Meeting of the MPO Board
Tuesday, January 7, 2020, 9:00 a.m.
Hillsborough County Center, 601 E. Kennedy Blvd., 26th Floor

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

I. Call to Order, Pledge of Allegiance & Invocation

II. Approval of Minutes – December 3, 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 (Bill Roberts, CAC Chair and Gena Torres, MPO Staff)

V. Action Items

   A. Tampa-Hillsborough Greenways and Trails Plan Update (Gena Torres, MPO Staff)
   
   B. Updates to the Interlocal Agreement for the MPO Chairs Coordinating Committee (Beth Alden, MPO Director)

VI. Status Reports

   A. Healthy Mobility Model (Michele Ogilvie, MPO staff and Curtis Ostrodka, VHB)
   
   B. Transit Major Projects: Next Steps (Sarah McKinley, MPO Staff)
      1. Tampa Streetcar Modernization and Extension Study (Milton Martinez, City of Tampa)
      2. Tampa Arterial Bus Rapid Transit Study (HART Representative)
      3. TBARTA Regional Rapid Transit Study (Brian Pessaro, TBARTA)

VII. Executive Director’s Report

   A. Board workshop on managed lanes

VIII. Old & New Business

IX. Adjournment

* Public comments are welcome, and may be given in person at this meeting; or, until 3pm the day before the meeting, via e-mail to mpo@plancom.org or by visiting the event posted on the MPO Facebook page. Written comments will be provided in full to the board members.
X. Addendum

A. Announcements

- Gasparilla Children’s Parade Bike & Ped Safety Rodeo, January 18, 11am-1pm, on Bayshore Blvd between Rome Ave and Dakota St
- Walk with the Vision Zero Coalition in the M.L. King Jr. Parade, January 20, noon-3pm, meet 11am at Cuscaden Park

B. Project Fact Sheets & Other Status Reports

- MPO Chairs Coordinating Committee (CCC) Regional Priorities
- FL MPO Advisory Council Legislative News 12-14-19
- Transportation Disadvantaged Coordinating Board Legislative Message for 2020

C. Correspondence

- From FDOT District Secretary on Traffic Fatalities Nov 18-Dec 1
- From FDOT District Secretary on Traffic Fatalities Dec 2-15
- To local governments and transportation agencies on Transportation Improvement Program (TIP) priority-setting process
- To local governments and transportation agencies on MPO General Planning Consultant (GPC) procurement process

D. Articles Relating to MPO Work

- No transportation tax in 2019, but plenty of transportation news | Bay News 9 | 12.27.19
- The big transportation stories in 2019 | Bay News 9 | 12.27.19
- The top Hillsborough political stories of 2019 | Tampa Bay Times | 12.25.19
- Mayor Castor shares vision for Tampa and the biggest issues facing the city | WUSF (NPR) | 12.24.19
- Tampa Mayor shares city accomplishments | Bay News 9 | 12.19.19
- Final briefs defending All for Transportation are in ahead of Florida Supreme Court hearing | Florida Politics | 12.17.19
- Temple Terrace looking to start new road safety projects | ABC Action News | 12.17.19
- Plans unveiled for dedicated bus lanes from downtown Tampa to USF | Tampa Bay Times | 12.12.19
- Roads you’ll see fixed in Hillsborough County | ABC Action News | 12.11.19
- More people using crosswalks, feeling safer on Fletcher Avenue | ABC Action News | 12.11.19
- Hillsborough County Metropolitan Planning Organization Selects Iteris Clear Guide to Improve Safety and Mobility | AiThority.com | 12.09.19

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

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CALL TO ORDER, PLEDGE OF ALLEGIANCE & INVOCATION

The MPO Chairman, Commissioner Les Miller, called the meeting to order at 9:00 a.m., led the pledge of allegiance and gave the invocation. The regular monthly meeting was held at the County Center Building on the 26th Floor Conference Rooms A & B.

The following members were present:

Commissioner Les Miller, Commissioner Pat Kemp, Commissioner Ken Hagan, Charles Klug, Councilman Guido Maniscalco, Mayor Rick Lott, Mayor Mel Jurado, David Mechanik, Michael Maurino, Commissioner Kimberly Overman, Janet Scherberger, Commissioner Mariella Smith and Joe Waggoner.

The following members were absent: Councilman Joseph Citro and Councilman Luis Viera

A quorum was met.

APPROVAL OF MINUTES – November 5, 2019

Chairman Miller sought a motion to approve the November 5, 2019 minutes. Councilman Maniscalco so moved; it was seconded by Commissioner Overman and adopted.

Commissioner Miller welcomed aboard new member Michael Maurino. Michael Maurino introduced himself as the Planning Commission appointee to the MPO and he is the City of Tampa appointee to the Planning Commission. He is the Director of Transportation and Planning for the Westshore Alliance and also serves on the Port Tampa Civic Association neighborhood board.

SPECIAL PRESENTATION: FLORIDA COMMISSION FOR THE TRANSPORTATION DISADVANTAGED

Michele Ogilvie, MPO Staff, stated that each year the Florida Commission for the Transportation Disadvantaged recognizes individuals and organizations within the community that have exhibited exceptional service, personal excellence and dedication towards serving persons who are transportation disadvantaged. This year, the Hillsborough MPO was recognized as the Designated Official Planning Agency that went beyond the scope of its work to implement coordinated transportation. Highlighted in this award is the MPO’s practice of connecting the work of the TD board with the MPO board and the MPO’s other committees. The Commission for the Transportation Disadvantaged staff could not attend the celebration today but sent a message. Also this year, Ms. Gloria Mills, the vice chair of the TD board, was recognized for her 23 years of service to this organization. And in addition, a Hillsborough County Sunshine Line driver received the driver of the year award for the State of Florida, so Scott Clark is present to celebrate with us.

Beth Alden invited the guests up to take a photo with the board.
PUBLIC COMMENT

There were no public comments.

COMMITTEE REPORTS, ONLINE COMMENTS

Gena Torres, MPO Staff, gave a brief report on the action items of the other committees. The CAC met at the Expressway Authority and visited the traffic management center; many thanks to THEA for rolling out the red carpet and to City of Tampa Traffic engineer Brandon Campbell for a great overview; committee members were thoroughly engaged. Following the tour, the CAC reviewed and recommended approval of the amendments to the Transportation Improvement Program and Unified Planning Work Program, one of today’s Action Items; these reflect Federal Transit Administration actual grant funding amounts, as well as an allocation from the Board of County Commissioners for safety feasibility studies on eight high-crash corridors in the county; the amendments were also supported by the TAC and BPAC. All committees approved the 2020 calendar of meetings, which is on today’s Consent Agenda. HART briefed the CAC and your other committees on their Flamingo fare and One Bus Away app. The CAC and TAC will meet jointly for their next meeting on December 16th at 1:30PM in this same room. The Transportation Management Area Leadership Group held a lengthy discussion at their last meeting on regional priorities; the summary is in your packet; a motion passed unanimously to support HART as it begins to negotiate with CSX for joint use or purchase of rail lines from Downtown to USF for passenger service, and support for the 41-mile TBARTA Regional Rapid Transit, as a priorities on the TMA regional priority list.

We received no Facebook posts and 4 emails. Roc King congratulated Beth and staff for the hard work leading to the adoption of the 2045 LRTP. Secretary Gwynn responded to a woman who lost a family member to a traffic crash; he also clarified the reason behind the bi-weekly fatality reports. On behalf of FHWA, Richard Retting with Sam Schwartz thanked our team for hosting the Safety Performance Target Workshop. Lena Young Green thanked us for being powerful partners with the Tampa Heights Junior Civic Association and bringing folks from the FHWA Peer Exchange for Vision Zero MPO’s to view the intersection mural and take a tour of the community.

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

CONSENT AGENDA

A. Committee Appointments

B. 2020 MPO Board & Committees Meeting Calendar

Commissioner Miller requested a motion to approve the consent agenda. Commissioner Overman noticed after reviewing the calendar that there is an MPO meeting on November 4 which is the same day as the BOCC meeting, and there may be a conflict with the June public hearing. Ms. Alden stated we are working from a draft so we may not have the final meeting calendar from the BOCC, but we'll coordinate and adjust.

A motion was made by Commissioner Kemp and was seconded by Councilman Maniscalco. It was approved unanimously.

ACTION ITEMS

A. 2020 MPO Board Officers & Committee Representatives
Cameron Clark, MPO Attorney, listed the officer positions and committee appointments. He asked for nominations for MPO Chair. Commissioner Smith nominated Commissioner Kemp. Mr. Waggoner nominated Commissioner Miller. There were no other nominations. In order of nominations, Mr. Clark asked for a show of hands for Commissioner Kemp. There were five votes out of thirteen members present. He asked for a show of hands for Commissioner Miller. There were eight votes out of thirteen members present. Commissioner Miller was elected chair. Mr. Clark asked for nominations for vice chair. Commissioner Smith nominated Commissioner Kemp. There were no other nominations, therefore Commissioner Kemp will serve as vice chair.

Next is the MPO Policy Committee, which is a five-member committee with two alternates. Presently, the members are Commissioner Kemp, Commissioner Smith, Councilman Maniscalco, School Board member Cindy Stuart, THEA Director Joe Waggoner, and the alternates are Port Director Paul Anderson and Commissioner Overman. He asked if they would like to continue membership or if there were any changes. Mr. Clark confirmed that current membership is maintained. TMA Leadership Group members currently are Commissioner Overman, Commissioner Kemp, Councilman Viera and alternates are Paul Anderson and Joe Lopano. No changes were desired, so they maintained current membership. Transportation Disadvantaged Coordinating Board (TDCB) current chair is Councilman Viera. Ms. Alden conveyed that Councilman Viera was not present due to illness but he expressed interest to continue as TDCB chair. Livable Roadways Committee Chair was Mr. Green, who is no longer the Planning Commission’s representative on the MPO board, so this will require a new appointment. With Mr. Maurino’s consent, Commissioner Miller appointed Michael Maurino. Finally, the representative on the Florida MPO Advisory Council, per the by-laws, is the MPO Chair; the person currently serving as the alternate is Mr. Anderson. There were no changes.

**B. Roll-Call Vote for UPWP and TIP Amendments Approved by Committees**

Vishaka Raman, MPO staff, presented an amendment to the FY 2019-20 Unified Planning Work Program (UPWP). This is a two-year work program effective July 1, 2018 – June 30, 2020. It outlines major planning tasks, complies with federal and state rules, documents federal and state funding and coordinates federally funded planning tasks performed by the MPO, HART and FDOT. The amendment also appears in the FY 2019-20 Transportation Improvement Program (TIP). The TIP is an annual work program effective October 1, 2019 to September 30, 2020 that identifies, prioritizes and allocates anticipated local, state and federal funding to transportation projects by phase and year, over the next five years. The amendment adjusts the FY20 Federal Transit Administration (FTA) grant budget and contract to match the actual grant award; and adds $500,000 in County funds to Task 2 of the UPWP to perform safety retrofit feasibility studies on eight high-crash corridors identified in the Vision Zero Action Plan.

Mr. Mechanik moved for approval and was seconded by Mr. Maurino. Upon roll-call vote, the motion was approved thirteen to zero.

**C. Process for Updating TIP Priorities and Letter to Local Agencies**

Sarah McKinley, MPO Staff, presented an overview of the TIP priority-setting process and the development of the TIP. The TIP can be confusing because there are always three, and sometimes four, transportation improvement programs that are in existence or being developed. In June, we adopt a new TIP, but the TIP from the previous year is still in effect through September 30th. The new TIP goes into effect October 1. It includes five years of funding, and priorities for what to fund next. Simultaneously, the TIP to be adopted next June is also being developed, and the MPO staff is working on updating the priority list for projects to be funded in the following year’s TIP. Ms. McKinley briefly explained how the projects on the priority list get funded. FDOT administers many categories of funding, as described in the FDOT Office of Policy Planning Revenue Forecast for MPO 2045 Plans.
There was discussion about whether the local government/agency’s governing board would need to take action prior to the transmittal of priority requests to the MPO; and also if the Policy Committee and MPO board should hold a workshop to discuss the priority requests that are received from local governments/agencies. There was a question if there should be a stand-alone list of MPO priorities for FDOT SIS, FDOT Other Arterials and FL New Starts funding, to highlight the importance of the major capacity projects that are typically funded through these programs.

Commissioner Miller asked whether Ms. McKinley is stating that the MPO will approve the priorities before they are given to the jurisdictions. Commissioner Overman had questions about the process of the priority-setting. Commissioner Smith clarified, we are here to approve the letter that states they will ensure the projects brought to the TIP meeting will go through the local government’s legislative body or staff. Commissioner Miller does not think we should be intruding on the local government, asking the cities’ staff, legislative body or even the mayor to do it. Mayor Jurado commended the joint workshop with the jurisdictions. Mayor Jurado is a firm supporter of home rule. Cameron Clark clarified that the MPO staff does not mandate how the member agencies submit projects. Mr. Waggoner clarified the bullet points and agreed this was a good process. Mayor Lott stated his staff is already following this process and this is not a policy change. Commissioner Kemp appreciated the clarification of the process. Commissioner Overman stated these are only discussion questions and this is a process that will provide value before we end up in a public hearing. She recommends a pre-TIP workshop to discuss the projects and what is important to them. Mr. Klug proposed the wording of the letter be changed, to “suggest” not mandate. Mayor Lott agreed there should be a lot more discussion from the board before the TIP priority approval process, so there are no surprises at the hearing. Councilman Maniscalco pointed out they are becoming more efficient. Mr. Waggoner stated that the order of the bullets is the order in which they prepare things for a group discussion, and it should be the whole board not just the policy committee holding a workshop on the proposed priorities. Commissioner Overman asked if she should make a motion to propose a workshop. Ms. Alden confirmed there is a workshop proposed on the 2020 calendar for March 24, 2020.

Commissioner Miller sought a motion to approve the letter. Commissioner Kemp moved to approve the letter with the Mr. Klug’s wording change, “to suggest” that the projects be submitted instead of “to ask” that the projects be submitted. The motion was seconded by Commissioner Smith.

Mr. Maurino questioned if the letter only goes to the Cities; it does not, it is to be sent to all the governments and agencies which request TIP priorities. Ms. Scherberger does not support the letter because they are asking for another layer of discussion and decision-making at the local governments/agencies.

Mr. Waggoner suggested to change the wording of “legislative body” to “governing body.”

Commissioner Miller sought an Amendment to the Motion to change the wording from “legislative body” to “governing body”. Mr. Waggoner so moved, seconded by Commissioner Overman. The Amendment to the Motion was unanimously adopted.

Commissioner Miller returned to the original motion, now as amended. The motion carried twelve to one. Ms. Scherberger opposed the motion.

STATUS REPORT

A. Managed Lanes: Five Case Studies

Anna Quinones, THEA, introduced Rick Gobeille who works for Stantec and will be giving the overview regarding Managed Lanes. Ms. Quinones suggested to have a workshop on managed lanes since this will be a short overview. Mr. Gobeille explained managed lanes are designed to promote mobility and access and to be used as a pricing tool. The goal of a managed lane can be to maximize mobility, to optimize
revenue, or somewhere in between. The characteristics of mobility maximization are travel time reliability, publicly operated, and mobility is the primary goal; whereas lanes with the goal of revenue optimization are usually privately operated and revenue focused yet do improve travel time reliability. Somewhere in between these two goals, you have managed lanes with a balance of mobility and revenue and reasonable tolls.

