Meeting of the MPO Board
Tuesday, February 5, 2019, 9:00 a.m.
Hillsborough County Center, 601 E. Kennedy Blvd., 26th Floor

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

I. **Call to Order, Pledge of Allegiance & Invocation**

II. **Approval of Minutes** – January 8, 2019

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

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

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

VI. **Action Items**
   A. 2019 Safety Performance Targets (Johnny Wong, MPO Staff)
   B. Southshore Transit Re-Evaluation (Sarah McKinley, MPO Staff)
   C. MPO Policy Positions for 2019 (Beth Alden, MPO Director)

VII. **Status Reports**
   A. FDOT District 7 Freight Plan, Sub-Area Study & Local Freight Improvements (Brian Hunter, FDOT District 7)
   B. Heights Mobility Study (Stephen Benson, FDOT)

VIII. **Executive Director’s Report**
   A. Next Board meeting: Monday, March 11, 9am, 26th Floor, and TMA Leadership Group meeting: February 8, 9:30am, 18th Floor

IX. **Old & New Business**

X. **Adjournment**
XI. Addendum

A. Upcoming Events
   - Notices of Funding Opportunity
   - Commuter Challenge Week February 2019

B. Project Fact Sheets
   - Dale Mabry Hwy/ Waters Ave Safety Improvements

C. Correspondence
   - FDOT Revised Highlights from the Tentative Work Program FY20-FY24 for Hillsborough MPO
   - To USDOT Secretary Chao re: USF Proposal for Congestion Relief
   - To National Safety Council re: USF proposal for Road to Zero
   - To FDOT District 7 re: Tentative Work Program

D. Articles Relating to MPO Work
   - Pasco MPO scuttles a potential Kinnan-Mansfield connection
   - Hillsborough transit authority talks on transit-oriented development for future BRT, streetcar stations
   - Editorial: Make Tampa Bay region safer for walkers and cyclists | Tampa Bay Times | 01.24.19
   - Report: Florida still the most dangerous state for pedestrians | Tampa Bay Times | 01.23.19
   - Tampa City Council ready to interview transportation oversight committee candidates | Tampa Bay Business Journal | 01.22.19
   - Busy Riverview road turns into daily parking lot, commissioners vote to delay new apartment complex | WFTS ABC Action News | 01.17.19
   - Hillsborough County looking for new applicants for Independent Oversight Committee | WFTS ABC Action News | 01.16.19
   - County seeks residents to review transportation tax projects | Westchase Patch | 01.16.19
   - Uncertainty over lawsuit puts Hillsborough's transportation plans on ice | Tampa Bay Times | 01.14.19
   - County considers loaning HART $10M in reserves as transportation surtax is tied up in litigation | Tampa Bay Business Journal | 01.10.19
   - Hillsborough County's choice: Spend $10 million on new buses or not? | Florida Politics | 01.09.19
   - HART Board elects new board officers | RT&S | 01.09.19
   - Is Tampa lagging behind St. Pete in tackling the effects of climate change? | Tampa Bay Times | 01.07.19
   - Tampa city leader calls for change on dangerous road after teen killed on bike | 10 News WTSP | 01.07.19
   - Transit authority moves date to select All for Transportation committee candidates | Tampa Bay Business Journal | 01.07.19
   - HART, Hillsborough County say Stacy White has no right to challenge transportation tax | Florida Politics | 01.04.19
E. Miscellaneous

- **Dangerous By Design 2019** by Smart Growth America

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

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

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MPO Board Meeting of Tuesday, January 8, 2019

CALL TO ORDER, PLEDGE OF ALLEGIANCE & INVOCATION

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

The following members were present:

Councilman Harry Cohen, Trent Green, Commissioner Ken Hagan, Mayor Mel Jurado, Commissioner Pat Kemp, Charles Klug for Paul Anderson, Mayor Rick Lott, Councilman Guido Maniscalco, David Mechanik, Commissioner Les Miller, Commissioner Kimberly Overman, Janet Scherberger for Joe Lopano, Commissioner Mariella Smith, and Councilman Luis Viera.

The following members was absent:

Joe Waggoner and Cindy Stuart.

APPROVAL OF MINUTES – December 4, 2018

A motion was made by Commissioner Kemp to approve the minutes of December 4, 2018. The motion was seconded by David Mechanik and carried unanimously.

PUBLIC COMMENT

Mr. Chris Vela requested for board members to take note and solidarity with the voters on Commissioner Stacy White’s lawsuit to stop the voter-approved transportation tax. He has spoken with people from different political backgrounds and different ages and many of them want to see changes on our roads, roads made safer, and to have choices to get to places. The infrastructure in our County is decades behind. He expressed concerns regarding FDOT’s Tentative Work Program to include additional lanes in Seminole Heights and informed members to look hard at information when they receive it from the State.

COMMITTEE REPORTS, ONLINE COMMENTS

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

The committees elected officers of officers in December and the Citizen’s Advisory Committee Chair is Bill Roberts, Rick Fernandez is the Vice Chair, and Nicole Rice is the Officer at Large. The Technical Advisory Chair is Jeff Sims, the Vice Chair is Mike Williams, and the Officer at Large is Amber Dickerson. The Vice Chair of the Transportation Disadvantaged Coordination Board is Gloria Mills and the Officer at Large is Craig Forsell.

The committees approved and forwarded for MPO Board approval the following:
o FDOT Tentative Work Program & MPO Comments;
o *It’s Time Tampa Bay* Survey Results & Recommendations on the Consent Agenda. The Policy Committee discussed the responses at length, noting the variations of opinions among demographic segments and geographic sub-areas of the county; there was a long discussion on the need for more kinds of highway capacity expansion projects than were asked about in the survey. The topic will be explored later this spring during the traffic modeling forecasting for the 2045 Transportation Plan;
o Also on the Consent Agenda, the *Health in All Policies* Resolution;
o The MPO sponsor a comprehensive safety audit, addressing speed management, focusing on the severe crash corridors in Hillsborough County;
o The Transportation Disadvantaged Coordinating Board approved a Bylaws Amendment to include membership of the Agency for Persons with Disabilities as required by the Florida Administrative Code;
o The Policy Committee also discussed a Bylaws Amendment and adding to establish a code of conduct for MPO advisory committee members similar to the Planning Commission’s and the Florida Senate’s.

The committees also received updates on Tampa Bay Next, Resilient Tampa Bay, and Smart Cities.

The School Transportation Working Group celebrated its last meeting and members shared successes. The group also discussed their transition to working with the FDOT Community Traffic Safety Team.

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

- Robert Sawallesh shared a student’s concern walking to the USF medical campus that requires crossing two busy intersections and drivers rarely watching for pedestrians. Mr. Sawallesh added that the Department of Veterans’ Affairs provided $1.4 million to Hillsborough County in August 2018 for a traffic signal. The county set a deadline to complete the project mid-2021, and he requested this be fast-tracked.
- Mike Lamarca wrote to thank FDOT for joining him on an excursion through south county, sharing his concerns particularly with vegetation overgrowth on narrow shoulders.
- Eric Goldstein thanked the County for their help addressing traffic concerns in Westchase.
- Mauricio Rosas commented on speeding on Highland and the need for the FDOT Heights Mobility Study to identify time lines for implementation.
- Bob McKay thanked Beth Alden for an excellent presentation to the Chamber.

The following people made remarks on Facebook:

- Robin Miller asked that the CSX rail lines be purchased to link USF and Downtown and requested not to fund Tampa Bay Next, calling it fake BRT Highway Widening.
- Michelle Cookson posted and wanted her comments read in full at the meeting regarding agenda item IV.B. She asked the MPO fight the lawsuit filed by Commissioner Stacy White and represent the citizens desire for equitable, multimodal and safe transportation.

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

A. Committee Appointments
B. *It’s Time Tampa Bay* Survey Findings & Guidance for the 2045 Plan – approved by Policy Committee
C. *Health in All Policies* Resolution
D. Initiate a Comprehensive Safety Audit Addressing Speed Management – approved by Policy Committee

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

ACTION ITEMS

A. FDOT Tentative Work Program & MPO Comments

Mr. Stephen Benson, FDOT, gave a presentation highlighting changes, since last fall, to the Tentative Work Program for FY2020 – FY2024, which covers project phases and activities scheduled from July 1, 2019 through June 30, 2024. Board members were provided a copy of the Work Program.

During the presentation, Councilman Cohen wanted to know why the Platt Street Bridge over the Hillsborough River and the Columbus Drive Bridge over the Hillsborough River were being scheduled for replacement, since work was recently done on both bridges.

Mr. Benson stated that they were locally requested projects requested by Hillsborough County. Ms. Alden responded to Councilman Cohen’s inquiries and stated that the MPO received a letter last Spring from Hillsborough County with a list of funding requests. Hillsborough County staff indicated that the repairs that were done have a limited lifespan and there needs to be a more enduring investment in the bridges that will make it worthwhile to look at possible replacing them and rebuilding them with a historic character. Based on that request, the bridges were included in the priority list and FDOT is responding to that priority list. The repairs have a fifteen-year lifespan, it has been five years, it will be five years for the feasibility study, then a decision will have to be made on the repairs, the cost and funding. This is part of the long-range planning process.

The total funding for the five-year work program is $1.6 Billion over five years. The public hearing on the document was held December 17 – 21 in an online format. On December 20, a work program open house was held at the FDOT office. Public comments were due to FDOT by December 31. MPO objections had to be submitted by January 28 so that they could be submitted with the Tentative Work Program packet to the Legislature and to the Administration for review. The Work Program will be effective July 1, 2019.

Following the presentation, Commissioner Overman inquired about “preserving the system, which usually requires resurfacing and restoration, as well as rehabilitation, and in areas of managing congestion in the work program” she wants to make sure that an opportunity is not missed to include transit corridors for the increased opportunity to invest in HART’s transit system. In the past, she has seen roads that have been resurfaced without adding safety features that is critical to the safety of pedestrians and opening the corridor to allow for transit to travel through where it becomes a preference to travel, rather than travel on a road in a single occupancy vehicle. In any of the construction projects, as well as the PD&Es, she requested that focus, in coordination with HART’s expansion of their transit system, be considered in any projects that are in the plan. Mr. Benson stated that the document was developed prior to November and there will be changes coordinated with the local governments and transit agencies and projects will be shifted around.
Commissioner Overman also inquired about the traffic lights on Florida Avenue at Wilder and Idlewild. Mr. Benson stated that the projects for 2019 would not have been included in the Work Program that was distributed and they will be completed before 2020.

Commissioner Overman stated that speeds need to be lowered all through the urban corridors and a study is being done soon on safety and speeds and there is a problem with speed, specifically in Tampa, and in some areas in Brandon, Riverview, and Fish Hawk where reduction of speed would add safety.

Commissioner Kemp wanted to know why the Tampa Bypass Canal project was deferred. Mr. Benson stated that the PD&E is underway, it was funded during the last cycle, and the County is moving ahead with it. The PD&E will not be completed by the time the schedule of the design is completed.

Commissioner Kemp has been tracking Hwy 41 and the bridge to bypass the CSX tracks and did not see it listed. Mr. Benson stated that it was a previous project and there was not change to it. It is still listed in the Work Program.

Commissioner Kemp wanted to confirm that the existing roadway is being utilized for I-275 north of Downtown to Fowler and no additional roadway is being added. Mr. Benson noted that from the downtown interchange up to the Hillsborough Avenue exit that there is no right of way expansion. For the Section 7 PD&E, it goes out to Bearss, and there will be a public hearing in the Spring. This is some right of way at Bearss for ponds, but there is nothing in the historic district, or south of the river that would be right of way acquisition. Commissioner Smith inquired about the same section and wanted to know if the additional capacity riding. She wanted to know if the Work Program was approved, are toll lanes being approved for the section. Mr. Benson stated that they were not.

Councilman Cohen inquired about the deferment of storm water work on Dale Mabry and Henderson and Neptune. The City is in the middle of a stormwater upgrade there. Mr. Benson stated they are coordinating with the City and it is additional work that what was anticipated, and it will take longer to finish the design and begin construction; therefore, the schedule was adjusted.

Since the board did not have any comments to transmit, no action was necessary on the agenda item.

**B. MPO Representation in White v. Hillsborough County et. al**

Councilman Viera informed the Board that he is contracting the law firm that is involved in the litigation; therefore, he will have to abstain from the vote.

Mr. Cameron Clark, MPO Attorney, addressed the Board regarding legal representation and the position the board would like to take on the Stacy White v. Hillsborough County et.al. lawsuit. As of the date, the lawsuit was filed, to file an answer on time, an answer would have to been filed prior to the January MPO Board meeting; however, it was not necessary because the plaintiff’s attorney agreed to extend the MPO’s time to respond until Friday, January 11. During discussion, the Attorney from the County, Alan Zimmet, discussed the idea of representing the MPO if the Board takes the same position as the County to oppose the lawsuit to answer the complain with general denials to the argument against the plaintiff, and there would be no charge to the MPO. The Tax Collector, the Property Appraiser, and the Department of Revenue are answering the complaint by taking no position on the plaintiff’s complaint and abiding by the ruling of the court, which effectively remaining neutral as to the outcome. There is discussion that one or two of the defendants are filing a motion to dismiss to be removed from the lawsuit. Most of the defendants are answering the complaints with general denials. Mr. Rob Brazel, Hillsborough County Attorney's Litigation Chief, was present in the audience to answer questions regarding the lawsuit.

*(Mayor Rick Lott arrived at 9:37 a.m.)*
Councilman Cohen wanted to know if there are other entities like the MPO that have retained separate Counsel in the legal matter. Mr. Clark stated that each entity has its own counsel and was unaware of any defendant that shared counsel. Councilman Cohen wanted to in a shared counsel arrangement, would the MPO be subsumed by the County or a partner with the County in the representation. Mr. Clark stated that the County has already filed its answer of its general denials. The MPO is its own defendant, but to the extent that its position is consistent with the County’s, denying the allegations and opposing the complaint. If a consistency developed between the County and the MPO’s position, then Mr. Zimmet would conflict out and only represent the County and the MPO could then obtain its own lawyer if desired. Mr. Clark stated that the hearings are set for mid-March and early May.

Mr. Mechanik stated that there are discussions going on amongst counsel and decisions could be required to be made long before the next scheduled hearing and Councilman Cohen’s concern could take place sooner than later. He suggested understanding the position of the County and the MPO needs to decide what its position is.

Commissioner Miller reiterated that the MPO Board needs to establish a position and suggested if the Board decides to oppose the lawsuit to join in with the County’s attorney.

A motion was made by Mr. Mechanik that the MPO Board oppose the lawsuit in the greatest extent reasonably possibly. The motion was seconded by Councilman Cohen. The motion was carried 13-1 (with Councilman Viera abstaining from the vote).

Following approval of the motion, there was discussion on general counsel representation for the MPO.

Commissioner Overman stated that she does not feel that there would be a discrepancy with the MPO’s and the County’s position and suggested additional discussion.

Councilman Cohen would like to see the Board be as vigorous as possible with the opposition.

Commissioner Overman wanted to know how negotiations and interlocal agreements plays a part of the solution process and addressing conflicts that the MPO may have. Mr. Clark stated as part of Commissioner White’s oath, if a conflict was to arise with Mr. Zimmet, he would have to withdraw and at that point, the MPO would obtain its own counsel. If the Board decides to go with Mr. Zimmet, as part of the motion, if a conflict was to arise that it would necessitate the MPO Board getting its own attorney, to delegate to the MPO Chair the ability to sign a legal service agreement with another attorney and then brought back to the Board for full ratification. A quick adjustment could be made at that time if needed.

