Meeting of the MPO Board
Tuesday, December 4, 2018, 9:00 a.m.
Hillsborough County Center, 601 E. Kennedy Blvd., 26th Floor

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

I. Call to Order, Pledge of Allegiance & Invocation

II. Welcome New Members

III. Approval of Minutes – October 30, 2018

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

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

VI. Consent Agenda
   A. Committee Appointments
   B. 2019 MPO Board & Committees Meeting Calendar

VII. Roll-Call Vote for TIP Amendment Approved by Committees
   A. HART FTA Section 5307, 5309-5337 & 5339 Funding

VIII. Action Items
   A. 2019 MPO Board Officers & Committee Representatives (Cameron Clark, MPO Attorney)
   B. Unified Planning Work Program Amendment (Allison Yeh, MPO Staff)
   C. It’s Time Tampa Bay Survey Results & Recommendations (Lisa Silva, MPO Staff and Jim Meyer, AECOM, MPO Consultant)
   D. MPO Comments on Strategic Intermodal System 2045 Cost Feasible Plan (Sarah McKinley, MPO Staff, and David Gwynn, FDOT District 7 Secretary)

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

X. Executive Director’s Report
   A. County Charter Amendment & MPO Role
   B. TBARTA MPO Chairs’ Coordinating Committee: December 14, Sarasota
   C. Next MPO Board Meeting
XI. Old & New Business

XII. Adjournment

XIII. Addendum

A. Upcoming Events
   - Cleveland Elementary School Mural Painting, December 15

B. Correspondence
   - To Agency Partners on County Charter Surtax for Transportation Improvements, Independent Oversight Committee Appointments
   - To FDOT on Performance Targets for Transit Asset Management, Pavement & Bridge Condition, and System Performance/ Freight/ Congestion Mitigation Measures
   - To local government representatives on Health in All Policies Resolution and Impact Report
   - From FDOT District 7, biweekly traffic fatality list, Oct. 8 – 21
   - From FDOT District 7, biweekly traffic fatality list, Oct. 22 – Nov. 4

C. Articles Relating to MPO Work
   - New sales tax hikes for schools, transportation, may raise millions more than projected
   - Tampa City Council to consider $500 million infrastructure plan
   - Democrat-controlled Hillsborough commission sets sights on transportation and stopping sprawl
   - Harry Cohen unveils detailed transportation, transit plan for Tampa
   - Sound off: Readers have clear ideas about Hillsborough transportation priorities
   - It'll be awhile before voters see benefits of Hillsborough transportation tax
   - Sales Tax Not Enough By Itself to Reduce Congestion
   - USF Drives Toward Autonomous Campus Travel

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

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Persons needing interpreter services or accommodations for a disability in order to participate in this meeting, free of charge, are encouraged to contact Johnny Wong, 813-273-3774 x370 or wongj@plancom.org, three business days in advance of the meeting. Also, if you are only able to speak Spanish, please call the Spanish helpline at (813) 273-3774, ext. 211.
Si necesita servicios de traducción, el MPO ofrece por gratis. Para registrarse por estos servicios, por favor llame a Johnny Wong directamente al (813) 273-3774, ext. 370 con tres días antes, o wongj@plancom.org de correo electrónico. También, si sólo se puede hablar en español, por favor llame a la línea de ayuda en español al (813) 273-3774, ext. 211.

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CALL TO ORDER, PLEDGE OF ALLEGIANCE & INVOCATION

The MPO Vice Chairman, Councilman Harry Cohen, called the meeting to order with one member short of a quorum at 9:06 a.m. Commissioner Stacy White led the pledge of allegiance and gave the invocation.

The following members attended:


The following members were absent:

Trent Green, Commissioner Ken Hagan, Mayor Mel Jurado, Mayor Rick Lott, David Mechanik, Commissioner Les Miller, and Cindy Stuart.

Vice Chair Cohen read into the record a memo from Chairman, Commissioner Les Miller, stating that he was unable to attend due to a medical procedure.

Some non-action agenda items were taken out of order until the quorum was established.

PUBLIC COMMENT

Mr. Jim Davison requested the following:

1. The value capture analysis report that backs up the response provided to the Citizens Advisory Committee that not enough funds would be raised with this strategy to be considered in any Long Range Transportation Plan.

2. Under what authority the MPO appropriated the entire amount of money remaining in the CIT tax for Plant City, Temple Terrace, and the City of Tampa of which 61% of it was given to the bus category (the transit category).

3. How the tax referendum is going to affect the MPO’s scenario planning, since representatives of All For Transportation and County Administration have stated that this plan will not end congestion and congestion will continue to increase.

Sharon Calvert commented on the five-page charter amendment, All for Transportation, and Ms. Alden’s presentation at the August 23rd Tampa City Council meeting. She feels that Ms. Alden presented wrong and misleading information. Ms. Calvert distributed an article titled “Sales Tax Initiative Would Mostly Fund Maintenance, Not New Mass Transit Options.” She expressed concerns regarding a $16 billion tax hike only funding basic services. She stated that the MPO Board should rein in the bureaucracy if they want to remain credible.

Tom Nocera representing St. Pete Tampa Aerial Transit, LLC and Beach Tran Clearwater, LLC requested the opportunity to go into detail on the plan for a regional solution for traffic congestion that is not tax payer
funded. He would need ten minutes to make the presentation. He presented the information at a Pasco MPO Board meeting and received a resolution for support. On November 6, he is presenting at the Sarasota/Manatee MPO Board. He suggested members view videos on skytram.com and on tampabaytransit.com. He hopes to hear back from the MPO Board regarding an available time to make a presentation.

Chris Vela expressed concerns about the Tampa Bay Next project and requested that his concerns be shared with future MPO Board members.

Following the public comment period, Commissioner White requested MPO staff work with Mr. Davison on the questions that he asked. He also requested Cameron Clark, MPO Attorney, assure that Mr. Davison receives records if his questions turn into a public records request.

**STATUS REPORT**

**A. Brightline Proposal for Rail to Orlando, Miami**

Mr. Bob O’Malley, Brightline’s Vice President of Government Affairs, presented information on the Brightline Proposal for connecting Orlando to Tampa with high-speed rail. Mr. O’Malley offered to make presentations to any group. He invited members to tour Brightline stations and for those who support Brightline to encourage the Florida Department of Transportation to move forward. Members can contact Mr. O’Malley if they have questions or suggestions.

Following the presentation, Councilman Maniscalco inquired about the ticket cost, route and the estimated travel time from Tampa to West Palm Beach.

Commissioner Murman invited Mr. O’Malley to present at a Board of County Commissioners meeting. She will have her staff contact Mr. O’Malley regarding scheduling and for a possible letter of support.

Ms. Janet Scherberger spoke on behalf of Tampa International Airport in support of the concept of having some type of connection between Orlando and Tampa.

Councilman Cohen stated if Mr. O’Malley is not already scheduled to make a presentation to Tampa City Council, he would like to request a presentation as well.

_A quorum was established at 9:32 a.m. upon Commissioner Kemp’s arrival._

Commissioner Kemp arrived at the end of the presentation and thanked Mr. O’Malley. She is excited about the Brightline possibility.

**APPROVAL OF MINUTES – October 2, 2018**

A motion was made by Commissioner Murman to approve the minutes of October 2, 2018. The motion was seconded by Commissioner White and carried unanimously.

**COMMITTEE REPORTS, ONLINE COMMENTS**

Ms. Gena Torres, MPO Staff, presented the committee reports. Committees approved and forwarded to the MPO Board the Transportation Improvement Program (TIP) Amendment for the Bloomingdale Ave/US 301 Intersection and for the HART CAD/AVL bus equipment replacement. In addition, they approved the Autonomous Transit Feasibility Study for the USF Campus for acceptance as a concept. The Citizens Advisory Committee voted 10 to 2, and the nay votes were due to concerns about impacting bicycling and cost effectiveness versus Bull-Runner bus service.
The Policy Committee passed motions for the renewal of the interlocal agreement with TBARTA for organizational and administrative services for the MPO Chairs’ Coordinating Committee on the consent agenda. They also took a position on the federal performance measures, supporting the staff recommendation, with a request that HART send a letter or a representative to the board meeting.

The Bicycle/Pedestrian Advisory Committee approved a motion supporting the reconstruction of the Maydell Avenue Bridge as previously supported by the committee.

The Transportation Disadvantaged Coordinating Board approved the annual report for the countywide coordinated system.

