Meeting of the Policy Committee  
Tuesday, March 27, 2018, 9:00 AM  
18th Floor, Plan Hillsborough Room

I. Call to Order

II. Public Comment - 3 minutes per speaker, please

III. Approval of Minutes – January 30, 2018

IV. Action Items

A. Comments on Regional Transit Feasibility Plan (Rich Clarendon, MPO Assistant Executive Director)

B. Memorandum of Understanding Between TBARTA, FDOT, HART, PSTA & MPOs (Ray Chiaramonte, TBARTA Executive Director)

C. MPO Advisory Council 2018 Call for Freight Projects (Rich Clarendon, MPO Assistant Executive Director)

D. MPO Executive Director’s Annual Evaluation (Cameron Clark, MPO Attorney)

V. Status Reports

A. State Funding for Transit (Ming Gao, FDOT)

VI. Old Business & New Business

- TMA Leadership Group Next Meeting – May 11th at new location: Pasco County Utilities Administration Bldg., 19420 Central Blvd, Land O’ Lakes

- Other Old or New Business

VII. Adjournment

VIII. Addendum

A. MPO Meeting Summary & Committee Report

B. Update of 2018 Legislation

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JANUARY 30, 2018 - METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE

The Metropolitan Planning Organization Policy Committee (MPOPC), Hillsborough County, Florida, met in Regular Meeting, scheduled for Tuesday, January 30, 2018, at 9:00 a.m., in the Plan Hillsborough Committee Room, 18th Floor, Frederick B. Karl County Center, Tampa, Florida.

The following members were present:

Harry Cohen, Chairman
Pat Kemp
Guido Maniscalco
Sandra Murman
Joseph Waggoner

Councilman, City of Tampa (Tampa) City Council
Commissioner, Hillsborough County
Councilman, Tampa City Council
Commissioner, Hillsborough County
Tampa Hillsborough Expressway Authority

I. CALL TO ORDER

Chairman Cohen called the meeting to order at 9:01 a.m. and led in the pledge of allegiance to the flag.

II. PUBLIC COMMENT – None.

III. APPROVAL OF MINUTES – NOVEMBER 28, 2017

Chairman Cohen entertained a motion to approve the minutes. Commissioner Kemp so moved, seconded by Councilman Maniscalco, and carried five to zero.

IV. ELECTION OF COMMITTEE OFFICERS FOR 2018

Assistant County Attorney Cameron Clark reviewed procedures and asked for nominations for chairman. Commissioner Murman nominated Councilman Cohen, seconded by Commissioner Kemp. Hearing no further nominations, Councilman Cohen was elected as chairman five to zero.

Attorney Clark solicited nominations for vice chair. Chairman Cohen nominated Commissioner Kemp, seconded by Councilman Maniscalco. With no further nominations, Commissioner Kemp was elected as vice chair five to zero.

V. ACTION ITEMS

A. Transportation Improvement Program Amendment: Interstate (I) 4 Resurfacing
Mr. Joseph Price, MPO, reviewed background material. Commissioner Murman moved approval, seconded by Councilman Maniscalco. Commissioner Kemp sought understanding on the amendment funding increase, which Messrs. Price and Waggoner supplied. Mr. Edward McKinney, Florida Department of Transportation (FDOT), offered to provide the cost estimate history to the MPO and further details. Following inquires on expected restriping/traffic pattern/lane closure changes and additional standard maintenance practices, the motion carried five to zero.

B. General Planning Consultant Agreement Amendment: Kittelson and Associates Incorporated

Ms. Beth Alden, MPO Executive Director, summarized the item. Subsequent to fiscal impact inquiries, Commissioner Murman moved approval, seconded by Commissioner Kemp, and carried five to zero.

C. MPO Chairs Coordinating Committee Interlocal Agreement Update

Ms. Alden delivered the update. Councilman Maniscalco moved to approve, seconded by Commissioner Murman, and carried five to zero.

VI. STATUS REPORTS

A. Process for Executive Director Annual Review

Attorney Clark relayed the report. Chairman Cohen asked about collaboration with other regional entities/MPO directors. Commissioner Murman wanted to see a stronger memorandum of understanding with the County/city staff that better defined working relationships/responsibilities and, after Commissioner Kemp observed coordination challenges, suggested Ms. Alden come back with suggestions at the next MPOPC meeting. Ms. Alden invited MPOPC members and senior staff to attend an upcoming Plan Hillsborough strategic planning retreat. Dialogue continued.