Commissioner Smith pointed out that the MPO only gets 1% of the tax and it would be a shame for the Board to have to pay for legal representation. She feels that counsel is mounting a vigorous defense, point by point.

A motion was made by Commissioner Kemp that the MPO join with the County and be represented by Mr. Zimmet. Should a conflict arise, the attorney will conflict out and the Board will deal with it at that time. The motion was seconded by Commissioner Smith.

Mr. Mechanik supported the motion but wanted to get clarification that Mr. Zimmet’s representation of the MPO would by necessity treat the MPO Chairman as a client separate from the County for briefing purposes and decision making. Mr. Clark stated that the MPO would be a client.

As the Chairman of the Board of County Commissioners, Commissioner Miller stated he has met with Mr. Zimmet on the County Commission side.
Councilman Cohen stated that the responsibility will fall on Commissioner Miller, since he will be representing two separate clients. He supported the motion but asked the Chair to inform the Board if he feels that a conflict arises between the County’s and the MPO’s position. Commissioner Miller stated that the Board will be made aware.

Mr. Clark suggested including in the motion, “in case a conflict arose the ability to delegate to the Chair the ability to bring an attorney in quickly and the decision be ratified subsequently.”

Councilman Cohen amended the motion to include “in case a conflict arise between the MPO and the County, Mr. Zimmet must conflict off as representative for the MPO, and the MPO Chair will be allowed to quickly bring in new counsel. It will be brought back and ratified by the full Board at the next scheduled MPO Board.” The amendment was seconded by Commissioner Overman and Commissioner Kemp. The amendment to the motion was carried 13-1 (with Councilman Viera abstaining from the vote).

There was no additional discussion on the motion.

Commissioner Miller stated that he has never been sued by a colleague and it is unprecedented.

The motion was carried 13-1 (with Councilman Viera abstaining from the vote).

STATUS REPORTS

A. Smart Cities Initiatives: Tampa

Mr. Vik Bhide, with the City of Tampa Smart Mobility Division and Chair of the MPO’s ITS Committee, provided a high-level overview of the City of Tampa’s Smart Cities Initiatives.

Following the presentation, Mr. Green inquired about the reduced demand for event parking given the ridesharing aspects people are choosing for travel and he wanted to know if it is the first time the County has tracked the information. The Division works all major special events at Raymond James Stadium and the Amalie Arena, typically know what is going on, has annual meetings and engage with the TSA. Parking demand is declining for entertainment oriented, but not necessarily for day to day items. Recent data, which has not been parsed, shows car ownership in the biggest cities increasing with rideshare increasing as well. If moving to a service base model, roads may be congested, but with the same vehicles circulating and will release parking space in Downtown Tampa. Thirty percent of existing parking space will be made available for redevelopment.

Commissioner Overman referenced a presentation given at the HART Board by Jared Walker, who indicated the importance of looking at the outcome before moving into projects. The Commissioner recommended that the Smart Cities Initiatives do the same and make it a priority. Mr. Bhide informed the group that as part of the ATMS Project, one of the specifications is to have a centralized system in which the signal system can respond to a CAD/AVL system of transit or public safety. This will provide transit signal priority citywide rather than project by project.

Mr. Mechanik wanted to know how the reduction of parking doubling ridesharing to a particular destination, additional congestion, and Uber and Lyft reviewing the sustainability of their economic model is plugged into the initiative. Mr. Bhide stated that the auto industry, Silicon Valley, and ride share companies all are
hoping that they are on the right track and the results are very mixed. The best thing for government agencies to do is to remain engaged with the various industries and plan for automation.

Mayor Jurado inquired about pilot location and the Connect Paint partnership with the Lighthouse for the Blind and the smart paint on sidewalks and the alarm. Mr. Bhide stated that it is haptic and vibratory. Headphones are utilized with the app, and the Lighthouse for the Blind has concerns about a possible distraction; therefore, the City is starting with haptics and facilitating the innovation. They will proceed with the initiative and listen to the experts: intelligent material, Lighthouse for the Blind, and Ohio State University, who’s doing the assessment. The test locations are in South Tampa, at Cleveland and Boulevard and Platt and Boulevard, since those are the nearest bus stops that a lot of people with visual disabilities utilize to access the Lighthouse.

Commissioner Kemp commented on parking and congestion and stated that she sees a huge mass transit future that involves larger vehicles and frequency versus single occupancy vehicles. Vik stated, historically, transit was not always a public service. Uber and Lyft may find that having higher occupancy modes could work out better for their business because they will deliver a better product, and currently rideshare during peak hours creates more congestion. The solution will need to be a combination of factors and will only be solved with more passengers in a vehicle than currently.

B. Resilient Tampa Bay: Transportation Pilot Project

(Mr. Mechanik left at 10:25 a.m.)

Mrs. Allison Yeh, MPO Staff, provided an update of the pilot project that will assist in meeting the new federal mandate, as well as, be included in the Long Range Transportation Plan (LRTP) updates for the three MPOs and the regional LRTP. The Hillsborough Metropolitan Planning Organization (MPO), in collaboration with the Pinellas MPO, Pasco MPO, Tampa Bay Regional Planning Council, and the Florida Department of Transportation District 7, was awarded a Federal Highway Administration Resilience and Durability to Extreme Weather grant.

Additional information can be found at http://www.planhillsborough.org/resilient-tampa-bay-transportation/

Following the presentation, Mr. Green wanted to know if the process will lead to the development of Federal standards for distribution to local MPOs and transportation agencies. Mrs. Yeh stated that staff are participating in a national guidebook that will come out in two months, based on the first grant that was for Hillsborough County Vulnerability Assessment.

Commissioner Overman was concerned that the public and the economically challenged communities were not represented as stakeholders. Mrs. Yeh informed the Commissioner that the survey did not require information on representation; therefore, the presentation slide appears misleading. The list of stakeholders is longer than what was provided in the presentation. Also, there is a working CAC group that consists of a representation from each MPO; however, some members have been unable to attend every meeting. Mrs. Yeh stated that staff attended transportation disadvantaged and emergency management meetings and provided the information.

C. MPO Bylaws Amendment

Ms. Beth Alden, MPO Executive Director, presented two proposed changes to the bylaws that will appear on the consent agenda at the February meeting if there are no objections.

1. In a routine review of organizational policies regarding harassment at the MPO host agency, the Planning Commission, it was noted that there are no policies which apply to the conduct of the many members of the MPO advisory committees. Following coordination
with the Counsel, staff recommended adding a sentence to the bylaws to clarify that committee members can be dismissed by the MPO chair for violations of standards of conduct, defined as conduct inconsistent with Florida Senate Administrative Policies and Procedures. The information was included in the agenda packet for reference.

2. The membership, structure and duties of the Transportation Disadvantaged Coordinating Board are defined in the Florida Administrative Code, Rule 41-2.012. Earlier this year, Rule 41-2.012 was amended to require a new voting member of the board, in every county: a local representative of the Agency for Persons with Disabilities. Staff recommends amending section 4.2.9 of the MPO Bylaws to reflect this change.

The proposed markup of the changes to the bylaws was included in agenda material.

There were no questions or objections.

EXECUTIVE DIRECTOR’S REPORT

Ms. Alden announced a Special Workshop for the MPO Board, its committees, and the public on the TBARTA Regional Planning Best Practices Study; January 15th, 5:00 pm, County Center, 26th Floor. The draft report is available on the TBART website (add). Individual briefings have been scheduled for members who are unavailable to attend.

On January 31st, there will be a workshop from 4:00 p.m. until 6:00 p.m. at the County Center, 26th Floor. This will be an opportunity for the public to learn more about potential community impacts associated with FDOT’s plans for I-275 and I-4 interchanges within Tampa’s downtown and Westshore districts. The displays from this workshop will be posted at upcoming meetings for displace for anyone to view who cannot attend the workshop. Two additional workshops are tentatively slated for March and April, and the dates will be distributed once confirmed. FDOT’s Environmental Supplemental Impact Statement public workshop in the Spring. After that workshop, a recommendation will be sent to FHA for approval.

Commissioner Smith inquired about the format for public input at the January 15 Workshop. There will be a presentation to the Board from the consultant, 45 minutes will be set aside for public comment, there will be an opportunity for the public to provide written comments as well, and 45 minutes will be set aside for Board discussion. Ms. Alden suggested that recommendation for Board action, be taken up at the January Policy Committee meeting.

The Vision Zero Coalition has a street mural painting event scheduled January 12 from 10:00 a.m. – 12:00 p.m. at Cleveland Elementary School. The coalition will also participate in the Martin Luther King Jr. parade being held on January 21 at 12:00 p.m. Gena Torres is the staff contact for the Vision Zero Coalition events.

The 2019 MPO calendar, which includes highlighted achievements of 2018, was distributed.

The next board meeting will be held Tuesday, February 5 on the 26th floor of the County Center, and the TMA Leadership Group meeting will be held February 8, 9:30am, on the 18th Floor of the County Center.

Commissioner Kemp recommended evening meetings begin at 6:00 p.m. to allow the public an opportunity to attend and requested a time change for the January 15 workshop to 6:00 p.m. Staff will change the workshop time to 6:00 p.m.

OLD & NEW BUSINESS

There was no old or new business.
ADJOURNMENT

A quorum was maintained for the duration of the meeting. There being no further business, the meeting adjourned at 10:48 a.m.
Committee Reports

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

The committee approved and forwarded to the MPO Board:

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

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

The CAC also heard reports on:

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

Meeting of the Technical Advisory Committee on January 28

The committee approved and forwarded to the MPO Board:

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

- The Southshore Transit Re-Evaluation

The TAC also heard reports on:

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

Meeting of the Policy Committee on January 29

The committee approved and forwarded to the MPO Board:

- The committee approved and forwarded to the MPO Board:

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

The committee also discussed and took action on:

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

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

Meeting of the Bicycle/Pedestrian Advisory Committee (BPAC) on January 9

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

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

Meeting of the Livable Roadways Committee (LRC) on January 16

The committee reelected its existing officers, and approved and forwarded to the MPO Board:
- Appointment of Emily Hinsdale as Advocate for Livable Communities member,
- 2019 Safety Targets

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

Meeting of the Intelligent Transportation Systems Committee on January 10

The current officers were reelected to serve in 2019: Chair – Vik Bhide; Vice Chair – Brian Gentry; Officer at Large – Vinny Corrazza.

The ITS committee approved and forwarded to the MPO Board:
- Multimodal Level of Service Evaluation
- 2019 Safety Performance Targets

The ITS committee received updates on:
- Signal Cycle Lengths/Signal Re-timings in New Tampa
- Regional Data-Sharing Platform Pilot
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 individuals have been nominated by their organizations:

- Christina Buchanan, HART, member
- Emily Hinsdale, Advocate for Livable Communities, member
- Karen Cashon, member, and Chris Thompson, alternate, City of Tampa Parks and Recreation Dept.

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. The following individual has been nominated by Commissioner Overman:

- Sky White

The Technical Advisory Committee (TAC) shall be responsible for considering safe access to schools in the review of transportation project priorities, long-range transportation plans and transportation improvement programs and shall advise the MPO on such matters. In addition, the TAC shall be responsible for assisting in the development of transportation planning work programs; coordinating transportation planning and programming; review of all transportation studies, reports, plans and/or programs, and making recommendations to the MPO that are pertinent to the subject documents based upon the technical
sufficiency, accuracy, and completeness of and the needs as determined by the studies, plans and/or programs. The following individuals have been nominated to represent the Hillsborough County Public Works Department and Development Services Divisions, respectively:

- Michael Williams (primary), Charles White (alternate)
- Leland Dicus (primary), John Patrick (alternate)

The following individual has been nominated to represent Hillsborough County Public Schools:

- Amber Dickerson (primary)

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

- Richard Ranck (primary), John Patrick (alternate)
- Marcello Tavernari (primary), Diana Ramirez (alternate)

The Intelligent Transportation Systems (ITS) Committee is responsible for assisting in the development of Intelligent Transportation System planning work programs, as well as reviewing ITS related studies, reports, plans, projects. The following individual has been nominated to represent the Hillsborough County Public Works Department and Development Services Divisions:

- Brian Gentry (primary), Bob Campbell (alternate)

**Recommended Action**

That the MPO confirm the above appointments

**Prepared By**

Lisa K. Silva, AICP, PLA

**Attachments**

None
Board & Committee Agenda Item

**Agenda Item**
Multimodal Level of Service Update

**Presenter**
None - Consent Agenda

**Summary**
In 2017, the MPO prepared a white paper researching methodologies and best practices in calculating Level of Service (LOS) for bicycle, pedestrian and transit. From the recommendations in that report, the MPO has been working with a consultant to update the methodologies used for calculating bicycle and pedestrian LOS. The effort has focused on establishing a Level of Traffic Stress (LTS) standard and applying this to the transportation network. The goal was to have a new minimum standard, and through the database maintained by the MPO, highlight corridors and intersections that could be enhanced for safety.

The MPO currently uses Florida Department of Transportation guidance that was established over 20 years ago. With new minimum design standards, it became time to revisit the methodology. The updated standards will better reflect the new innovations in bicycle and pedestrian facilities.

The task has culminated in the creation of a technical report, the Bicycle Facility Selection Toolkit, and pedestrian crossing guidance.

**Recommended Action**
Approve the Multimodal Level of Service Update

**Prepared By**
Sarah McKinley, MPO Staff

**Attachments**
- Evaluating Bicycle and Pedestrian Quality of Service DRAFT Report
- Bicycle and Pedestrian Toolkit DRAFT
- Pedestrian Crossing Guidance Guide DRAFT
Board & Committee Agenda Item

Agenda Item
MPO Bylaws Amendment

Presenter
Beth Alden, MPO Director

Summary
The MPO Bylaws establish the purpose, membership, and procedures of the MPO advisory committees and the board. Changes to the bylaws are brought to the board twice, initially as a status report, and subsequently as an action item. Today is the second presentation of two housekeeping amendments:

1. In a routine review of organizational policies regarding harassment at the MPO host agency, the Planning Commission, it was noted that there are no policies which apply to the conduct of the many members of the MPO advisory committees. Staff recommends adding a sentence to the bylaws to clarify that committee members can be dismissed by the MPO chair for violations of standards of conduct, defined as conduct inconsistent with Florida Senate Administrative Policies and Procedures (copy attached for reference).

2. The membership, structure and duties of the Transportation Disadvantaged Coordinating Board are defined in the Florida Administrative Code, Rule 41-2.012. Earlier this year, Rule 41-2.012 was amended to require a new voting member of the board, in every county: a local representative of the Agency for Persons with Disabilities. Staff recommends amending section 4.2.9 of the MPO Bylaws to reflect this change.

Recommended Action
Approve the bylaws amendment

Prepared By
Michele Ogilvie, MPO Staff

Attachments
MPO Bylaws, with proposed new text highlighted
Florida Senate Administrative Policies and Procedures regarding harassment
1.0 **PURPOSE:** These *By-laws* are adopted by the Hillsborough County Metropolitan Planning Organization hereinafter called the “MPO” to govern the performance of the MPO’s duties as well as those of MPO committees and to inform the public of the nature of the MPO’s internal organization, operations and other related matters.

2.0 **DEFINITIONS:**

2.1 **EMERGENCY:** Any occurrence or threat thereof, whether accidental or natural, caused by man, in war or in peace, which necessitates immediate action because it results or may result in substantial injury or harm to the population or the MPO or substantial damage to or loss of property or public funds.

2.2 **GOOD CAUSE:** A substantial reason which is put forward in good faith.