The TBARTA MPO Chairs’ Coordinating Committee Staff Directors discussed making minor adjustments to the regional priority lists; the 2019 Gulf Coast Safe Streets Summit; the public workshop for the Regional Planning Best Practices Study; and confirmed support for renewal of the TBARTA Staff Services Agreement. The committee will meet on Friday, December 14, over lunch, near the I-75/University Pkwy interchange. The meeting is being arranged and hosted by the Sarasota/Manatee MPO.

There were no Facebook comments. Ms. Torres relayed electronic comments received from citizens. Copies of electronic comments were provided in full to board members in their meeting folders.

Commissioner Kemp inquired about the presentation that took place at the BPAC meeting regarding the reconstruction of the Maydell Avenue Bridge. At two County Commission budget meetings, they received significant pushback from several community members not to have the bridge rebuilt. She supports pedestrian access across the bridge and feels that it needs to be explored more. Staff will find out about the BPAC presentation and advise Commissioner Kemp.

**CONSENT AGENDA**

A. Committee Appointment
B. Renewal of Interlocal Agreement with TBARTA for Organizational & Administrative Services for MPO Chairs’ Coordinating Committee

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

**ROLL-CALL VOTES: TIP Amendments Approved by Committees**

Commissioner Murman made a motion for approval of the TIP Amendment for the Bloomingdale Avenue and US 301 Intersection. Councilman Maniscalco seconded the motion. Upon a roll call vote, the motion carried nine to zero.

Commissioner Murman made a motion for approval of the TIP Amendment for the HART CAD/AVL Bus Equipment Replacement. Councilman Viera seconded the motion. Upon a roll call vote, the motion carried nine to zero.

**ACTION ITEMS**

A. MPO Autonomous Transit Feasibility Study for USF Campus

Mrs. Allison Yeh, MPO Staff, introduced the item, which is part of the MPO’s investigation into the potential of new automated-vehicle technologies, as required by a recent Florida law on MPO long-range plans. Mr. Brian Pessaro, Senior Research Associate with CUTR, presented the findings of a study to bring
autonomous shuttles to the USF Campus, which is a good location for a trial because of its controlled environment, low speeds, and parking constraints. Service concepts that would complement the Bull Runner and the new IP circulator, and respond to student preferences, include a night-time shuttle and/or a shuttle to a remote parking lot. USF will consider its next steps.

Following the presentation, Councilman Viera stated that modest ideas like this will yield big results in the future. USF is an area with a tremendous amount of growth potential. He wanted to know if the liability issue was covered under sovereign immunity? Mr. Pessaro was unable to provide an answer to Councilman Viera’s question; however, Commissioner Murman stated if the autonomous shuttle were operated by USF, it is covered.

Commissioner Kemp suggested consideration for the transportation needs of USF staff in addition to students. She also expressed concerns about safety in walkable communities with the operation of the autonomous shuttles. Mr. Pessaro stated these low-speed shuttles are capable of operating in mixed environments.

A motion was made by Commissioner Murman to approve the USF Autonomous Transit Feasibility Study report. The motion was seconded by Councilman Viera and carried unanimously.

B. Board Positions on Federal Performance Measures

Dr. Johnny Wong, MPO Staff, provided an update on the action item that was deferred at the October 2, 2018 meeting. At that meeting, following extensive discussion, board members still had numerous concerns. Staff emailed members and provided an opportunity for them to express concerns and ask additional questions. The comments and questions that members emailed were covered in Dr. Wong’s presentation. The Federal deadline to set the performance targets is November 14, 2018. Staff emailed board members and received responses back from members. Staff also had conversations with the Office of Policy and Planning to clarify concerns expressed by members.

The Florida Department of Transportation (FDOT) oversees collecting all data and reporting to the Federal Highway Administration. FDOT is the lead agency for the performance measures and targets. They set statewide targets for all national highway system roads. FDOT has been measuring mobility performance for over thirty years and does not anticipate that the new performance measures will change funding allocations. FDOT staff suggests that MPOs support the state targets.

The following are the suggested board actions:

- Support FDOT’s statewide performance targets for the NHS and accept transit asset outcomes emerging from the 2018 HART TAM Plan.
- Communicate, in a letter to FDOT:
  - Request NHS bridges continue to be maintained in good state of report.
  - Request funding for bottleneck near-term fixes to improve travel time reliability – ex. ICM, ATMS, ramp changes, and other TSM&O projects on the priority list.
- Communicate to the TMA Leadership Group:
  - HART Maintenance Facility should be a top regional priority.
  - TSM&O projects should also be prioritized at the regional level.

Following the presentation, Commissioner Kemp commented on travel time reliability. She expressed interest in having a future presentation on traffic signal timing to improve traffic flow, and reiterated her previous request for information on the effect on induced travel demand. Dr. Wong stated that he had been unable to find published papers that deal with induced demand resulting from operational improvements as opposed to induced demand resulting from capacity projects.
Mr. Waggoner brought up the impacts on performance reliability measures when improvements to the National Highway System that are in the Long Range Transportation Plan (LRTP) are delayed. Did the MPO look at what happens if the LRTP National Highway System program is not carried out? Ms. Alden showed congestion forecasts from the LRTP. She stated that the travel time reliability forecast, which Dr. Wong showed to illustrate the benefits of advanced traffic management systems (ATMS), assumes that many interstate express lane projects will be implemented by 2040. The MPO evaluated scenarios with and without the express lane projects, and found that the express lane scenario had the smallest increase in traffic congestion, even with outward growth and new office parks around interchanges. Mr. Waggoner wanted to know if the travel time reliability forecast will be updated, using the Strategic Highway Research Program (SHRP2) tool? Ms. Alden stated, if the board agrees, staff would like to complete a similar analysis and utilize the SHRP2 tool again for the update of the LRTP in the coming year. Mr. Waggoner agreed, if the tool can show how other moderate improvements can provide benefit, but the MPO must make sure that capacity is key to our transportation system remaining functional.

Commissioner Murman stated that the action item was discussed quite a bit at the Policy Committee. Road reliability and vulnerability is important to the region. As a Commissioner, she receives daily calls regarding the poor quality of roads.

A motion was made by Commissioner Murman to support FDOT’s statewide performance targets for the National Highway System and accept transit asset outcomes emerging from the 2018 HART Transit Asset Management Plan. In addition, support the Policy Committee’s recommendations for communication to FDOT and the TMA Leadership Group. The motion was seconded by Commissioner Kemp. Prior to the vote, Mr. Waggoner commented again on travel time reliability, and suggested an amendment to the motion for general support of carrying out the National Highway System improvements in the LRTP. Commissioner Murman and Commissioner Kemp accepted the suggestion of the amendment to the motion.

The motion carried unanimously.

STATUS REPORT

B. Florida MPO Advisory Council Update

Mr. Carl Mikyska, Executive Director of Florida MPO Advisory Council, provided an overview of the MPOAC, transportation funding in Florida, MPOAC Legislative Priorities, and the MPOAC’s weekend institute for elected officials. The dates for the 2019 weekend institute for elected officials are: Orlando (March 29 – 31) and Tampa (May 31 – June 2).

Commissioner Kemp recommended members attend the weekend institute for elected officials if they have not attended. She wanted to know where the MPOAC legislative priorities come from. Mr. Mikyska stated they are determined by 27 members, one from each MPO Board in the state, who vote and adopt the priorities annually.

Mr. Waggoner commented on the SIS recommendation, maintaining capacity, and distracted driver information that was discussed in the presentation. He recommended considering distracting transportation not just distracted driving.

Councilman Cohen acknowledged that Karen Michalski wanted to provide comments during the public comment period regarding combining MPO’s, but she had to leave prior to being called. She stated that she would email her comments. (To date her comments have not been received)
EXECUTIVE DIRECTOR’S REPORT

Ms. Alden stated that yesterday’s workshop on the Regional Planning Best Practices study was very informative. The consulting team has put together three different sets of options for consideration, for strengthening the regional planning process. The information is also available on the TBARTA website. A copy of the information was provided to members in the board folders. She is scheduling a regional workshop tentatively for January 15th for an opportunity to have a discussion with the consulting team.

Later today, staff is meeting with the AETNA Foundation and the American Public Health Association because the Hillsborough MPO is one of the national finalists for a grant to potentially expand the Garden Steps Project.

The next board meeting will be held Tuesday, December 4th on the 26th floor of the County Center. The annual election of officers will take place.

The next Tampa Bay Transportation Management Area Leadership Group will take place on November 2nd and will be held at the Pinellas Suncoast Transit Authority. The process of a rotating chairperson will begin, and Commissioner Murman has agreed to be first chairperson.

