando, Hillsborough, Manatee, Pasco, and Pinellas Counties.

History.—s. 1, ch. 2007-254; s. 83, ch. 2014-22; s. 21, ch. 2014-223; s. 50, ch. 2016-239; s. 5, ch. 2017-98.
ADDENDUM ITEMS
CALL TO ORDER, PLEDGE OF ALLEGIANCE & INVOCATION

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

The following members were present:


The following members were absent:

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

APPROVAL OF MINUTES – February 5, 2019

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

PUBLIC COMMENT

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

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

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

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

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

COMMITTEE REPORTS, ONLINE COMMENTS

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

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

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

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

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

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

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

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

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

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

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

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

- Michelle Cookson responded to an email from Mauricio Rosas outlining neighborhood driven actions to move several initiatives forward such as: painted street murals, traffic calming, projects planned in the community, and Vision Zero sign waving events.

- Dale Tindell wrote two emails about congestion on the I-275, the Howard Frankland Bridge, and the I-4 interchange.

- Dave Finnigan emailed regarding Transit X – solar powered flying pods.

- Susan Boda wrote thanking Beth Alden for presenting on a transportation panel.
Steve Henley wrote about SkyTran to commercialize aerial transit as a traffic solution in Tampa Bay.

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

CONSENT AGENDA

A. Committee Appointments

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

SPECIAL PRESENTATION: HEALTHIEST CITIES & COUNTIES CHALLENGE GRANT AWARD

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

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

ACTION ITEMS

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

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

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

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

STATUS REPORTS

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

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

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

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

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

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

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

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

C. 2045 Long Range Transportation Plan Revenue Estimates

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

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

Following the presentation, there was brief discussion.

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

EXECUTIVE DIRECTOR’S REPORT

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

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

OLD & NEW BUSINESS

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

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

ADJOURNMENT

A quorum was maintained for the duration of the meeting. There being no further business, the meeting adjourned at 11:12 a.m.
Meeting of the Citizens Advisory Committee (CAC) on March 13

The committee approved and forwarded to the MPO Board:

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

The CAC also heard reports on:

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

Meeting of the Technical Advisory Committee on March 18

The committee approved and forwarded to the MPO Board:


The TAC also participated in an activity:

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

Meeting of the Policy Committee on March 26

The committee approved and forwarded to the MPO Board:

✓ Interlocal Agreement Regarding Transportation Sales Surtax

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

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

The committee approved and forwarded to the MPO Board:

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

The BPAC also heard reports on:

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

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

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

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

✓ 2018 State of the System Report

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

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

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

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

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

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

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

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

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

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

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

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

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**Important Dates for the 2019 Legislative Session**

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

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

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

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

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

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

Legislation of interest to the membership

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

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

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

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

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

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

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

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

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

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

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

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

SB 306: Traffic Infraction Detectors – (Brandes) – Similar to HB 6003 by Sabatini. Repealing provisions relating to the installation and use of traffic infraction detectors to enforce specified provisions when a driver fails to stop at a traffic signal, provisions that authorize the Department of Highway Safety and Motor Vehicles, a county, or a municipality to use such detectors, and the distribution of penalties collected for specified violations; amending provisions relating to distribution of proceeds, enforcement by traffic infraction enforcement officers using such detectors, procedures for disposition of citations, preemption of additional fees or surcharges, compliance, amount of penalties, registration and renewal of license plates, and points assessed for certain violations, to conform provisions to changes made by the act, etc. Referred to Infrastructure and Security; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations. Withdrawn.

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

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

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

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

**HB 385: Transportation – (Avila)** – Editorial Notes: This bill had a strike-all amendment filed and passed at the last committee stop. The primary provisions of this bill are: Eliminates the MDX and assigns all assets and liabilities to the Florida Department of Transportation, restricts the expenditures of the half-penny sales tax to only being expended on capital improvements, restructures the Miami-Dade TPO Board, and prohibits the collection of an optional membership fee by the Miami-Dade TPO for use on non-federally eligible expenditures. Please note, this bill is advancing rapidly and seems likely to pass. Requires certain authority members to comply with financial disclosure requirements; limits levy of & revises authorized uses of certain surtaxes; revives Pilot Rebuilt motor vehicle inspection program; revises provisions relating to DOT design plan approval, transportation project programs, toll collection & use, & M.P.O. membership; repeals pts. I & V of ch. 348, F.S., related to Florida Expressway Authority Act & Osceola County Expressway Authority Law. Referred to Transportation and Infrastructure Subcommittee; Ways and Means Committee; State Affairs Committee. On Committee agenda-- Transportation and Infrastructure Subcommittee, 02/13/19, 1:30 pm, Reed Hall. Committee Substitute by Transportation and Infrastructure Subcommittee; 15 Yeas, 0 Nays. Now in Ways and Means Committee. CS/CS by Ways and Means Committee; 17 Yeas, Zero Nays. Now in State Affairs Committee.