2.3 **INTERESTED PERSON:** Any person who has or may have or who represents any group or entity which has or may have some concern, participation or relation to any matter which will or may be considered by the MPO.

2.4 **MEMBER(S):** The MPO consists of sixteen (16) official members, with FDOT designated as a non-voting advisor. Each member government or authority may also appoint an alternate member, who may vote at any MPO meeting in place of a regular member. MPO committee membership is as provided in these By-laws.

2.5 **PUBLIC HEARING:** A meeting of the MPO convened for the purpose of receiving public testimony regarding a specific subject and for the purpose of taking action on amendment to or adoption of a plan or program. A public hearing may be convened with less than a quorum present; however, no official action other than adjournment or continuation of the public hearing to another time may be taken unless a quorum is present.

2.6 **REGULAR MEETING:** The regular scheduled meeting of the MPO at which all official business may be transacted.

2.7 **SPECIAL MEETING:** A meeting of the MPO held at a time other than the regularly scheduled meeting time. All official business may be transacted at a special meeting.

2.8 **WORKSHOP:** A conference where members are present and are meeting to discuss a specific subject. A workshop may be convened with less than a
quorum present; however, no official action other than adjournment or continuation of the workshop to another time may be taken.

3.0 **MPO OFFICERS:** There shall be a Chair and a Vice-Chair. All officers shall be voting members of the MPO.

3.1 **TENURE:** All officers shall hold office for one (1) year or until a successor is elected. However, any officer may be removed by a majority of the total members.

3.2 **SELECTION:** At the regular meeting in December, the members shall nominate one or more candidates to fill each office. 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.

3.3 **VACANCY IN OFFICE:** A vacant office shall be filled by the MPO at its first regular meeting following the vacancy. The officer so elected shall serve the remainder of their predecessor’s term in office.

3.4 **DUTIES:** The officers shall have the following duties:

3.4.1 **CHAIR:** The Chair shall:

(a) Preside at all regular and special meetings, workshops and public hearings.

(b) Represent the MPO on the West Central Florida MPO Chairs Coordinating Committee (CCC) and the Florida MPO Advisory Council (MPOAC).

(c) Establish such ad hoc committees as the Chair may deem necessary and appoint their members and chairs.

(d) Call special meetings and workshops and public hearings.

(e) Sign all contracts, resolutions, and other official documents of the MPO, unless otherwise specified by the By-laws or Policies.

(f) Express the position of the MPO as determined by vote or consensus of the MPO.

(g) See that all actions of the MPO are taken in accordance with the By-laws, Policies and applicable laws.

(h) Perform such duties as are usually exercised by the Chair of a commission or board, and perform such other duties as may from time to time be assigned by the MPO.

3.4.2 **Vice-Chair:** the Vice-Chair shall, during the absence of the Chair or the Chair’s inability to act, have and exercise all of the duties and powers of the Chair, and shall perform such other duties as may from time to time be assigned to the Chair by the MPO.

4.0 **COMMITTEES:**
4.1 AD HOC COMMITTEES:

4.1.1 Chair and Expiration: An ad hoc committee shall consist of a committee chair, who shall be a member of the MPO. All ad hoc committees shall have an expiration time identified by the Chair at the time of creation or shall dissolve at the expiration of the Chair’s term.

4.1.2 Purpose: The purpose of establishing ad hoc committees is to facilitate the accomplishment of a specific task identified by the Chair.

4.2 STANDING COMMITTEES:

4.2.1 Appointment of Committee Members: Members and alternate members of all committees shall be appointed by action of the MPO. Members representing an organization on a committee, as specified in the committee membership list, shall be nominated in writing by their organization. Members representing the citizens of Hillsborough County, and not representing any particular entity as specified in the committee membership list, shall be recommended for membership by action of the committee on which they would like to serve. Using the same procedure, alternate members may be designated to act on behalf of regular members with all the privileges accorded thereto. The MPO shall not appoint committee applicants who are affiliated with private MPO consultants or contractors. If such an affiliation occurs, an existing committee member shall be deemed to have resigned.

4.2.2 Termination of Committee Membership: Any member of any committee may resign at any time by notice in writing to the Chair. Unless otherwise specified in such notice, such resignation shall take effect upon receipt thereof by the Chair. Each member of each committee is expected to demonstrate his/her interest in the committee’s activities through attendance of the scheduled meetings, except for reasons of an unavoidable nature. In each instance of an unavoidable absence, the absent member should ensure that his/her alternate will attend. The MPO may review, and consider rescinding, the appointment of any member of any committee who fails to attend three (3) consecutive meetings. In each case, the MPO will warn the member in writing, and if applicable the member’s nominating organization, thirty days in advance of an action to rescind membership. The MPO Chair may immediately terminate the membership of any committee member for violations of standards of conduct, defined as conduct inconsistent with Florida Senate Administrative Policies and Procedures. At a minimum, committee member attendance will be reviewed annually. In the case of members representing an organization on a committee as specified in the committee membership list, the individual’s membership may also be rescinded by the nominating organization, by letter to the Chair.
4.2.3 **Officers of Standing Committees:** The committee shall hold an organizational meeting each year for the purpose of electing a committee chair (unless designated by the MPO), a committee vice-chair, and, at the discretion of the committee chair, an officer-at-large. Officers shall be elected by a majority vote of a quorum of the members. Except as otherwise provided in these By-laws, officers shall serve a term of one year starting with the next meeting. The powers and duties of the committee chair shall be to preside at all meetings; to express the position of the committee as determined by vote or consensus of the committee; and to ensure that all actions of the committee are taken in accordance with the bylaws and applicable law. The committee vice chair shall have these same powers and responsibilities in the absence of the committee chair. The officer-at-large shall, during the absence of both the committee chair and the committee vice-chair or their inability to act, have these same duties and responsibilities, and in addition shall perform other duties as may from time to time be assigned by the committee chair.

4.2.4 **Conduct of Committee Meetings:** Sections 5 through 9, excluding Section 8.1, of these MPO By-laws shall be used for the conduct of all MPO committee meetings.

4.2.5 **Standing Committee Sub-Committees:** An MPO standing committee or the MPO may establish such sub-committees to a standing committee as deemed necessary to investigate and report on specific subject areas within the scope of the standing committee. Such sub-committees shall be of limited duration and shall dissolve at such time as designated at the time of establishment or upon completion of the task(s) specified at the time of establishment. These MPO By-laws shall be used for the conduct of such sub-committees meetings in the same manner as the MPO committees.

4.2.6 **MPO Technical Advisory Committee (TAC):** Established pursuant to Section 339.175, Florida Statutes, the TAC shall be responsible for considering safe access to schools in the review of transportation project priorities, long-range transportation plans and transportation improvement programs and shall advise the MPO on such matters. In addition, the TAC shall be responsible for assisting in the development of transportation planning work programs; coordinating transportation planning and programming; review of all transportation studies, reports, plans and/or programs, and making recommendations to the MPO that are pertinent to the subject documents based upon the technical sufficiency, accuracy, and completeness of and the needs as determined by the studies, plans and/or programs. The TAC shall coordinate its actions with the School Board of Hillsborough County and other local programs and organizations within Hillsborough County that participate in school safety activities and shall also coordinate its actions with the
appropriate representatives of the Florida Department of Transportation.

TAC Membership: The TAC shall be composed of technically qualified representatives for the purpose of planning, programming and engineering of the transportation system within the Hillsborough County Metropolitan Planning Organization area boundary.

The membership shall be composed of: two (2) members from Hillsborough County, two (2) members from City of Tampa, two (2) members from the Hillsborough County City-County Planning Commission, one (1) member from the Tampa Hillsborough Expressway Authority, one (1) member from the Hillsborough Area Regional Transit Authority, one (1) member from Environmental Protection Commission, one (1) member from the Tampa Port Authority, one (1) member from City of Temple Terrace, one (1) member from the Tampa Bay Regional Planning Council, one (1) member from the Florida Department of Environmental Protection, one (1) member from City of Plant City, one (1) member from the Hillsborough County Aviation Authority, one (1) member from the Hillsborough County School Board, one (1) member from the Tampa Bay Area Regional Transportation Authority, one (1) member from the Tampa Historic Streetcar, Inc., one (1) member from the Department of Health-Hillsborough and one (1) member from the Florida Trucking Association.

Terms of Membership: Members shall serve terms of indefinite length at the pleasure of their respective nominating organizations and the MPO.

4.2.7 MPO Citizens Advisory Committee (CAC): The 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 citizens 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.

CAC Membership: The CAC shall be composed of appointed citizens (transportation agency staff are not eligible) who together shall represent a broad spectrum of social and economic backgrounds and who have an interest in the development of an efficient, safe and cost-effective transportation system. Minorities, the elderly and persons with disabilities must be adequately represented on the CAC.

All members must be residents of Hillsborough County. Membership will be as follows: one (1) member nominated by each member of the Board of County Commissioners serving on the MPO, one (1) member nominated by each member from the City of Tampa serving
on the MPO, one (1) member from the City of Temple Terrace nominated by the Mayor of the City of Temple Terrace, one (1) member from the City of Plant City nominated by the Mayor of the City of Plant City, one (1) member nominated by each respective Chairperson of the Hillsborough County Aviation, Tampa-Hillsborough Expressway, Tampa Port and Hillsborough Area Regional Transit Authorities, one (1) member representing the transportation disadvantaged nominated by the Chairman of the Transportation Disadvantaged Coordinating Board, one (1) member nominated by the Chairperson of the Hillsborough County City-County Planning Commission and one (1) member nominated by the School Board member serving on the MPO. In addition, there shall be six (6) at-large members nominated by local organizations representing the following constituencies or through application directly to the CAC as provided in Section 4.2.1. These shall comprise one (1) person of Hispanic ethnicity, one (1) person of African-American descent, one (1) person under the age of 30, one (1) woman, one (1) person to represent neighborhoods, and one (1) person to represent the business community.

Terms of appointment shall be for a two-year period with an opportunity for reappointment thereafter, unless the official who appointed the member leaves office or the MPO board during the term of the member’s appointment. In that case, the member shall be deemed to have resigned from the CAC and the new official shall have the right to appoint a new member or reappoint the same member. A member of the committee whose term has expired shall continue to serve until they are reappointed or replaced. The terms of appointment notwithstanding, CAC members shall serve at the pleasure of the MPO.

4.2.8 MPO Policy Committee: The MPO Policy Committee shall be responsible for the review and in-depth discussion of items and issues proposed to come before the MPO and for development of recommendations to the MPO, as appropriate, regarding such items and issues in order to facilitate the accomplishment of the MPO’s responsibilities to manage a continuing, cooperative and comprehensive transportation planning process and the development of transportation plans and programs.

Membership: The Policy Committee shall be composed of at least five (5) members of the MPO who shall serve on a voluntary basis. Volunteers for membership will be solicited at the MPO meeting at which the Chair is elected and at any MPO meeting thereafter if the total membership of the Policy Committee falls below five (5). Those MPO members requesting to be made Policy Committee members in response to such solicitation or upon the initiative of an individual MPO member shall be so appointed by action of the MPO and shall serve terms that last until the next MPO meeting at which the Chair is elected.
4.2.9 **Transportation Disadvantaged Coordinating Board (TDCB):** The primary purpose of the TDCB is to assist the MPO in identifying local service needs and providing information, advice, and direction to the Community Transportation Coordinator (CTC) on the coordination of services to be provided to the transportation disadvantaged pursuant to Section 427.0157, Florida Statutes.

The following agencies or groups shall be represented on the TDCB as voting members:

- an elected official serving on the Hillsborough County MPO who has been appointed by the MPO to serve as TDCB Chairperson;
- a local representative of the Florida Department of Transportation;
- a local representative of the Florida Department of Children & Families;
- a local representative of the Public Education Community, which could include, but is not limited to, a representative of Hillsborough County Public Schools, School Board Transportation Office or Headstart Program;
- a local representative of the Florida Division of Vocational Rehabilitation or the Division of Blind Services, representing the Department of Education;
- a person recommended by the local Veterans Service Office representing the veterans in the county;
- a person who is recognized by the Florida Association for Community Action (President) as representing the economically disadvantaged in the county;
- a person over sixty years of age representing the elderly citizens in the county;
- a person with a disability representing the disabled citizens in the county;
- two citizen advocates in the county, one of whom must be a user of the transportation services of the coordinated transportation disadvantaged system as their primary means of transportation;
- a local representative for children at risk;
- the chairperson or designee of the local mass transit system's board except when they are also the CTC;
- a local representative of the Florida Department of Elder Affairs;
- a local representative of the local for-profit transportation industry;
- a local representative of the Florida Agency for Health Care Administration;
- a local representative of the Regional Workforce Development Board, and;
- a representative of the local medical community, which may include, but is not limited to, kidney dialysis centers, long term
care facilities, assisted living facilities, hospitals, local health department or other home and community based services, and;

- A local representative of the Agency for Persons with Disabilities

TDCB Terms of Appointment. Except for the TDCB Chairperson, the members of the TDCB shall be appointed for three (3) year terms which shall be staggered equally among the membership. The TDCB Chairperson shall serve until elected term of office has expired or is otherwise replaced by the MPO.

TDCB Duties. The TDCB shall perform the following duties which include those specified in Chapter 41-2, Florida Administrative Code and Section 427.0157, Florida Statutes.

a. Maintain official meeting minutes, including an attendance roster, reflecting official actions and provide a copy of same to the Commission for the Transportation Disadvantaged and the MPO Chairperson;

b. Review and approve the CTC’s memorandum of agreement and the transportation disadvantaged service plan;

c. On a continuing basis, evaluate services provided under the transportation disadvantaged service plan. Not less than annually provide the MPO with an evaluation of the CTC's performance relative to the standards adopted by the Commission for the Transportation Disadvantaged and the MPO. Recommendations relative to performance and the renewal of the CTC's memorandum of agreement with the Commission for the Transportation Disadvantaged shall be included in the report;

d. In cooperation with the CTC, review and provide recommendations to the Commission for the Transportation Disadvantaged and the MPO on all applications for local, state, or federal funds relating to transportation of the transportation disadvantaged in the county to ensure that any expenditures within the county are provided in the most cost effective and efficient manner;

e. Review coordination strategies for service provision to the transportation disadvantaged in the county to seek innovative ways to improve cost effectiveness, efficiency, safety, working hours, and types of service in an effort to increase ridership to a broader population. Such strategies should also encourage multi-county and regional transportation service agreements between area CTCs and consolidation of adjacent counties when it is appropriate and cost effective to do so;

f. Appoint a Grievance Subcommittee to process, investigate, resolve complaints, and make recommendations to the TDCB for improvement of service from agencies, users, or potential users, of the systems in the county. This
Subcommittee shall meet as often as necessary to resolve complaints in a timely manner;

g. In coordination with the CTC, jointly develop applications for funds that may become available;

h. Prepare quarterly reports outlining the accomplishments and activities or other areas of interest to the Commission for the Transportation Disadvantaged and the MPO;

i. Consolidate the annual budget of local and federal government transportation disadvantaged funds estimates and forward them to the Commission for the Transportation Disadvantaged. A copy of the consolidated report shall also be used by the TDCB for planning purposes;

j. Develop and maintain a vehicle inventory and utilization plan of those vehicles purchased with transportation disadvantaged funds for inclusion in the transportation disadvantaged service plan for the Commission for the Transportation Disadvantaged;

k. Assist the MPO in preparing a Transportation Disadvantaged Element in their Transportation Improvement Program (TIP);

l. Assist the CTC in establishing eligibility guidelines and priorities with regard to the recipients of nonsponsored transportation disadvantaged services that are purchased with Transportation Disadvantaged Trust Fund moneys;

m. Work cooperatively with regional workforce boards established in Chapter 445, Florida Statutes, to provide assistance in the development of innovative transportation services for participants in the welfare transition program.