Commissioner Overman recognizes that managed lanes do have value in some circumstances but would like to know where in our process can we find the best modality for the expressway, and if it is the managed lane process. Mr. Waggoner responded it is typically in the PD&E process. FDOT District Secretary Gwynn stated the FDOT policy is no longer to require that all new expressway lanes be tolled; instead, FDOT will put the appropriate lanes in the appropriate environment. Commissioner Kemp commented that it would be valuable to hear case studies. Mr. Waggoner expressed there are great opportunities with managed lanes and a workshop would be beneficial. Commissioner Smith expressed that not everyone can afford to pay the toll for managed lanes, and there is not necessarily much of a difference in speed. Secretary Gwynn clarified FDOT would not build a managed lane unless it was beneficial. There was agreement to schedule a longer workshop on the topic of managed lanes, to learn more.

B. MPO Chairs’ Coordinating Committee (CCC) Interlocal Agreement: Updates

Beth Alden, MPO Director, stated this agreement is between six MPO’s in West Central Florida for regional transportation planning and coordination. The proposal is to make two major changes to the agreement. The first one is to incorporate the Tri-county Tampa Bay TMA Leadership Group under the auspices of the six MPO’s, so this formalizes the status of the TMA Leadership Group and makes it a part of the overall regional transportation planning and coordination agreement. The other major change has to do with the MPO’s relationship with TBARTA. The legislature has changed the role and geographic area of TBARTA. TBARTA has narrowed in its geographic area, and now focuses only on public transit, so the proposal is that we come back to this agreement among the six MPO’s to take the lead on multimodal transportation planning in West Central Florida, and re-establish that role. Any expenses for the CCC will be shared among the MPOs, and approved by the MPO Boards in their Unified Planning Work Programs. The proposed changes to the agreement will be brought to the CCC for review at its December 13 meeting, and after that, will be brought back to this board for approval. There were no questions or comments from the board members to be brought to the December 13th CCC meeting.

C. Safe Routes National Conference Highlights

Lisa Silva, MPO Staff, presented the highlights for the Safe Routes National Conference. The MPO hosted the three-day conference that was nearly sold out with 425 attendees. There were 184 proposals for 26 sessions and 4 were from our MPO. There were 110 Gulf Coast Safe Streets Summit attendees, for the regional summit that occurred directly after the national conference. In addition, the MPO hosted the State Safety Engineers Meeting on November 12, a FHWA Safety Target Setting Workshop November 13-14, the 2019 Vision Zero Walk of Silence on November 15, and the FHWA National Vision Zero MPOs Peer Exchange November 20-21.

Commissioner Overman commented on the slide from Jeff Speck that asks, why are we building schools on major arterials? Ms. Overman stated until our local jurisdictions incorporate in our land use specifications that building local schools on major arterials is bad idea due to safety of our children this problem will never change.

Executive Director’s Report

A. Independent Oversight Committee (IOC)
On November 21st the IOC for the transportation sales tax did certify that all of the project plans for the local governments’ use of sales tax funding in the upcoming calendar year are in compliance with applicable law. Therefore once the supreme court makes their decision we can get going, without any further delay, with the much-needed transportation improvements.

B. I-275 North Alternatives Study Next Steps

This is the feasibility study that was included in the MPO Unified Planning Work Program this past year to look at the feasibility and concept of the Boulevard north of Downtown Tampa in the I-275 corridor. There is a snag in the scope from the current consultant, with the cost of the study being more than we have in our budget this fiscal year. We would potentially like to talk to other consultants that do this type of work. Ms. Alden proposed that the MPO postpone the I-275 North Alternatives Study into the next fiscal year to give the opportunity to speak to other consultants. There was no objection.

C. Process for 2020 Procurement of MPO General Planning Consultants

The MPO’s General Planning Consultant contracts generally last for five years. The MPO typically goes through a procurement process immediately after adopting our Long Range Transportation Plan. An advertisement will be run in January, and there will be a multi-agency interview panel for the consultant selection. This team will make a recommendation back to the board in May. In the summer, staff will negotiate the contracts for approval by the board in August.

D. Vision Zero Quarterly Report

The Vision Zero Quarterly Report is in the agenda packet for review.

OLD & NEW BUSINESS

There was no old or new business.

ADJOURNMENT

The meeting adjourned at 10:45 a.m.
Committee Reports

Joint Meeting of the Citizens & Technical Advisory Committees on December 16

Under Action items, the committees each approved and forwarded to the MPO Board:

✓ Tampa Hillsborough Greenways and Trails Plan Update

Members supported trails serving bicyclists and walkers in Wimauma and were concerned with how people were going to be able to safely access the trail on the new Gandy Bridge.

They also heard status reports on:

- Agency Project Plans for 2020 for Transportation Surtax: CAC members wanted to know how intelligent transportation management systems proposed by different jurisdictions and agencies were being coordinated. Also, concern was expressed about the safety and lighting at transit stops. Members were interested in the next steps for the IOC and project plans submitted by local governments. Discussion ensued about the close coordination on projects of mutual interest between the County and City.

- Fletcher Avenue Complete Street, Before & After: members complimented the County for a successful project with a high return on investment. They were impressed especially with LED lighting to see pedestrians when crossing the road. Members had lots of questions:
  - Would more such before and after studies be conducted?
  - Were drivers getting accustomed to the flashing beacons installed and yielding for pedestrians at mid-block crossings?
  - Would protected bike lanes be better and perhaps encourage use instead of riding on the sidewalk by cyclists?

- Government in the Sunshine State and Public Records Refresher: members discussed what constitutes topics that a committee might take action on in the future; what members can post on social media; and how discussions can take place between members.

- Robert’s Rule of Order

Meeting of the Bicycle/Pedestrian Advisory Committee (BPAC) on December 11

The BPAC heard status reports on:

- Agency Project Plans for 2020 for Transportation Surtax
- Fletcher Avenue Complete Street – Before & After
- Government in the Sunshine State and Public Records Refresher
- Robert’s Rules of Order, the handbook of procedure for creating and action on motions
Meeting of the Livable Roadways Advisory Committee (LRC) on December 18

The LRC approved and forwarded to the MPO Board:
✓ Tampa-Hillsborough Greenways and Trail Plan Update

The LRC heard status reports on:
- Smart Cities Alliance
- Fletcher Avenue Complete Street Before & After
- Overview of Agency Project Plans for 2020 for Transportation Surtax
- Government in the Sunshine State and Public Records Refresher

Meeting of the Transportation Disadvantaged Coordinating Board (TDCB), Dec. 13

The TDCB elected its officers for 2020, reelecting Gloria Mills as Vice Chair and Craig Forsell as Member At Large.

Transportation Disadvantaged Legislative Awareness Day will be held on February 11, 2020 in Tallahassee. This is an opportunity to show support for the Transportation Disadvantaged Program. The TDCB’s annual Legislative Message is included in the MPO Board’s packet today.

The Board approved continued coordination contracts with Quality of Life Inc., McClain and Northside. The Board learned that one major challenge for these contractors is that Medicaid does not uniformly provide trips for medical services.

The Board also learned that the Sunshine Line’s new Saturday service is up to 40 trips each weekend.

Meeting of the MPO Chairs Coordinating Committee (CCC) on December 13

At their biannual meeting, the CCC approved and forwarded to the MPO Board:
✓ Regional Transportation Priorities Update
✓ 2020 TBARTA MPOs CCC Fifth Restated Interlocal Agreement for Regional Transportation Planning and Coordination in West Central Florida
✓ 2020 CCC Interlocal Agreement and Operating Procedures

The CCC heard status reports on:
- Florida Transportation Plan
- Regional Transit Development Plan
- Tampa Bay TMA Leadership Group Update
Board & Committee Agenda Item

Agenda Item
Tampa-Hillsborough Greenways and Trails Plan Map Update

Presenter
Gena Torres, MPO Staff

Summary
The Tampa-Hillsborough Greenways and Trails Master Plan underwent a major update to combine the Tampa and Hillsborough plans into a single document in 2016. The proposed map changes are to update the map with regard to funding status, as projects have been moved forward; and to correct alignments to reflect small changes to the trail routes.

Recommended Action
Recommend approval of map changes to the MPO Board

Prepared By
Wade Reynolds, MPO Staff

Attachments
Proposed map changes and overall map.
Tampa-Hillsborough Greenways Master Plan Updates

November-December 2019
Harney Rd-US 301 Change

Existing

Proposed

Old Fort King Trail/US 301
Hillsborough River State Park – Bypass Canal Change

Existing

Proposed

Trails

- Existing
- Planned - Funded
- Planned - Studied
- Conceptual
- Side Path - Existing
- Side Path - Studied
- Green Spine
- Complete Street
- Proposed Complete Street

planhillsborough.org
US 301 – Manatee County Connection Change

Existing

Proposed

Trails

- Existing
- Planned - Funded
- Planned - Studied
- Conceptual
- Side Path - Existing
- Side Path - Studied
- Green Spine
- Complete
- Proposed Complete Street
SR 674 Addition

Existing

Proposed

[Map showing existing and proposed SR 674 addition areas]

-- planhillsborough.org --
Van Dyke Road Addition

Existing
Brooker Creek

Proposed
Upper Tampa Bay Trail

Trails
- Existing
- Planned - Funded
- Planned - Studied
- Conceptual
- Side Path - Existing
- Side Path - Studied
- Green Spine
- Complete Street
- Proposed Complete Street

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Memorial

Existing

Proposed

Tracks
- Existing
- Planned - Funded
- Planned - Studied
- Conceptual
- Side Path - Existing
- Side Path - Studied
- Green Spine
- Complete Street
- Proposed Complete Street
Bridges

Existing

Proposed

Trails
- Existing
- Planned - Funded
- Planned - Studied
- Conceptual
- Side Path - Existing
- Side Path - Studied
- Green Spine
- Complete Street
- Proposed Complete Street

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Other Changes:
- South Coast Greenway Phase 1 Status Change – Funded
- Howard Frankland Bridge – Funded
- Gandy Bridge – Planned
- Corrected status of Old Fort King Trail
- Added Apollo Beach Blvd/Paseo al Mar
- Added Memorial Hwy
Hillsborough County Trail Facilities
Existing, Studied and Conceptual

Notes and Definitions:
Shared Use Path - Typically a sidewalk, 10 or more feet wide
Complete Street - 100% Sidewalk and Bicycle Lane/Shareway on both Sides of the street, Speed Limit of 45 mph or less
Trail - Separated pathway, typically 12 or more feet wide

The following have been previously studied:
- Tampa Bypass Canal
- Green ARTery
- George Biz

Planned (Funded) - To be built within 5 years
Planned (Studied) - Studied, not yet funded
Conceptual - Neither studied nor funded
Green Spine - Buffered Bike Lane

Draft

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Sources: Hillsborough County GIS, Pinellas County GIS, Pinellas County MPO, TAMPA: Florida Department of Transportation and the Florida Geographic Data Library

Date Saved: 10/14/2019
Some trail categories have been altered to fit within the current Hillsborough County category system.
Board & Committee Agenda Item

**Agenda Item**
Updates to the Interlocal Agreement for the MPO Chairs Coordinating Committee

**Presenter**
Beth Alden, MPO Director

**Summary**
Last month, the board had a preliminary discussion of updating the interlocal agreement that establishes the planning relationship among the MPOs that are part of the MPO Chairs Coordinating Committee (CCC) per FS 339.175. The CCC was established for inter-county transportation planning and coordination in the greater Tampa Bay region, and has been meeting since the 1990’s.

The update is proposed for the following purposes:

- To reflect the new focus of TBARTA on a smaller group of counties and on transit, while MPOs are responsible for planning for all modes of surface transportation, and the CCC serves eight counties per statute;
- To reestablish the role of the MPOs in leading regional plans & priorities that are multimodal, through collaborative planning among the CCC members and partners;
- To incorporate the TMA Leadership Group and several other standing committees into the MPOs’ interlocal agreement for regional planning coordination; the purpose and membership of these groups is further specified in the bylaws.

Last month, our board had no comments on the proposed changes. The changes were then reviewed at the regional CCC meeting on December 13, at which time only minor corrections were identified: updating dates on signature pages, and deleting the reference to the Withlacoochee Regional Planning Council, which no longer exists.

**Recommended Action**
Approve the attached changes to the interlocal agreement and operating procedures

**Prepared By**
Beth Alden, AICP

**Attachments**
- Fifth Amended and Restated Interlocal Agreement for Regional Transportation Planning and Coordination in West Central Florida (draft)
- MPO CCC Operating Procedures (draft)
This FOURTH FIFTH AMENDED AND RESTATED INTERLOCAL AGREEMENT (herein the "Agreement") is made and entered into by and between the Hernando/Citrus Metropolitan Planning Organization, an entity created and operated pursuant to Interlocal Agreement and Section 339.175, Florida Statutes (herein, the Hernando/Citrus MPO); the Hillsborough County Metropolitan Planning Organization, an entity created and operated pursuant to Interlocal Agreement and Section 339.175, Florida Statutes (herein, the Hillsborough MPO); the Pasco County Metropolitan Planning Organization, an entity created and operated pursuant to Interlocal Agreement and Section 339.175, Florida Statutes (herein, the Pasco MPO); the Pinellas County Metropolitan Planning Organization, an entity created and operated pursuant to Interlocal Agreement and Section 339.175, Florida Statutes (herein, Forward Pinellas); the Polk Transportation Planning Organization, an entity created and operated pursuant to Interlocal Agreement and Section 339.175 Florida Statutes (herein the Polk TPO); and, the Sarasota/Manatee Metropolitan Planning Organization, an entity created and operated pursuant to Interlocal Agreement and Section 339.175, Florida Statutes (herein, the Sarasota/Manatee MPO).