VII. OLD BUSINESS AND NEW BUSINESS

Tampa Bay Transportation Management Area (TMA) Leadership Group Next Meeting

Legislative Update

Other Old or New Business
After Chairman Cohen announced the upcoming TMA Leadership Group on February 9, 2018, at 9:30 a.m., at the Pinellas Suncoast Transit Authority, Ms. Alden reviewed the meeting topics. Referencing opposition to the bus rapid transit plan, Commissioner Kemp favored examining alternative corridors to I-275, opined Pinellas County should be more involved, and offered transportation suggestions.

Mr. Waggoner inquired about transportation systems integration. Commissioner Murman observed usage challenges. Chairman Cohen stated the transportation issues raised in a Tampa Bay Times editorial had to be addressed/proven, remarked the option had been chosen based on cost/ridership, and said the project would work with integrating other transportation systems. Commissioner Kemp noted other options were available. Ms. Alden suggested the MPOPC role could be to figure out what else was part of the transit plan and referenced transportation efforts in Minneapolis, Minnesota. Commissioner Kemp wanted to see the data but did not encourage putting the spine of a transit system through urban areas.

Dialogue ensued on express/regional transit lanes, getting HART/transit operators to contribute a more comprehensive assessment to the MPOPC, federal grant applications, parallel plan studies/comparisons, and development implementation. Commissioner Kemp repeated the need for parallel studies independent of HART. Mr. McKinney cited a project development and environment study to determine corridor feasibility. Mr. Waggoner clarified HART could provide functional/cost perspective and pointed out the analysis by Jacobs Engineering Group Incorporated (Jacobs) had followed Federal Transit Administration (FTA) criteria. Commissioner Kemp added comments. Discussion continued on the Jacobs report data, project cost, County contributions to FTA approval, local support, parallel corridor studies, and previous studies conducted. Subsequent to remarks, Chairman Cohen verified the MPOPC would be meeting on a more bimonthly schedule.

VIII. ADDENDUM

A. MPO Meeting Summary and Committee Report

B. MPO Advisory Council Legislative Update for Week Ending January 19, 2018

C. Gulf Coast Safe Streets Summit Flyer

D. Commuter Challenge Flyer

E. How Washington, D.C., Built a Bike Boom
IX. ADJOURNMENT

There being no further business, the meeting was adjourned at 10:03 a.m.

READ AND APPROVED: ______________________________

CHAIRMAN

ATTEST:
PAT FRANK, CLERK

By: ______________________
Deputy Clerk

jh
Board & Committee Agenda Item

**Agenda Item**
Comments on Regional Transit Feasibility Plan

**Presenter**
Rich Clarendon, MPO Staff

**Summary**
Last month, the CAC heard a report on this draft plan, the purpose of which is to:

- Define and validate a regional transit vision,
- Identify a catalyst that begins building the vision and,
- Has the greatest potential for being built (compete for federal and state grants).

The recommended catalyst concept, based on technical evaluation factors, is a rubber-tire Bus Rapid Transit (BRT) system on I-275 from Wesley Chapel to St. Petersburg. The BRT would run in a combination of dedicated transit lanes on the shoulders, express lanes on the Howard Frankland Bridge, transit lanes in the Interstate median, and mixed traffic from Bearss Ave. to Wesley Chapel. The concept is a first step towards a regional transit vision that connects three counties and leverages FDOT's investment in Interstate modernization to establish dedicated transit lanes. It is also designed to meet cost-effectiveness criteria to compete for federal transit grants. The link below describes the concept as presented last month.

Since then, feedback has raised questions about stations, redevelopment potential, and transit that better serves neighborhoods such as Tampa Heights and Seminole Heights.

The draft Regional Transit Feasibility Plan will seek public input and not be finalized until this fall. This agenda item provides the committee with an opportunity to go on record early with questions and concerns.

**Recommended Action**
Provide comments through the MPO to the project team and transportation agencies.

**Prepared By**
Rich Clarendon, AICP

**Attachments**
Presentation slides
1. FDOT’s offer to develop transit facilities in the interstate right-of-way is valuable and should not be passed up.
It Takes a Team to Create Bus-Only Shoulders: ex. MnDOT’s “Team Transit”
Systematic & Incremental

334+ miles today of bus-only shoulders

<20 miles added per year, steadily since 1992

½ of MetroTransit routes now use these shoulders, and report it saves 5-15 minutes per trip

Complemented by ramp meter bypass lanes, and 106 P&R facilities with 58% utilization
Does this work?