4.2.10 MPO Intelligent Transportation Systems (ITS) Committee: The ITS Committee is responsible for assisting in the development of Intelligent Transportation System (ITS) planning work programs, as well as reviewing ITS related studies, reports, plans, projects (including consistency with regional architecture and other standards and/or programs) and making recommendations to the MPO and/or other agencies. ITS Committee recommendations to the MPO shall be based upon the technical sufficiency, accuracy, and completeness of studies, plans and/or programs. The ITS Committee shall coordinate its actions with the appropriate representatives of the Florida Department of Transportation.

ITS Committee Membership: The ITS Committee shall be composed of members technically qualified in the planning, programming, engineering and/or implementation of intelligent transportation systems or projects within the Hillsborough County Metropolitan Planning Organization area boundary or in the case of the member nominated by the Environmental Protection Committee, technically qualified in the area of air quality impacts of transportation. The membership shall be composed of: one (1) member each from Hillsborough County, the City of Tampa, the
Environmental Protection Commission, Tampa-Hillsborough Expressway Authority, Hillsborough Area Regional Transit Authority, the City of Plant City and the City of Temple Terrace. Members and Alternate Members shall serve terms of indefinite length at the pleasure of their respective governmental bodies or agencies and the MPO.

4.2.11 **MPO Bicycle/Pedestrian Advisory Committee (BPAC):** The BPAC shall be responsible for making recommendations to the MPO, Hillsborough County, City of Tampa, City of Plant City, City of Temple Terrace, the Hillsborough County Environmental Protection Commission, the Florida Department of Transportation, the Southwest Florida Water Management District, and others, on matters concerning the planning, implementation and maintenance of a comprehensive bikeway and pedestrian system. In addition, the BPAC shall be responsible for studying and making recommendations concerning the safety, security, and regulations pertaining to bicyclists and pedestrians. The BPAC shall coordinate its actions with the appropriate representatives of the Florida Department of Transportation.

BPAC Membership: The BPAC shall be composed of up to twenty-five members. One member shall represent each of the following entities, except as noted: City of Tampa (three seats), City of Temple Terrace, City of Plant City, Hillsborough County (three seats), University of South Florida USF, the Environmental Protection Commission of Hillsborough County, the Hillsborough County City-County Planning Commission, HART, and the Florida Health Department. The remaining members shall be citizen representatives.

All members of this Committee shall serve for a two-year term, ending on June 30th of its respective year. Without restriction, each member can be appointed to serve an unlimited number of two-year terms.

4.2.12 **MPO Livable Roadways Committee (LRC):** The 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; providing information and assistance to the MPO, local governments and transportation agencies relating to the mission of the Committee; and enhancing coordination among MPO member agencies and public participation in the transportation planning
process. The LRC shall coordinate its actions with the appropriate representatives of the Florida Department of Transportation.

LRC Membership: The LRC shall be composed of representatives of local government departments, transportation agencies and other organizations. They may be elected officials, appointed officials, organization members, designated representatives or staff, but may not be staff to the MPO. Members will represent the following: City of Plant City; City of Tampa Parks and Recreation Department, Public Works, Transportation Division, or Urban Development Department (up to two members); City of Temple Terrace; Hillsborough County Planning and Infrastructure (up to two members); Hillsborough Area Regional Transit; Hillsborough County MPO Board Member (appointed by the MPO to serve as chair of the committee); Hillsborough County City-County Planning Commission; Tampa Hillsborough Expressway Authority and five members from professional organizations whose mission is consistent with the principles of Livable Roadways (such as American Planning Association; American Society of Landscape Architects; Urban Land Institute; Institute of Transportation Engineers; Congress for New Urbanism and American Institute of Architects); University of South Florida; New North Transportation Alliance; Tampa Downtown Partnership; Westshore Alliance; Person with disabilities; Neighborhood representative; Transit user representative; Citizen advocate for livable communities and/or multimodal transportation.

5 MEETINGS:

5.1 SCHEDULE OF MPO MEETINGS:

5.1.1 Regular Meetings: Regular meetings shall take place on the first Tuesday of each month, unless otherwise decided by the MPO and shall be held in the Chamber of the Hillsborough County Board of County Commissioners or at another suitable location designated by the Chair.

5.1.2 Special Meetings and Workshops: Special meetings and workshops shall be held at the call of the Chair or majority of officers. Special meetings and workshops shall convene at a time designated by the Chair and shall be held in the Chambers of the Hillsborough County Board of County Commissioners or at another suitable location designated by the Chair.

5.1.3 Public Hearings: Public hearings of the MPO shall be held at a time designated by the Chair. A public hearing can be continued until a date and time certain, with due allowance of time for public notice of the continuation of the public hearing. Public hearings shall be held in the Chambers of the Hillsborough County Board of County Commissioners or at another suitable location designated by the Chair.
5.2 **SCHEDULE OF STANDING COMMITTEE MEETINGS:** Each standing committee shall meet monthly, with the exception of the Intelligent Transportation Systems Committee and the Transportation Disadvantaged Coordinating Board which shall meet every two months, at a regular date and time designated by the Chair.

5.3 **SCHEDULE OF AD HOC COMMITTEE MEETINGS:** Each ad hoc committee shall meet at the call of the committee chair. Ad hoc committee meetings shall not be scheduled during the times reserved for MPO meetings. Ad hoc committee meetings shall be held at a suitable location designated by the committee chair.

5.4 **NOTICE OF MPO AND COMMITTEE MEETINGS:** The Executive Director of the MPO shall be responsible for providing written public notice of all MPO meetings, public hearings and committee meetings. Except in case of emergencies, written notice of any meeting shall be given at least five (5) days prior to the meeting. In case of emergency, notice of such meeting shall be given to each member as far in advance of the meeting as possible and by the most direct means of communications. In addition, notice of such emergency meeting shall be given to the media, utilizing the most practicable method. Written notice of any meeting shall state the date, time and place of the meeting, a brief description of the agenda for the meeting, and shall be provided in accordance with the requirements of Florida law and the MPO’s Public Participation Plan.

5.5 **AGENDA OF MPO AND COMMITTEE MEETINGS:** The agenda for all MPO regular and special meetings, workshops and public hearings shall be established by the Chair with the assistance of the Executive Director. Members or the Executive Director may request that an item be placed on the agenda by communicating such request to the Executive Director at least ten (10) days prior to the meeting date. The Chair shall consider with the Executive Director on a month to month basis whether there shall be a consent agenda.

The agenda for each committee meeting shall be established by the committee chair and shall be prepared by the Executive Director or designated MPO support staff. Members of a committee or the Executive Director may request that an item be placed on a committee agenda by communicating such request to the MPO support staff assigned to the committee, or the Executive Director at least ten (10) days prior to the committee meeting date.

The agenda shall list the items in the order they are to be considered. For good cause stated in the record, items on the agenda may be considered out of order with the approval of the MPO Chair or the committee chair.

The agenda for any MPO or committee meeting shall be delivered to each member at least five (5) days prior to the meeting date and shall be mailed or delivered to interested persons at that time, except in case of an
emergency meeting, where the agenda will be provided to members, and interested parties as far in advance of such meetings as practicable.

5.6 **RULES OF ORDER:** Except where they are inconsistent with the *By-laws*, *Roberts Rule of Order* shall be used for the conduct of all MPO and committee meetings.

5.7 **QUORUM:** A simple majority of the total non-vacant membership of the MPO or MPO committee shall constitute a quorum for the transaction of business at all regular and special meetings and public hearings, except seven (7) members shall constitute a quorum for the CAC. Public hearings may be conducted with less than a quorum, but no action, other than as noted at the end of this section, shall be taken unless a quorum is present. When a quorum is present, a majority of those present may take action on matters properly presented at the meeting. Workshops may be conducted with less than a quorum, but no official action may be taken. A majority of the members present, whether or not a quorum exists, may adjourn any meeting or continue any public hearing to another time.

5.8 **CONDUCT OF MEETINGS:**

5.8.1 **Chair Participation:** The presiding MPO Chair, or committee chair, shall not be deprived of any rights and privileges by reason of being presiding Chair, but may move or second a motion only after the gavel has been passed to the Vice-Chair or another member.

5.8.2 **Form of Address:** Each member shall address only the presiding Chair for recognition; shall confine his/her remarks to the question under debate; and shall avoid personalities or indecorous language or behavior.

5.8.3 **Public Participation:** Any member of the public may address the MPO or MPO committee at a regular or special meeting, public hearing, or public participation type workshop, after signing in with the MPO Staff for a specific item. When recognized by the Chair, a member of the public shall state their name, address, the person on whose behalf they are appearing and the subject of their testimony. Each member of the public shall limit his or her presentation to three (3) minutes unless otherwise authorized by the Chair.

5.8.4 **Limitation of Testimony:** The Chair may rule testimony out of order if it is redundant, irrelevant, indecorous or untimely.

5.8.5 **Motions:** The Chair shall restate motions before a vote is taken and shall state the maker of the motion and the name of the supporter.

5.8.6 **Voting:** Voting shall be done by voice, as a group, but a member shall have his/her vote recorded in the minutes of the meeting if so desired. A roll call vote shall be taken if any member so requests.
Any member may give a brief explanation of his/her vote. A tie vote shall result in failure of a motion.

5.8.7 Reconsideration: A motion to reconsider an item on which vote has been taken may be made only by a member who voted with the prevailing side. The motion to reconsider must be made on the day the vote to be reconsidered was taken, or at the next succeeding meeting of the same type of meeting at which the vote to be reconsidered was taken (i.e., at the next succeeding regular meeting if the vote to be reconsidered was taken at a regular meeting). To be in order, the motion to reconsider must be made under the consideration of old business. Adoption of a motion to reconsider requires the approval of at least a simple majority of the votes cast. If a motion to reconsider is adopted, the members shall consider the need for additional notice to interested persons before a vote subject to the motion for reconsideration was taken at a special meeting or a public hearing for which no subsequently scheduled meeting will provide an opportunity for reconsideration of the item, then the motion to reconsider may be made at the next regular meeting in the manner provided.

5.9 ORDER OF BUSINESS AT MEETINGS: The order of business shall be determined by the Chair; however, the following is provided as a guide:

5.9.1 Regular MPO Meetings:
(a) Call to Order and Pledge of Allegiance
(b) Approval of minutes of prior meetings, workshops and public hearings.
(c) Public input on Agenda Items, MPO Committee Reports
(d) Presentation of the Chair’s Report
(e) Presentation of the Executive Director’s Report
(f) Consideration of Action Items
(g) Consideration of Status Reports
(h) Public input regarding general concerns
(i) Consideration of items under old business
(j) Consideration of items under new business
(k) Adjournment

5.9.2 Special Meetings or Workshops
(a) Call to Order
(b) Consideration of individual agenda items
(c) Adjournment

5.9.3 Public Hearings
(a) Call to Order
(b) Consideration of individual agenda items
   1. Presentation by staff
   2. Public comment
3. Board deliberation
   (c) Adjournment

5.9.4 Order of Consideration of Action Items: The order of consideration of any individual agenda item shall be as follows unless otherwise authorized by the Chair:

   (a) Chair introduces the agenda item.
   (b) Staff presents the agenda item.
   (c) Other invited speaker(s) make presentations.
   (d) MPO or committee members ask questions.
   (e) Motion is made, seconded and debated.
   (f) Vote is taken.

   The Chair may expand all time limitations established by this section.

5.9 OPEN MEETINGS: All MPO regular and special meetings, workshops and public hearings, MPO committee meetings, and all meetings of the committees are open to the public as provided by Florida’s Government-in-the-Sunshine Law, Section 286.011, Florida Statutes.

6.0 ATTENDANCE: Members are expected to attend all regular and special meetings, public hearings and workshops of the MPO and its committees.

   6.1 EXCUSAL FROM MEETINGS: Each member who knows that his/her attendance at a regular or special meeting, public hearing or workshop will not be possible, shall notify the Executive Director, or committee support staff, of the anticipated absence and the reason thereof. The Executive Director, or committee support staff, shall communicate this information to the Chair who may excuse the absent member for good cause.

7.0 CODE OF ETHICS:

   7.1 COMPLIANCE WITH LAWS: Members shall comply with the applicable provisions of the Code of Ethics for Public Officers and Employees, Part III, Chapter 112, Florida Statutes.

   7.2 REQUESTS FOR INFORMATION: Members may request information readily available to the general public directly from the appropriate staff person. Requests for information not readily available to the general public, or information which would involve the expenditure of staff time in preparation or compilation, shall be made to the Executive Director, who may consult with the Chair for guidance.

   7.3 LOBBYING ACTIVITIES: Members shall use their discretion in conducting private discussions with interested persons regarding MPO business, as long as all interested persons are treated equally. Any written material received by a member in connection with a private discussion with an interested person shall be given to the Executive Director for distribution to other members and as appropriate, to staff.
7.4 **GOVERNMENT IN THE SUNSHINE:** Members shall refrain from participating in any private communications regarding MPO business involving two or more members. For purposes of this section, a private discussion is one that is not conducted in accordance with the requirements of Florida’s Government-in-the-Sunshine Law, Section 286.011, Florida Statutes.

Any written material received by a member in connection with MPO Business shall be given to the Executive Director or the member’s committee support staff for distribution to other members and as appropriate, to staff.

7.5 **STATEMENTS BY MEMBERS:** Members will from time to time be asked to give their opinions regarding matters which have been or will be considered by the MPO or one of its committees. No member shall be prohibited from stating his/her individual opinion on any matter; however, in doing so, each member shall take care to make clear that the opinion expressed is his/her own, and does not constitute the official position of the MPO or one of its committees.

8.0 **ADMINISTRATION:** The administration of MPO activities shall be accomplished through official actions of the MPO in accordance with the following guidelines:

8.1 **POLICIES:** The MPO shall adopt, by a vote of a majority of the total membership, *Policies* to guide the administration of the MPO. The *Policies* shall be published in conjunction with the *By-laws*. The *Policies* may be amended from time to time by a vote of a majority of the total voting membership of the MPO.

8.2 **STATUTES:** The MPO shall abide by legislation authorizing and specifying its duties and functions and all other requirements of Florida law.

8.3 **STAFF:** The staff of the MPO shall consist of the Executive Director and such additional employees as provided by the Hillsborough County City-County Planning Commission. The staff shall be directed by the Executive Director of the MPO.

9.0 **RULES OF CONSTRUCTION:** The following rules apply to the text of this document.

9.1 The particular controls the general.

9.2 The word “shall” is mandatory and not discretionary. The word “may” is permissive.

9.3 Words used in the present tense include the future; words used in the singular number shall include the plural and the plural the singular unless the context indicates the contrary.

9.4 Words not defined shall have the meaning commonly ascribed to them.
10.0 **AMENDMENT:** The *By-laws* may be amended by two-thirds majority vote of the total voting membership of the MPO. Any amendment shall be proposed at a regular meeting and voted upon the next regular meeting.
The Florida Senate Administrative Policies and Procedures

Policy 1.49

Effective January 18, 2018

1.49 Workplace Harassment Prohibited

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

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

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

Applicability

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

For the purpose of this policy, the term:

(1) “Employee” means an individual employed by the Senate and includes an intern, Senate Page, volunteer, or other temporary or unpaid staff.

(2) “Lobbyist” means an individual registered to lobby both houses of the Florida Legislature or the Florida Senate pursuant to section 11.045, Florida Statutes.