WHEREAS, the Hernando/Citrus MPO, the Hillsborough MPO, the Pasco MPO, the Pinellas MPO, the Polk TPO, and the Sarasota/Manatee MPO entered into an agreement to form a regional entity, the West Central Florida MPO Chairs Coordinating Committee (herein, the CCC), to coordinate transportation planning activities in the urbanized areas of Hernando, Hillsborough, Manatee, Pasco, Pinellas, Polk, and Sarasota Counties, such original agreement having been signed on March 17, 2004; and

WHEREAS, in 2005 the Florida legislature created the Transportation Regional Incentive Program (TRIP) for the purpose of providing funds to improve regionally significant transportation facilities in regional transportation areas created pursuant to s. 339.155(4); and

WHEREAS, the CCC on June 9, 2006 executed Amendment No. 1 to amend the original March 17, 2004 Agreement, by allowing Citrus County a voting membership for the purposes of participating in TRIP and to incorporate the adopted CCC Conflict Resolution Process in the Agreement; and

WHEREAS, after the initial 5-year term the parties to the original Agreement and Citrus County examined the terms of the original Agreement, as amended, and agreed to amend the provisions of the original Agreement, as amended, consistent with Section 10 of the original Agreement; and

WHEREAS, on July 8, 2010 the Citrus County TPO was created by virtue of an interlocal agreement between the Florida Department of Transportation, Citrus County, the
City of Inverness, and the City of Crystal River to participate in a coordinated and comprehensive transportation planning process; and

WHEREAS, the CCC on July 12, 2011 executed Amendment No. 2 to remove the Citrus County Board of County Commissioners from limited CCC membership and to accept the Citrus County TPO into the West Central Florida MPO Chairs Coordinating Committee with full member rights in an effort to further regional transportation planning; and

WHEREAS, the Citrus County TPO and the Hernando MPO have been merged, with the approval of the Governor and created pursuant to an Interlocal Agreement and Section 339.175, Florida Statutes to form the Hernando/Citrus MPO; and

WHEREAS, the CCC on December 13, 2013 voted to merge into and consolidate its transportation planning activities with those of the Tampa Bay Area Regional Transportation Authority, for a streamlined and unified regional planning process; and

WHEREAS, the CCC on July 1, 2016, pursuant to Section 339.175(6)(i), Florida Statutes, the West Central Florida MPO Chairs Coordinating Committee was renamed the Tampa Bay Area Regional Transportation Authority MPO Chairs Coordinating Committee; and

WHEREAS, on July 1, 2017, pursuant to Section 343.92, Florida Statutes, the Tampa Bay Area Regional Transportation Authority (herein, the TBARTA) was renamed the Tampa Bay Area Regional Transit Authority, and the TBARTA MPO Chairs Coordinating Committee similarly renamed pursuant to Section 339.175(6)(i); and

WHEREAS, the renaming of TBARTA shrank its geographic area and established its focus on transit as a transportation mode, while MPOs' service areas are unchanged and conduct planning for all modes of surface transportation; and

WHEREAS, pursuant to Section 343.92, Florida Statutes, TBARTA shall coordinate plans and projects with the CCC, to the extent practicable, and participate in the regional MPO planning process to ensure regional comprehension of TBARTA’s mission, goals, and objectives;

WHEREAS this Fourth/Fifth Amended and Restated Agreement, once effective, supersedes the Third/Fourth Amended and Restated Agreement which would have automatically renewed but for the Parties entering into this Agreement.

NOW, THEREFORE, in consideration of the covenants made to by each Party to the other and of the mutual advantages to be realized by the Parties hereeto, the Hernando/Citrus MPO, the Hillsborough MPO, the Pasco MPO, the Forward Pinellas, the Polk TPO, and the Sarasota/Manatee MPO agree as follows:
Section 1. Authority – This Interlocal Agreement is entered into pursuant to the general authority of Sections 339.175, 339.155 and 163.01, Florida Statutes, relating to Interlocal Agreements.

Section 2. Purpose – The purpose of this Agreement is to provide a forum for continuing coordination and communication among the member Metropolitan Planning Organizations, District One and District Seven Offices of the Florida Department of Transportation, the Florida Turnpike Enterprise, the Tampa Bay Area Regional Transit Authority (TBARTA), and the affected Regional Planning Councils and to address those tasks necessary to conduct an ongoing regional transportation planning process in accordance with Sections 339.175, 339.155 and 339.2819, Florida Statutes, and in accordance with the requirements under the Moving Ahead for Progress in the 21st Century Fixing America’s Surface Transportation (FAST) Act, or successor legislation.

Pursuant to the language of Section 339.175 (6) (i), Florida Statutes, the powers and duties of the CCC-MPO Chairs Coordinating Committee are to coordinate transportation projects deemed to be regionally significant by the Committee, review the impact of regionally significant land use decisions on the region, review all proposed regionally significant transportation projects in the respective transportation improvement programs which affect more than one of the MPOs represented on the Committee, and institute a conflict resolution process to address any conflict that may arise in the planning and programming of such regionally significant projects.

Pursuant to the language of Section 339.2819, Florida Statutes there is created within the Florida Department of Transportation a Transportation Regional Incentive Program for the purpose of providing funds to improve regionally significant transportation facilities in regional areas created pursuant to Section 339.155(4), Florida Statutes. This Interlocal Agreement meets the requirements of Section 163.01, Florida Statutes.

Section 3. Name of Entity – The entity created pursuant to this Interlocal Agreement shall be called the TBARTA Metropolitan Planning Organization Chairs Coordinating Committee (herein the CCC) and may elect to do business under a fictitious name as determined by the voting members.

Section 4. Organization and Membership

(a) Voting Members: The voting membership of the CCC shall consist of the Chair of each of the six member Metropolitan Planning Organizations. An alternate, who is an elected official, may represent the respective Metropolitan Planning Organization member if so designated by the respective Metropolitan Planning Organization. Each member shall have one vote. Except as indicated in Sections 11 and 12, a simple majority of the voting membership shall be required to pass motions.

(b) Nonvoting Partner Entities/Advisors: The Secretaries for Districts One and Seven of the Florida Department of Transportation; representatives of the Florida Turnpike Enterprise and of the Tampa Bay Area Regional Transit Authority; and Chairs (or
designees) of the Tampa Bay, Withlacoochee, Southwest Florida, and Central Florida Regional Planning Councils shall be nonvoting partners or advisors of the CCC. It is the intent of the CCC to enter into separate agreements to define the roles and responsibilities of these nonvoting entities to the CCC.

(c) Standing Committees. The CCC shall have the ability to establish committees, identifying the purpose and membership of the committee, to accomplish tasks identified by the CCC voting members. Committees may include but are not limited to the MPO Staff Directors Team, the Tampa Bay Transportation Management Area (TMA) Leadership Group, the Regional Multi-Use Trails Team, and the Transportation Regional Incentive Program Team, as described in the CCC Operating Procedures.

Section 5. Conduct of Meetings – Meetings of the CCC shall be held at least annually on a rotating basis with the meeting Host rotating each year among the CCC voting members. The order of rotation shall be the Hernando/Citrus MPO, the Pasco MPO, the Hillsborough MPO, the Polk TPO, the Sarasota/Manatee MPO, and the Forward Pinellas. Responsibility for serving as the Chair of each meeting shall alternate among the CCC members. The Chair of the meeting shall conduct the meetings but have no extraordinary membership powers or responsibilities. At the last meeting of the calendar year, meeting date(s) shall be approved for the following year. Meeting dates shall be posted on the CCC TBARTA’s website. Special meetings may be called by a majority of the members. The Host for all special meetings will follow the rotational order. Reasonable notice must be provided to all members for special meetings. The Host member shall be responsible for ensuring that notice requirements of §286.011 have been met, and that meetings are held in a facility accessible to persons with disabilities in compliance with Title II of the Americans with Disabilities Act.

Meetings of the CCC and its committees shall be conducted pursuant first to any applicable statute, then to any procedural rules adopted by the CCC, then finally to the most recent edition of Robert’s Rules of Order.

As an alternative to the provisions of this Section, a Party or Parties may enter into an agreement with TBARTA to provide professional services and organizational and meeting support that is at a minimum consistent with this Section. In such an event, a lead member of said Party shall be designated each year to administer such an agreement with TBARTA.

Section 6. Staffing, Professional Services and Financial Support of Entity – The Parties agree that the Directors and Managers of the CCC members will be responsible for carrying out the regional work programs and coordinating process as directed by the CCC, provided, however, that should a direction of the CCC directly conflict with the officially-adopted policy direction of a CCC member, staff of that member may ask that the work in question be performed by staff of some other member. Expenses concerning projects assigned to a lead CCC member may be paid by the regional set-aside as specified in its Unified Planning Work Program. The provision of professional services to the administrative entity, including legal review, shall be as agreed by the CCC members from time to time, with the exception that no legal counsel shall be required to render advice to the entity or
representation to the members thereof absent each individual member's waiver of any conflict and authorization of joint representation, as provided for by Florida Bar Rule 4-1.7. Notwithstanding the foregoing, the CCC members do not authorize this administrative entity to incur for itself any cost or expense, nor to obtain or retain funds from any source. The entity created by this Agreement is not authorized to conduct any banking or other financial transactions of any kind, nor to receive or disburse any funds. Instead, all financial support for this entity, including the payment of costs and expenses related to its operation, shall be borne by CCC members, on an equitable basis taking into account the relative size of the member as measured by budget and population. The voting Members of the CCC may, as authorized by each member or agencies’ governing board, adopt more specific financial support allocation methods as may be deemed necessary, and may appoint a lead member to receive and administer funds for the entity. Specifically, one member or partner agency of the CCC may take the lead on a portion of any projects and programs of the CCC and be reimbursed by another member or partner agency of the CCC without creation and execution of a new Interlocal Agreement consistent with approval by each respective member or agencies governing board and MPOs Unified Planning Work Program (UPWP) authorization. Such governing board approval shall be deemed an addendum to this agreement, which shall be a financial obligation of the member enforceable by the lead member. The CCC members agree to work together to seek new sources of funding to assist the members with the added costs and expenses associated with the operations of this new administrative entity.

Section 7. Record Keeping – Staff of the host CCC member or TBARTA, as applicable, shall provide a recording secretary for public meetings. Record keeping and other clerical responsibilities shall be the duty of the host member staff consistent with the rotation for hosting the meeting or TBARTA as applicable. All minutes shall be distributed to members prior to the next quarterly meeting. Records shall be maintained in accordance with the public records law, Chapter 119, Florida Statutes.

Section 8. Conflict Resolution – A conflict resolution process is adopted which will be used to resolve disagreements regarding interpretation of the interlocal agreement or disputes relating to the development or content of the regional plan. If the Parties to this Agreement fail to resolve any conflicts related to issues covered in the Agreement, such dispute will be resolved in accordance with the "West Central Florida Metropolitan Planning Organizations Memorandum of Understanding for a Conflict Resolution Process (June 2001)."

Section 9. Risk of Loss - The Parties acknowledge that as a mere administrative entity, the CCC cannot sue, be sued, nor bear any legal liability. Therefore, the Parties agree that each shall continue to maintain such insurance coverage as may be required to cover the additional risks associated with membership and participation in the CCC entity. Members covered by a self-insurance program shall notify their respective covering-entities of this agreement so that any added risk may be factored. The Parties further agree that under no circumstances shall any member of the CCC seek to recover against any other member for any loss associated with this Agreement or the work of the CCC.
Section 10. Duration of Agreement – This Agreement shall have a term of five years from the effective date and shall automatically renew at the end of said five years for another five-year term and every five years thereafter. At the end of the five-year term and at least every five years thereafter, the Parties hereto shall examine the terms hereof and agree to amend provisions or reaffirm the same. However, the failure to amend or to reaffirm the terms of this Agreement shall not invalidate or otherwise terminate this Agreement.

Section 11. Termination – This Agreement shall continue in force until terminated with or without cause by a unanimous vote of the MPOs.

Section 12. Modification – This Agreement may only be modified by a unanimous vote of the MPOs. Amendments or modifications to the Agreement shall not become effective until executed and recorded in the public records of the counties of each participating MPO.

Section 13. Rescission – Any MPO may terminate its participation in this Agreement upon thirty (30) days written notice. Notice of intent to terminate shall be given to the other member agencies. Said notice shall be transmitted to the official office of the member agencies by certified mail, return receipt requested. The 30-day notice requirement shall commence upon giving of the notice.

Section 14. Filing and Recording – As required by §163.01(11), Florida Statutes, this Interlocal Agreement shall be filed with the Clerks of the Circuit Courts of Hernando, Hillsborough, Manatee, Pasco, Pinellas, Polk, and Sarasota and Citrus Counties, Florida.

This Third Fifth Amended and Restated Agreement does not become effective until recorded in each county and shall continue to be effective thereafter in accordance with Section 10 of this Agreement. Until the Third Fifth Amended and Restated Agreement becomes effective, the Second Fourth Amended and Restated Interlocal Agreement shall remain in effect.
IN WITNESS WHEREOF, the Parties herein have executed this Agreement by their duly authorized officials as of the day and year written.

HILLSBOROUGH COUNTY METROPOLITAN PLANNING ORGANIZATION, an entity created and operated pursuant to interlocal agreement and Section 339.175, Florida Statutes

By: ________________________________

Les Miller, Chairperson

The foregoing instrument was acknowledged before me this _______ day of _________, 2020, by Les Miller, as Chairperson of the Hillsborough County Metropolitan Planning Organization, an entity created and operated pursuant to interlocal agreement and Section 339.175, Florida Statutes, who is personally known to me or has produced ______________ as identification.
IN WITNESS WHEREOF, the Parties herein have executed this Agreement by their duly authorized officials as of the day and year written.

HERNANDO/CITRUS METROPOLITAN PLANNING ORGANIZATION, an entity created and operated pursuant to interlocal agreement and Section 339.175, Florida Statutes

By: ________________________________

Ronald Kitchen, Jr., Jeff Kinnard, Chairperson

The foregoing instrument was acknowledged before me this ________ day of ________, 2018, by Ronald Kitchen, Jr., Jeff Kinnard as Chairperson of the Hernando/Citrus Metropolitan Planning Organization, an entity created and operated pursuant to interlocal agreement and Section 339.175, Florida Statutes, who is personally known to me or has produced ____________________ as identification.
IN WITNESS WHEREOF, the Parties herein have executed this Agreement by their duly authorized officials as of the day and year written.

PASCO COUNTY METROPOLITAN PLANNING ORGANIZATION, an entity created and operated pursuant to interlocal agreement and Section 339.175, Florida Statutes

By: _______________________________

Camille HernandezJeff Starkey, Chairperson

The foregoing instrument was acknowledged before me this ________ day of ________, 202018, by Camille HernandezJeff Starkey, as Chairperson of the Pasco County Metropolitan Planning Organization, an entity created and operated pursuant to interlocal agreement and Section 339.175, Florida Statutes, who is personally known to me or has produced ______________ as identification.
IN WITNESS WHEREOF, the Parties herein have executed this Agreement by their duly authorized officials as of the day and year written.

PINELLAS COUNTY METROPOLITAN PLANNING ORGANIZATION, an entity created and operated pursuant to interlocal agreement and Section 339.175, Florida Statutes

By: _______________________________

John MorroniDave Eggers, Chairperson

The foregoing instrument was acknowledged before me this ______ __day of _________, 202018, by John MorroniDave Eggers, as Chairperson of the Pinellas County Metropolitan Planning Organization, Forward Pinellas, an entity created and operated pursuant to interlocal agreement and Section 339.175, Florida Statutes, who is personally known to me or has produced ______________ as identification.
IN WITNESS WHEREOF, the Parties herein have executed this Agreement by their duly authorized officials as of the day and year written.

POLK COUNTY TRANSPORTATION PLANNING ORGANIZATION, an entity created and operated pursuant to interlocal agreement and Section 339.175, Florida Statutes

By: _______________________________

Don Selvage Nathaniel Birdsong, Chairperson

The foregoing instrument was acknowledged before me this ________day of ________, 2020, by Don Selvage Nathaniel Birdsong, as Chairperson of the Polk County Transportation Planning Organization, an entity created and operated pursuant to interlocal agreement and Section 339.175, Florida Statutes, who is personally known to me or has produced ______________ as identification.
IN WITNESS WHEREOF, the Parties herein have executed this Agreement by their duly authorized officials as of the day and year written.