OLD & NEW BUSINESS

There was no old or new business.

ADJOURNMENT

There being no further business, the meeting adjourned at 10:51 a.m.
Meeting of the Citizens Advisory Committee (CAC) on November 14
The committee approved and forwarded to the MPO Board:

- The Transportation Improvement Program (TIP) amendment for HART’s FTA Section 5337 & 5339 Funding;
- The *It's Time Tampa Bay* Survey Results & Recommendations: the CAC voted to approve, but recommended that the I-275 Boulevard conversion concept currently has low public support due to a lack of understanding by the public, and therefore still warrants further study (motion passed 12-3);
- MPO Comments on the FDOT Strategic Intermodal System (SIS) 2045 Cost Feasible Plan;
- The Health in All Policies Resolution;
- The 2019 Committees & MPO Board Meeting Schedule.

The CAC also received a report on the Southshore Transit Reevaluation.

Meeting of the Technical Advisory Committee (TAC) on November 19
The committee approved and forwarded to the MPO Board:

- TIP Amendment for HART FTA Section 5337 & 5339 Funding
- *It's Time Tampa Bay* Survey Results & Recommendations. Committee members asked how the results would be used in developing the 2045 LRTP.
- MPO Comments on the SIS 2045 Cost Feasible Plan
- Health in All Policies Resolution. Questions were asked about how the indicators would be used in the LRTP project prioritization process.
- 2019 Committees & MPO Board Meeting Schedule

The TAC also received reports on:
- The Heights Mobility Plan
- MPO Multimodal Level of Service Evaluation

Meeting of the Bicycle/Pedestrian Advisory Committee (BPAC) on November 14
The committee approved and forwarded to the MPO Board:

- *It’s Time Tampa Bay* Survey Results and Recommendations
- 2019 Committee and MPO Schedule
The BPAC also received reports on:

- Heights Mobility Plan
- Gasparilla Children’s Bike Rodeo
- Noise Wall Best Practices

The committee also continued to move forward with developing a list of questions for candidates in upcoming local elections that would reflect the concerns of the committee.

Meeting of the Livable Roadways Committee (LRC) on November 28

Verbal report to be given at meeting.

The School Transportation Working Group did not meet during November.
Summary for 11.2.18 meeting

The TMA Leadership Group spent much of the meeting discussing possible restructuring options after deciding to move away from a facilitated consensus model in September.

- As discussed at the previous meeting, the group began its rotating chair structure, with Hillsborough County Commissioner Sandra Murman serving as the first chair.
- Forward Pinellas Executive Director Whit Blanton presented the group with three options for a voting structure:
  - Option A, non-weighted voting with one vote per MPO, each MPO having three representatives
  - Option B, weighted voting by population, with Hillsborough having five representatives, Pinellas having three representatives, and Pasco having two representatives; a tie-breaker option would allow each MPO get one vote in case of a tie
  - Option C, a hybrid option where any vote would have to be agreed upon by weighted membership and by a non-weighted vote of the three MPOs
  - Other additional options included possibly allowing non-elected members of an MPO to serve as representatives to the TMA leadership group, and including other MPOs and independent transportation agencies as advisers who could give formal recommendations before votes
- Commissioner Murman said she preferred option B, but said she disliked the tie-breaker as pitting one MPO against another, and asked that Robert's Rules of Order be followed in regard to ties instead (with a tie meaning the motion fails or is taken up again later)
  - Pinellas County Commissioner Dave Eggers agreed and added that he felt each MPO should have a quorum of its own membership in order for a vote to be taken
  - Hillsborough and Pasco representatives (Pasco did not have an elected representative at the meeting) agreed that only elected officials should be allowed to serve
  - Members agreed additionally that the most important items brought before the group would be action items requiring a vote, and that these items would be noted on the agenda for the benefit of the public and the representatives attending the meeting
    - The option of having non-voting advisers offer recommendations was also popular
- Hillsborough and Pinellas representatives in attendance at the meeting agreed widely on the Option B structure with aforementioned changes, but said they would wait for Pasco representatives to weigh in
Absent Pasco Commissioners Jack Mariano and Kathryn Starkey communicated through staff that they would not support a weighted voting structure.

Hillsborough and Pinellas representatives noted that with the current structure, several meetings were absent any representative from Pasco County, but agreed to table the structure decision to the next meeting.

In addition to re-addressing the voting structure, staff agreed to come back to the next meeting with bylaws and clarify some roles and responsibilities, including possible overlap with the TBARTA MPO Chairs Coordinating Committee.

Members also tasked staff with thinking about a possible slogan for the group.

Consultant Jim Meyer from AECOM presented results from the It’s TIME Tampa Bay MetroQuest regional survey conducted in August and September, conducted to help develop the regional element of the Long Range Transportation Plan.

The survey set a US MetroQuest Record with 9,575 participants.

In terms of demographics, MetroQuest participants deviated from a representative sample that more identified as white, higher income, and living in Hillsborough than the mean.

With almost 70 percent of respondents providing some zip code data, 61.3% of respondents lived in Hillsborough, 26.5% lived in Pinellas, and 12.2% lived in Pasco.

When respondents were asked to list their priorities, a few rose to the top among all counties.

All counties prioritized 1) traffic jams and 2) alternatives to driving as top priorities, with second tier priorities of 3) open/green space and 4) shorter commutes.

A few small deviations were visible per county.

- Pinellas ranked alternatives to driving over traffic jams, and also ranked storm vulnerability as a high priority.
- Pasco ranked shorter commutes over open/green space.

Survey respondents were asked to rank (from 1-5, 5 being the best) three scenarios for transportation, growth and development: Scenario A: New Technologies; Scenario B: Tolled Express Lanes; and Scenario C: Transit Focus.

- Of those, Scenario B had the lowest average rating (2.53).
- Scenario A had a middling average rating (2.86).
- Scenario C had the highest rating (4.08), with 75.8% of all participants rating the scenario 4 or 5 stars.

Participants were also asked to rank elements within each scenario, to drill down into the makeup of each scenario and help determine which elements should be included in the final hybrid plan.

Elements included roadway, transit, community and funding options.

The three highest ranked options were Statewide Rail, Rail (Local/Regional), and Preserve Neighborhoods.

Of funding options, taxes/fees for rail and special district fees were the most popular, each with a majority positive (4 or 5) rating.

Expanded Growth Area, an I-275 Boulevard concept, and Taxes/Fees for Roads were the three lowest ranking elements.

Meyer went over a few takeaways from the survey that could help guide the 2045 plan’s hybrid scenario.

- Encourage reinvestment in neighborhoods, stronger downtown and minimal outward growth in local government comprehensive plans.
- Consider options for incorporating rail.
○ Continue to explore elevated express lane projects, using tolls for congestion management rather than revenue
○ Several takeaways on the transportation elements, including expanded interchange ramps, importance of bike/ped, negative reaction to the I-275 boulevard, and needing to be convinced on the realism and safety of technology advances
● Group members praised the high response rate of the survey
○ Some reactions included:
  ■ Emphasis on people’s desire to protect their neighborhoods
  ■ Emphasis on what they felt was confirmation of the conventional wisdom that millennials do not want to live somewhere they feel car-bound
  ■ Emphasis on a further need for a plan that connects transit elements rather than having them included but not showing the connectivity between them