(3) “Senator” means a current Florida State Senator.

(4) “Third party” means a member of the general public, member of the media, other legislative employee, or visitor to the Senate offices or committees.

Definition of Workplace Harassment

“Workplace harassment” means any:

(1) Harassment based on race, color, religion, sex, national origin, age, disability, or marital status, including verbal or physical behavior or conduct that denigrates or shows hostility or aversion toward an individual because of that individual’s race, color, religion, sex, national origin, age, disability, or marital status;

(2) Harassment based on an individual’s association with an individual because of that individual’s race, color, religion, sex, national origin, age, disability, or marital status;
(3) Harassment that has the purpose or effect of substantially interfering with an individual’s work performance or creating an intimidating, hostile, or offensive work environment; or

(4) Sexual harassment. While workplace harassment includes sexual harassment, sexual harassment raises issues that are unique in comparison to other types of workplace harassment. Therefore, sexual harassment warrants separate emphasis. “Sexual harassment” means unwelcome sexual advances, requests for sexual favors, and other verbal, nonverbal, or physical conduct of a sexual nature when:

(a) Submission to such conduct is made either explicitly or implicitly a term or condition of an individual’s employment;

(b) Submission to or rejection of such conduct by an individual is used as the basis for employment decisions affecting such individual; or

(c) Such conduct has the purpose or effect of unreasonably interfering with an individual’s work performance or creating an intimidating, hostile, or offensive working environment.

**Examples of Workplace Harassment**

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

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

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

**Verbal**

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

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

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

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

**Complaint Contacts**
Any individual who experiences prohibited workplace harassment in the Senate may report the complaint to any of the following individuals:
(1) the Senate President;
(2) the Senate Chief of Staff;
(3) the Secretary of the Senate;
(4) the Senate Sergeant at Arms;
(5) the Human Resources Director of the Office of Legislative Services (Human Resources Director);
(6) an employee’s immediate supervisor;
(7) a designee of opposite gender provided by any of the aforementioned contacts when practical. A list of opposite gender designees, if any, will be provided with annual training materials.

**Complaint Procedure**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**Agenda Item**
Letter Requested by BPAC on Review of Trail Realignments

**Presenter**
None - Consent Agenda

**Summary**
At their December meeting the BPAC reviewed the previously proposed relocation of a portion of the Upper Tampa Bay Trail to accommodate a development in the Citrus Park Area. Members of the committee expressed their desire to review future requests to relocate trails under their bylaws, which state:

> The BPAC shall be responsible for making recommendations to the MPO, Hillsborough County, City of Tampa, City of Plant City, City of Temple Terrace, the Hillsborough County Environmental Protection Commission, the Florida Department of Transportation, the Southwest Florida Water Management District, and others, on matters concerning the planning, implementation and maintenance of a comprehensive bikeway and pedestrian system.

This review would be on a case by case basis as requested by the heads of departments responsible for implementation of trail activities or the elected bodies of the County and Cities.

**Recommended Action**
Approval of Letter to Directors

**Prepared By**
Wade Reynolds, AICP

**Attachments**
Letter to Directors
January 29, 2019

Jean Duncan, Director
City of Tampa Stormwater and Transportation
306 E Jackson St.
Tampa, FL 33602

Dear Ms. Duncan,

The Upper Tampa Bay Trail is a regionally significant multi-use trail facility that connects multiple communities in Hillsborough County and is part of a growing network of greenways that extends into Tampa, Pinellas County, Pasco County, and Hernando County. Via Florida’s SUNTrail Corridors, connections ultimately will extend across the state.

At their December Meeting, the Bicycle and Pedestrian Advisory Committee heard a presentation on the proposed relocation of a segment of the Upper Tampa Bay Trail. Based on this report, the Committee offered to review future trail relocations, should they be proposed.

The MPO Board created the BPAC for making recommendations to the MPO, Hillsborough County, City of Tampa, City of Plant City, City of Temple Terrace, the Hillsborough County Environmental Protection Commission, the Florida Department of Transportation, the Southwest Florida Water Management District, and others, on matters concerning the planning, implementation and maintenance of a comprehensive bikeway and pedestrian system.

If you should ever have a project that proposes the relocation of a trail facility and wish to have it reviewed by the Committee, please do not hesitate to contact me and our staff will place it on the next available agenda.

Sincerely,

Beth Alden, AICP
Executive Director, Hillsborough MPO
January 29, 2019

James Hudock, Director
Hillsborough County Public Works
601 E Kennedy Blvd
Tampa, FL 33602

Dear Mr. Hudock,

The Upper Tampa Bay Trail is a regionally significant multi-use trail facility that connects multiple communities in Hillsborough County and is part of a growing network of greenways that extends into Tampa, Pinellas County, Pasco County, and Hernando County. Via Florida’s SUNTrail Corridors, connections ultimately will extend across the state.

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If you should ever have a project that proposes the relocation of a trail facility and wish to have it reviewed by the Committee, please do not hesitate to contact me and our staff will place it on the next available agenda.

Sincerely,

Beth Alden, AICP
Executive Director, Hillsborough MPO
January 29, 2019

Dear Mr. LeBlanc,

The Upper Tampa Bay Trail is a regionally significant multi-use trail facility that connects multiple communities in Hillsborough County and is part of a growing network of greenways that extends into Tampa, Pinellas County, Pasco County, and Hernando County. Via Florida’s SUNTrail Corridors, connections ultimately will extend across the state.

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If you should ever have a project that proposes the relocation of a trail facility and wish to have it reviewed by the Committee, please do not hesitate to contact me and our staff will place it on the next available agenda.

Sincerely,

Beth Alden, AICP
Executive Director, Hillsborough MPO
January 29, 2019

Dear Sir,

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Sincerely,

Beth Alden, AICP
Executive Director, Hillsborough MPO
Board & Committee Agenda Item

Agenda Item
2019 Safety Performance Targets

Presenter
Johnny Wong, PhD, MPO Staff

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

For 2019, MPO staff is proposing to set safety performance targets as follows:

- Number of Fatalities (2019 Year-end Total): no more than 163
- Number of Fatalities (Five-year Rolling Average): no more than 188
- Number of Serious Injuries (Five-year Rolling Average): no more than 1,354
- Number of Nonmotorized Fatalities and Serious Injuries (Five-year Rolling Average): no more than 229
- Rate of Fatalities per 100 Million Vehicle Miles Traveled (MVMT) (Five-year Rolling Average): no greater than 1.33
- Rate of Serious Injuries per 100 MVMT (5-year Rolling Average): no more than 9.55

These targets represent five-year rolling averages (2015-2019) with a 3.4% crash reduction factor applied. The 3.4% factor represents the annual reduction achievable under the high-investment level identified in the Reduce Crashes & Vulnerability investment program in the 2040 Long Range Transportation Plan (LRTP).

The MPO Board prioritizes projects for federal and state funding, many of which meet the criteria for safety projects under the Reduce Crashes & Vulnerability program. The 2018-19 Transportation Improvement Program has numerous funded projects that enhance the safety of facilities including: sidewalks connecting to schools, complete streets, and road diets along Himes Avenue, 46th Street and 34th Street. These projects will make progress toward improving safety in future years.
**Recommended Action**
Recommend Approval of 2019 Safety Performance Targets

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

**Attachments**
Presentation Slides
2019 Safety Performance Targets

January Committees
Johnny KA Wong
wongj@plancom.org
Performance Management Measures for the Highway Safety Improvement Program (HSIP)

- Number of Fatalities
- Number of Serious Injuries
- Number of Nonmotorized Fatalities and Serious Injuries
- Rate of Fatalities per 100M Vehicle Miles Traveled (MVMT)
- Rate of Serious Injuries per 100MVMT

*All measures calculated using a 5-yr rolling average*
Process and Schedule for Safety Target-setting

*TIPs and LRTPs adopted or amended after February 27, 2019 are required to report safety targets

**State Targets**
- August 31, 2018: FDOT submitted to FHWA a CY2019 target of ZERO for all five safety performance measures

**MPO Targets**
- No later than February 27, 2019: MPOs must establish safety targets for CY2019 within 180 days after the State establishes targets

**FHWA Review**
- Anticipated December 2020: FHWA will assess whether the State met or made "significant progress" toward meeting the targets during CY2019, and will report findings by March 31, 2021
Forecasting Future Performance
Financial Scenario 1: Status Quo (without additional funding)

**Preserve the System**
- Level 1: Roads repaved every 50 years on average countywide
- Level 2 ½: Aging bridges replaced on time, buses every 16 years

**Reduce Crashes & Vulnerability**
- Level 1: Continue today’s programs: crashes drop 10%
- Level 1: Low-lying major roads usable 8 weeks after a Cat. 3 storm

**Minimize Traffic for Drivers & Shippers**
- Level 1: Intersections work 10% better
- Level 1: Continue today’s truck “quick fix” program

**Real Choices when Not Driving**
- Level 2: Add 140 miles of trails & sidepaths by 2040
- Level 1: Frequent bus service for 16% of people & jobs, somewhat frequent service (every ½-hour) for 45%

Not the preferred financial scenario of the MPO Board, as a result of public feedback.
Preserve the System
- Roads repaved every 17 years on average, meeting standards
- Aging bridges and buses replaced on time

Reduce Crashes & Vulnerability
- Complete streets & intersection projects: crashes drop 21-50%
- Low-lying major roads usable 6 weeks after a Cat. 3 storm

Minimize Traffic for Drivers & Shippers
- Intersections work 17% better, and freeways 10% better
- Two new RR overpasses remove 10-hour daily road closure

Real Choices when Not Driving
- Add 240 miles of trails & sidepaths by 2040
- Frequent bus service for 46% of people & jobs, somewhat frequent service (every ½-hour) for 64%
In order to reach the adopted high-investment goal of reducing crashes 51% by 2040, Must Reduce Crashes 3.4% every year.
How to Reach a 51% Reduction by 2040

What Safety Improvements Could be Funded with Surtax Revenue?

- 450 miles of “Complete Streets” treatments, covering all priority corridors and some other high-crash corridors
- 600 miles of new standard streetlights, including operational costs for 20 yrs
- 300 sidewalk miles, for continuous coverage on at least one side of all major roads
Complete Streets

• Fletcher Ave between Nebraska Ave and 50th Street was identified as an area of high pedestrian use and high pedestrian crash rates

• This 3.02 mile segment was constructed in 2014
  • From 2010-2013, there were 93 fatal & serious injury crashes
  • From 2015-2018, there were 38 fatal & serious injury crashes

• Surtax revenue could fund approx. 7 of these projects each year
Annual Fatalities, Projected to 2019

2009: 141
2010: 153
2011: 150
2012: 174
2013: 170
2014: 158
2015: 190
2016: 226
2017: 192
2018: 169
2019: 163
With a sustained 3.4% annual fatality reduction...
Fatalities, 5-yr Rolling Average from 2009-2019

- 2009-2013: 158
- 2010-2014: 161
- 2011-2015: 168
- 2012-2016: 184
- 2014-2018: 187
- 2015-2019: 188
Fatalities, Projected 5-yr Rolling Average from 2009-2025
Serious Injuries, 5-yr Rolling Average from 2009-2019

2,066, 1,921, 1,752, 1,618, 1,536, 1,435, 1,354

1000 1200 1400 1600 1800 2000 2200

Nonmotorized Fatalities & Serious Injuries, 5-yr Rolling Average from 2009-2019

- 2009-2013: 255
- 2010-2014: 250
- 2011-2015: 246
- 2012-2016: 243
- 2013-2017: 236
- 2014-2018: 234
- 2015-2019: 229
Fatality Rate per 100MVMT, 5-yr Rolling Average from 2009-2019

- 2009-2013: 1.24
- 2010-2014: 1.27
- 2011-2015: 1.31
- 2012-2016: 1.40
- 2013-2017: 1.39
- 2014-2018: 1.35
- 2015-2019: 1.33
Serious Injury Rate per 100MVMT, 5-yr Rolling Average from 2009-2019
Recommended Action:

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

- Fatalities (2019): not to exceed 163
- Fatalities (2015-2019 average per year): not to exceed 188
- Serious Injuries (2015-2019): not to exceed 1,354
- Nonmotorized Fatalities & Serious Injuries (2015-2019): not to exceed 229
- Fatalities per 100M Vehicle Miles Traveled (2015-2019): not to exceed 1.33
- Serious Injuries per 100M Vehicle Miles Traveled (2015-2019): not to exceed 9.55
Board & Committee Agenda Item

Agenda Item
SouthShore Transit Study Re-evaluation

Presenter
Sarah McKinley, MPO Staff

Summary
In 2014, the Hillsborough MPO conducted and adopted the SouthShore Transit Study, and recently was asked by HART to revisit the study to update costs and create an implementation plan. Through a series of four meetings, staff worked with the community to update the plan to meet the revised needs of the community.

SouthShore is the fastest growing part of Hillsborough County and includes communities such as Gibsonton, Apollo Beach, Ruskin and others. The area has developed in a very suburban nature, which is typically difficult to serve with traditional fixed-route transit. This area also saw a reduction in service when routes were updated as part of HART’s Mission Max reorganization. Through meetings with the public, feedback made it clear that the community wants to restore the connection to downtown and increase service locally to allow better circulation throughout the area.

We have also looked into first-mile last-mile solutions to expand network coverage throughout the area.

The reevaluation has built upon the previous study and proposes a phased implementation plan and revised costs. The final plan will be presented to HART to work into their updated Transit Development Plan (TDP).

Recommended Action
Approve the study and send to the MPO Board for approval

Prepared By
Sarah McKinley, MPO Staff

Attachments
Final DRAFT Southshore Transit Study Reevaluation Report
SouthShore Transit Study Reevaluation Project Page
Board & Committee Agenda Item

**Agenda Item**
MPO Policy Positions for 2019

**Presenter**
Beth Alden, MPO Executive Director

**Summary**
Attached is the most recent update from the Florida MPO Advisory Council on bills that are under consideration by the state legislature and that may affect transportation planning and system development. On January 29, the MPO Policy Committee reviewed this summary, discussed the implications of several of the bills, and directed staff to prepare a letter. A draft letter is attached.

**Recommended Action**
Revise as needed and approve transmittal of the attached letter

**Prepared By**
Beth Alden, AICP

**Attachments**
- Florida MPO Advisory Council (MPOAC) legislative update for the week ending 1/25/2019
- **HB 385: Transportation (Avila)**
- Letter to Hillsborough County Legislative Delegation Chair Senator Rouson (draft)
Greetings and welcome to the first MPOAC legislative update of the 2019 Florida legislative session. While the session officially begins March 5th, 2019, the capitol is busy with activities which will lead us into the session. Some of the anticipated issues that we are likely to see coming up during session will include hurricane recovery, education, water quality, school safety, deregulation and certainly a few others will come up. There will be committee meetings in the next few months and of course bills are being filed for the upcoming session.

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

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

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

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

**Important Dates for the 2019 Legislative Session**

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

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

Legislation of interest to the membership

This is a summary of transportation related bills filed and published on the legislature’s website as of January 25, 2019. More bills will be filed during the 2019 session and as they are made available the newly filed transportation bills will be added to this list. The bills are listed in numerical order for your convenience. As the session and bills progress, this ordering of bills will make it easier to follow the status of any particular bill you are tracking.

**SB 68: Transportation Disadvantaged – (Book)** - Requiring community transportation coordinators, in cooperation with the coordinating board, to plan for and use any available and cost-effective regional fare payment systems that enhance cross-county mobility for specified purposes for the transportation disadvantaged; requiring each coordinating board to evaluate multicounty or regional transportation opportunities to include any available regional fare payment systems that enhance cross-county mobility for specified purposes for the transportation disadvantaged, etc. Referred to Infrastructure and Security; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations.