SARASOTA/MANATEE METROPOLITAN PLANNING ORGANIZATION, an entity created and operated pursuant to interlocal agreement and Section 339.175, Florida Statutes

By: __________________________________

Willie Shaw Alan Maio, Chairperson

The foregoing instrument was acknowledged before me this ________ day of ________, 2020, by Willie Shaw Alan Maio, as Chairperson of the Sarasota/Manatee Metropolitan Planning Organization, an entity created and operated pursuant to interlocal agreement and Section 339.175, Florida Statutes, who is personally known to me or has produced __________________ as identification
SECTION I. NAME AND PURPOSE OF COMMITTEE

There shall be created a committee named the Tampa Bay Area Regional Transportation Authority (TBARTA) Metropolitan Planning Organization Chairs Coordinating Committee (hereinafter referred to as the CCC). The CCC shall be responsible for the development and coordination of regional policies, priorities, plans, and programs for the six Metropolitan Planning Organizations within the West Central Florida Area in cooperation with the District One and Seven Offices of the Florida Department of Transportation (FDOT). The participating Metropolitan Planning Organizations (MPOs) include: Hernando/Citrus MPO, Hillsborough MPO, Pasco County MPO, Pinellas County MPO, Polk County Transportation Planning Organization (TPO) and the Sarasota/Manatee County MPO. In addition to the aforementioned agencies, the Tampa Bay, Withlacoochee, Southwest Florida and Central Florida Regional Planning Councils, the Tampa Bay Area Regional Transit Authority (TBARTA), the Florida Department of Transportation (FDOT) and the Turnpike Enterprise shall also participate in the regional coordination process. The CCC may choose another brand and/or name under which to conduct business and to register a fictitious name.

SECTION II. RESPONSIBILITIES AND FUNCTIONS

The CCC shall be responsible for providing continuing coordination and communication among the member Metropolitan Planning Organizations, the District Offices of the FDOT, Florida’s Turnpike Enterprise, TBARTA and the member Regional Planning Councils. The CCC will also be responsible for administering those tasks necessary to conduct an ongoing regional transportation planning process in accordance with Chapter 339.175 Florida Statutes and 23 United States Code 134.

The Committee will be responsible for carrying out such items for regional coordination as
1) long range transportation plans;
2) congestion management processes;
3) air quality planning activities;
4) coordination of transportation projects deemed to be regionally significant;
5) review of the impact of regionally significant land use decisions; and
6) institution of a conflict resolution process to address any conflict that may arise in the planning and programming of such regionally significant transportation projects.

Participating members agree to coordinate regional transportation planning activities through the CCC, consistent with the Regional Unified Planning Work Program regional planning tasks as adopted by the participating Metropolitan Planning Organizations in their respective Unified Planning Work Programs.
A responsibility of the CCC will be to establish performance measures by which the regional coordination may be reasonably judged. In addition, the CCC shall annually evaluate its progress in meeting the above items in accordance with its overall responsibilities.

The CCC shall consider transportation matters of regional importance brought to it by member Metropolitan Planning Organizations, the FDOT, the Florida Turnpike Enterprise, TBARTA, Regional Planning Councils, or any of its subcommittees or task forces, and be empowered to render recommendations regarding the manner in which planning and programming activities are conducted within the West Central Florida area. Recommendations from the CCC shall serve as a basis for consideration of regional issues by individual Metropolitan Planning Organization Boards.

SECTION III. MEMBERSHIP AND QUALIFICATIONS

A. Voting Membership
Voting Membership of the CCC shall consist of one MPO Board representative of each of the six member Metropolitan Planning Organizations. An alternate, who is an elected official, may represent the respective Metropolitan Planning Organization member if so designated by the respective Metropolitan Planning Organization Chairman.

B. Nonvoting Membership
The Secretaries for Districts One and Seven of the Florida Department of Transportation and Chair of the Tampa Bay, Withlacoochee, Southwest Florida, and Central Florida Regional Planning Councils (RPCs) shall be nonvoting members of the CCC. Representatives of TBARTA and the Turnpike Enterprise shall also serve as non-voting members. An alternate may represent the FDOT District secretaries and the Regional Planning Council representative if so designated by the respective agencies.

SECTION IV. CONDUCT OF MEETINGS

A. Frequency of Meetings
Meetings shall be held at least on an annual basis with Chair of the CCC and the CCC Staff Directors Team rotating each quarter among the member Metropolitan Planning Organizations. The order of rotation shall be, Hernando/Citrus Counties, Pasco County, Hillsborough County, Polk County, Sarasota/Manatee County and Pinellas County. At the end of this rotation, responsibility will move to the top of the rotational order. The Chair of the MPO/TPO hosting the meeting during that particular quarter shall conduct meetings utilizing these operating procedures. The Chair shall not exercise extraordinary membership powers or responsibilities. No other officers will be provided for the Committee unless so designated by the Committee on a pro tem basis. Time and location of the meetings shall be established by the Committee at the last meeting of each calendar year, for the year ahead, or at the end of each meeting.
B. Special Meetings
Special meetings may be called by a majority of the members. Chair for all special meetings will follow the regular rotational order. Reasonable notice must be provided to all members for special meetings.

C. Public Notice of Meetings
All meetings are open to the public. At least seven days prior to a meeting, the CCC-MPO serving as the quarterly chair shall have prepared, and shall make available, an agenda for distribution within each county. Regardless of the rotation, one MPO/TPO shall have responsibility for distributing the agenda and maintaining an up-to-date distribution list on behalf of the group, for continuity from quarter to quarter. The quarterly chair MPO will be responsible for ensuring that agendas are posted on the TBARTA website, notice requirements of §286.011 have been met, and that meetings are held in a facility accessible to persons with disabilities in compliance with Title II of the Americans with Disabilities Act.

D. Committee Actions and Recommendations
Each MPO/TPO Board will be briefed on upcoming and recent actions of the CCC. Each MPO/TPO will also provide an opportunity to its Citizens Advisory Committee to weigh in on upcoming actions of the CCC.

SECTION V. SUBCOMMITTEES, TEAMS AND STAFF SERVICES

A. Transportation Management Area (TMA) Leadership Group
A subcommittee of the CCC will focus on the tri-county Tampa Bay TMA area, comprising Hillsborough, Pinellas and Pasco Counties. The TMA Leadership Group voting members will consist of three members of the boards of each of these MPOs. The MPOs may also designate alternate members from their boards. Non-voting advisors will include but not be limited to representatives of FDOT, TBARTA, the Tampa Bay RPC, HART, PSTA, and PCPT. Actions will be taken by simple majority vote of members in attendance. A quorum will consist of any five voting members. A chair and vice-chair will be elected once a year from among the voting members. Meeting locations will rotate among the three MPOs, who will take turns providing facilities and a recording secretary. Agendas and minutes will be distributed according to the same procedures as the CCC.

B. TBARTA-CCC Staff Directors Committee Team
The Directors and Managers of the MPO/TPOs, FDOT, TBARTA, and the RPCs will be responsible for carrying out the regional work programs and coordinating process as directed by the CCC. On a monthly basis, the Team will meet and develop the items to be brought before the CCC. If necessary, the Committee Team will develop and adopt a set of operating procedures to guide the manner in which this process is conducted. Team members are not appointed.

B. Other Teams
The CCC may appoint other teams on an ad hoc basis such as for regional coordination of Geographic Information Systems (GIS), multi-use trails, and transit. The purpose and
function of these teams shall be specifically stated and affirmed by a majority of the members and managed by the TBARTA staff. Other staff teams may include but are not limited to:

- Multi-use Trails Team
- Transportation Regional Incentive Program (TRIP) Team
- Regional Big Data Working Group
- The work of staff teams is directed by the CCC Staff Directors Team. One MPO/TPO will serve as chair of each team for the purpose of organizing team meetings and following up on team activities. Team members may include staff of the MPOs/TPOs, RPCs, TBARTA, FDOT, and other organizations as needed. Team decision-making will be by agreement of MPO/TPO staff.

MPO/TPO staff will also participate in the regional travel demand modelling technical teams that may be led by others.

C. Record Keeping

TBARTA staff The host MPO/TPO shall provide an agenda and recording secretary for CCC Board meetings, and shall upload the minutes, agenda package, and any associated materials from the meeting to a cloud-based file storage site maintained by the CCC Staff Directors Team. Record keeping and other clerical responsibilities shall be the duty of TBARTA. All minutes shall be distributed to other members prior to the next meeting date. Records shall be maintained in accordance with the public records law, Chapter 119, Florida Statutes.

D. Staffing

The CCC and associated regional planning activities will be supported by the staffs and contractors of the member MPOs/TPOs, in coordination with TBARTA, FDOT, and the RPCs. One MPO/TPO will be designated to lead each task by the Staff Directors Team. The costs of routine assignments will be borne by the member MPOs/TPOs on an equitable basis. Costs may also be incurred by a lead MPO on behalf of the others consistent with the regional tasks and funding identified by the MPOs/TPOs in their adopted Unified Planning Work Programs. Such costs may be incurred and invoiced without execution of new interlocal agreements, as consistent with Section 6 of the Interlocal Agreement for Regional Transportation Planning and Coordination in West Central Florida. A Party or Parties may enter into an agreement with TBARTA to provide professional services and organizational and meeting support. In such an event, a lead Party shall be designated each year to administer such an agreement with TBARTA.

E. Joint Committees/Task Forces

Joint Committees and/or Task Forces may be formed to assist the CCC in carrying out its responsibilities as stated in these Operating Procedures, and may include:

- Joint meetings of the committees of the MPOs/TPOs, such as joint regional meetings of multiple Bicycle/Pedestrian Advisory Committees, Transportation Disadvantaged Coordinating Boards, or Citizen Advisory Committees;
- Meetings or workshops with other regional organizations or alliances, such as TBARTA, the Central Florida MPO Alliance, the Coordinated Urban Transportation Studies within FDOT District 1, the Gulf Coast Trail Alliance, or legislative delegations;
• Task forces comprising representatives of such organizations, formed to accomplish a specific task identified by the CCC.

MPO/CCC op pro
Board & Committee Agenda Item

Agenda Item
Healthy Mobility Model

Presenter
Curt Ostrodka, AICP, LEED AP

Summary
The connection between community health and the built environment has long been understood. Where we live, work, and play has an enormous impact on our health and well-being. Communities that are designed in a way that supports physical activity -- such as a network of complete streets with sidewalks, bike lanes, street trees, and plantings, access to transit, active recreation and healthy food choices -- encourage and support residents to make healthy choices and live healthy lives. This understanding was reflected in the Hillsborough MPO's adoption of a “Health in All Policies” approach to transportation planning last year.

How to measure the impact of transportation decisions on community health has been more tricky to pin down, particularly because of the scarcity of public health data at geographies smaller than the whole county.

Today’s presentation will briefly demonstrate one recently-developed methodology, that interpolates from Census tract data and Centers for Disease Control 500 Cities Project data to generate community health profiles at the Census tract level. This granularity of data can be useful in planning transportation networks and corridors.

Recommended Action
None; for information

Prepared By
Michele Ogilvie, MPO staff

Attachments
Healthy Mobility tool flyer
Healthy Mobility
A Tool for Healthy Communities

The Healthy Mobility tool is a planning-level tool that provides estimates for potential chronic disease risk factors. The intent of the tool is to identify the geographic distribution of health-related variables and assist clients in planning for public health interventions.

GOALS
1. Analyze land use, urban design, and mobility factors that affect community health
2. Establish baseline health assessment and trends for a community
3. Forecast likely community health outcomes or conditions
4. Identify physical and prioritize improvements that can contribute to better community health
5. Leverage Big Data and Applied Technology into a model that is scalable and transferrable

How are the results used?
1. To close the gaps where health data is not readily available
2. To provide a “score” that can be measured against
3. To allow clients to assess public health conditions today
4. To allow clients to track public health conditions over time
5. To identify and prioritize improvements (physical and policy) that have the greatest impact

TIER 1 RISK ASSESSMENT
1. Uses 500 Cities Data as baseline for statistical analysis
2. Allows Model to be used across the County where health data does not exist
3. Analyzes 6 health criteria to establish a Health Risk Score

TIER 2 RECOMMEND SOLUTIONS
1. Determine factors having correlation to health outcomes
2. Determine the impact of potential improvements
3. Prioritize improvements

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<td>1.11</td>
<td>0.30</td>
<td>0.14</td>
<td>-0.54</td>
<td>0.87</td>
<td>1.11</td>
<td>0.57</td>
</tr>
<tr>
<td>On-Street Parking</td>
<td>-0.02</td>
<td>1.13</td>
<td>0.90</td>
<td>-0.73</td>
<td>-0.82</td>
<td>1.49</td>
<td>0.36</td>
<td>0.33</td>
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<tr>
<td>Off-Street Parking</td>
<td>-2.21</td>
<td>-1.64</td>
<td>-1.73</td>
<td>-1.37</td>
<td>-1.07</td>
<td>-0.67</td>
<td>-1.76</td>
<td>-1.49</td>
</tr>
<tr>
<td>EV Charging</td>
<td>-0.90</td>
<td>0.73</td>
<td>-0.54</td>
<td>-2.49</td>
<td>-2.14</td>
<td>0.30</td>
<td>-0.43</td>
<td>-0.78</td>
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<td>Destination Terminals</td>
<td>-1.04</td>
<td>-0.78</td>
<td>-0.50</td>
<td>-0.54</td>
<td>-0.02</td>
<td>0.50</td>
<td>-1.12</td>
<td>-0.50</td>
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<td>Parks</td>
<td>0.00</td>
<td>-0.03</td>
<td>0.56</td>
<td>0.71</td>
<td>0.28</td>
<td>1.52</td>
<td>-0.40</td>
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<td>Health Care</td>
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<td>-0.82</td>
<td>-1.97</td>
<td>-1.89</td>
<td>-2.05</td>
<td>0.08</td>
<td>-1.08</td>
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</tr>
<tr>
<td>Grocery Store</td>
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<td>-2.49</td>
<td>-2.28</td>
<td>-1.12</td>
<td>-0.86</td>
<td>-1.21</td>
<td>-2.41</td>
<td>-1.74</td>
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</table>

Tier 2 Model Results


VHB’s Healthy Mobility tool is a planning-level tool that provides estimates for potential chronic disease risk factors. The intent of the tool is to identify the geographic distribution of health-related variables and assist clients in planning for public health interventions. VHB employees are not medical professionals and the Healthy Mobility tool is not intended to diagnose, treat, cure or prevent any disease. VHB does not warranty specific individual health outcomes resulting from the use of this tool.
Board & Committee Agenda Item

**Agenda Item**
Transit Major Projects: Next Steps

**Presenter**
Sarah McKinley, MPO Staff

**Summary**

Any large metropolitan area is likely to have multiple needs for improvement in its transit system. Tampa, Hillsborough County, and the greater Tampa Bay region are no exception.

Today’s group of presentations will demonstrate how three independently-developed projects are being coordinated with each other. Each serves a different purpose, such as downtown circulation vs. long-distance express trips. Designed to connect with one another, they can create an integrated system similar to a roadway network composed of local streets, collectors, arterials, and freeways.

Coordination will also be needed in approaching the state and federal governments to seek grants to build the projects. Multiple grant applications submitted from the same region at the same time may suggest to federal reviewers that the local governments do not have a larger vision and plan for a holistically connected system; this could reduce the likelihood of successful grant awards for all the projects.