Hillsborough and Pinellas staff went over the Strategic Intermodal System Cost Feasible Plan for 2045
● The SIS Cost Feasible Plan is the list of projects that FDOT submits as highest priority for economy and mobility statewide
○ The MPOs are in the process of sending comments to FDOT on the SIS, with major comments including:
  ■ Pinellas County:
    ● Asking FDOT to modify plans for US19 interchanges at Alderman and Tarpon or remove the specific interchange projects from the SIS plan
    ● Advance construction of the connection between the Gateway Express and Roosevelt Boulevard
    ● Advance Construction of Gandy Bridge replacement
  ■ Hillsborough:
    ● Advance interchanges at SR60/Memorial, I-75 at Gibsonton Drive, and I-75 at Big Bend Road
    ● Provide justification of current inclusion of SR60 from Dover Road to Polk County (other higher priorities)
    ● Pendola Point Road to South of Causeway Boulevard is constrained in the Hillsborough County Comprehensive Plan
    ● Clarify scopes for interchanges on I-275 (MLK to Fletcher, Bearss) and I-4 (Mango Road to Park Road)
  ■ Pasco:
    ● I-75 improvements (phasing/timing issues)
    ● Add CSX Line in Pasco County to the SIS
● FDOT District 7 Secretary David Gwynn asked that county commissions and MPO boards send letters supporting the Westshore /I-275 Interchange as the number one regional priority, saying that he felt the possibility of getting that funding would be high if there was agreement among all three counties (a representative of the Westshore Alliance also gave public comment at the beginning of the meeting asking that the SR60 interchange be moved up in the plan)
○ Forward Pinellas has already done so, Pinellas County Commissioner Janet Long said she would ask the County Commission to do so as well, and Commissioner Murman noted she would support the Hillsborough MPO and County Commission doing the same
• Much of the discussion on the SIS plan focused on FDOT’s request that officials avoid the legislative earmark process to try to move projects up in the process
  ○ If earmark projects get put into the state budget but are vetoed by the governor, that money is not only removed from the budget, but FDOT cannot put the project into a work program for a full year
  ○ Earmarks come out of the Department’s budget, meaning another project on the priority list may get deferred or under-funded to compensate.
• Forward Pinellas is requesting that SIS funding should be available for transit in the right of way for SIS roads
  ○ This would include capital and operating, including in managed lanes; currently the SIS requirement is that funds may only be used for transit in fixed guideway
  ○ Hillsborough County Commissioner Pat Kemp did express concern that the SIS was overfunded at the expense of non-SIS arterial roadways and projects, and said she was unsure she could support removing the fixed guideway requirement, specifically citing her opposition to the Regional Transit Feasibility Plan proposed bus project on I-275
• Group members also said they would like to hear more expert input about managed express toll lanes, on both sides of the congestion management and equity issues

The TMA Leadership Group meets next on February 8 at the Hillsborough Government Center.
Board & Committee Agenda Item

Agenda Item
Committee Appointments

Presenter
None – Consent Agenda

Summary
The Livable Roadways Committee (LRC) shall be responsible for integrating Livable Roadways principles into the design and use of public rights-of-way and the major road network throughout Hillsborough County. The LRC seeks to accomplish this responsibility by: making recommendations to create a transportation system that balances design and aesthetics with issues of roadway safety and function; ensuring that public policy and decisions result in a transportation system that supports all modes of transportation, with a special emphasis on pedestrian and bicycle infrastructure and transit infrastructure and service. The following individual has been nominated by the City of Temple Terrace:

- Sandra Piccirilli

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

- Martha Guzman

Recommended Action
That the MPO confirm the above appointments.

Prepared By
Wanda West

Attachments
None
## DRAFT - 2019 SCHEDULE OF MONTHLY MEETINGS

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### Meeting Locations
- (a) BOCC Chambers, County Center, 601 East Kennedy Blvd., 2nd Floor
- (b) Plan Hillsborough Committee Room, County Center, 601 East Kennedy Blvd., 18th Floor
- (c) 26th Floor, Rooms A&B, County Center Building, 601 E. Kennedy Blvd.
- (d) Call (813) 282-8200 or [www.tbarta.com](http://www.tbarta.com) for meeting location - TBARTA Office, 4350 W. Cypress St. #700, Tampa
- (e) Planning Commission Boardroom, County Center, 601 East Kennedy Blvd., 18th Floor

### Acronyms
- **BPAC**: Bicycle - Pedestrian Advisory Committee of the MPO Board
- **CAC**: Citizens Advisory Committee of the MPO Board
- **CCC**: TBARTA MPO Chairs Coordinating Committee
- **ITS**: Intelligent Transportation Systems Committee of the MPO Board
- **MPO**: Metropolitan Planning Organization Board
- **POLICY**: Policy Committee of the MPO Board
- **TAC**: Technical Advisory Committee of the MPO Board
- **TDCB**: Transportation Disadvantaged Coordinating Board
- **LRC**: Livable Roadways Committee of the MPO Board
- **TMA**: Tampa Bay Transportation Management Area Leadership Group
- **STWG**: School Transportation Working Group
Board & Committee Agenda Item

Agenda Item
TIP Amendment – HART FTA 5307, 5309/5337 and 5339 Section Funding

Presenter
Sarah McKinley, MPO Staff

Summary
The following item is three Transportation Improvement Program (TIP) amendments to the FY 2019-2023 TIP. These amendments will allow Hillsborough Area Regional Transit Authority (HART) to apply for and receive programmed Federal Transit Administration (FTA) funding for 2017, 2018 and 2019. The funding programs in question address capital assistance; fixed-guideway state of good repair; and bus and bus-facility-related expenses. This will also amend the State Transportation Improvement Program (STIP) so that HART will have the appropriate reference needed for FTA applications.

Recommended Action
Recommend approval to the MPO Board

Prepared By
Sarah McKinley, MPO Staff

Attachments
TIP Comparative Reports
### FDOT

#### 5 Year TIP
Hillsborough County, District 7

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#### Hillsborough County, District 7

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Board & Committee Agenda Item

Agenda Item
2019 MPO Board Officers & Committee Representatives

Presenter
Cameron Clark, MPO Attorney

Summary

MPO Chair and Vice Chair:

The Chair and Vice Chair preside at all regular and special meetings of the MPO, and represent the MPO at meetings of the TBARTA MPO Chairs Coordinating Committee (CCC) – typically biannually – and meetings of the Florida MPO Advisory Council (MPOAC) – typically quarterly.

The MPO bylaws specify that at the regular meeting in December, the members of the board shall nominate one or more candidates to fill officer positions. Immediately following the close of nominations, the MPO shall vote to fill each office, with the vote for each office being taken in the order in which candidates for that office were nominated, until one is elected.

New officers shall take office immediately upon the conclusion of the election of officers. Officers shall be voting members of the board, and shall hold office for one year or until a successor is elected.

Policy Committee Members:

The role of the MPO’s Policy Committee is to review and make recommendations on new policies and proposed policy changes, for ratification by the Board. For example, last year, the Policy Committee led the development of a countywide Vision Zero Action Plan. Meetings are typically on the fourth Tuesday of the month at 9:00 am., with summer and winter recesses.

The committee shall be composed of at least five members, with an odd number of members preferred. Any members of the MPO Board requesting to be made Policy Committee members shall be so appointed by the Board.

The 2018 members were Councilman Cohen, chair; Commissioner Kemp, vice chair; Commissioner Murman; Councilman Maniscalco; THEA CEO Waggoner; School Board Member Stuart (alternate member) and PTB CEO Anderson (alternate member).
Tampa Bay Transportation Management Area (TMA) Leadership Group Members:

After the last Census, the Hillsborough, Pinellas and Pasco MPO Boards formed a new, joint advisory taskforce to focus on issues of tri-county significance. The TMA Leadership Group develops consensus priorities every year, focusing on major cross-county transportation markets and traffic movements and on helping the tri-county area speak with one voice in discussions of prioritization and financial resources, especially in the allocation of federal and state funds. It meets five times per year at a central location in the tri-county area, typically on the first Friday of a month at 9:30am.

Since 2014, each MPO Board has annually designated three of its members, and some alternates, to participate. Hillsborough’s 2018 members were Councilman Cohen, Commissioner Murman, Commissioner Kemp, PTB CEO Anderson (alternate member) and HCAA CEO Lopano (alternate member).

Transportation Disadvantaged Coordinating Board (TDCB) Chair – By Florida administrative code, the TDCB chair must be an elected official who serves on the MPO. TDCB meetings are held every other month, typically on a Friday at 9:30 am. Councilman Viera was the 2018 chair.

Florida MPO Advisory Council (MPOAC) Alternate Representative – Florida’s 27 MPOs come together on a quarterly basis to share best practices and coordinate on statewide transportation policy matters. As noted above, the chair represents Hillsborough MPO at these meetings. By Florida law, each MPO shall also elect an alternate representative to vote in the absence of the representative. PTB CEO Anderson, and his alternate on the Hillsborough MPO Mr. Charles Klug, currently serve as Hillsborough MPO’s alternate representative for the Florida MPO Advisory Council.

Livable Roadways Committee (LRC) Chair – Planning Commission Member Green currently serves as the chair of this standing committee which was originally created as a board-chaired taskforce in the 1990’s. Committee meetings are monthly, often the 3rd Wednesday at 9:00 am.

It is strongly encouraged for new officers to participate in a one-time orientation, the MPOAC Weekend Institute for Elected Officials, which will be held in Tampa May 31-June 2, 2019.

Recommended Actions

1. Nominate and vote on candidates for Chair and Vice Chair.

2. Confirm Policy and TMA members will continue to serve, or solicit and appoint new members. **At least one additional Policy member and TMA member is needed.**

3. Confirm TDCB and LRC Chairs and MPOAC Alternate Representative will continue to serve, or solicit and appoint new designees.