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

**SB 72: Aligator Alley Toll Road – (Passidomo; Co-Introducers: Hooper)** – Identical to HB 6011 by Rommel. Requiring specified fees to be used indefinitely, instead of temporarily, to reimburse a local governmental entity for the direct actual costs of operating a specified fire station, etc. Referred to Infrastructure and Security; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations.

**HB 75: Expanded Uses of Unmanned Aircraft – (Yarborough; Co-Introducers: Grieco; Killebrew)** – Similar to SB 132 by Rouson. Permits use of drones by law enforcement agencies & other specified entities for specified purposes. Referred to Criminal Justice Subcommittee; State Affairs Committee; Judiciary Committee.
SB 78: Public Financing of Construction Projects – (Rodriguez) – Identical to HB 169 by Fernandez. Prohibiting state-financed constructors from commencing construction of certain structures in coastal areas without first conducting a sea level impact projection study and having such study published and approved by the Department of Environmental Protection; requiring the department to develop by rule standards for such studies; providing for enforcement; requiring the department to publish such studies on its website, subject to certain conditions, etc. Referred to Environment and Natural Resources; Infrastructure and Security; Appropriations Subcommittee on Agriculture, Environment, and General Government; Appropriations.

SB 116: Motor Vehicle Racing – (Stewart) – Increasing the criminal penalty for a third or subsequent violation related to motor vehicle racing within a specified period after the date of a prior violation that resulted in a conviction, etc. Referred to Infrastructure and Security; Criminal Justice; Judiciary; Rules.

SB 132: Drones – (Rouson) – Similar to HB 75 by Yarborough. Defining the terms “dangerous or deadly weapon” and “large-scale event”; authorizing the use of a drone by a law enforcement agency to prepare for or monitor safety and security at a large-scale event; prohibiting a law enforcement agency using a drone in an authorized manner from equipping it with specified attachments or using it to fire projectiles, etc. Referred to Criminal Justice; Infrastructure and Security; Rules.

SB 158: Traffic Offenses – (Baxley) – Identical to HB 71 by McClain. Citing this act as the "Vulnerable Road User Act"; providing criminal penalties for a person who commits a moving violation that causes serious bodily injury to, or causes the death of, a vulnerable road user; requiring that the person pay a specified fine, serve a minimum period of house arrest, and attend a driver improvement course; requiring that the court revoke the person’s driver license for a minimum specified period, etc. Referred to Infrastructure and Security; Appropriations Subcommittee on Criminal and Civil Justice; Appropriations.

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

SB 306: Traffic Infraction Detectors – (Brandes) – Similar to HB 6003 by Sabatini. Repealing provisions relating to the installation and use of traffic infraction detectors to enforce specified provisions when a driver fails to stop at a traffic signal, provisions that authorize the Department of Highway Safety and Motor Vehicles, a county, or a municipality to use such detectors, and the distribution of penalties collected for specified violations; amending provisions relating to distribution of proceeds, enforcement by traffic infraction enforcement officers using such detectors, procedures for disposition of citations, preemption of additional fees or surcharges, compliance, amount of penalties, registration and renewal of license plates, and points assessed for certain violations, to conform provisions to changes made by the act, etc. Referred to Infrastructure and Security; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations.
HB 311: Autonomous Vehicles – (Fisher) – Co-Introducers: Rodriguez; Mayfield) - Exempts autonomous vehicles & operators from certain prohibitions; provides that human operator is not required to operate fully autonomous vehicle; authorizes fully autonomous vehicle to operate regardless of presence of human operator; provides that automated driving system is deemed operator of autonomous vehicle operating with system engaged; authorizes Florida Turnpike Enterprise to fund & operate test facilities; provides requirements for operation of on-demand autonomous vehicle networks; revises registration requirements for autonomous vehicles. Referred to Transportation and Infrastructure Subcommittee; Transportation and Tourism Appropriations Subcommittee; State Affairs Committee.

HB 341: Motor Vehicles and Railroad Trains – (LaMarca) - Requires that, in event of crash involving railroad train, collection of certain information be at discretion of law enforcement officer having jurisdiction to investigate crash; specifies that certain persons are not considered passengers for purpose of making crash reports. Not yet assigned to committees.

HB 385: Transportation – (Avila) – Requires certain authority members to comply with financial disclosure requirements; limits levy of & revises authorized uses of certain surtaxes; revives Pilot Rebuilt motor vehicle inspection program; revises provisions relating to DOT design plan approval, transportation project programs, toll collection & use, & M.P.O. membership; repeals pts. I & V of ch. 348, F.S., related to Florida Expressway Authority Act & Osceola County Expressway Authority Law. Not yet assigned to committees.

HB 453: Micromobility Devices and Motorized Scooters – (Toledo) - Authorizes county or municipality to regulate operation of micromobility devices & for-hire motorized scooters; authorizes county or municipality to require licensure; requires proof of certain insurance coverage; provides that regulation of micromobility devices & for-hire motorized scooters is controlled by state & federal law; provides that operator has all rights & duties applicable to rider of bicycle; exempts micromobility device or motorized scooter from certain requirements; provides that person is not required to have valid driver license to operate micromobility device or motorized scooter; authorizes parking on sidewalk; removes requirements for sale of motorized scooters; exempts micromobility devices & motorized scooters from certain emblem requirements. Not yet assigned to committees.

HB 476: Child Restraint Requirements – (Perry) - Increasing the age of children for whom operators of motor vehicles must provide protection by using a crash-tested, federally approved child restraint device; increasing the age of children for whom a separate carrier, an integrated child seat, or a child booster seat may be used, etc. Not yet assigned to committees.

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

HB 6003: Traffic Infraction Detectors – (Sabatini – Co-Introducers: Grieco; Hill; Jacobs; Sirois) – Similar bill to SB 306 by Brandes. Repeals provisions relating to Mark Wandall Traffic Safety Program & authorization to use traffic infraction detectors; repeals provisions relating to distribution of penalties, transitional implementation, & placement & installation; conforms cross-references & provisions to changes made by act. Referred to Transportation and Infrastructure Subcommittee; Appropriations Committee; State Affairs Committee. Favorable by Transportation and Infrastructure Committee, 12 Yeas, 1 Nay. Now in Appropriations Committee.
February 5, 2019

The Honorable Sen. Darryl Rouson, Chairman
Hillsborough County Legislative Delegation
535 Central Ave, Suite 302
St. Petersburg, FL 33701

Dear Senator Rouson:

The Hillsborough Metropolitan Planning Organization (MPO) voted on Tuesday, February 5th, to support the following positions for the 2019 legislative session:

- We strongly support FDOT District 7’s request for full funding of the I-275/SR 60 interchange reconstruction, an essential crossroads of the Tampa Bay region;
- We strongly oppose legislation that restricts citizen participation in key decisions, by eliminating seats on our MPO board, or by restricting the use of voter-approved Charter County Transportation Surtax proceeds to a narrow set of eligible expenditures;
- We urge the Legislature to take all possible steps to reduce Florida’s high traffic death rate, such as statute changes that allow officers to enforce existing laws about cell phone use while driving, that increase penalties for injuring pedestrians or for repeat drag-racing, or that allow local governments to appropriately regulate motorized scooters;
- We support raising the standards for determining school hazardous walking conditions, and urge the State to continue to share the cost burden of the required school bus service.

Please contact me or MPO Executive Director Beth Alden if further information is needed. With best wishes for a successful session,

Lesley “Les” Miller, Jr.
Chairman

Cc: Hillsborough County Legislative Delegation members
Jim Taylor, Hillsborough County Intergovernmental Relations
Deborah Stevenson, City of Tampa Intergovernmental Relations
Bill McDaniel, Plant City City Manager
Charles Stephenson, Temple Terrace City Manager
Whit Blanton, Forward Pinellas Executive Director
John Villeneuve, Pasco MPO Manager
Board & Committee Agenda Item

Agenda Item
FDOT District 7 Freight Plan, Sub Area Study & Local Freight Improvements

Presenter
Brian Hunter, FDOT

Summary
The Florida Department of Transportation (FDOT) Freight Coordinator will provide an update on local freight improvements in District 7. Including the Sabal Park Area Freight Analysis, which seeks to develop a plan of viable alternatives to enhance freight connectivity and minimize conflicts. Since freight-related decisions made in Hillsborough County can have a wide-range of impacts beyond its jurisdiction, a regional approach was used.

This effort analyzes existing, potential and proposed industrial development in the Sabal Park Area, and the related transportation networks to determine the necessary infrastructure needs to accommodate future regional and statewide freight demands in an efficient manner throughout the area. The Sabal Park Area is defined as SR 574 to the north, I-75 to the east, the Crosstown Expressway to the south and Orient Road to the west.

The study provides an analysis of alternatives based on the objectives outlined below:

- Examine freight movements throughout the study area and relevant surrounding areas with an emphasis on impacts to the area’s roadway system
- Focus on freight industry movements to identify impacts to the area’s roadway system
- Describe products and market and its relation to the economy of the Tampa Bay Region
- Determine the origin and destination of truck traffic moving through the study area and its commerce areas
- Determine the appropriate facilities to match the current and projected freight movements
- Identify specific recommendations to match roadway capacities to future demand

The study objective is to identify recommendations for the efficient movement of goods to ensure economic competitiveness of the region and the state. The end product will be the definition of necessary improvements, and conceptual designs with cost estimates. For more information: www.tampabayfreight.com.
Recommended Action
None, Information only.

Prepared By
Lisa Silva, AICP, PLA

Attachments
None
Board & Committee Agenda Item

**Agenda Item**
Heights Mobility Study

**Presenter**
Stephen Benson, FDOT District 7

**Summary**
The Heights Mobility Study is an effort to improve safety and mobility in the Greater Seminole Heights/Tampa Heights area, especially, along the Florida Avenue and Tampa Street/Highland Avenue corridor between downtown Tampa and the Hillsborough River. Additionally, the Study Team will work with the community to develop a long-term vision for transportation improvements in the area.

The study objectives, schedule and ways to get involved will be discussed.

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

**Prepared By**
Gena Torres, MPO staff

**Attachments**
* Heights Mobility Study website
* November 2018 presentation slides
Study Purpose

Identify improvements throughout the Florida Avenue and Tampa Street/Highland Avenue corridor that provide safe and efficient mobility, complements the character of the surrounding communities, balances local and regional travel needs, and provides mobility options for all modes and users.
Study Area

- Study Area:
  - South – Scott Street
  - North – Bird Street
  - East – Nebraska Avenue
  - West – Hillsborough River

- Study Corridor:
  - Florida Avenue, Scott Street to Bird Street
  - Tampa Street/Highland Avenue, Scott Street to Hillsborough Avenue

Study Timeline

Two Study Phases:

- Phase I:
  - Community Outreach
  - Community Vision
  - Short-Term Improvements

- Phase II:
  - Community Outreach
  - Agency Coordination for Short-Term Improvements
  - Alternatives Development and Evaluation
  - Identify Preferred Alternative(s)
Coordinating Efforts

Coordination with ongoing studies and plans:

- Tampa Streetcar
- I-275 SEIS
- I-275 North PD&E Study
- Regional Transit Feasibility Plan
- HART Arterial BRT Study

Heights Mobility Study

- Study Area
- Study Corridor

Coordinating Efforts

Coordination with ongoing studies and plans:

- Tampa Streetcar
- I-275 SEIS/Downtown Interchange
- I-275 North PD&E Study
- Regional Transit Feasibility Plan
- HART Arterial BRT Study

Tampa Streetcar Modernization and Extension

Preferred Alignment Option (A/B)

- Extension: US 41 to Downtown Core
- Aligns with existing/potential regional transit
- Serves 54,500 jobs and 3,000 residents (extension way)
- Connects major entertainment and cultural venues
- Cost: $993 - $102.6 Million*

System Modernization:
- New transit vehicles
- Upgrade existing tracks and stations
- Increase service frequency
- Unxer service hours
- Cost: $88.8 Million*

*From director's office expense account
Coordinating Efforts

Coordination with ongoing studies and plans:
- Tampa Streetcar
- I-275 SEIS/Downtown Interchange
- I-275 North PD&E Study
- Regional Transit Feasibility Plan
- HART Arterial BRT Study
Coordinating Efforts

Coordination with ongoing studies and plans:
• Tampa Streetcar
• I-275 SEIS
• I-275 North PD&E
• Regional Transit Feasibility Plan
• HART Arterial BRT Study
Phase I

- Community Outreach
- Develop a Community Vision
- Identify Short-Term Improvements

Outreach

- Neighborhood Meetings
  - Tampa Heights
  - South Seminole Heights
  - Old Seminole Heights
  - Southeast Seminole Heights
  - Hampton Terrace
  - Heights Urban Core Chamber
  - Downtown Partnership
  - Tampa Heights Junior Civic Assoc
- Community Working Groups
- Spring ’18 Heights Workshop
Outreach

• Neighborhood Events
  • Heights Sunday Market

• On-Location
  • Winn Dixie
  • Independent

• Informational Flyers to Businesses

Outreach

• Study Website
  • Study Information and Events
  • Online Surveys
  • Interactive Web Map
    • Post Issues and Concerns
      • 300+ Submittals
  • Streetmix Platform
    • Redesign the Corridor

• Study Kickoff
• Request Meetings

HeightsMobility.com
Community Vision

- Community Vision Survey
  - 300+ Submitted Surveys
- Results used to develop the Vision for the corridor
- Shared during December ‘17 meeting

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<th>Transportation/Community Safety</th>
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<tr>
<td>• Traffic safety for different modes of transportation</td>
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<td>• Personal safety (as influenced by crime, for example)</td>
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<th>Walking/Biking</th>
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<td>• Walking/biking along the corridor</td>
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<td>• Crossing the street</td>
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<td>• Traffic safety</td>
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<td>• Improved infrastructure (e.g. sidewalks, bike lanes, crossings)</td>
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<th>Traffic Speeds</th>
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<td>• Slow down automobiles in the corridor to accommodate other road users</td>
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<td>• Slow down cut-through traffic in neighborhoods</td>
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<th>Streetscape</th>
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<tr>
<td>• Lighting</td>
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<td>• Landscaping, green design</td>
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<td>• Sidewalk furniture</td>
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<td>• Shade</td>
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<td>• Signs and wayfinding</td>
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<td>• Drainage</td>
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<th>Connectivity/Access</th>
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<td>• Access to destinations using various methods of transportation</td>
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<tr>
<td>• Convenient traffic circulation</td>
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<tr>
<td>• Convenient/innovative parking</td>
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<td>• Strong street grid</td>
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<th>Transit</th>
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<tr>
<td>• Premium transit, express bus, circulator service</td>
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<td>• Quality of service</td>
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<td>• Quality of stops</td>
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<tr>
<td>• Safely walking/biking to stops</td>
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Short-Term Improvements

- Interactive Web Map
  - Community input on site-specific issues and concerns
- Data and Field Reviews
- Walking Audits
  - Public + Agency Participants
  - 3 Walking Audits:
    1. Florida Ave and Tampa St South (between Scott St and Dr MLK Jr Blvd)
    2. Florida Ave and Highland Ave North (between Dr MLK Jr Blvd and Bird St)
    3. Nebraska Ave (S. of Dr MLK Jr Blvd to S. of Hillsborough River)

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<td>3. Nebraska Ave (S. of Dr MLK Jr Blvd to S. of Hillsborough River)</td>
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Short-Term Improvements