FTA Capital Investment Grant potential candidates from this region may include:

1. PSTA Central Ave BRT
   - Already applied for FTA grant
   - Currently on the Tampa Bay TMA’s and CCC’s regional priority list for funding

2. Tampa Streetcar Extension & Modernization
   - Project development phase to be completed 2020
   - Likely to apply for FTA grant in 2020
   - Currently on the Hillsborough MPO’s priority list, and should be added as next priority for Tampa Bay TMA Leadership Group

3. HART Arterial BRT
   - Project development phase, if approved by board to begin in spring 2020, to be completed in 2021
   - Could apply for FTA grant in 2021

4. TBARTA Regional Rapid Transit
   - Project development phase to be completed by summer 2021
Could apply for FTA grant in 2021 or a later year
Funding needed at time of Tampa Bay Next (TBN) construction, to include transit stations & rolling stock
TBN sections 4-5: 2024-2029 construction
TBN section 7: funding being sought, construction year to be determined

Other potential projects with timelines still to be determined:
- Further streetcar extensions
- Water transit
- Passenger service on CSX-owned track

Recommended Action
None; for information

Prepared By
Beth Alden, MPO Staff

Attachments
None
Board & Committee Agenda Item

Agenda Item
Tampa Streetcar Modernization & Extension Study

Presenter
Milton Martinez, City of Tampa

Summary

The TECO Line Streetcar System was constructed in 2002 as a joint project of HART and the City of Tampa, to connect historic Ybor City with the Channel District and southern edge of Downtown Tampa. In 2010, the line was extended north along Franklin Street to its current terminus at Whiting Street, adjacent to the Fort Brooke Parking Garage. The system was originally designed and constructed as a heritage system, using replica vehicles based on the historic streetcar system of the early 20th century. The historic streetcar was seen by many as a tourist attraction rather than a viable public transit option. The City’s InVision Tampa Center City Plan (2010) recognized the need for better public transit options in the urban core and identified extending and expanding the streetcar operations as a potential solution to address this need.

In 2013, the Hillsborough MPO & Tampa Downtown Partnership examined that idea further with the Transit Assets and Opportunities Study, and HART followed up in 2014 with the Tampa Historic Streetcar Extension Study. Both studies recommended moving forward to implement a project. In 2016, the City of Tampa, in partnership with HART and FDOT, began a more detailed feasibility assessment. Extension options considered providing new service to North Hyde Park, Tampa Heights, and completing a loop back into Ybor City. Potential ridership, environmental impacts and community and economic impacts were evaluated. Several alignments were evaluated based on cost, benefit, and feasibility. The study also provided recommendations for new technology by replacing the replica cars with modern streetcar vehicles.

In 2017, the feasibility assessment concluded that the preferred route for extension would be northward from the current terminus at Whiting Street, using the Florida Avenue/Tampa Street one-way couplet up to Palm Avenue in Tampa Heights. This extension would more directly serve the central business district and also establish new service in Tampa Heights, an area of the city with established residential development and significant redevelopment opportunity.

In 2018, the Federal Transit Administration approved the Streetcar Extension & Modernization Project to enter the Project Development phase of the Small Starts grant program, a part of FTA’s Capital Investment Grant (CIG) program. Since that time, the City of Tampa has been working towards finalizing the selection of a preferred route, completing the environmental impact review process, integrating the project into the
MPO Long Range Transportation Plan, and completing other activities to provide FTA sufficient information for its evaluation of the project.

The purpose of this presentation is to provide an update to the MPO Board on the status of the project. The project is an adopted priority of the MPO Board, part of the Transportation Improvement Program Candidates for New Funding.

**Recommended Action**
None; for information

**Prepared By**
Sarah McKinley, MPO Staff

**Attachments**
[Project webpage]
Agenda Item
Tampa Arterial Bus Rapid Transit (BRT) Study

Presenter
HART Representative

Summary

In mid-2019, HART kicked off the Tampa Arterial BRT Study to look at opportunities to implement BRT between USF and Downtown, including revisiting previously proposed routes.

Two of HART’s busiest and most popular local bus routes are Route 1, located on Florida Avenue, and the MetroRapid on Nebraska Avenue. These routes, along with other local routes that connect Downtown Tampa and the USF Tampa Campus, are the focus of HART’s Tampa Arterial BRT Study.

The study’s primary goal is to identify a corridor, using some combination of Florida, Nebraska, and/or Fowler Avenues, to connect Downtown Tampa to the USF Tampa Campus. This corridor will be able to provide a dedicated transit lane for a majority (at least 50%) of its length to ensure reliable bus travel times. The study focuses on how the proposed new bus service can best meet the needs of existing bus riders, as well as those who may not have chosen to use this form of transportation before.

Recommended Action
None; for information

Prepared By
Sarah McKinley, MPO Staff

Attachments
Tampa Arterial BRT Study Factsheet
4-Minute Video of December Public Workshop
Tampa Arterial BRT Study

Two of HART’s busiest and most popular local bus routes are Route 1 located on Florida Avenue and the MetroRapid on Nebraska Avenue. These routes, along with other local routes in this area that connect Downtown Tampa and the USF Tampa Campus, are the focus of HART’s Tampa Arterial Bus Rapid Transit (BRT) Study.

The study’s primary goal is to identify a corridor, using some combination of Florida, Nebraska, and/or Fowler avenues, to connect Downtown Tampa to the USF Tampa Campus. This corridor will be able to provide a dedicated transit lane for a majority (at least 50%) of its length to ensure reliable bus travel times. The study will focus on how the proposed new bus service can best meet the needs of existing bus riders, as well as those who may not have chosen to use this form of transportation before.

This study has three main objectives:

1. Improve safety and transit operating conditions for bus routes on Florida, Nebraska and/or Fowler avenues between USF and Downtown Tampa.

2. Improve connectivity for east-west routes that cross the USF to Downtown Tampa corridor.

3. Improve local transit access on Florida, Nebraska and/or Florida avenues for communities between USF and Downtown Tampa, including bicycle and pedestrian connectivity and signalized crossing improvements, throughout the area for eventual connection to potential premium transit alignments.
Board & Committee Agenda Item

**Agenda Item**
TBARTA Regional Rapid Transit (RRT) Study

**Presenter**
Brian Pessaro, TBARTA Staff

**Summary**
Regional Rapid Transit, or RRT, is a concept developed during TBARTA’s Regional Transit Feasibility Plan. It is essentially a limited-stop bus rapid transit service operating in the I-275 freeway and connecting Downtown St. Petersburg, the Pinellas Gateway (Carillon) area, the Westshore Business District, Downtown Tampa, the USF area, and Wesley Chapel.

This two-year study will determine the amount of the route that is dedicated to buses only (in other words, the bus service uses a lane separate from cars); where the stations will be and what amenities they will have; and how the vehicles will get to the stations. This study will also determine approximately how much the project will cost and how it will be paid for.

To get to these answers, the team will begin with design and engineering, and identify possible impacts to the environment and community and how to address and potentially alleviate the impacts. The team will also identify the best vehicle to use, and how the service will operate, such as how often it will run.

**Recommended Action**
None; for information

**Prepared By**
Sarah McKinley, MPO Staff

**Attachments**
Project webpage
2020 Regional Transportation Priority Projects

Hernando/Citrus MPO * Hillsborough MPO * Forward Pinellas
Pasco County MPO * Polk TPO * Sarasota/Manatee MPO

Funded Regional Priorities
❖ Howard Frankland Bridge Replacement
❖ Gateway Expressway
❖ I-75 interchange at Overpass (Phase I)
❖ I-275 Express Lanes from I-375 to Gandy Blvd.
❖ I-75 Interchange at Big Bend Road
❖ Suncoast Parkway 2 Expansion
❖ TBARTA Regional Transit Development Plan
❖ I-275/SR 60/Westshore Interchange
❖ I-275 Operational Improvements north of downtown Tampa

Top Priorities for the Greater Tampa Bay Region
❖ I-75 Interchange at Gibsonton
❖ I-75 Interchange at Overpass (Phase II)
❖ Central Avenue Bus Rapid Transit
❖ Central Polk Parkway Segment 1
❖ US 41 from SR 44 to SR 200
❖ Desoto Bridge Replacement
❖ Bradenton-Palmetto Connector
❖ Regional Rapid Transit in the I-275 Corridor
❖ Support HART’s exploration and negotiation for use of the CSX right-of-way for passenger transportation
Greetings and good morning readers! We have had another week of pre-session committee meetings and quite a few new transportation bills have been filed which are covered in your newsletter. The bills shown in your last edition of the newsletter have not moved much, the emphasis seems to have been on new bills being filed. We have added fourteen (14) new bills to our tracking and they range all over the transportation spectrum. A few specialty bills filed and not listed in your newsletter have been noticed by MPOAC. These bills are limited in scope to local areas and I have reached out to the affected MPOs so that they are aware of these specific bills. Since these bills are of importance to local areas but are not of a statewide relevance, MPOAC will not be covering them in the MPOAC Legislative Newsletter. If you are reading the newsletter and know of a bill affecting your area, be comforted by the fact that your MPO staff is aware. There are a number of bills we will need to watch this session and each will be tracked in the last section of the newsletter. As each week progresses, certain bills will be highlighted in the front section of newsletter giving you a more detailed description and talking about the impacts of the particular bill.

As we watch the technology landscape change the way we view transportation, it is no surprise that bills have been filed which reflect the growing presence of electric motors in personal transportation. Three bills related to charging of electric vehicles have been filed thus far. These bills aim to create and promote a network of charging stations across our beautiful state so that travelers may eventually cross Florida, moving easily from one charging station to another just as gasoline powered cars do now with fueling stations. As I have traveled the state I have commonly heard the concerns related to electric vehicle range anxiety and this seems to be a barrier to many individuals purchasing an electric vehicle versus a traditional gasoline powered auto. The bills filed aim to resolve this issue and we appreciate the forward-thinking nature of these legislators and their bills. We have to pause and remember that no issue stands alone. One impact of wide-spread use of electric vehicles will be the decline of revenues to the transportation trust fund. The transportation trust fund generates income through the sale of combustible fuels, electric vehicles do not contribute to the transportation trust fund through the purchase of fuels. To be fair, all vehicles including electric vehicles, contribute to the transportation trust fund through their registration fees but this is just one part of transportation revenues and registration fees alone will not support our transportation system. We certainly could have a lengthy chat about the positive effects that widespread use of electric vehicles will create. The intent here is not to create a contentious debate, that is not the direction we want to go. Instead let us carefully consider how we will meet our future transportation needs and how we will pay for those improvements while advancing technology that can help us. Going forward the transportation community and law makers will need to judiciously address the funding side of this equation. Our hope is to fully fund transportation while simultaneously not hindering the ability of electric autos to become a prominent part of the vehicle fleet.
Another bill in the electric realm was filed related to the use of electric bikes on our system (SB 1148). The bill will allow electric bikes to go anywhere a non-electric bike can go. Electric bikes offer a mobility solution and a specialty niche for transportation. As this bill is brought to committees we will have to look at this bill and consider the safety implications that may be created. The bill is moving us in a good direction for Florida, after all, who wants to pedal a bike in a suit in July? Not in Florida.

This is the last pre-session week of committees, the legislators head for home and the holidays. The regular session begins on January 14th and the activity in our capitol will begin again. The schedule of pre-session committee weeks is shown below along with key dates for the 2020 Florida Legislative Session. All new bills and any updates to bills shown below will be shown in RED so you can quickly distinguish between updates and old news. A few new 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 and changes to existing bills.

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

### Important Dates for the 2020 Legislative Session

- August 01, 2019 – Deadline for filing claim bills.
- November 22, 2019 - Deadline for submitting requests for drafts of general bills and joint resolutions, including requests for companion bills.
- January 10, 2020 - Deadline for approving final drafts of general bills and joint resolutions, including companion bills.
- January 14, 2020 - Regular Session convenes, deadline for filing bills for introduction.
- February 29, 2020 - All bills are immediately certified, motion to reconsider made and considered the same day.
- March 03, 2020 – 50th day of Session. Last day for regularly scheduled committee meetings.
- March 13, 2020 – 60th day - Last day of Regular Session.

### Committee Meeting schedule prior to the official Legislative Session beginning on January 14th

- September 2019 - Week of the 9th – Legislative Budget Committee Meets
- September 2019 - Week of the 16th
- October 2019 - Week of the 14th
- October 2019 - Week of the 21st
- November 2019 - Week of the 4th
- November 2019 – Week of the 12th
- December 2019 - Week of the 9th
Legislation of interest to the membership

This is a summary of transportation related bills filed and published on the legislature’s website as of December 13, 2019. More bills will be filed during the 2020 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 progresses and the number of bills tracked in this newsletter grows, this ordering of bills will make it easier to follow the status of any bill you are tracking. All new bills and any updates to bills shown below will be shown in RED so you can quickly distinguish between updates and old news.

**HB 37: School Bus Safety – (Zika; Co-Introducers: DiDeglie; Grieco)** – Identical Bill SB 290 by Hooper. Revises civil penalties for certain violations relating to stopping for a school bus. Filed in the House. Referred to Transportation and Infrastructure Subcommittee; Transportation and Tourism Appropriations Subcommittee; State Affairs Committee. Favorable by Transportation and Infrastructure Subcommittee; YEAS 13 NAYS 0. Now in Transportation and Tourism Appropriations Subcommittee.

**SB 76: Transportation Disadvantaged – (Book)** – Similar to HB 551 by Jenne. 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.

**SB 126: Sales and Use Tax – (Gruters; Co-Introducers: Hooper; Gainer; Baxley; Perry; Harrell; Albriton)** – Similar to HB 159 by Clemons. Revising the definition of the term “retail sale”; renaming the term “mail order sale” to “remote sale” and revising the definition; revising conditions under which certain dealers are subject to sales tax levies and collection; providing that certain marketplace providers are subject to registration, collection, and remittance requirements for sales taxes, etc. This bill will require a sales tax to be collected on online purchases that are delivered to a Florida address and the bill requires that both a state sales tax and the local option surtaxes to be collected by online retailers. Referred to Commerce and Tourism; Finance and Tax; Appropriations. Favorable by Commerce and Tourism; YEAS 5 NAYS 0. Now in Finance and Tax.

**HB 133: Towing and Immobilizing Vehicles and Vessels – (McClain)** – Authorizes local governments to enact rates to tow vehicles on private property & remove & store vessels; prohibits counties or municipalities from enacting ordinances that impose costs or penalties on owners, persons in control, or lienholders of vehicles or vessels or that require wrecker operators or towing businesses to accept specified form of payment; authorizes persons to place liens on vehicles or vessels to recover fees or charges; removes requirement regarding notices & signs concerning towing or removal of vehicles & vessels & liability for attorney fees; authorizes court to award damages, attorney fees, & court costs in certain cases. Filed in the House. On Committee agenda-- Local, Federal and Veterans Affairs Subcommittee, 10/23/19, 9:00 am, 12 HOB. Favorable by Local, Federal and Veterans Affairs Subcommittee; YEAS 9 NAYS 5. Now in Business and Professions Subcommittee. Favorable by Business and Professions Subcommittee; YEAS 10 NAYS 2.
SB 158: Child Restraint Requirements – (Perry) – Identical Bill HB 533 by Beltran. Increasing the age of children for whom operators of motor vehicles must provide protection by using a crash-tested, federally approved child restraint device; increasing the age of children for whom a separate carrier, an integrated child seat, or a child booster seat may be used, etc. Referred to Children, Families, and Elder Affairs; Infrastructure and Security; Rules. Favorable by Children, Families, and Elder Affairs; YEAS 6, NAYS 0. Now in Infrastructure and Security.

HB 159: Sales and Use Tax – (Clemons) – Similar to SB 126 by Gruters. Revises conditions under which certain dealers are subject to sales tax; deletes exemption for certain dealers from collecting local option surtaxes; provides that certain marketplace providers are subject to registration, collection, & remittance requirements for sales taxes; requires marketplace providers to provide certification to marketplace sellers; specifies requirements for marketplace sellers; requires marketplace providers to allow DOR to audit books & records; provides that marketplace seller is liable for sales tax collection & remittance; authorizes marketplace providers & marketplace sellers to enter into agreements to recover certain taxes, interest, & penalties; grants DOR settlement & compromise authority for marketplace sales; deletes authority of DOR to negotiate collection allowance with certain dealers. Referred to Ways and Means Committee; Commerce Committee; Appropriations Committee.