Prepared By: Beth Alden, AICP

Attachments: Hillsborough MPO Bylaws
Board & Committee Agenda Item

Agenda Item
UPWP Amendment - Update to FY 2019 Tasks and Budget

Presenter
Allison Yeh, MPO Staff

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

- Annual update of Federal the Transit Administration (FTA) funding agreement and required certifications and assurances.
- True up FTA FY 2019 balances based on the finalized allocation and previous year close out amounts.
- Update MPO work tasks to align with this year’s Plan Hillsborough Strategic Initiatives. Plan Hillsborough coordinates land use, transportation and Hillsborough River planning for the four local governments in Hillsborough County and provides staff support to the MPO Board. The MPO Board adopted a resolution in July 2018 supporting this strategic plan.
- Update the American Public Health Association grant budget (Task 2) to accommodate adjustments to the MPO staff and project work flow.

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
Proposed amended FY19 & FY20 UPWP
Board & Committee Agenda Item

Agenda Item
It’s TIME Tampa Bay Survey Results and Recommendations

Presenter
Lisa K. Silva, MPO Staff, and Jim Meyer, AECOM, MPO Consultant

Summary
It’s TIME Tampa Bay is a collaboration of the Metropolitan Planning Organizations (MPOs) of Hillsborough, Pasco, and Pinellas counties. Federal law requires MPOs to evaluate trends, project future growth, and identify fiscally constrained multimodal transportation investments for at the next 20 years as part of their Long Range Transportation Plan (LRTP) update.

It’s TIME Tampa Bay represents the first tri-county planning initiative the three counties have undertaken as part of the 2045 LRTP planning process. Together, the MPOs are addressing regional mobility needs to ensure that connections to jobs, universities, healthcare, airports, state parks, and the beaches are accessible to everyone. Each MPO will utilize the results of the tri-county public outreach effort to help identify county-specific and cross-county, projects that support and enhance regional mobility.

MetroQuest, an online survey platform, was selected as the primary public outreach tool for the It’s TIME Tampa Bay initiative. The survey provided the public the opportunity to weigh in on transportation and growth priorities, exaggerated future year growth scenarios and a variety of potential roadway and transit projects, community development and funding options. The results of this survey will help the MPOs identify the best ideas, projects, and policies to evaluate further as we develop the 2045 LRTP hybrid regional scenario that will feed into the Hillsborough LRTP to be completed in 2019.

Based on the survey results, staff has drawn the following conclusions to be used as guidance for the hybrid scenario:

Growth/Land Use Elements
- Encourage in local government comprehensive plans
  - Reinvest in neighborhoods
  - Strengthen downtowns, create more downtown-like places
  - Minimize outward growth

Transportation Elements - Transit
- Consider options for incorporating rail in the 2045 Plan
  - Brightline connection to Orlando and other Florida metro areas
  - Streetcar
  - Other rail or fixed guideway transit services
Plan should include express bus and BRT connections

Transportation Elements – Roads & Highways
- Continue to explore elevated express lane projects
  - Possible strategy for Downtown Tampa interchange (i.e. alternatives C & D)
  - Possible strategy for SR 54 / US 41 interchange area in Pasco
    - Explore connection between them via I-75 and I-4, not I-275
  - Tolls should be used for congestion management rather than raising revenue
  - New, expanded interchange ramps

Transportation Elements - Other
- Walk and bike modes are important to include and address
- Public support not currently present for I-275 boulevard conversion
- Demonstrate how technology advances can be implemented realistically and safely

Recommended Action
Approve Guidance for 2045 Plan “Hybrid Scenario” from the It’s Time Tampa Bay Outreach

Prepared By
Lisa K. Silva, AICP, PLA (MPO Staff)

Attachments
- It's TiME Tampa Bay Survey Results and Recommendations Presentation (link)
- 2045 Tri-County Transportation Plan Survey Results Report (link)
Board & Committee Agenda Item

**Agenda Item**
MPO Comments on SIS 2045 Cost Feasible Plan

**Presenter**
Sarah McKinley, MPO Staff, and David Gwynn, FDOT District 7 Secretary

**Summary**
Today’s presentation will cover the projects that are included in the Strategic Intermodal System (SIS) 2045 Cost Feasible Plan (CFP) for the tri-county region of Hillsborough, Pasco, and Pinellas Counties. The SIS network consists of roadways of regional significance, and this presentation will take a regional look at the SIS 2045 CFP prepared by FDOT.

The presentation will include comments provided by the Tampa Bay Transportation Management Area (TMA) Leadership Group. It will also give the board members a chance to ask further questions or provide comments to FDOT.

Some of the projects within Hillsborough County include interchange improvements along I-275 north of Downtown Tampa and I-75 at Gibsonton Dr and Big Bend Road. The SR 60/Memorial interchange in the Westshore district is included with construction funding beyond Fiscal Year (FY) 2029. There are capacity projects along US 41 near the Port of Tampa and SR 60 in eastern Hillsborough County.

**Recommended Action**
Approve two letters for transmittal:
1. To District 7 Secretary David Gwynn: Comments on SIS 2045 Cost Feasible Plan
2. To FDOT Secretary Mike Dew: Westshore Interchange Reconstruction

**Prepared By**
Sarah McKinley, MPO Staff

**Attachments**
SIS 2045 Cost Feasible Plan and Staff Comments Presentation
Draft Letters for transmittal
2045 SIS Cost Feasible Plan

What are the facilities?

- Highest priority for economy and mobility statewide
- FDOT prioritizes projects
- MPOs include projects in the LRTP so they can advance
What are the projects?

- Interchanges on US 19 in Pinellas
- Lane continuity on I-275 in Pinellas
- Gandy Bridge Replacement
- Gateway Express connection to Roosevelt Blvd.

What are the projects?

- I-275 Innovation Corridor (sec.7/ part 2)
- Interchanges:
  - SR 60/Memorial
  - I-275 (MLK to Bearss)
  - I-4 (Mango Rd to Park Rd)
  - I-75 at Gibsonton Dr and Big Bend Rd
What are the projects?

- Managed Lanes:
  - I-75 (Manatee Co. to Pasco Co.)
  - I-4 (Selmon Connector to Polk Co.)

- Road Widening:
  - SR 60 (Dover Rd to Polk Co.)
  - US 41 (Pendola Pt Rd to S of Causeway Blvd)

- Gandy Bridge PD&E

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What are the projects?

- Intersections:
  - U.S. 41/S.R. 54
  - S.R. 54/Collier Parkway

- Interchange/Ramp/Bridge:
  - I-75/S.R. 56

- PD &E/Managed Lanes:
  - I-75 from Hillsborough County Line to Hernando County Line

- PD & E:
  - Turnpike from Van Dyke to S.R. 52
Comments - 2024-2028

- US 19 - Klosterman interchange
  - Modify plans or remove
- Gandy Blvd. - Brighton Bay interchange
  - Not included in the Plan - should be added

Comments - Year 2029-2045

- US 19 - interchanges at Alderman and Tarpon
  - Modify plans or remove
- Gateway Express @ Roosevelt
  - Advance construction
- Gandy Bridge
  - Advance construction
Comments - Year 2029- 2045

- Interchange construction needs to be advanced:
  - I-275/SR 60 Westshore interchange: top priority!
  - I-75 at Gibsonton Dr
  - I-75 at Big Bend Rd
- SR 60 widening, Dover Rd to Polk Co. Line - please clarify need; there are other higher priorities
- US 41, Pendola Pt Rd to S of Causeway Blvd - may need comprehensive plan amendment for 6 lanes south of Denver St, currently on Constrained Roads list

Transit

SIS Funding should be available for transit in the SIS ROW
- Capital and Operating
- Including in managed lanes
- Expanded from just fixed guideway

CSX Line in Pasco County
- Should be added to the SIS

-Pasco and Pinellas sent comments
-Hillsborough will wait for the results the It’s TIME Tampa Bay Survey to make comments.
**TMA Direction**

- Consensus on staff comments
- Any additional comments?
December 4, 2018

Mr. David Gwynn
District Seven Secretary
Florida Department of Transportation
11201 N. McKinley Drive
Tampa, FL 33612-6403

Dear Secretary Gwynn,

Re: Comments on Strategic Intermodal System 2045 Cost Feasible Plan

Thank you for the opportunity to provide comments on the Strategic Intermodal System (SIS) 2045 Cost Feasible Plan (CFP). The Hillsborough Metropolitan Planning Organization (MPO) appreciates the Department’s continued partnership supporting mobility in greater Tampa and the region.