New traffic signals/crosswalks:
• Florida Ave @ Royal St
  Construction complete Fall 2018
• Florida Ave @ Harrison St
  Construction complete Fall 2018
• Florida Ave @ Wilder Ave
  Design underway, const. 2019
• Tampa St @ Henderson St
• Tampa St @ 7th Ave
• Florida Ave @ 7th Ave
Curb extensions at intersections
Southeast Seminole Heights – Opportunity to incorporate into upcoming drainage improvements 2019

Mid-Term Improvements

Bike Boulevards

Ola Ave
• Design FY22 $532k
• Construction FY24 $2.9M
Central Ave
• Design FY21 $536k
• Construction FY23 $1.7M
Phase II

- Continued Outreach
- Develop Alternatives
- Evaluate Alternatives
  - Screen 1 and Screen 2
- Identify Preferred Alternative(s)
- Continue Coordination

Developing Alternatives

- Public Workshop Activity
  - Allocating Right-of-Way
  - Balancing Modes and Tie-Back to the Vision
- Online Submissions via Website and Streetmix.net Link
Evaluating Alternatives

- **Performance Measures**
  - Safety
  - Community Vision
  - General Access and Mobility
  - Bicycle Access and Mobility
  - Transit Access and Mobility
  - Automobile Access and Mobility
  - Public Realm
  - Equity
  - Implementation
  - Cost

### Performance Measures and Criteria

#### Safety
- Contributes to safer streets, speed management, and improved awareness of all modes
- Improves safety at high crash locations
- Reduces likelihood of severe injury crashes
- Improves overall safety

#### Community Vision
- Consistent with community plans and adopted projects
- Addresses community concerns
- Identify as a priority by the community
- Supported by community outreach

#### General Mobility
- Improves neighborhood connectivity
- Improves mobility options
- Improves person capacity
- Reduces person delay
- Maintains person travel speed/time

#### Bicycle Mobility
- Improves access to dedicated facilities
- Improves neighborhood connectivity
- Improves comfort and lateral separation
- Improves crossing conditions

#### Pedestrian Mobility
- Improves access to dedicated facilities
- Improves neighborhood connectivity
- Improves comfort and lateral separation
- Improves crossing conditions

#### Equity
- Serves a range of socioeconomic groups
- Promotes equity among disadvantaged populations
- Protects vulnerable individuals
- Opportunity to improve ADA accessibility

#### Implementation
- Project Complexity

#### Cost
- Estimated improvement costs (High, Medium, Low)

---

Evaluation Alternatives

Screen 1 Evaluation:
- Evaluating Alternatives against the Performance Measures and Criteria
- Identify Alternatives to move forward to more detailed evaluation – Screen 2
Evaluating Alternatives

Potential Alternatives:
• Off-Peak On-Street Parking North of Violet St
• Lane Reduction and Non-Motorized Enhancements South of Violet St

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</table>

- Alternate Access and Mobility
  - Public Route
  - Equity

- Implementation Cost
  - $
Evaluating Alternatives

Potential Alternatives:
- Non-Motorized Enhancements Throughout
- Road-Diet North of Violet St
- Two-Way South of Violet St

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Evaluating Alternatives

Potential Alternatives:
- Business Access Transit Lanes (BAT) North of Violet St
- Lane Reduction and Business Access Transit (BAT) Lanes South of Violet St

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</tbody>
</table>
Evaluating Alternatives

Potential Alternatives:

- Road-Diet and Median Transitway North of Violet St
- Lane Reduction and Business Access Transit (BAT) Lanes South of Violet St

Evaluating Alternatives

Potential Alternatives:

- Road-Diet and Median Transitway North of Violet St
- Two-Way with Bi-Directional Transitway South of Violet St on either Florida Ave or Tampa St
Identifying a Preferred Alternative(s)

Screen 2 Evaluation:
• Comparative Evaluation of Top Performing Alternatives
  • Traffic Analysis
    • existing & future volumes
    • Planned Improvements (I-275)
  • Engineering Feasibility
  • Geometric Design
  • Safety Evaluation
  • Cost Estimates
• Identify Preferred Alternative for corridor improvement project (PD&E):
  • In conjunction with MetroRapid Arterial BRT study

Next Steps

Finalize Transportation Vision document
• late 2018
Agency & stakeholder briefings
• Late 2018, early 2019
Implementation of short-term & mid-term improvements
• Now through 2024
Tampa St/Florida Ave Long-Term Improvement Project Tentative Schedule:
• Survey & Preliminary Engineering: now thru 2023
• Construction:
  • Tyler St to MLK – 2024
  • MLK to Waters - TBD
Again…

Coordinating Efforts

• Continue to work with other ongoing efforts:
  • Streetcar
  • HART MetroRapid Arterial BRT
  • Regional Transit Feasibility Plan
  • Tampa Bay Next
  • Long Range Transportation Plan
• Other efforts could influence results, but…

Maintain consistency with Study goals, objectives, and Community Vision

Stay Informed

HeightsMobility.com

FDOT District Seven
Stephen Benson, AICP, CNU-A
Metropolitan Planning Administrator
Stephen.Benson@dot.state.fl.us
(813) 975-6427
Infrastructure For Rebuilding America

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

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

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

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

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

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

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

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

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

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

Updated: Friday, December 21, 2018

Related Documents

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

Submit Feedback >
Contact Us

Office of the Assistant Secretary for Transportation Policy
1200 New Jersey Ave, SE
Washington, DC 20590
United States

Phone: 202-366-4544
TTY/Assistive Device: 800-877-8339

Business Hours:
8:30am-5:00pm ET, M-F

Tags

- freight

Share
Automated Driving System Demonstration Grants

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

- **Applications are due on March 21, 2019 at 8:00 PM Eastern Time through [www.Grants.gov](http://www.Grants.gov).**

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

Questions for U.S. DOT on ADS Demonstration Grants should be submitted via [ADSDemoGrants@dot.gov](mailto:ADSDemoGrants@dot.gov).

**Frequently Asked Questions:**

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

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

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

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

Updated: Friday, December 21, 2018

Related Links

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

Tags

- automated driving systems
- Data
- Grants

Share
Try an old favorite or a new way to get to work without driving alone...

Take the Commuter Challenge!

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

#CommuterChallenge19

Commuter Challenge results may cause you to:

♥ have fun ♥
♥ save money ♥
♥ make new friends ♥
♥ look and feel better ♥
♥ help improve air quality ♥
♥ get your work out in before work ♥
♥ skip traffic stress and parking hassles ♥
♥ relax, read, or prep for work on the way in ♥
Anything's possible when you're not driving alone!

For more commuting info and partner links:

planhillsborough.org
Project Description:

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

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

Project Location:

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

Lane Closure Hours:

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

FPID: 254677-1-52-33

NTP: September 12, 2018

Contract Days: 300

Design Finish Date: February, 2019

Construction Finish Date: July, 2019

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

Contractor: Ajax Paving Industries of Florida, LLC

Estimated Project Cost: May Not Exceed $387,220.07

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

Randall Aebersold
Project Administrator
(727) 575-8326

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

Project Description:

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

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

Project Location:

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

Lane Closure Hours:

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

FPID: 254677-2-52-92 (FAP No: D717-035B)
NTP: September 12, 2018
Contract Days: 365
Design Finish Date: February, 2019
Construction Finish Date: September, 2019
Project Area: SR 580 (N Dale Mabry Hwy) at CR 584 (W Waters Ave) Hillsborough County
Contractor: Ajax Paving Industries of Florida, LLC
Estimated Project Cost: May Not Exceed $957,377.48
Project Contacts:
Jo Ellyn M. Guthrie, PE Traffic Services Program Engineer (813) 975-6245
Randall Aebersold Project Administrator (727) 575-8326
Andrew Stastny Design Project Administrator (813) 975-6255
The Florida Department of Transportation is preparing to finalize the Tentative Work Program for Fiscal Year 2020 through Fiscal Year 2024. The attached document identifies changes to projects currently included in the last four years of the District’s Adopted Work Program (FY20-FY23) as well as new projects and phases added as part of this work program update cycle. Further changes to select projects in FY20-FY23 were required in order to balance project commitments with anticipated revenues. Please note that additional changes have been made to the Tentative Work Program since the Work Program Highlights presentation was delivered to the MPO Board. Projects/cells that have been updated are highlighted in yellow for your convenience.

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

Please let me know if you have any questions.

Respectfully,

Stephen L. Benson, AICP, CNU-A
Metropolitan Planning Administrator
Florida Department of Transportation District 7
11201 N. McKinley Drive
Tampa, Florida 33612
Main (813) 975-7575
Direct (813) 975-6427
<table>
<thead>
<tr>
<th>#</th>
<th>FPN</th>
<th>Phase</th>
<th>Description</th>
<th>Work Mix</th>
<th>Project Comments</th>
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<tbody>
<tr>
<td>255893-4</td>
<td>CST</td>
<td>SR 574 (MLK BLVD) FROM EAST OF KINGSWAY RD TO E OF MCINTOSH RD</td>
<td>ADD LANES &amp; RECONSTRUCT</td>
<td>Deferred CST from 2023 to 2024; DAF</td>
<td></td>
</tr>
<tr>
<td>32</td>
<td>412531-2</td>
<td>ROW</td>
<td>I-275/SR 93 FM S OF SR 60 TO S OF LOIS, SR 60 FM S OF I-275 TO SS/89</td>
<td>INTERCHANGE - ADD LANES</td>
<td>Fully funded ROW through 2025; TBN Section 4</td>
</tr>
<tr>
<td>3</td>
<td>419463-2</td>
<td>Transit</td>
<td>HART - #318W SURFACE TRANSPORTATION PROGRAM</td>
<td>PURCHASE VEHICLES/EQUIPMENT</td>
<td>Added $4M in 2024; DAF</td>
</tr>
<tr>
<td>P</td>
<td>424513-2</td>
<td>CST</td>
<td>I-75 @ BIG BEND ROAD SB OFF RAMP</td>
<td>INTERCHANGE IMPROVEMENT</td>
<td>Dropped CST. Work to be done under ultimate 424513-3</td>
</tr>
<tr>
<td>32</td>
<td>424513-3</td>
<td>CST</td>
<td>I-75/SR 93A @ BIG BEND ROAD FROM W OF COVINGTON TO E OF SIMMONS</td>
<td>INTERCHANGE - ADD LANES</td>
<td>Added in 2022 LF; Anticipate LFR payback of $20 in 2024 DAF 438258-2 reserve.</td>
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<tr>
<td>32</td>
<td>429059-2</td>
<td>CST</td>
<td>SR 574 (E MLK BLVD) AT SR 583 (N 50TH ST)</td>
<td>ADD RIGHT TURN LANE(S)</td>
<td>Advance CST from 2023 to 2019; DAF</td>
</tr>
<tr>
<td>430573-3</td>
<td>PE</td>
<td>I-75/275 CD ROAD FM S OF COUNTY LINE RD TO COUNTY LINE RD (PHASE II)</td>
<td>NEW ROAD CONSTRUCTION</td>
<td>Deferred PE from 2021 to 2024;</td>
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<tr>
<td>32</td>
<td>431746-2</td>
<td>CST</td>
<td>I-4 FROM I-4/SELMON CONNECTOR TO E OF BRANCH FORBES RD</td>
<td>ADD LANES &amp; RECONSTRUCT</td>
<td>Moved CST to 424501-5; SIS TBN 8</td>
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<tr>
<td>32</td>
<td>431821-2</td>
<td>CST</td>
<td>I-275 (SR 93) FROM N OF MLK TO N OF HILLSBOROUGH AVE</td>
<td>ADD LANES &amp; REHABILITATE PVMT</td>
<td>Advanced CST from 2024 to 2023; Goes with 443770-1, SIS, DAF, TBN 7</td>
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<tr>
<td>32</td>
<td>433821-2</td>
<td>PE</td>
<td>I-275/SR 93 FM S OF WILLOW TO N OF MLK; I-4 FM I-275</td>
<td>ADD LANES &amp; RECONSTRUCT</td>
<td>Moved partial PE to other TBN sections in FY 2021; SIS, TBN 6</td>
</tr>
<tr>
<td>32</td>
<td>434045-2</td>
<td>Stipends</td>
<td>I-275 (SR 93) FROM S OF LOIS AVE TO S OF WILLOW AVE</td>
<td>ADD LANES &amp; REHABILITATE PVMT</td>
<td>Moved funds to other TBN sections; SIS, TBN 5</td>
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<tr>
<td>434781-5</td>
<td>PE/CST</td>
<td>DRAINAGE BOX CULVERT FROM W OF MACDILL AVE TO W OF HILLSBOROUGH RIVER</td>
<td>DRAINAGE IMPROVEMENTS</td>
<td>Added PE to 2022, CST to 2024; DAF</td>
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<tr>
<td>435705-1</td>
<td>CST</td>
<td>SR 60 FROM VALRICO RD TO E OF DOVER RD</td>
<td>ADD LANES &amp; RECONSTRUCT</td>
<td>Deferred CST from 2024 to 2025; SIS</td>
<td></td>
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<td>436244-1</td>
<td>ROW</td>
<td>SR 582/FOWLER AVE AT RAINTREE BLVD, GILLETTE AVE, N RIVERHILL DR</td>
<td>TRAFFIC SIGNAL UPDATE</td>
<td>Dropped ROW from 2020. Not needed; DAF</td>
<td></td>
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<tr>
<td>436245-1</td>
<td>ROW</td>
<td>US 92/SR 600/SR 573/S DALE MABRY AT SR 573/S DALE MABRY BLVD AND INTERBAY BLVD</td>
<td>TRAFFIC SIGNAL UPDATE</td>
<td>Dropped ROW from 2020. Not needed; DAF</td>
<td></td>
</tr>
<tr>
<td>P</td>
<td>436640-1</td>
<td>CST</td>
<td>FLORIBRASKA AVE FROM N TAMPA ST TO NEBRASKA AVE</td>
<td>BIKE LANE/SIDWALK</td>
<td>Deferred CST from 2019 to 2021 Due to County ROW schedule delays; TA.</td>
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<tr>
<td>437041-1</td>
<td>CST</td>
<td>WESTSHORE BOULEVARD AND GANDY BOULEVARD</td>
<td>INTERSECTION IMPROVEMENT</td>
<td>Advanced CST from 2020 to 2019; CIGP</td>
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<tr>
<td>P</td>
<td>437243-1</td>
<td>CST</td>
<td>N ROME AVE FROM W KENNEDY BLVD TO W COLUMBUS DR</td>
<td>BIKE LANE/SIDWALK</td>
<td>Dropped CST from 2021 per City of Tampa; TA</td>
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<td>437249-1</td>
<td>CST</td>
<td>US 92/SR 600/S DALE MABRY HWY FR NEPTUNE STREET TO HENDERSON BLVD</td>
<td>DRAINAGE IMPROVEMENTS</td>
<td>Deferred CST from 2022 to 2023; REC reduction</td>
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<tr>
<td>437535-1</td>
<td>CST</td>
<td>US 41/SR 45/NEBRASKA AVE AT E TWIGGS ST</td>
<td>TRAFFIC SIGNAL UPDATE</td>
<td>Advanced CST to 2020 with an LFR agreement for payback in 2021; DAF</td>
<td></td>
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<tr>
<td>437639-1</td>
<td>CST</td>
<td>US 301/SR 676A FROM S OF BLOOMINGDALE AVE TO W BLOOMINGDALE AVE</td>
<td>WIDEN/RESURFACE EXIST LANES</td>
<td>Added CST to 2021; ACSS safety</td>
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<tr>
<td>437650-1</td>
<td>CST</td>
<td>GIBSONTON DR EB FROM NB ON RAMP TO I-75</td>
<td>ADD TURN LANE(S)</td>
<td>Added CST to 2024; ACNP</td>
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<tr>
<td>437789-1</td>
<td>CST</td>
<td>I-75 (SR93A) AND I-45/SR 600/HILLSBOROUGH COUNTY VARIOUS LOCATIONS</td>
<td>LIGHTING</td>
<td>Added CST to 2024; DAF</td>
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<tr>
<td>437821-1</td>
<td>PE</td>
<td>SR 580/BUSCH BLVD @ RR CROSSING 2626507-E C OF N 14TH ST</td>
<td>RAILROAD CROSSING</td>
<td>Added PE to 2024; DAF</td>
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<tr>
<td>437823-1</td>
<td>PE/RAIL</td>
<td>SR 685/N TAMPA ST AT RAILROAD CROSSING 2626300-V AT E POLK STREET</td>
<td>RAILROAD CROSSING</td>
<td>Dropped PE in 2023, added rail phase to 2023. To be done by CSX</td>
<td></td>
</tr>
<tr>
<td>437824-1</td>
<td>PE</td>
<td>SR 45 @ RAILROAD CROSSING 2626925-T N OF E LONG STREET</td>
<td>RAILROAD CROSSING</td>
<td>Added PE to 2024; DAF</td>
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<tr>
<td>437825-1</td>
<td>PE/CST</td>
<td>SR 685/N FLORIDA AVE @ RAILROAD CROSSING 2626928-W @ E POLK ST</td>
<td>RAILROAD CROSSING</td>
<td>Dropped PE in 2021, CST in 2023. To be done by CSX; DAF</td>
<td></td>
</tr>
<tr>
<td>438258-1</td>
<td>BOX</td>
<td>I-275/I-75/SR 60/4 - TAMPA BAY NEXT RESERVE BOX</td>
<td>FUNDING ACTION</td>
<td>Funds moved to TBN projects; DAF</td>
<td></td>
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<tr>
<td>438258-2</td>
<td>BOX</td>
<td>RESERVE FOR I-75/ BIG BEND LOCAL FUND REIMBURSEMENT 424513-3</td>
<td>FUNDING ACTION</td>
<td>Added $20M in 2024 for anticipated LFR for I-75/Big Bend 424513-3</td>
<td></td>
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<tr>
<td>438710-4</td>
<td>CST</td>
<td>I-75/SR 93 FROM SOUTH END OF NB EXIT RAMP TO N END OF NB ACCESS RAMP</td>
<td>LANDSCAPING</td>
<td>Added CST to 2020; DAF 1.5%</td>
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<tr>
<td>2</td>
<td>438747-1</td>
<td>Studies</td>
<td>HILLSBOROUGH PLANNING MODEL STUDIES</td>
<td>PLANNING MODELS/DATA UPDATE</td>
<td>Added funds to 2024; SU</td>
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<tr>
<td>438752-1</td>
<td>CST</td>
<td>APOLLO BEACH EXTENSION FROM US 41 TO PASEO AL MAR BOULEVARD</td>
<td>NEW ROAD CONSTRUCTION</td>
<td>Advanced CST from 2021 to 2020 with a payback in 2021; CIGP</td>
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<tr>
<td>1</td>
<td>439336-4</td>
<td>Plan</td>
<td>HILLSBOROUGH COUNTY FY 2022/2023/2024 UPWP</td>
<td>TRANSPORTATION PLANNING</td>
<td>Added 60k in 2024; SU</td>
</tr>
<tr>
<td>439412-1</td>
<td>PE/CST</td>
<td>SOUTH MAYDELL DRIVE BRIDGE OVER PALM RIVER</td>
<td>BRIDGE REPLACEMENT</td>
<td>Dropped PE being done by locals. Advanced CST to 2020 with LFR agreement. Payback in 2022</td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>439476-3</td>
<td>CST</td>
<td>E/W GREEN SPIKE CYCLE TRACK - PH 3B FROM 7TH AVE TO 13TH AVE</td>
<td>BIKE PATH/TRAJ</td>
<td>Added CST in 2024; TA</td>
</tr>
<tr>
<td>439482-2</td>
<td>PE</td>
<td>TAMPA BYPASS CANAL TRAIL FROM N 34TH ST TO SR 581 (BRUCE B DOWNS)</td>
<td>BIKE PATH/TRAJ</td>
<td>Deferred PE from 2022 to 2024 due to local agency late start on PD&amp;E; TA</td>
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</tr>
<tr>
<td>439772-1</td>
<td>CST</td>
<td>GIBSONTON DR AT FERN HILL DR</td>
<td>TRAFFIC SIGNALS</td>
<td>Added CST to 2022; ACSS safety</td>
<td></td>
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<tr>
<td>439831-1</td>
<td>PE/CST</td>
<td>SR 39/PALUS S BUCHMAN HWY FR N OF KNIGHTS GRIFFIN RD TO PASCO CO LINE</td>
<td>FLEXIBLE PAVEMENT RECONSTRUCT</td>
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<td>PE/CST</td>
<td>US 418/N TAMPA ST &amp; N FLORIDA AVE FROM E TYLER TO MILK</td>
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<td>US 301/US 41/SR 43 FROM S OF WHITT RD TO N OF RIVERCREST DR</td>
<td>RIGID PAVEMENT RECONSTRUCTION</td>
<td>Added PE to 2022, CST to 2024; DAF and ACNP; Concrete</td>
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<td>DBS</td>
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<td>ADD LANES &amp; REHABILITATE PVMNT</td>
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<td>I-75/SR 93 FROM COWHOUSE CREEK BR #482 TO CR 579/FLETCHER NB ON RAMP</td>
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<td>I-75/SR 93 FR S END OF SR 56 NB OFF RAMP TO N END OF I-275 SB ON RAMP</td>
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January 5, 2019