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

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

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

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

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

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

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

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

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

**SB 622: Traffic Infraction Detectors – (Brandes; Co-Introducer: Diaz)** – Similar to HB
6003 (Sabatini). Repealing provisions relating to the installation and use of traffic infraction
detectors to enforce specified provisions when a driver fails to stop at a traffic signal, provisions
that authorize the Department of Highway Safety and Motor Vehicles, a county, or a
municipality to use such detectors, and the distribution of penalties collected for specified
violations; repealing provisions relating to the authorization to use traffic infraction detectors,
etc. Not yet assigned to committees. Referred to Infrastructure and Security; Appropriations
Subcommittee on Transportation, Tourism, and Economic Development; Appropriations

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

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

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

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

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

**SB 898: Transportation – (Diaz)** – Editorial Notes: This is the companion bill to HB 385 and among other things it revises the structure of the Miami-Dade TPO. This is the primary concern of MPOs. Given the rapid advancement of HB 385 and the positive remarks it has received by members of the House, this bill has the potential to advance quickly. Membership should watch this bill. Please see HB 385. Revising the authorized uses of proceeds from charter county and regional transportation system surtaxes; revising the preservation goals of the Department of Transportation to include ensuring that all work on the State Highway System meets department standards; requiring the department to approve design plans for all transportation projects relating to department-owned rights-of-way under certain circumstances; prohibiting the department from using toll revenues from high-occupancy toll lanes or express lanes to offset certain funding, etc. Referred to Infrastructure and Security; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations. On Committee Agenda – Infrastructure and Security,
03/12/2019, 4:00PM, 110 Senate Office Building. The bill was revised and now it does nothing to the Miami-Dade TPO. Passed Infrastructure and Security with the amendment removing the restricting of the Miami-Dade TPO; 7 Yeas, 1 Nay. Now in Appropriations Subcommittee on Transportation, Tourism, and Economic Development.

**HB 905: Department of Transportation – (Andrade)** – Identical to SB 1044 by Albritton.

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

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

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

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

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

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

SB 1044: **Department of Transportation** – (Albritton) – Identical to HB 905 by Andrade. 

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

Providing that the Department of Transportation consists of a central office that establishes policies and procedures and districts that carry out certain projects; requiring certain preservation goals to include ensuring that a specified percentage of the pavement in each of the department’s districts meet department standards by a specified year; prohibiting local governments from adopting standards or specifications that are contrary to the department standards or specifications for permissible use of aggregates and materials that have been certified for use, etc. Referred to Infrastructure and Security; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations. On Committee agenda-- Infrastructure and Security, 03/20/19, 4:00 pm, 110 Senate Building. Passed Infrastructure and Security; 6 Yeas, Zero Nays.