The MPO considers the I-275 State Road 60/Memorial Interchange (#3506) to be a top priority and essential to the continued economic vitality of the region. Due to the importance of this project, the MPO is requesting the advancement of construction funding. Waiting until after 2029 to reconstruct this interchange will greatly prolong the delays caused by this major regional bottleneck, which already is a major contributor to the low travel-time-reliability scores on interstate highways in our county. We’re also looking forward to the project improving circulation in the Westshore Business District, one of the largest business districts in the southeast U.S., by reconnecting three important local/collector roads. Finally, implementing the interchange project concurrent with the Howard Frankland bridge replacement could help lessen community impact by shortening the duration of construction.

Additional comments include:

- **I-75 at Big Bend (#3280):** We appreciate your advancement of funds to accelerate this project in the tentative work program. This interchange is a Transportation Improvement Program (TIP) Priority of the MPO as well as a high priority of the Hillsborough County Commission.

- **I-75 at Gibsonton Dr (#3281):** The MPO requests to accelerate this project, to ease congestion and increase safety at the interchange. The project is a current TIP Priority of the MPO.

- **SR 60 from Dover Rd to Polk County line (#3290, 3293):** This project is not included in the 2040 Long Range Transportation Plan, and there are priorities of higher concern. We request that the Department provide the rationale for
widening this segment in rural eastern Hillsborough County, outside the urban services area.

- **US 41 from Pendola Point Rd to S of Causeway Blvd (#1782):** Though the need for this project is documented in the *Hillsborough + Polk Freight Logistics Zone Strategic Plan*, adopted by the MPO and Hillsborough County in 2017, the Hillsborough County Comprehensive Plan a number of years ago designated this segment as a constrained road. FDOT will need to work with Hillsborough County staff and the Planning Commission to amend this designation in the comprehensive plan.

We look forward to your response, and to working with you to continue to advance important improvements for our community.

Sincerely,

Beth Alden, AICP
Executive Director
December 4, 2018

Secretary Mike Dew
Florida Department of Transportation
605 Suwannee Street
Tallahassee, FL 32399-0450

RE: Westshore Interchange (I-275/SR 60) Reconstruction

Dear Secretary Dew:

This letter expresses our full support for the Westshore Interchange (I-275/SR 60) reconstruction project, which is part of a long-standing plan to improve and modernize Tampa’s interstate system.

The proposed reconstruction is prioritized for funding in the Imagine 2040 Long Range Transportation Plan and in the shorter-term priority list for the Hillsborough MPO Transportation Improvement Program. It is also an important priority for the greater region, prioritized by the TBARTA MPO Chairs’ Coordinating Committee and the Tampa Bay Transportation Management Area Leadership Group.

The Westshore Business District, where the project is located, is one of Florida’s largest economic centers, and the location of Tampa International Airport. Traffic from around the region converges at Westshore’s I-275/SR60 interchange. With the recent I-275 widening between Westshore and Downtown Tampa, the expansion of the Veterans Expressway, and the upcoming reconstruction of the Howard Frankland Bridge, traffic demand through this lynchpin interchange is continuing to grow.

Improving the interchange is essential to our city’s and region’s continued economic vitality. Lacking the reconstruction, the escalating traffic on both I-275 and the Veterans Expressway has resulted in daily bottlenecks at the interchange and dangerous back-ups on the Howard Frankland Bridge. The proposed improvements will both improve travel time reliability and increase safety.

Further development of the project design will provide the detailed information necessary to mark this as a signature project for the region and state. We request that FDOT provide full funding to address this critical priority as soon as possible.

Sincerely,

Commissioner Lesley “Les” Miller, Jr.
Chair, Hillsborough MPO
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.

**Recommended Action**
None; for information only

**Prepared By**
Wanda West

**Attachments**
None
CLEVELAND ELEMENTARY SCHOOL

MURAL PAINTING DAY!

Join us as we paint the winning student's mural design on the street in front of the school!

Sat. December 15th
10 AM - NOON
723 E. Hamilton Ave.

Refreshments and snacks will be provided.

For further information please contact torresg@plancom.org
November 21, 2018

RE: County Charter Surtax for Transportation Improvements, Independent Oversight Committee Appointments

Dear Agency Partners,

On November 6, 2018, the Hillsborough County Charter was amended to include a surtax to fund transportation improvements throughout Hillsborough County. Revenue from the transportation surtax may be used to fund road and bridge improvements; expansion of public transit options; fixing potholes; enhancing bus service; relieving rush-hour bottlenecks; improving intersections; and making walking and biking safer. Section 11.10 of the County Charter Amendment requires creation of an Independent Oversight Committee (IOC) whose function is to ensure successful implementation, distribution, and expenditure of the surtax proceeds.

The Hillsborough MPO will receive one percent of the surtax proceeds for Planning and Development purposes -- including data collection, analysis, planning, and grant funding -- to assist the implementing agencies and the Independent Oversight Committee in fulfilling the requirements of the Charter Amendment. Per the amendment, the IOC’s tasks include review of implementing agencies’ Project Plans for consistency with the charter amendment; review of the Clerk of Circuit Court’s annual audit of the surtax proceeds; and preparation of an annual report for broad distribution and presentation at a public hearing.

So that we may support the work of the IOC, we kindly ask that your organization notify us of its appointment to the committee.

The IOC is to be composed of Hillsborough County residents as follows:

- Four members, to be appointed by the Board of County Commissioners, and of which two are experts in transportation, planning, sustainability, engineering, or construction;
- One member from each municipality, to be appointed by the mayor;
- One additional member from each municipality for each 200,000 residents, to be appointed by that municipality’s legislative body;
- Two members from the Hillsborough Area Regional Transit Authority (HART), to be appointed by its Board of Directors;
- One attorney, to be appointed by the Hillsborough County Clerk, and who is a member of the Florida Bar Association;
- One land use or real estate expert, to be appointed by the Hillsborough County Property Appraiser; and,
- One Certified Public Accountant, to be appointed by the Hillsborough County Tax Collector.

As specified in the Charter Amendment, committee members shall serve terms of three years, without compensation. Persons not eligible to serve on the IOC include elected or appointed city, county, special district, state, and federal public office holders; and employees or independent contractors of any public or private recipient of surtax proceeds. "Expert" means a person who has at least seven years of experience in their respective subject matter area, and possesses professional accreditations or degrees that are typical of an expert in their subject matter.

We look forward to working with you, and supporting the four local governments and HART, in improving Hillsborough County's multimodal transportation system consistent with the Charter Amendment. Please feel free to contact me at aldenb@plancom.org if I or my team can be of any assistance.

Sincerely,

Beth Alden, AICP
MPO Executive Director

cc: MPO Board
    John Lyons, Hillsborough County
    Jean Duncan, City of Tampa
    Bill McDaniel, City of Plant City
    Charles Stephenson, City of Temple Terrace
    Jeff Seward, HART

BA/jw
November 26, 2018

Mr. Mark Reichert  
Administrator for Metropolitan Planning  
Florida Department of Transportation  
605 Suwannee Street, MS 28  
Tallahassee, FL 32399-0450

RE: Performance Targets for Transit Asset Management, Pavement & Bridge Condition, and System Performance/Freight/Congestion Mitigation Measures

Dear Mark,

On October 30, 2018, the Hillsborough Metropolitan Planning Organization established performance targets for the Transit Asset Management, Pavement & Bridge Condition, and System Performance Rules to comply with the requirements of MAP-21 and the FAST Act.

The Hillsborough MPO agreed to support the Hillsborough Area Regional Transit Authority’s transit asset management targets, thus agreeing to plan and program projects in the Transportation Improvement Program that will, once implemented, make progress toward achieving the transit provider targets. A description of these targets is attached.

The Hillsborough MPO also agreed to support FDOT’s statewide pavement & bridge condition targets, and system performance/freight/congestion mitigation targets. With this action, the MPO is agreeing to plan and program projects in the Transportation Improvement Program that will, once implemented, make progress toward achieving the statewide targets.

We support the efforts of the FDOT to implement, in partnership with transit providers and MPOs, performance-based planning and programming. We believe that these measures provide a uniform calculus by which to identify both strengths and weaknesses of the national transportation system, to increase accountability and transparency of the Federal-Aid Highway Program, and to improve decision-making through performance-based planning and programming.