Hon. Elaine L. Chao
Secretary
U.S. Department of Transportation
1200 New Jersey Ave., SE
Washington, D.C. 20590

Subject: Letter of Support for the University of South Florida National University Transportation Center Proposal for Congestion Relief

Dear Secretary Chao:

We are honored to provide this letter of support for the University of South Florida’s proposal for a National University Transportation Center focusing on Congestion Relief in response to the FY 2018 Grant Solicitation UTCNATIONALCOMP2018. We know you agree that real, deployable, multimodal solutions to our congestion crisis are needed now.

The University of South Florida (USF) is partnering with the University of California, Berkeley; the Texas A&M Transportation Institute and the University of Puerto Rico, Mayagüez, to create the National Institute for Congestion Relief (NICR). This diverse team represents a range of distinct communities including: urban/rural/suburban; social/cultural/ethnicities/languages older adults/people with disabilities; and low-income populations. USF and its partners are uniquely qualified to lead this effort, due to their substantial contributions to fighting congestion and their unique vision for reducing congestion through an integrated research, education, workforce development and technology transfer activities.

Specifically, the USF team will focus on research that will produce tools for optimizing the efficiency and reliability of travel for all transportation system users, data modeling and analytical tools to evaluate the effects of shifting transit incentive structure; and ridesharing and alternative forms of transportation. The USF team includes four carefully-designed research pillars, including:

- Urban/rural traffic management
- Battling congestion with new mobility platforms
- Incentivizing transit in the face of new alternatives
- Battling congestion on freeway corridors.

The diverse team of experts are committed to the following key outcomes:

- Translate theory into real world practice.
- Compare/contrast policies across diverse land uses and populations.
- Educate the next generation of transportation leaders.
- Develop strategies and tools for the present and future decision-making and deployment.
- Share understanding with government, industry, and community-based organizations.

Through collaboration with transportation agencies, organizations and the private sector, we believe that USF and its partners will make transformative impacts on our collective efforts to combat congestion, so we can unleash economic opportunities for all Americans.

The Hillsborough Metropolitan Planning Organization has worked closely with the USF team on several recent projects to evaluate equity in planning and suggest best practices, as well as new methods, data sources, and processes for distributional and accessibility analyses. USF staff has engaged with Hillsborough MPO staff on methods for identifying communities of concern and issues of transit, pedestrian and bicycle accessibility, housing and transportation costs, and safety. This is why I am confident that this proposal will serve all constituents fully.

The Hillsborough Metropolitan Planning Organization supports the selection of the University of South Florida and its team as the National University Transportation Center focusing on Congestion Relief. We look forward to seeing this resource flourish in our communities. Thank you very much for your consideration.

Very respectfully,

Beth Alden, AICP
Hillsborough Metropolitan Planning Organization
Executive Director
January 24, 2019

Road to Zero Coalition
c/o National Safety Council
317 Massachusetts Ave. NE, Suite 300
Washington, DC 20002

Subject: Letter of Support for University of South Florida Proposal for Road to Zero

To Whom it May Concern:

We are pleased to provide this letter of support for the University of South Florida’s proposal for a Road to Zero Grant. We strongly support this grant application with the focus on reducing motor vehicle crashes and reducing bicyclist and pedestrian deaths by providing an evidence-based intervention.

USF and its partners are uniquely qualified to provide the proposed workshops, due to their substantial contributions to pedestrian and bicyclist safety and their unique vision for reducing deaths through innovative education interventions. Their recent research Media Framing of Bicyclist Fatalities in Hillsborough County: A Critical Discourse Analysis was presented at the Transportation Research Board (TRB) meeting on January 16, 2019. The response to this research has been positive locally and on a national basis. Through their research, they have proven that what the media says matters when reporting news about bicyclists and pedestrians who are involved in fatal traffic crashes. Their proposed workshops will make an impact locally and could be replicated on a national basis.

USF has been a strong partner in the Vision Zero Coalition for Hillsborough County and the cities of Tampa, Temple Terrace and Plant City. The multi-jurisdictional Vision Zero Action Plan prepared by the Hillsborough MPO, on behalf of these local governments, calls for proactive outreach as well as engagement with the media, as envisioned for USF’s proposed workshops.

Through collaboration with the media, transportation planning organizations and the private sector, we believe that USF and the Vision Zero Coalition will make transformative impacts on the road to zero. The Hillsborough MPO supports the University of South Florida and its team for a Road to Zero grant. Thank you very much for your consideration.

Sincerely,

Beth Alden, AICP
Executive Director

Plan Hillsborough
planhillsborough.org
planner@planhcc.org
813-272-5946
601 E Kennedy Blvd
18th Floor
Tampa, FL, 33602
January 25, 2019

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

Dear David,

Re: 2019/20-2023/24 Tentative Work Program

Thank you for your collaboration, responsiveness and continued support in funding projects that are a high priority of the Hillsborough Metropolitan Planning Organization (MPO) and its jurisdictions. The proposed tentative work program funds many projects that further the MPO’s core programs, including the Vision Zero goal of zero traffic deaths, building a safer transportation network for all users. There are also new projects to ease congestion through cost-effective smart technology and targeted investments at bottlenecks, promoting the MPO’s goal to minimize congestion for drivers and shippers. There are multiple projects to preserve the system, including bridge repair/replacements, resurfacing, and HART bus replacements. The work program also supports choices to driving, including new funding for trail connections to build a regional and statewide nonmotorized network.

We look forward to continued coordination with your team, and thank you for the opportunity to provide comments. If you have any questions, please contact me or Sarah McKinley at 813-272-5940.

Sincerely,

[Signature]

Beth Alden, AICP
Executive Director
Pasco’s MPO Scuttles A Potential Kinnan-Mansfield Connection

By JOHN C. COTLEY
john@ntncolostate.org

The long-simmering debate over whether or not Kinnan St. in New Tampa and Mansfield Blvd. in Wesley Chapel should have the 30-foot gap between the two roads pavered over and connected may be on life support.

At least that’s the way it felt on Dec. 13 at the Pasco Metropolitan Planning Organization (MPO) meeting in Dade City, where there was zero support for connecting the two roads. It looks like, frankly, it might literally be the end of the road for Kinnan.

With a few dozen Meadow Pointe residents in the audience, the MPO was briefed on the Wesley Chapel Roadways Study — which had been presented to the public in a workshop back in May. The study, while coming to no conclusions, looked at multiple options for connecting Wesley Chapel and New Tampa at the Hillsborough-Pasco county line.

The briefing, delivered by Meghan McKee of the consulting firm ARCOM, was followed by District 2 Pasco County Commissioner Mike Moore delivering what may well be the eulogy for Kinnan-Mansfield.

“Connecting Mansfield and Kinnan makes no sense for Pasco County residents,” Moore said. “It will only help the people in the developments in Hillsborough County just over the border. There are things (Hillsboro- bough County) could have done in the past, like opening up Live Oak (Blvd.), but they got into a battle between Hillsborough and the City of Tampa. They could have opened that up, but didn’t do it. Now they want to put the burden on us! Shame on them.”

Moore’s remarks were greeted with loud applause from the residents in attendance, eight of whom signed up to speak at the MPO, which is comprised of the five Pasco commissioners, city council members from Zephyrhills and New Port Richey, and the mayors of Port Richey and Dade City.

Residents told the MPO that opening up Mansfield Blvd. to traffic from New Tampa, namely from new homes in K-Bar Ranch, would be a disaster. The 450-page report, using traffic projections for the year 2040, suggested the connection would add as many as 4,000 cars to Mansfield, a two-lane road — which many in attendance claimed cannot be widened, even though there has never been any proof of that claim presided on by county staffers — running north to S.R. 56.

“It would destroy the flavor of the community and my neighbors bought into… and it would lower property values,” said Michael Kaufman, who was also critical of the City of Tampa’s decision this summer to approve 700 more homes in K-Bar Ranch, which backs up against the southern end of Meadow Pointe.

“They (Tampa) are creating a problem; it’s not up to us to fix it,” he added.

Mansfield Blvd. runs past an elementary, middle and high school, Pasco-Hernando State College and entrance to a handful of Meadow Pointe II communities. The safety of students attending those schools was the concern echoed by Moore.

“It would be insane,” said Richard Traut.

“I am against it for safety purposes alone.”

“There is great concern among Pasco County residents that this would have a severe and negative impact on the quality of life and safety,” said Chris Dilling.

“It is easy to dismiss our fears as whiny and the over-reactive opinion of a small group of residents, but this notion is especially convenient for those who would benefit from accessing the short cut through our neighborhood.”

At this point, the debate over Kinnan-Mansfield may no longer raging, but other options to make connections remain viable and even had the lukewarm approval of some of the residents in attendance. Connecting Meadow Pointe Blvd. to K-Bar Ranch Hwy., as well as Wysefield Blvd. to K-Bar Ranch Hwy., or even both, appeared to be palatable choices.

Tampa and Hillsborough County have argued to connect all three.

“I’ve heard nothing positive about Mansfield Blvd. being opened, period,” said Pasco’s Dist. 5 commissioner Jack Mariano. “Connecting to Meadow Pointe Blvd. is the most sensible one. If Hillsborough is blocking that, we’ve got a problem. We need to have a strong discussion with them.”

Mariano joined Moore, Dade City mayor Camille Hernandez and Zephyrhills City council member Lance Smith in urging the residents in attendance, Pasco commissioners Ron Oakley (District 1) and Kathryn Stoker (District 5) left after the presentation and before public comment, without offering their opinions, and three other MPO members did not attend.

McKinney said Pasco will conduct a public opinion poll in February, with basically yes or no votes on the various connections. A standalone option for making the Kinnan-Mansfield connection will not be on the survey, but it will be included as part of all the multiple connections options. Those results will be passed on to the MPO, who will then make a recommendation to Pasco’s commissioner.

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