SB 178: Public Financing of Construction Projects – (Rodriguez) – Identical to HB 579 by Aloupis. Prohibiting state-financed constructors from commencing construction of certain structures in coastal areas without first conducting a sea level impact projection study; requiring the Department of Environmental Protection to develop by rule a standard for such studies; requiring the department to enforce certain requirements and to adopt rules, etc. Referred to Environment and Natural Resources; Infrastructure and Security; Appropriations Subcommittee on Agriculture, Environment, and General Government; Appropriations. Favorable by Environment and Natural Resources; YEAS 5 NAYS 0. Now in Infrastructure and Security. Favorable CS by Infrastructure and Security; YEAS 7 NAYS 0. Now in Appropriations Subcommittee on Agriculture, Environment, and General Government.

HB 179: Safety Belt Usage – (Slosberg) – Requires each passenger in a motor vehicle or autocycle to be restrained by a safety belt or child restraint device. Filed in the House. Referred to Transportation and Infrastructure Subcommittee; Transportation and Tourism Appropriations Subcommittee; State Affairs Committee.

SB 216: Assistance for Micro Businesses – (Rodriguez) – Authorizing certain local governments to set aside up to a specified percentage of funds for procuring personal property and services for the purpose of entering into contracts with micro businesses; providing eligibility for micro businesses under the Microfinance Loan Program; providing eligibility for micro businesses under the Department of Transportation’s highway project business development program, etc. Referred to Innovation, Industry, and Technology; Infrastructure and Security; Appropriations.

HB 249: Use of Wireless Communications Devices While Driving – (Slosberg) - Revises short title & legislative intent; prohibits operation of motor vehicle while holding or touching wireless communications device; provides exceptions; revises circumstances under which certain information may be admissible as evidence in proceeding to determine whether violation has been committed; revises procedures for collection & reporting by DHSMV of information recorded on citation; conforms provisions relating to use of wireless communications devices in school & work zones. Referred to Transportation and Infrastructure Subcommittee; Transportation and Tourism Appropriations Subcommittee; State Affairs Committee.
HB 279: Local Government Public Construction Works – (Smith, D.; Co-Introducers: Sabatini) - Similar to SB 504 by Perry. Requires local governing board to consider estimated costs of certain projects when making specified determination; requires local government that performs project using its own services, employees, & equipment to disclose costs of project after completion to Auditor General; requires Auditor General to review such disclosures as part of routine audits of local governments. Referred to Oversight, Transparency and Public Management Subcommittee; Business and Professions Subcommittee; State Affairs Committee.

SB 290: School Bus Safety – (Zika; Co-Introducers: DiDeglie; Grieco) – Identical Bill HB 37 by Zika. Revises civil penalties for certain violations relating to stopping for a school bus. Filed in the Senate. Referred to Infrastructure and Security; Judiciary; Rules.

SB 308: Traffic Offenses – (Baxley) – Similar to HB 455 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 who commits the moving violation 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. Filed in the Senate. Referred to Infrastructure and Security; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations.

SB 368: Tampa Bay Area Regional Transit Authority – (Rouson) - Similar to HB 503 by Diamond. Authorizing certain mayors who are members of the governing board of the Tampa Bay Area Regional Transit Authority to appoint a designee to attend a board meeting to act in his or her place with full voting rights on all issues; requiring the designee to be an elected official of the governing body of the mayor’s municipality, etc. Referred to Infrastructure and Security; Community Affairs; Rules.

HB 377: Motor Vehicle Rentals – (Latvala) - Identical to SB 478 by Perry. Motor Vehicle Rentals; Requires specified surcharges to be imposed upon lease or rental of certain motor vehicle if facilitated by car-sharing service, motor vehicle rental company, or peer-to-peer vehicle-sharing program under certain circumstances; provides financial responsibility & insurance requirements; requires notification of implications of lien; provides recordkeeping requirements; provides responsibility for equipment; provides requirements relating to automobile safety recalls; provides driver license verification and retention requirements. Referred to Transportation and Infrastructure Subcommittee; Ways and Means Committee; State Affairs Committee.

SB 378: Motor Vehicle Insurance – (Lee) – Similar to HB 771 by Grall. Repealing provisions which comprise the Florida Motor Vehicle No-Fault Law; revising the motor vehicle insurance coverages that an applicant must show to register certain vehicles with the Department of Highway Safety and Motor Vehicles; revising garage liability insurance requirements for motor vehicle dealer applicants; revising minimum liability coverage requirements for motor vehicle owners or operators, etc. APPROPRIATION: $83,651. Referred to Infrastructure and Security; Banking and Insurance; Appropriations.

HB 395: Transportation – (Andrade) - Similar to SB 1172 by Albritton. Revises requirements for determining salaries of secretary of DOT & assistant secretaries; revises time period during which sealed bids, proposals, or replies received by DOT are exempt from public records requirements; authorizes certain vehicles to show or display certain lights; requires certain contractors to be certified by DOT as qualified; revises financial statements required to
accompany an application for certification; specifies conditions under which limitation on liability of DOT for personal injury, property damage, or death applies; authorizes Governor to suspend payment of tolls when necessary to assist emergency evacuation & override automatic reinstatement of tolls. Filed in the House. Referred to Transportation and Infrastructure Subcommittee; Transportation and Tourism Appropriations Subcommittee; State Affairs Committee.

SB 452: Electric Vehicle Charging Stations – (Rodriguez) - Identical to HB 943 by Daley. Similar to SB 7018 – Committee Bill. Requiring the Department of Transportation, in coordination with the Office of Energy within the Department of Agriculture and Consumer Services and the Florida Clean Cities Coalitions, or other appropriate entities, to develop and adopt by a specified date a master plan for electric vehicle charging stations on the state highway system, etc. Referred to Infrastructure and Security; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations’

HB 455: Traffic Offenses – (McClain) – Similar to SB 308 by Baxley. Provides 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; requires person to pay a specified fine, serve a minimum period of house arrest, and attend a driver improvement course; requires court to revoke the person’s driver license for a minimum specified period; defines “vulnerable road user.” Filed in the House. Referred to Transportation and Infrastructure Subcommittee; Criminal Justice Subcommittee; State Affairs Committee.

HB 465: High-Speed Passenger Rail Safety – (Sirois) – Identical to SB 676 by Mayfield. Provides for regulation of railroad companies; requires training for local emergency services under certain circumstances; provides requirements for railroad company reporting & DOT website publication; provides minimum safety standards for high-speed passenger rail; designates responsibility for maintenance of certain safety improvements; provides safety inspection requirements; requires certain fencing; provides liability for failure to construct or maintain fencing; provides for enforcement. Filed in the House. Referred to Transportation and Infrastructure Subcommittee; Transportation and Tourism Appropriations Subcommittee; State.

SB 478: Motor Vehicle Rentals – (Perry) - Identical to HB 377 by Latvala. Motor Vehicle Rentals; Requires specified surcharges to be imposed upon lease or rental of certain motor vehicle if facilitated by car-sharing service, motor vehicle rental company, or peer-to-peer vehicle-sharing program under certain circumstances; provides financial responsibility & insurance requirements; requires notification of implications of lien; provides recordkeeping requirements; provides responsibility for equipment; provides requirements relating to automobile safety recalls; provides driver license verification and retention requirements. Filed in the Senate. Referred to Innovation, Industry, and Technology; Banking and Insurance; Appropriations.

HB 503: Tampa Bay Area Regional Transit Authority Governing Board – (Diamond) – Similar to SB 368 by Rouson. Authorizes mayor's designated alternate to serve as member of board; provides membership requirements; specifies designated alternate's right to vote; authorizes members to attend meeting physically, telephonically, or electronically in order to constitute quorum; provides requirements for telephonic or electronic attendance. Filed in the House. Referred to Transportation and Infrastructure Subcommittee; State Affairs Committee.
SB 504: Local Government Public Construction Works – (Perry) – Similar to HB 279 by Smith. Requiring the governing board of a local government to consider estimated costs of certain projects using generally accepted cost-accounting principles that account for specified costs when the board is making a specified determination; prohibiting a local government from performing a project using its own services, employees, and equipment if the project requires an increase in the number of government employees or an increase in certain capital expenditures, etc. Filed in the Senate. Referred to Community Affairs; Governmental Oversight and Accountability; Rules. Favorable by Community Affairs; YEAS 5 NAYS 0. Now in Governmental Oversight and Accountability.

HB 533: Child Restraint Requirements – (Beltran) – Identical to SB 158 by Perry. Requires sea level impact projection study of state-financed coastal structures before construction begins; requires DEP to develop study standards, publish studies on its website, enforce requirements, & adopt rules. Filed in the House. Referred to Transportation and Infrastructure Subcommittee; Children, Families and Seniors Subcommittee; State Affairs Committee.

HB 551: Transportation Disadvantaged – (Jenne; Co-Introducer Eskamani) – Similar to SB 76 by Book. Requires increase & support of programs that enhance cross-county mobility for specified purposes for transportation disadvantaged; requires evaluation of multicounty or regional transportation opportunities to increase & support such programs; requires Commission for Transportation Disadvantaged to develop disability sensitivity training program & A Ride Away Program; provides program requirements; requires possession of certain identification issued by commission; requires motor vehicles used to provide transportation disadvantaged services to be equipped with cameras & GPS. Filed in the House. Referred to Transportation and Infrastructure Subcommittee; Transportation and Tourism Appropriations Subcommittee; State Affairs Committee.

HB 579: Public Financing of Construction Projects – (Aloupis) – Identical to SB 178 by Rodriguez. Requires sea level impact projection study of state-financed coastal structures before construction begins; requires DEP to develop study standards, publish studies on its website, enforce requirements, & adopt rules. Filed in the House. Referred to Agriculture and Natural Resources Subcommittee; Appropriations Committee; State Affairs Committee.

HB 585: Pay-for-success Contracts – (Ausley) – Identical to SB 1182 by Montford. Authorizing a state agency to enter into a pay-for-success contract with a private entity under certain conditions, subject to an appropriation and specified language in the General Appropriations Act; authorizing cancellation of the contract under specified circumstances; specifying services and programs eligible for funding under the contract; prohibiting a private entity from viewing or receiving certain information that is otherwise confidential and exempt from public records requirements, etc. Referred to Oversight, Transparency and Public Management Subcommittee; Appropriations Committee; State Affairs Committee.

HB 657: Transportation Network Companies – (Plasencia) – Authorizes person to establish TNC account & add authorized users to such account; provides requirements; requires TNC & TNC driver to send certain notifications to person requesting prearranged ride on behalf of authorized user; allows authorized user to view notifications; prohibits authorized user from changing certain information; requires TNC to provide human trafficking awareness training & education to employees; provides training & education requirements; limits liability of TNC in cases of human trafficking; authorizes DFS to seek court order to require TNC to comply with certain provisions; provides legislative intent & construction. Filed in the House. Referred to Transportation and Infrastructure Subcommittee; Criminal Justice Subcommittee; State Affairs Committee.
SB 676: High-Speed Passenger Rail Safety – (Mayfield) – Identical to HB 465 by Sirois. Provides for regulation of railroad companies; requires training for local emergency services under certain circumstances; provides requirements for railroad company reporting & DOT website publication; provides minimum safety standards for high-speed passenger rail; designates responsibility for maintenance of certain safety improvements; provides safety inspection requirements; requires certain fencing; provides liability for failure to construct or maintain fencing; provides for enforcement. Filed in the Senate. Referred to Infrastructure and Security; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations.

HB 771: Motor Vehicle Insurance – (Grall) – Similar to SB 378 by Lee. Repeals provisions relating Florida Motor Vehicle No-Fault Law; revises garage liability insurance requirements; revises minimum coverage requirements for proof of financial responsibility for motor vehicles; revises amount of certificate of deposit required to elect certain method of proof of financial responsibility; revises excess liability coverage requirements; revises financial responsibility requirements for owners or lessees of for-hire passenger transportation vehicles; revises coverages of motor vehicle policy which are subject to stacking prohibition; revises insurance requirements for transportation network company drivers. APPROPRIATION: $83,651. Filed in House.

HB 829: Express Lanes – (Avila) – Similar to SB 1090 by Diaz. Prohibits S.R. 826 from having any express lane or toll; requires express lanes that exist on such road to be immediately opened to public; requires tolls that exist on such road to be immediately removed; prohibits charges from being imposed for use of such road. Filed in House.

HB 915: Commercial Service Airports – (Avila) – Directs Auditor General to conduct specified audits of large-hub commercial service airports; requires governing bodies of such airports to comply with certain financial disclosure requirements; requires governing body of municipality, county, or special district that operates commercial service airport to establish & maintain website & post certain information; requires such airports to comply with certain contracting requirements; requires governing body members & employees of such airports to comply with certain ethics requirements; requires governing body members to complete annual ethics training; requires annual reports to DOT, Governor, & Legislature; prohibits expenditure of certain funds unless specified conditions are met. Filed in House.

HB 943: Electric Vehicle Charging Stations – (Daley) – Identical to SB 452 by Rodriguez. Comparable to SB 7012 by Infrastructure and Security Committee. Defines "master plan for electric vehicle charging stations" or "master plan"; requires DOT, in coordination with Office of Energy within DACS & Florida Clean Cities Coalitions, or other appropriate entities, to develop & adopt by specified date master plan for electric vehicle charging stations on state highway system; specifies goals & objectives of master plan; requires master plan to be updated annually by specified date. Filed in House.

SB 1090: Express Lanes – (Diaz) – Similar to HB 829 by Avila. Prohibiting express lanes and tolls on a specified state road; requiring the Department of Transportation to remove all existing express lanes and the imposition of tolls, etc. Referred to Infrastructure and Security; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations.
SB 1148: Electric Bicycles – (Brandes) – Revising definitions relating to the Florida Uniform Traffic Control Law; requiring the driver of a vehicle overtaking an electric bicycle to pass the electric bicycle at a certain distance; expanding exceptions to a prohibition on persons driving certain vehicles on sidewalks and bicycle paths; providing electric bicycle regulations; requiring electric bicycles to comply with specified provisions of law; authorizing operators to ride electric bicycles where bicycles are allowed, etc. Referred to Infrastructure and Security; Community Affairs; Rules.

SB 1166: Broadband Internet Service – (Albritton) – Authorizing certain funds within the State Transportation Trust Fund to be used for certain broadband infrastructure projects within or adjacent to multiuse corridors; designating the Department of Economic Opportunity, and not the Department of Management Services, as the lead state entity to facilitate the expansion of broadband Internet service in this state; creating the Florida Office of Broadband within the Division of Community Development within the Department of Economic Opportunity, etc. Filed in Senate.

SB 1172: Transportation – (Albriton) – Similar to HB 395 by Andrade. Revising requirements for determining the salaries of the secretary of the Department of Transportation and assistant secretaries; requiring certain contractors to be certified by the department as qualified; specifying conditions under which the limitation on liability of the department applies for personal injury, property damage, or death; authorizing the Governor to suspend payment of tolls when necessary to assist emergency evacuation, etc. Filed in Senate.