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

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

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

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

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

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

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

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

**HB 7007: OGSR/Toll Facilities – (General Bill by Oversight, Transparency and Public
Management Subcommittee; Andrade)** – Removes scheduled repeal of exemption from public
records requirements for personal identifying information provided for purpose of paying,
prepaying, or collecting tolls & associated administrative charges for use of toll facilities.
Referred to Transportation and Infrastructure Subcommittee; State Affairs Committee. On
Committee agenda-- Transportation and Infrastructure Subcommittee, 02/13/19, 1:30 pm, Reed
SB 7068: Public Financing of Construction Projects – (General Bill by Infrastructure and Security) – This bill moves all monies from vehicle registrations into the transportation trust fund. Currently a portion goes to general revenue. The bill gradually shifts all motor vehicle registration fees into the transportation trust fund and by State Fiscal Year this would place an estimated additional $135 Million per year in the transportation trust fund. This would mean a reduction in state spending in some area, that is not addressed in the bill. The bill also creates the Multi-Use Corridors of Regional Economic Significance Program within FDOT. Identified roadways that are to be built by FDOT are the Southwest-Central Florida Connector (Collier County to Polk County); the Suncoast Connector (Citrus to Jefferson County) and the Northern Turnpike Connector (Suncoast Parkway to the Turnpike at Wildwood). The bill requires the new corridors to be tolled and specifies these will be SIS facilities. Additionally, the new corridors would be permitted to use monies from the transportation trust fund, as a loan to be repaid, which during construction would reduce available funds from the rest of the state. Bonding and other financing options are made available as well. Here is the description on the Florida Senate website: Creating the Multi-use Corridors of Regional Economic Significance Program within the Department of Transportation; specifying that projects undertaken in the corridors are tolled facilities and certain approved turnpike projects, and are considered as Strategic Intermodal System facilities; requiring the department to identify certain opportunities to accommodate or co-locate multiple types of infrastructure-addressing issues during the project development phase, etc. Submitted as Committee Bill and Reported Favorably by Infrastructure and Security; 7 Yeas, Zero Nays. Referred to Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations. On Committee agenda-- Appropriations Subcommittee on Transportation, Tourism, and Economic Development, 03/19/19, 1:30 pm, 110 Senate Building. Passed Appropriations Subcommittee on Transportation, Tourism, and Economic Development; 8 Yeas, Zero Nays. Now in Appropriations.
April 3, 2019

RE: E. COLUMBUS DRIVE from N. NEBRASKA AVENUE TO N. 14TH STREET; CIP NO: 1001221

Dear Residents, Property and Business Owners, and Interested Individuals:

The City of Tampa Transportation and Stormwater Services Department will conduct a public meeting for the presentation of the conceptual design plans for the E. Columbus Drive Design project. The project consists of reconfiguration of the existing 2-lane undivided roadway to provide bicycle lanes on both sides of the roadway and on-street parking aisle on the south side of the roadway. The 0.4-mile segment of E. Columbus Drive from N. Nebraska Avenue to N. 14th Street is a 2-lane (one travel lane in each direction) arterial roadway with a posted speed of 30 miles per hour and has an average daily traffic volume of 10,210 vehicles per day. This project was prioritized as number four in the MPO-City of Tampa Walk-Bike Plan Phase I – Final Report. The City’s InVision Center City Plan also identified this segment for road dieting and rebalancing to provide safe, walkable and bikeable neighborhood connectivity.

There will be a formal presentation and City representatives will be available to answer project-related questions and concerns. Project boards and other materials will also be available for viewing by the public and a Spanish interpreter will be provided. The meeting details are as follows:

Location: Hillsborough County Children’s Board
Address: 1002 E. Palm Avenue, Tampa, FL 33605
Day/Date: Wednesday / April 17, 2019
Time: 5:30-7:30 pm

In accordance with the Americans with Disabilities Act (“ADA”) and Section 286.26, Florida Statutes, persons with disabilities needing special accommodations to participate in this public hearing or meeting should contact the City of Tampa’s ADA Coordinator at least forty-eight (48) hours prior to the date of the public hearing or meeting by phone at (813) 274-3964; by e-mail at TampaADA@tampagov.net; by following the instructions provided on the City of Tampa’s website at https://www.tampagov.net/about-us/tampagov/accessibility; or, by visiting the City of Tampa’s Online Customer Service Center at https://apps.tampagov.net/app1_customer_service_center/ and using the ADA Accommodation Request Service. Should you have any questions regarding the E. Columbus Drive Design project, please contact Nina Mabileau, E.I., Project Manager, at (813) 274-8542 or by e-mail at Nina.Mabileau@tampagov.net.

Sincerely,

Calvin Hardie, P.E., Capital Projects Manager
City of Tampa Transportation & Stormwater Services Dept.

Enclosure – Project Fact Sheet

Cc: Mayor Bob Buckhorn
Tampa City Council Members
Dennis Rogero, Chief of Staff
Jean Duncan, P.E., Transportation
& Stormwater Services Dept. Director
File (_____19-CH.LET)

Miray Holmes, Manager-Community Partnerships and Neighborhood Engagement
Nina Mabileau, E.I., Project Management Engineer
Brad L. Baird, P.E., Public Works & Utility Services Administrator