At the same time, we write to request that our National Highway System bridges continue to be maintained in a good state of repair. We also request that funding be made available in the FDOT Work Program to support operational and other improvements which may alleviate bottlenecks and improve travel time reliability on the National Highway System. A number of projects which could make a difference, and which are ready for funding and implementation, are identified on the Hillsborough MPO’s Transportation Improvement Program (TIP) priority list, which is attached for reference.
Sincerely,

Beth Alden, AICP
MPO Executive Director

cc: Stephen Benson, FDOT District 7
    Cyndy Zambella, HART

Attachments:
1. MAP-21 Federal Performance Measures and Targets
2. TIP Priority List
November 14, 2018

Ms. Jean Duncan, P.E., Director
Transportation and Stormwater Services
306 W. Jackson Street, 4th Floor East
Tampa, FL 33602

RE: Health in All Policies Resolution and Impact Report - TRANSMITTAL

Dear Jean,

I would like to thank you and your staff for providing valuable input and participating in the evaluation of the Health in All Policies Resolution.

This report is in response to two motions made by first, the Policy Committee and second by the MPO Board.

1. Councilman Cohen moved to request staff work with the Health Department to research and draft a Health in All Policies Resolution. The motion was seconded by Commissioner Murman. Following discussion, the motion carried five to zero. (Policy Committee - August 30, 2016)

2. After sharing potential capital/operating concerns and wanting to see municipal/County/Planning Commission feedback, Commissioner White moved to send the resolution to the County Administration, the administration of the three municipalities, and the Planning Commission to look at the land use and transportation linkage for potential impacts of costs, growth, and any other implications, and have the resolution come back accompanied by a report on the review for the MPO Board’s consideration. The motion was seconded by Commissioner Kemp and carried eleven to zero. (MPO Board - May 1, 2018)

A copy of the Health in All Policies Resolution and report is enclosed to allow you and your staff an opportunity to review. Please provide comments by November 21, 2018.

If you have any questions, or if we can be of further assistance, please contact me or Michele Ogilvie (OgilvieM@plancom.org).

Again, thank you Jean.

Sincerely,

Beth Alden, AICP
Executive Director, Hillsborough MPO
November 14, 2018

Ms. Lucia Garsys
Chief Development and Infrastructure Services Administrator
601 E Kennedy Blvd.
Tampa, FL 33602

RE: Health in All Policies Resolution and Impact Report - TRANSMITTAL

Dear Ms. Garsys,

I would like to thank you and your staff for providing valuable input and participating in the evaluation of the Health in All Policies Resolution.

This report is in response to two motions made by first, the Policy Committee and second by the MPO Board.

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If you have any questions, or if we can be of further assistance, please contact me or Michele Ogilvie (OgilvieM@plancom.org).

Sincerely,

Beth Alden, AICP
Executive Director, Hillsborough MPO
November 14, 2018

Mr. Bill McDaniel  
City Manager  
City of Plant City  
302 W Reynolds St.  
Plant City, FL 33563

RE: Health in All Policies Resolution and Impact Report - TRANSMITTAL

Dear Mr. McDaniel,

I would like to thank you and your staff for providing valuable input and participating in the evaluation of the Health in All Policies Resolution.

This report is in response to two motions made by first, the Policy Committee and second by the MPO Board.

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If you have any questions, or if we can be of further assistance, please contact me or Michele Ogilvie (Ogilvie@plancom.org).

Sincerely,

Beth Alden, AICP  
Executive Director, Hillsborough MPO

cc: Mark Hudson
November 14, 2018

Mr. Charles W. Stephenson
City Manager
City of Temple Terrace
11250 N 56th St.
Temple Terrace, FL 33617

RE: Health in All Policies Resolution and Impact Report - TRANSMITTAL

Dear Mr. Stephenson,

I would like to thank you and your staff for providing valuable input and participating in the evaluation of the Health in All Policies Resolution.

This report is in response to two motions made by first, the Policy Committee and second by the MPO Board.

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If you have any questions, or if we can be of further assistance, please contact me or Michele Ogilvie (OgilvieM@plancom.org).

Sincerely,

Beth Alden, AICP
Executive Director, Hillsborough MPO

cc: Mark Hudson
November 14, 2018

Ms. Melissa Zornitta
Executive Director
Hillsborough County City-County Planning Commission
601 E Kennedy Blvd.
Tampa, FL 33602

RE: Health in All Policies Resolution and Impact Report - TRANSMITTAL

Dear Melissa,

I would like to thank you and your staff for providing valuable input and participating in the evaluation of the Health in All Policies Resolution.

This report is in response to two motions made by first, the Policy Committee and second by the MPO Board.

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A copy of the Health in All Policies Resolution and report is enclosed to allow you and your staff an opportunity to review. Please provide comments by November 21, 2018.

If you have any questions, or if we can be of further assistance, please contact me or Michele Ogilvie (OgilvieM@plancom.org).

Sincerely,

Beth Alden, AICP
Executive Director, Hillsborough MPO

cc: Pedro Parra
Attached is the latest bi-weekly fatality report. We had 15 people die on the roads in District 7. This included 3 pedestrians, 3 motorcycles, and one bicyclist. The pedestrians included two senior citizens, including an 87 year old man. The bicyclist was 70 years old. Many senior citizens are not as fast as younger people and may need additional time to cross the road. There also were several teenagers who lost their lives.

Two of the collisions involved wrong way drivers who were driving impaired. Be on the lookout for pedestrians, bicyclists, and motorcyclists. We continue to see drivers pulling out in front of motorcyclists when turning left.

Remember that 49% of vehicle fatalities involve drivers who were not wearing seat belts, while over 90% of people wear seatbelts.

Thank you for the work you do to make our roads safer.

David W. Gwynn, P.E.
District Seven Secretary
Florida Department of Transportation
11201 N. McKinley Drive
Tampa, FL 33612
813-975-6039
Safety in Seven

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

October 9, 2018

Thomas Miller IV, 43, Riverview: Thomas was traveling southbound on I-75 approaching Fletcher Avenue when, for unknown reasons, the vehicle departed the roadway. The vehicle entered the outside shoulder, collided with a power pole and overturned, ejecting Thomas from the vehicle. He suffered fatal injuries at the scene of the crash. Thomas is survived by his loving family.

October 10, 2018

Mohamed Saud Hanidan Su Al Toobi, 19, Tampa: Mohamed was traveling south on Bruce B. Downs Boulevard, just south of Amberly Drive, when his vehicle suddenly veered and struck the raised center median. The vehicle traveled over the median and into northbound traffic, where it collided with two vehicles. A total of six vehicles were involved in the crash. Mohamed was transported to a hospital where he later died from injuries sustained in the crash.

October 12, 2018

Cameron Joshua Meredith, 19, Hudson: Cameron was a passenger in a vehicle traveling southbound on US 19. At the intersection of Caribbean Drive, an eastbound vehicle traveled into the path of Cameron’s vehicle, causing a collision between the two vehicles. As a result, Cameron’s vehicle overturned several times and he was ejected. Cameron was taken to Bayonet Point Medical Center where he later died from injuries sustained in the crash. He enjoyed fishing, playing football, wrestling, and riding his dirt bike. He is survived by his parents, grandparents, brother, sisters, family, and friends. He is remembered as a kind and giving person.

Urbine Smith III, 70, Seffner: Urbine was riding his bicycle northbound on Bruce B. Downs Boulevard just north of USF Pines Drive. Urbine was struck by a vehicle when he attempted to cross northbound lanes and traveled into the path of oncoming traffic. He was struck by a second vehicle and suffered fatal injuries at the scene of the crash.
Terry Eugene Bennett, 57, Brooksville: Terry was traveling westbound on Old County Road 54, approaching Saint Lawrence Drive. At the intersection, an eastbound vehicle turned left into the path of his motorcycle. As a result, Terry collided with the vehicle and was ejected from the motorcycle. He was transported to Regional Medical Center Bayonet Point, where he later died from injuries sustained in the crash. Terry enjoyed motorcycling, boating, fishing, golfing, and traveling. He is survived by his wife, son, grandchildren, mother, brother, family, and friends.

William Richard Penning, 65, Homosassa: William was riding his motorcycle eastbound on Cortez Boulevard approaching Cobb Road. He turned left at the intersection under a red traffic signal and entered the path of an oncoming vehicle. As a result, the front of the vehicle collided with the right side of the motorcycle, causing William to be ejected. William was transported to Regional Medical Center Bayonet Point, where he later died from injuries sustained in the crash.

Michael A. Blomberg, 54, Land O’Lakes: Michael, who was suspected of kidnapping, was driving the wrong way in the eastbound lanes of SR 54 as Pasco Sheriff’s deputies followed him. A short distance west of Odessa Gardens Lane, he collided head-on with another vehicle, causing both vehicles to catch fire. Michael was taken to a nearby hospital where he later died from injuries sustained in the crash. Michael is survived by his son, daughter, sister, and parents.