Avg. Travel Time savings (‘97 study):
- 9 minutes from shoulder use
- 10 minutes from ramp meter bypass use
- 17 minutes from HOV lane use

Majority of riders perceive travel time savings from shoulders.

Ridership on shoulder routes increased 9% over two years while ridership system-wide dropped 6½%.
2. By trying to serve too many purposes, the proposed catalyst project might not do a good job serving any well.
Express BRT on Interstate - Best Serves ...

❖ Longer Regional Trips
❖ Fewer Stops
❖ Commuters
❖ Stations in Interstate ROW
❖ Transit hubs

Los Angeles, CA.
Arterial BRT – Best Serves …

❖ Core transit market
❖ Local development
❖ Street-Level Stations
❖ Trips < 10 miles long
Must Express BRT vehicles exit Interstate to access street-level stations?
- How much time will be added to trip, at 19 street-level stations?

If they don’t, can peds & bikes get safely to stations in Interstate right-of-way?

Which stations should have Park & Ride lots, and which focus on walk/bike/bus access?
Arterial BRT & Interstate Express BRT

❖ Both are proposed in the 9-mile segment north of downtown Tampa
❖ Will they compete for riders?
❖ Should they be studied as a package to ensure they complement each other, & each serves its market well?
  • Peak Period: operate both Express & Arterial BRT on parallel facilities? Off Peak: integrate?
❖ Can we leverage our local dollars even further by bundling?
3. Improving regional transit is needed but cannot come at the expense of under-funded local bus service; cannot rob Peter to pay Paul.
“On par with Sheboygan”

Tampa Bay has one of the worst public transit systems in America. Here’s why.

By CAYTLYN JOHNSTON and ERI ZHANG

Times Staff Writers

Feb 11, 2017

“Tampa Bay spends far less on transit each year than any other major metro area. It is the only top-20 metro region to spend less than $213 million annually. Its $141 million operating budget is on par with Bridgeport, CT and Buffalo, NY, each of which have 1.5 million fewer people.”

“Tampa Bay’s system reaches the same number of jobs as those in places like Boise, ID, or Chattanooga, TN – except it serves five times as many people.”

❖ Sabrina Lloyd, 42, spends 30 hours a week commuting from her home north of Hesper Avenue to her job at Tampa International Airport. If she had a car, it would take her 25 minutes each way.
Will Express BRT consume $$ needed to operate local bus service or Arterial BRT?

Need to grow the pie
- PPPs for station development
- Grants – which require ....
- Local funding to match the grants. How to make that a net increase for transit?
Growing the pie....

- Will likely require Hillsborough County Commission support
- And therefore will need to demonstrate how unincorporated county residents can benefit from transit improvements
- Can we look more broadly at strengthening shoulders on freeways throughout region? I-75? I-4? Selmon & Veterans Expressways?
- Does it make sense for TBARTA to be the only implementer?
Appreciate FDOT’s offer to integrate transit-supportive infrastructure in Tampa Bay Next project. May we have more info?

What is the cost of ...

- Reinforced pavement on shoulders?
  - Is this also required by Statewide hurricane evacuation plan?
- Noise walls, retaining walls?

Are dedicated BRT lanes between Downtown & Westshore the best use of expensive right-of-way & infrastructure? (Lane likely to be empty at least 9 minutes out of 10.)
4. Rubber-Tire vs. Steel-Wheel Transit
(Or when’s the best time to plant a tree?)
What does research say about BRT influencing land use, economic development & ROI around stations?
• How does Express BRT compare to Rail?
• How does Express BRT compare to Arterial BRT?
• Has market has responded to BRT in other cities?
• Will it stimulate Transit-Oriented Development?
• What effect will it have on tax base?

What does research say about BRT vs. rail attracting riders, and why?
• Total riders, new riders, choice riders
• Per mile, per hour
• Systemwide ridership
• Stations likely to produce most riders
Is the CSX corridor not worth preserving as a ROW asset for the future?

- Downtown-USF travel shed very congested today, few options
- Will CSX sell/lease sections?
- Will CSX consider South Tampa line?
- What is the appraised value? What is its value for freight? For transit?
- Will CSX negotiate with anyone besides FDOT?

❖ Assumptions re: implementation
- 5 years for BRT? 10 years for rail?
5. Other Questions
In other communities whose first New Starts/Small Starts project was BRT, were there further major capital investments in transit service? If yes, what elements were most critical to the success of the initial, “catalyst” project?