SB 1182: Pay-for-success Contracts – (Montford) – Identical to HB 585 by Ausley. Authorizing a state agency to enter into a pay-for-success contract with a private entity under certain conditions, subject to an appropriation and specified language in the General Appropriations Act; authorizing cancellation of the contract under specified circumstances; specifying services and programs eligible for funding under the contract; prohibiting a private entity from viewing or receiving certain information that is otherwise confidential and exempt from public records requirements, etc. Filed in Senate.

SB 1192: Tax on Aviation Fuel – (Gruters) – Repealing provisions relating to definitions, the tax on aviation fuel, refunds for certain air carriers, administration of the tax, disclosure of price, distribution of proceeds, refunds to carriers, commercial air carrier registration and reporting, and a tax exemption for federal entities, etc. Filed in Senate.

SB 1230: Electric Vehicles – (Brandes) – Authorizing the Department of Transportation to adopt rules; requiring that certain funds be used for specified purposes relating to the Electric Vehicle Infrastructure Grant Program, beginning in specified years; requiring the department to establish the Electric Vehicle Infrastructure Grant Program; providing for the distribution of grants to certain entities to install electric vehicle charging infrastructure; providing grant requirements, etc. APPROPRIATION: $5,000,000. Filed in Senate.

SB 7018: Electric Vehicle Charging Stations – (Infrastructure and Security Committee) – Comparable to SB 452 by Rodriguez and Comparable to HB 943 by Daley. Requiring the Public Service Commission, in consultation with the Department of Transportation and the Office of Energy within the Department of Agriculture and Consumer Services, to develop and recommend, by a specified date, to the Governor, the President of the Senate, and the Speaker of the House of Representatives a plan for the development of electric vehicle charging station infrastructure along the State Highway System; requiring the plan to include recommendations for legislation; authorizing the plan to include other recommendations as determined by the
SB 7020: Emergency Staging Areas – (Infrastructure and Security Committee) – Authorizing the Department of Transportation to plan, design, and construct staging areas as part of the turnpike system for the intended purpose of staging supplies for prompt provision of assistance to the public in a declared state of emergency; requiring the department, in consultation with the Division of Emergency Management, to select sites for such areas; requiring the department to give priority consideration to placement of such staging areas in specified counties, etc. Submitted as Committee Bill and Reported Favorably by Infrastructure and Security; YEAS 7 NAYS 0. Filed in Senate.
The Hillsborough County Transportation Disadvantaged Coordinating Board asks for your support:

MAINTAINING - the Transportation Disadvantaged Trust Fund

MAINTAINING - the level of funding provided by the state or passed through the state by the federal government for paratransit services and public transit at a level consistent with future population growth.

FUNDING - Transportation Disadvantaged paratransit service and transit systems because they support life sustaining trips for seniors, persons with disabilities and children at risk and it is a good investment.

FUNDING - Programs that support and enhance cross county mobility for the Transportation Disadvantaged as well as programs that provide travel experience training such as the Ride Away Program.
In the past two weeks there have been sixteen (16) fatalities on our roadways, of which 11 involved our vulnerable road users: 4 pedestrians, 4 motorcycles (one of these crashes was a double fatality, involving two motorcycle riders), 1 bicyclist, and 1 scooter.

With the holidays fast approaching, remember schools will soon be getting out for Winter Break, people are out shopping, families are in town visiting, there is the potential for distractions everywhere. Be vigilant when driving, pay attention to your surroundings, leave a little bit early if you can, and remember to be courteous to other drivers, people will pay your kindness forward.

Thank you for all you do to make our communities, roadways, and state safer for all road users.

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

District Seven’s Bi-Weekly Crash Report Update - A Summary of Traffic Fatalities that has occurred on public highways in the Tampa Bay Region. For more information, please note names of victims highlighted in blue are hyperlinked to news stories as published by the media and text highlighted in green are hyperlinked to obituaries as available. “Safety Doesn’t Happen by Accident.” Suggestions and/or ideas to enhance safety are welcomed here or by contacting Edith Wong at 813-975-6256 or Edith.Wong@dot.state.fl.us. Please note the word “here” is hyperlinked to District Seven’s Innovation Share Point Site.

November 18, 2019

Matthew Thomas Brooks, 37, Holiday: Matthew was riding east on Holiday Lake Drive on his gas-powered scooter. He was approaching the intersection with Viking Drive when a Jeep traveling westbound turned left in front of him. Matthew died at the scene. Matthew is survived by his family and friends.

November 19, 2019

Noah Junior Funk, 82, Seminole: Noah was riding his bicycle westbound on 117th Drive N. approaching the intersection with Seminole Blvd. At the intersection, Noah traveled into the path of a dump truck traveling northbound on Seminole Blvd. Noah was transported to Bayfront Medical Center, where he later died from injuries sustained in the crash. Noah served as a Reverend most of his life while living in Michigan, Kansas, and most recently, in Seminole, Florida. Noah is survived by his four daughters, grandchildren, great-grandchildren, one great-greatgrandchild, family, and friends.

November 20, 2019

Wendy Lizetee Rosa, 23, St. Petersburg: Wendy was jogging north in a marked crosswalk along Ulmerton Road near 34th Street N., when she was struck by a westbound tow truck. Wendy was transported to Bayfront Health, where she later died from injuries sustained in the crash. Wendy is survived by her family and friends.

November 21, 2019

Name Withheld: "Due to Florida Statute 316.066 (2)(d)": A motorcyclist was traveling west on 188th Ave. in St. Petersburg, approaching 40th St., when the motorcycle departed the lane, hit several construction barrels to the north, overcorrected, and then struck a raised concrete traffic barrier on the south. The motorcyclist was transported to a local hospital, where they later died from injuries sustained in the crash. The motorcyclist is survived by family and friends.

November 23, 2019

David Engberg, 29, Land O’ Lakes. David was traveling along US 301 approaching Daughtry Road when a vehicle turned left into his path. David died at the scene. David is survived by his family and friends.
November 26, 2019

Verla M. Martinek, 82, Hawk Point, MO: Verla was a passenger in a vehicle traveling north along Morris Bridge Rd., when a southbound pick-up truck turned left onto SR 56 and collided with her vehicle. Verla was taken to Advent Health where she later died from injuries sustained in the crash. Verla valued education and she earned her GED at 45. Verla was an active church member and a breast cancer survivor. Verla is survived by her brother, wife, children, 25 grandchildren, 47 great grandchildren, family, and friends.

Scott Andrew Aungst, 61, Odessa: Scott was walking east along SR 54 on the westbound shoulder near Asturian Pkwy., when he was struck by a vehicle traveling westbound. Scott was taken to an area hospital, where he later died from injuries sustained in the crash. Scott excelled as an athlete in baseball and football, and he loved culinary arts. Scott spent over a decade in food services, where he won numerous awards and he used those talents to host parties for family and friends. Scott is survived by his wife, son, daughters, parents, siblings, family, and friends.

November 27, 2019

Cynthia Lynne Busch, 66, New Port Richey: Cynthia was driving north along Coastal Blvd. when for unknown reasons she crossed the center median, entered the southbound lanes and collided with the left side of a southbound vehicle stopped at the light at SR 50 (Cortez Blvd.) Cynthia was transported to Regional Medical Center, where she later died from injuries sustained in the crash. Cynthia is survived by her family and friends.

Patricia Ann Merek, 54, Seffner: Patricia was driving eastbound on the Selmon Expressway Connector, when for unknown reasons she lost control of her vehicle, left the roadway and collided with the outside concrete barrier wall. Patricia was taken to Tampa General Hospital, where she later died from her injuries sustained in the crash. Patricia worked for NOAA for 30 years, was passionate about animals, the Tampa Bay Lighting, and traveling. Patricia is survived by her daughters, brother, father, ex-husband, family, and friends.

Name Withheld: *Due to Florida Statute 316.066 (2)(d)*: A pedestrian was attempting to cross Florida Avenue in a marked crosswalk at the intersection of Waters Ave., and was struck by a vehicle traveling northbound. The pedestrian died at the scene. The pedestrian is survived by family and friends.

November 28, 2019

Name Withheld: *Due to Florida Statute 316.066 (2)(d)*: A motorist was traveling westbound along I-4 near Mango Road, when the vehicle departed the roadway and collided with a tow truck that was stopped on the shoulder of the roadway. The motorist died at the scene. The motorist is survived by family and friends.
November 29, 2019

**Brooke Kay Beiswenger**, 30, Hudson: Brooke was driving east on Helen Kay Drive when she lost control of her vehicle, left the roadway, overcorrected, and collided with a fence and a tree. Brooke died at the scene. Brooke is survived by family and friends.

Name Withheld: *Due to Florida Statute 316.066 (2)(d)*: A motorcyclist was traveling south on Gall Blvd. approaching 9th Ave., when they collided with a westbound vehicle. The motorcyclist was transported to a local hospital, where the motorcyclist later died from injuries sustained in the crash. The motorcyclist is survived by family and friends.

December 1, 2019

**Chanda Renee Gant**, 40, Tampa: Chanda was crossing Nebraska Ave. just south of 120th Ave. when she was struck by a vehicle that fled the scene. FHP is still looking for the hit-and-run driver. Chanda was transported to Advent Health Hospital, where she later died from injuries sustained in the crash. Chanda is survived by her family and friends.

**Diane P. Pires**, 84, and **Diana Rakauskas**, 69, Kingston, MA: Diane and Diana were riding on a motorcycle and were traveling southbound on US 19, in the left turn lane at Royal Blvd., when Diane turned left in front of a northbound vehicle. Diana died at the scene and Diane was taken to Mease Countryside Hospital, where she later died from injuries sustained in the crash. Diane had a passion for helping others toward sobriety, for gardening and sports. Diane is survived by her son, grandchildren and great grandchild. Diana was a passionate medical coder and enjoyed singing, theater, and sports. Diana and Diane were longtime partners, known as the “Snowbirds” because they hated the cold weather and enjoyed spending time in warm weather places. Diana is survived by her stepchild, step grandchildren, step great grandchild, family, and friends.
This is our final bi-weekly report for the year 2019. Sadly, it comes with the notice of thirteen fatalities on our roadways of which 7 involved our vulnerable road users: 4 pedestrians, 3 motorcycles (one of these crashes was a double fatality, involving two riders).

There were several lane departure crashes, for which it was difficult to determine to primary cause. With this said, we need to continue being alert as we drive; avoid drinking and driving; and avoid distracted driving.

As a reminder, effective January 1, 2020, the Wireless Communications While Driving Law, 316.305, Florida Statutes goes into effect – “the driver will be cited for using any wireless communication devices in a handheld manner in a work zone or school zone.” This law is supported by numerous law enforcement and by FDOT: “This law is a critical step in providing a safe transportation system for all of Florida’s road users,” said Florida Department of Transportation Secretary Kevin J. Thibault, P.E. “As mobile devices continue their prevalence in our daily lives, it is as important as ever to remember to drive distraction-free. We must all do our part to protect ourselves and others on the road.”

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

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

December 5, 2019

Michael Hill, 54, Tampa: Michael was driving at a high speed southbound on Sheldon Road approaching Waters Avenue when he lost control of his vehicle and crashed into a cement wall. Michael died at the scene. Michael is survived by his daughter, parents, family, and friends.

Name Withheld: *Due to Florida Statue 316.066 (2)(d)*: A pedestrian was crossing US 19 south of Main Street when they were struck by a vehicle. The pedestrian died at the scene. The pedestrian is survived by their family and friends.

Ashley Marie Puleo, 30, Spring Hill: Ashley was driving westbound on SR 52 when, for unknown reasons, she lost control of her vehicle, left the roadway, hit two trees, before the vehicle burst into flames. Ashley was taken to Tampa General Hospital, where she later died from injuries sustained in the crash. Ashley is survived by her parents, aunts, uncles, cousins, family and friends.

December 6, 2019

Corey Touré Shoffner, 48, Spring Hill: Corey was crossing SR 589 north of Springhill Drive when he was struck by a vehicle that was traveling southbound on SR 589. Corey died at the scene. Corey received his GED and joined the United States Navy, where he graduated from the Great Lakes Naval Training Center and became a trainer with the United States Sea Cadets. Corey is survived by his mother, son, daughters, companion, family, and friends.

Name Withheld: *Due to Florida Statue 316.066 (2)(d)*: A motorcyclist was traveling south on Dale Mabry Hwy. approaching Euclid Avenue when they collided with the rear of a HART bus turning onto Euclid Avenue. The motorcyclist died at the scene. The motorcyclist is survived by their family and friends.

Bradley Hunter Casler, 20, Dunedin; Alia Nicole Rodgers, 20, Land O’ Lakes: Bradley and Alia were driving north on Seven Springs Boulevard when a vehicle turned left into their path from the southbound lanes. Bradley and Alia were transported to Regional Medical Center at Bayonet Point, where they later died due to injuries sustained in the crash. Both Bradley and Alia are survived by their family and friends.
Xavier Deshawn Brown, Jr., 23, New Port Richey: Xavier was driving north on US 19 near the intersection of Sunray Drive when he failed to yield for a dump truck which was stopped in traffic, thereby colliding with the rear of the dump truck. Xavier died at the scene. Xavier is survived by his family and friends.

December 7, 2019

Stephen McGill, 66, Seminole: Stephen was standing in the roadway of Pinehurst Drive, west of Burning Tree Drive when he was struck by a vehicle traveling northbound on Pinehurst Drive. Stephen was transported to St. Petersburg General Hospital, where he later died from injuries sustained during the crash. Stephen is survived by his family and friends.

Name Withheld: *Due to Florida Statue 316.066 (2)(d)*: A pedestrian was crossing the southbound lanes of Dale Mabry Hwy. when they were struck by a vehicle. The pedestrian was transported to a local hospital, where they later died from their injuries sustained during the crash. The pedestrian is survived by their family and friends.

December 11, 2019

Name Withheld: *Due to Florida Statue 316.066 (2)(d)*: A motorist was turning right onto 54th Avenue South when their vehicle was struck by a vehicle traveling westbound on 54th Avenue South. The motorist died at the scene. The motorist is survived by their family and friends.

December 12, 2019

Kenneth James Seeberger, 54, Pinellas Park: Kenneth was driving southbound on the Howard Franklin Bridge when he attempted to change lanes and collided with another vehicle. Kenneth’s vehicle overturned before colliding with a barrier wall. Kenneth died at the scene. Kenneth is survived by his family and friends.

Lauren Simone Lee, 30, Clearwater: Lauren was traveling southbound on US 301 near Rapid River Blvd. when a truck lost control and drove over the east shoulder from the northbound lanes, colliding head-on with Lauren’s vehicle. Lauren died at the scene. Lauren was known as a fun, beautiful woman by friends and family alike. Lauren was a well-liked sergeant with the Florida Department of Corrections in Zephyrhills. Her coworkers knew her as intelligent, fun and friendly. Lauren was a former St. Leo University basketball star and her death has reverberated throughout her community. Lauren is survived by her family and friends.
December 16, 2019

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

Dear Mr. McDaniel,

RE: Transportation Improvement Program (TIP) Priority-Setting Process

Each year, the MPO staff works closely with your staff to determine which transportation projects the City wishes to submit for consideration for state and federal funding. Through the TIP Priority-Setting Process, the MPO sets priorities directly for about $15-$20 million in federal funding each year, and plays an advisory role regarding another approximately $30-$40 million in state funds focused on the state highway system and transit. These funds are in an array of grant programs with a variety of eligibility requirements. The MPO staff is here to assist your team in matching high-performing projects with the limited available dollars and demonstrating eligibility to the Florida Department of Transportation, which serves as the funds administrator and in some cases the project implementer.