Nathan Thomas Ramboldt, 33, Port Richey: Nathan was traveling northbound on Rowan Road south of Ridge Road. For unknown reasons, he failed to negotiate a curve in the roadway, departed the road and collided with a guardrail on the outside shoulder. He was then redirected back onto the roadway, was ejected from the motorcycle, and was hit by a vehicle. Nathan was taken to Regional Medical Center at Bayonet Point, where he later died from injuries sustained in the crash.

Shawn Patrick Bullock, 50, Tarpon Springs: Shawn was walking westbound across US 19, south of Trouble Creek Road. He entered the path of northbound traffic on US 19 and was struck by a vehicle. He suffered fatal injuries at the scene of the crash.

Renard Antonio McGriff, 46, Pinellas Park: Renard had been driving on the northbound lanes of the Howard Frankland Bridge when he made a U-turn near the center of the bridge. He then began traveling south in the northbound lanes. He drove the wrong way for two or three miles before hitting a vehicle head-on. Renard suffered fatal injuries at the scene of the crash. A total of 3 vehicles were involved in the crash.
Anthony Repeta, 84, St. Petersburg: Anthony was traveling westbound on 30th Avenue South when he failed to yield at a stop sign at 34th Street South and crossed into the path of a northbound vehicle. As a result, the front of the vehicle struck the driver’s side of Anthony’s car. Anthony was taken to Bayfront Health St. Petersburg, where he later died from injuries sustained during the crash. Anthony was known as a loving, kind and generous person. He is survived by his wife, son, step daughter, siblings, grandchildren, and family.

October 20, 2018

Mary J. Philip, 70, New port Richey: Mary was attempting to cross SR 60 near Mount Carmel Road. She entered the path of an eastbound vehicle and was subsequently struck. Mary was taken to Brandon Regional Hospital where she later died from injuries sustained in the crash. She is survived by her husband, children, grandchildren, family, and friends.

Daniel William Troy, 87, Port Richey: Daniel was walking north across SR 52 east of Meadow Drive. He entered the path of the eastbound traffic and was struck by a vehicle. Daniel was transported to Regional Medical Center at Bayonet Point, where he later died from injuries sustained in the crash.

October 21, 2018

Bamnet Narongchai, 68, Tampa: Bamnet was traveling on the westbound lanes of Selmon Expressway just east of the Platt Street exit ramp, on his way home from work. Bamnet was hit head-on by a vehicle that was traveling recklessly in the wrong direction. Bamnet suffered fatal injuries at the scene of the crash. He was known as a hard worker who cared about his family and his community.

Bernardino Abbinante, 44, Riverview: Bernardino crashed his vehicle into a chain link fence and hit a power pole and was found unresponsive on Balm Riverview Drive. Bernardino suffered fatal injuries at the scene of the crash.
During the latest two week period we had 13 people die on our roads in District 7. This included 4 motorcyclists, one pedestrian and one bicyclist.

We all need to be aware of the increased number of drivers that will be on our roads due to holiday travels in the next two months. Across America, 54.3 million Americans will be traveling this Thanksgiving, marking a 4.8% increase from last year. 48.5 of 54.3 million (89%) Americans will choose driving on roads as their mode of transportation. Please spread the word to travel safe – always!

Thank you for doing your part to drive fatalities down.

David W. Gwynn, P.E.
District Seven Secretary
Florida Department of Transportation
11201 N. McKinley Drive
Tampa, FL 33612
813-975-6039
Safety in Seven

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

October 22, 2018

Thomas William Connors, 59, Ruskin: Thomas was riding a motorcycle northbound on US 41 when he collided with the rear of a boat trailer. Upon impact, he was ejected from the motorcycle and landed on the inside lanes. Another vehicle struck Thomas when he was still in the roadway. Thomas suffered fatal injuries at the scene of the crash.

Scott Edward Butterfield, 51, Land O’ Lakes: Scott was traveling northbound on County Road 583 approaching Horton Road. He lost control of the vehicle, departed the roadway, entered the shoulder, and collided with a utility pole. Scott suffered fatal injuries at the scene of the crash.

October 25, 2018

Paul Thomas Mello, 31, Spring Hill: Paul was traveling southbound on US 19, north of Tower Drive. Paul attempted a U-Turn and entered the path of a northbound SUV. As a result, the two vehicles collided and the motorcycle became lodged under the SUV. As the vehicles came to rest, they both caught fire. Paul, who had been wearing a helmet, was taken to Regional Medical Center Bayonet Point, where he later died from injuries sustained in the crash. He is survived by his two sons and family.

October 26, 2018

Mickaela Rodriguez, 19, Hudson: Mickaela was a passenger in a vehicle traveling westbound on County Line Road approaching Monteverde Drive. The vehicle that she was in turned left into the path of an oncoming vehicle. As a result, the front of the oncoming vehicle hit the passenger side of Mickaela’s vehicle, causing her to suffer fatal injuries at the scene of the crash. She is survived by her 3-month-old baby and family.

Vivian Keith Gray, 30, Lakeland: Vivian was traveling northbound on Falkenburg Road. For unknown reasons, he failed to notice Falkenburg Road ended at I-4 and struck the barrier wall head-on. Vivian suffered fatal injuries at the scene of the crash. He is survived by his wife, son, parents, grandmother, family, and friends.
October 28, 2018

Carman Christine Howe, 47, Inverness; Julie Lynn Hanselman, 48, Dunnellon: Carman was traveling eastbound in the inside lane of West Gulf to Lake Highway, while Julie was traveling the wrong way, westbound in the eastbound inside lane of West Gulf to Lake Highway. Just east of South Leona Avenue, the two vehicles collided head-on and erupted in flames. Both drivers suffered fatal injuries at the scene of the crash.

October 29, 2018

Lisa Lee, 47, St. Petersburg: Lisa was crossing 18th Avenue South at 18th Street South, when she was hit by a vehicle that fled the scene. She was taken to a hospital, where she later died from injuries sustained in the crash. She is survived by her three sons, parents, siblings, grandchildren, family, and friends.

Howard George Bennett, 87, Spring Hill: Howard was traveling northbound on Veterans Avenue approaching West Jefferson Street, when he entered the intersection into the path of a vehicle that was traveling eastbound on West Jefferson Street. As a result, the vehicle collided with the left side of Howard’s car. Howard was taken to Regional Medical Center Bayonet Point where he later died from injuries sustained in the crash. Howard is survived by his wife, son, daughters, sister, grandchildren and great-grandchildren.

October 30, 2018

Teresa Annette Varner, 51, Homosassa: Teresa was stopped facing southbound on North Florida Avenue attempting to make a left turn onto East Parsons Point. She turned left into the path of the northbound traffic and collided with a vehicle, causing her to be ejected from the motorcycle. Teresa sustained fatal injuries at the scene of the crash.

November 1, 2018

Dennis Moore, 74: Dennis was traveling northbound on US 301 and was attempting a left turn onto Sun City Center Boulevard. He entered the path of southbound traffic and was struck on the passenger side by a vehicle. Dennis was taken to South Bay Hospital and then transferred to Tampa General Hospital in critical condition. Although stabilized, Dennis’s condition declined and he was pronounced deceased on November 2nd.

November 3, 2018

Joseph Raquel, 81, Inverness: Joseph was traveling eastbound on East Gulf to Lake Highway, west of Crystal Boulevard. For unknown reasons, he crossed into the westbound lanes and into the path of a vehicle. As a result, the two vehicles collided head-on and came to final rest in the westbound lanes. Joseph was transported to Citrus Memorial Hospital, where he later died from injuries sustained in the crash.
Johnny Lopera, 33, Tampa: Johnny was driving his motorcycle north on Nebraska Avenue when a vehicle headed south on Nebraska Avenue turned in front of him at Martin Luther King Boulevard. As a result, the motorcycle struck the right side of the car, causing Johnny to suffer fatal injuries at the scene of the crash. Johnny was a popular barber in Ybor City and the owner of Cigar City Barbershop. He leaves behind his wife, daughter, an unborn child, and lots of friends.

November 4, 2018

David Keith Cecich, 61, Wesley Chapel: David was traveling eastbound on Hillsborough Avenue in the westbound bike lane, east of Harney Road. A vehicle headed west on Hillsborough Avenue changed lanes to the outside lane and collided with David, causing him to be ejected from his bike. David was taken to Tampa General Hospital where he later died from injuries sustained in the crash.