Relationship of catalyst project to other Tampa Bay projects?

- HART’s existing MetroRapid
- HART 275LX and PSTA extension to TIA
- Boulevard concept
- Local connections: Invision Tampa Streetcar; Westshore, Downtown & University Area Circulators
Next steps

❖ Does implementation have to be one big project? Can it be segmented and phased?
  ○ Shorter segments could qualify for Small Starts program, which has a much shorter queue of projects than the New Starts program

❖ If agencies want to implement part of the regional system, can they request a portion of FDOT’s $5 million set-aside for PD&E?
  ○ If yes, what will be required?

❖ Can agencies propose projects on other lines on the RTFP map besides the proposed “catalyst”?
  ○ Would such projects have to meet FTA New Starts/Small Starts criteria? Could they be less capital-intensive and compete for other state funds?
6. Your Questions?
Board & Committee Agenda Item

Agenda Item
Memorandum of Understanding Between TBARTA, FDOT, HART, PSTA, & MPOs

Presenter
Ray Chiaramonte, TBARTA Executive Director

Summary
With the Florida Legislature’s action last year to re-focus the mission of the former Tampa Bay Area Regional Transportation Authority on transit, and on the core metropolitan-area counties around Tampa Bay, the newly reconstituted TBARTA board has asked for the opportunity to lead the next steps arising from the Regional Transit Feasibility Plan (see http://tbregionaltransit.com/ for more information).

The Pinellas MPO and the Pinellas Suncoast Transit Authority (PSTA) have requested some additional language to clarify the relationship of TBARTA’s upcoming planning activities with the federally-mandated work of the MPOs and state-mandated transit agency plans.

A number of comments and questions about the proposed Regional Transit Feasibility Plan have been received by Hillsborough MPO staff, and will be discussed under a separate agenda item. If TBARTA will take the lead role on the next steps, it is appropriate to ask TBARTA representatives how they would propose to respond to these questions and comments.

Recommended Action
Support the proposed Memorandum of Understanding, with the edits requested by Pinellas MPO and PSTA, and request TBARTA representatives appear at a future Hillsborough MPO meeting to address comments and questions about the Regional Transit Feasibility Plan’s recommendations and next steps.

Prepared By
Beth Alden, MPO Executive Director

Attachments
Draft of Memorandum with edits requested by Pinellas MPO and PSTA
MEMORANDUM OF UNDERSTANDING
Between
TAMPA BAY AREA REGIONAL TRANSIT AUTHORITY
FLORIDA DEPARTMENT OF TRANSPORTATION
FORWARD PINELLAS
HILLSBOROUGH AREA REGIONAL TRANSIT AUTHORITY
HILLSBOROUGH METROPOLITAN PLANNING ORGANIZATION
PASCO COUNTY PUBLIC TRANSIT
PASCO METROPOLITAN PLANNING ORGANIZATION
PINELLAS SUNCOAST TRANSIT AUTHORITY

I. PARTIES
This Memorandum of Understanding (“MOU”) is entered into between the Tampa Bay Area Regional Transit Authority (“TBARTA”), the Florida Department of Transportation (“FDOT”), Hillsborough Area Regional Transit Authority (“HART”), Pasco County Public Transit (“PCPT”), Pinellas Suncoast Transit Authority (“PSTA”), Hillsborough Metropolitan Planning Organization (“Hillsborough MPO”), Pasco Metropolitan Planning Organization (“Pasco MPO”), and Forward Pinellas (Pinellas Metropolitan Planning Organization).

II. PURPOSE
The purpose of the Regional Transit Feasibility Plan (RTFP) is to identify a catalyst regional transit project, as well as outline projects that can be implemented following the initial catalyst project, within Hillsborough, Pasco, and Pinellas Counties. The RTFP will provide the foundation of the regional transit vision, through a technical evaluation process to determine a project that is the most competitive for federal and state funding.

The development of the RTFP is funded by FDOT and administered by HART. HART will continue to administer the RTFP until the conclusion of the study as outlined in the RTFP’s Scope of Services. Public, agency, and stakeholder engagement will continue as planned to achieve input and recommendations on the RTFP by the contractor.