Because competition is strong for the available dollars, we would like to confirm that projects submitted by the City are widely supported. We therefore suggest that the projects submitted in the next round – spring 2020 -- be transmitted to us by your organization’s governing body, or that the responsibility be affirmatively delegated to your organization’s staff by the governing body.

And so that we can better understand your organization’s priority projects, we invite you to send a representative to a workshop of the MPO Board’s Policy Committee scheduled for Tuesday, March 24, 9:00am, at our office.

We look forward to continuing to work with your staff and securing funding for projects in the future. If you have any questions, please contact me or Sarah McKinley at 813-272-5940.

Sincerely,

Beth Alden
Executive Director

Attained: 2020 TIP Priorities Update Timetable
December 16, 2019

Interim CEO Carolyn House Stewart
Hillsborough Area Regional Transit Authority
1201 E 7th Ave,
Tampa, FL 33605

Dear Mrs. Stewart,

RE: Transportation Improvement Program (TIP) Priority-Setting Process

Each year, the MPO staff works closely with your staff to determine which transportation projects that HART wishes to submit for consideration for state and federal funding. Through the TIP Priority-Setting Process, the MPO sets priorities directly for about $15-$20 million in federal funding each year, and plays an advisory role regarding another approximately $30-$40 million in state funds focused on the state highway system and transit. These funds are in an array of grant programs with a variety of eligibility requirements. The MPO staff is here to assist your team in matching high-performing projects with the limited available dollars and demonstrating eligibility to the Florida Department of Transportation, which serves as the funds administrator and in some cases the project implementer.

Because competition is strong for the available dollars, we would like to confirm that projects submitted by HART are widely supported. We therefore suggest that the projects submitted in the next round -- spring 2020 -- be transmitted to us by your organization’s governing body, or that the responsibility be affirmatively delegated to your organization’s staff by the governing body.

And so that we can better understand your organization’s priority projects, we invite you to send a representative to a workshop of the MPO Board’s Policy Committee scheduled for Tuesday, March 24, 9:00am, at our office.

We look forward to continuing to work with your staff and securing funding for projects in the future. If you have any questions, please contact me or Sarah McKinley at 813-272-5940.

Sincerely,

Beth Alden, AICP
Executive Director

Attached: 2020 TIP Priorities Update Timetable
December 16, 2019

Assistant County Administrator John Lyons
Hillsborough County
601 E. Kennedy Blvd, 26th Floor
Tampa, FL 33602

Dear Mr. Lyons,

RE: Transportation Improvement Program (TIP) Priority-Setting Process

Each year, the MPO staff works closely with your staff to determine which transportation projects the County wishes to submit for consideration for state and federal funding. Through the TIP Priority-Setting Process, the MPO sets priorities directly for about $15-$20 million in federal funding each year, and plays an advisory role regarding another approximately $30-$40 million in state funds focused on the state highway system and transit. These funds are in an array of grant programs with a variety of eligibility requirements. The MPO staff is here to assist your team in matching high-performing projects with the limited available dollars and demonstrating eligibility to the Florida Department of Transportation, which serves as the funds administrator and in some cases the project implementer.

Because competition is strong for the available dollars, we would like to confirm that projects submitted by the County are widely supported. We therefore suggest that the projects submitted in the next round -- spring 2020 -- be transmitted to us by your organization’s governing body, or that the responsibility be affirmatively delegated to your organization’s staff by the governing body.

And so that we can better understand your organization’s priority projects, we invite you to send a representative to a workshop of the MPO Board’s Policy Committee scheduled for Tuesday, March 24, 9:00am, at our office.

We look forward to continuing to work with your staff and securing funding for projects in the future. If you have any questions, please contact me or Sarah McKinley at 813-272-5940.

Sincerely,

Beth Alden, AICP
Executive Director

Attached: 2020 TIP Priorities Update Timetable
December 16, 2019

Transportation Division Director Jean Duncan
City of Tampa
306 East Jackson Street
Tampa, FL 33602

Dear Ms. Duncan,

RE: Transportation Improvement Program (TIP) Priority-Setting Process

Each year, the MPO staff works closely with your staff to determine which transportation projects the City wishes to submit for consideration for state and federal funding. Through the TIP Priority-Setting Process, the MPO sets priorities directly for about $15-$20 million in federal funding each year, and plays an advisory role regarding another approximately $30-$40 million in state funds focused on the state highway system and transit. These funds are in an array of grant programs with a variety of eligibility requirements. The MPO staff is here to assist your team in matching high-performing projects with the limited available dollars and demonstrating eligibility to the Florida Department of Transportation, which serves as the funds administrator and in some cases the project implementer.

Because competition is strong for the available dollars, we would like to confirm that projects submitted by the City are widely supported. We therefore suggest that the projects submitted in the next round -- spring 2020 -- be transmitted to us by your organization's governing body, or that the responsibility be affirmatively delegated to your organization's staff by the governing body.

And so that we can better understand your organization's priority projects, we invite you to send a representative to a workshop of the MPO Board's Policy Committee scheduled for Tuesday, March 24, 9:00am, at our office.

We look forward to continuing to work with your staff and securing funding for projects in the future. If you have any questions, please contact me or Sarah McKinley at 813-272-5940.

Sincerely,

Beth Alden, AICP
Executive Director

Attached: 2020 TIP Priorities Update Timetable
December 16, 2019

City Manager Charles Stephenson
City of Temple Terrace
11250 N 50th St,
Temple Terrace, FL 33617

Dear Mr. Stephenson,

RE: Transportation Improvement Program (TIP) Priority-Setting Process

Each year, the MPO staff works closely with your staff to determine which transportation projects the City wishes to submit for consideration for state and federal funding. Through the TIP Priority-Setting Process, the MPO sets priorities directly for about $15-$20 million in federal funding each year, and plays an advisory role regarding another approximately $30-$40 million in state funds focused on the state highway system and transit. These funds are in an array of grant programs with a variety of eligibility requirements. The MPO staff is here to assist your team in matching high-performing projects with the limited available dollars and demonstrating eligibility to the Florida Department of Transportation, which serves as the funds administrator and in some cases the project implementer.

Because competition is strong for the available dollars, we would like to confirm that projects submitted by the City are widely supported. We therefore suggest that the projects submitted in the next round – spring 2020 – be transmitted to us by your organization’s governing body, or that the responsibility be affirmatively delegated to your organization’s staff by the governing body.

And so that we can better understand your organization’s priority projects, we invite you to send a representative to a workshop of the MPO Board’s Policy Committee scheduled for Tuesday, March 24, 9:00am, at our office.

We look forward to continuing to work with your staff and securing funding for projects in the future. If you have any questions, please contact me or Sarah McKinley at 813-272-5940.

Sincerely,

Beth Alden, AICP
Executive Director

Attached: 2020 TIP Priorities Update Timetable
December 16, 2019

Executive Director Joe Waggoner
Tampa-Hillsborough Expressway Authority
1104 E Twiggs St #300,
Tampa, FL 33602

Dear Director Waggoner, Joe,

RE: Transportation Improvement Program (TIP) Priority-Setting Process

Each year, the MPO staff works closely with your staff to determine which transportation projects the Expressway Authority wishes to submit for consideration for state and federal funding. Through the TIP Priority-Setting Process, the MPO sets priorities directly for about $15-$20 million in federal funding each year, and plays an advisory role regarding another approximately $30-$40 million in state funds focused on the state highway system and transit. These funds are in an array of grant programs with a variety of eligibility requirements. The MPO staff is here to assist your team in matching high-performing projects with the limited available dollars and demonstrating eligibility to the Florida Department of Transportation, which serves as the funds administrator and in some cases the project implementer.

Because competition is strong for the available dollars, we would like to confirm that projects submitted by the Expressway Authority are widely supported. We therefore suggest that the projects submitted in the next round — spring 2020 — be transmitted to us by your organization’s governing body, or that the responsibility be affirmatively delegated to your organization’s staff by the legislative body.

And so that we can better understand your organization’s priority projects, we invite you to send a representative to a workshop of the MPO Board’s Policy Committee scheduled for Tuesday, March 24, 9:00am, at our office.

We look forward to continuing to work with your staff and securing funding for projects in the future. If you have any questions, please contact me or Sarah McKinley at 813-272-5940.

Sincerely,

Beth Alden, AICP
Executive Director

Attached: 2020 TIP Priorities Update Timetable
Executive Director Paul Anderson
Port Tampa Bay
1101 Channelside Dr,
Tampa, FL 33602

Dear Director Anderson,

RE: Transportation Improvement Program (TIP) Priority-Setting Process

Each year, the MPO staff works closely with your staff to determine which transportation projects that Port Tampa Bay wishes to submit for consideration for state and federal funding. Through the TIP Priority-Setting Process, the MPO sets priorities directly for about $15-$20 million in federal funding each year, and plays an advisory role regarding another approximately $30-$40 million in state funds focused on the state highway system and transit. These funds are in an array of grant programs with a variety of eligibility requirements. The MPO staff is here to assist your team in matching high-performing projects with the limited available dollars and demonstrating eligibility to the Florida Department of Transportation, which serves as the funds administrator and in some cases the project implementer.

Because competition is strong for the available dollars, we would like to confirm that projects submitted by Port Tampa Bay are widely supported. We therefore suggest that the projects submitted in the next round — spring 2020 — be transmitted to us by your organization’s governing body, or that the responsibility be affirmatively delegated to your organization’s staff by the legislative body.

And so that we can better understand your organization’s priority projects, we invite you to send a representative to a workshop of the MPO Board’s Policy Committee scheduled for Tuesday, March 24, 9:00am, at our office.

We look forward to continuing to work with your staff and securing funding for projects in the future. If you have any questions, please contact me or Sarah McKinley at 813-272-5940.

Sincerely,

Beth Alden, AICP
Executive Director

Attached: 2020 TIP Priorities Update Timetable
December 18, 2019

Interim CEO Carolyn House Stewart
Hillsborough Area Regional Transit
4305 E 21st Ave
Tampa, FL 33605

Dear Ms. Stewart,

I am pleased to invite your organization to participate in the Hillsborough County Metropolitan Planning Organization (MPO) General Planning Consultants (GPC) procurement process by designating a member of your staff to serve on the selection panel. The selected GPCs provide production support for staff to accomplish various transportation planning functions approved by the MPO and relating to its Unified Planning Work Program (UPWP), including feasibility studies, data collection and analysis, and other work conducted on behalf of and supporting the local governments and HART.

The selection panel will be responsible for reviewing the consultant qualifications and creating a shortlist of firms between February 4 and February 17, 2020. The selection panel will also meet on Tuesday, March 11 and Wednesday, March 12 from 8am-5pm to hear and score oral technical presentations made by the shortlisted teams.

Thank you for taking the time to read this letter and to consider being a part of the GPC selection panel. You may contact Meghan Betourney via email at BetourneyM@plancom.org or via phone at 813-273-3774 ext. 386 to communicate your interest in having a member of your staff participate in this process. We ask for your response by January 17, 2020.

Thank you,

Beth Alden, AICP
Executive Director

Attached: 2020 GPC Schedule
December 18, 2019

Assistant County Administrator John Lyons
Hillsborough County Public Works
601 E. Kennedy Blvd
22nd Floor
Tampa, FL 33602

Dear Mr. Lyons,

I am pleased to invite your organization to participate in the Hillsborough County Metropolitan Planning Organization (MPO) General Planning Consultants (GPC) procurement process by designating a member of your staff to serve on the selection panel. The selected GPCs provide production support for staff to accomplish various transportation planning functions approved by the MPO and relating to its Unified Planning Work Program (UPWP), including feasibility studies, data collection and analysis, and other work conducted on behalf of and supporting the local governments and HART.

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Thank you,

Beth Alden, AICP
Executive Director

Attached: 2020 GPC Schedule
December 18, 2019

Jean Duncan
Director Transportation and Stormwater Services
City of Tampa
306 East Jackson Street
Tampa, FL 33602

Dear Ms. Duncan,

I am pleased to invite your organization to participate in the Hillsborough County Metropolitan Planning Organization (MPO) General Planning Consultants (GPC) procurement process by designating a member of your staff to serve on the selection panel. The selected GPCs provide production support for staff to accomplish various transportation planning functions approved by the MPO and relating to its Unified Planning Work Program (UPWP), including feasibility studies, data collection and analysis, and other work conducted on behalf of and supporting the local governments and HART.

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Thank you,

Beth Alden, AICP
Executive Director

Attached: 2020 GPC Schedule
December 18, 2019

City Manager Charles Stephenson
City of Temple Terrace
11250 North 56th Street
Temple Terrace, FL 33617

Dear Mr. Stephenson,

I am pleased to invite your organization to participate in the Hillsborough County Metropolitan Planning Organization (MPO) General Planning Consultants (GPC) procurement process by designating a member of your staff to serve on the selection panel. The selected GPCs provide production support for staff to accomplish various transportation planning functions approved by the MPO and relating to its Unified Planning Work Program (UPWP), including feasibility studies, data collection and analysis, and other work conducted on behalf of and supporting the local governments and HART.

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Thank you,

Beth Alden, AICP
Executive Director

Attached: 2020 GPC Schedule
December 18, 2019

City Manager Bill McDaniel  
City of Plant City 
302 W Reynolds Street  
Plant City, FL 33563

Dear Mr. McDaniel,

I am pleased to invite your organization to participate in the Hillsborough County Metropolitan Planning Organization (MPO) General Planning Consultants (GPC) procurement process by designating a member of your staff to serve on the selection panel. The selected GPCs provide production support for staff to accomplish various transportation planning functions approved by the MPO and relating to its United Planning Work Program (UPWP), including feasibility studies, data collection and analysis, and other work conducted on behalf of and supporting the local governments and HART.

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Thank you,

Beth Alden, AICP  
Executive Director

Attached: 2020 GPC Schedule
December 18, 2019

Secretary David Gwynn
Florida Department of Transportation
11201 N. Malcolm McKinley Drive
Tampa, Florida 33612

Dear Mr. Gwynn,

I am pleased to invite your organization to participate in the Hillsborough County Metropolitan Planning Organization (MPO) General Planning Consultants (GPC) procurement process by designating a member of your staff to serve on the selection panel. The selected GPCs provide production support for staff to accomplish various transportation planning functions approved by the MPO and relating to its United Planning Work Program (UPWP), including feasibility studies, data collection and analysis, and other work conducted on behalf of and supporting the local governments and HART.

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Thank you,

Beth Alden, AICP
Executive Director

Attached: 2020 GPC Schedule
December 18, 2019

Executive Director Melissa Zornitta
The Planning Commission
601 E. Kennedy Blvd
18th Floor
Tampa, Florida 33602

Dear Ms. Zornitta,

I am pleased to invite your organization to participate in the Hillsborough County Metropolitan Planning Organization (MPO) General Planning Consultants (GPC) procurement process by designating a member of your staff to serve on the selection panel. The selected GPCs provide production support for staff to accomplish various transportation planning functions approved by the MPO and relating to its Unified Planning Work Program (UPWP), including feasibility studies, data collection and analysis, and other work conducted on behalf of and supporting the local governments and HART.

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Thank you,

Beth Alden, AICP
Executive Director

Attached: 2020 GPC Schedule
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