Chapter 343, Part V, Florida Statutes (F.S.) requires TBARTA to identify regional transit service needs and opportunities over a 10-year period through the development of a Regional Transit Development Plan (“RTDP”). The RTDP will encompass the five-county TBARTA region, consider the results of the RTFP, the local transit agency Transit Development Plans (TDPs), the Florida Transportation Plan, the Strategic Intermodal System, and other applicable transit plans and regionally significant studies.

The purpose of this MOU is to define each Party’s responsibilities related to the RTFP development and approval process.

III. PARTY ROLES AND RESPONSIBILITIES
NOW, THEREFORE, the Parties hereby mutually agree and express their understanding that:

1. RTFP Roles
   a. TBARTA will be the primary recipient of the RTFP, with all rights and obligations thereto as mandated by Florida Statutes. The results of the RTFP Draft Implementation Plan will be formally submitted for acceptance and approval by the TBARTA Governing Board.
b. HART will continue to administer the execution of the RTFP, including all public outreach, until the Scope of Services under the contract is complete.

c. FDOT will continue to provide technical support, as needed, to execute the completion and implementation of the RTFP.

d. TBARTA will assume primary responsibility for the implementation of the RTFP, and will continue to seek input, in an advisory capacity, from the five MPOs and five transit agencies in its designated service area, as well as any other applicable public or private entities.

e. The Metropolitan Planning Organization(s) will have the responsibility of determining whether to include the RTFP and its component project or projects in the Cost Feasible Long-Range Transportation Plan (LRTP), and to advance one or more phases of the RTFP through the Transportation Improvement Program (TIP) to be eligible for federal funding. The MPOs will also have responsibility for ensuring development of a coordinated and complementary multimodal transportation network to support the RTFP.

2. RTFP Coordination and Engagement

a. TBARTA will closely monitor the planned public outreach related to the RTFP, and ensure that the governing bodies of the following agencies/entities have the opportunity to offer input and recommendations:
   i. Forward Pinellas
   ii. HART
   iii. Hernando County Transit (the Hernando Board of County Commissioners (BOCC))
   iv. Hillsborough County MPO
   v. Manatee County Area Transit (MCAT, the Manatee BOCC)
   vi. Pasco County MPO
   vii. PCPT (the Pasco County BOCC)
   viii. PSTA

b. Upon conclusion of the public outreach and the execution of any necessary revisions, the TBARTA Governing Board shall formally request concurrence of the RTFP Implementation Plan for the regional transit system and the proposed catalyst project from the governing boards of the following agencies:
   i. Forward Pinellas
   ii. HART
   iii. Hillsborough MPO
   iv. Pasco MPO
   v. PCPT
   vi. PSTA

c. Prior to implementation of RTFP projects, TBARTA will submit such projects for inclusion in the respective MPO Long Range Transportation Plans (LRTPs) and Transportation Improvement Programs, and as well as local Transit Agency Transit Development Plans (TDPs).

3. Through this MOU, the Parties express their mutual intent to adhere to the outline of commitments to be made in this process and imposes no legally enforceable contractual obligation on any Party.

4. This MOU shall take effect when approved by all Parties on the last date shown below.
APPROVED AND ADOPTED BY EACH Party on the date shown below:

TAMPA BAY AREA REGIONAL TRANSIT AUTHORITY

BY: ____________________________________
    Ramond Chiaramonte, Executive Director

Date: ________________________________

FLORIDA DEPARTMENT OF TRANSPORTATION

BY: ____________________________________
    David Gwynn, District VII Secretary

Date: ________________________________

FORWARD PINELLAS

BY: ____________________________________
    Whit Blanton, Executive Director

Date: ________________________________

HILLSBOROUGH AREA REGIONAL TRANSIT AUTHORITY

BY: ____________________________________
    Jeffrey Seward, Interim Chief Executive Officer
    Commissioner Les Miller, Chair

Date: ________________________________

HILLSBOROUGH METROPOLITAN PLANNING ORGANIZATION

BY: ____________________________________
    Beth Alden, Executive Director

Date: ________________________________
PASCO COUNTY PUBLIC TRANSIT

BY: ________________________________________
    Kurt Scheible, Public Transportation Director

Date: ________________________________________

PASCO METROPOLITAN PLANNING ORGANIZATION

BY: ________________________________________
    Craig Casper, Transportation Planning Manager

Date: ________________________________________

PINELLAS SUNCOAST TRANSIT AUTHORITY

BY: ________________________________________
    Brad Miller, Chief Executive Officer

Date: ________________________________________
Agenda Item
MPO Advisory Council 2018 Call for Freight Projects

Presenter
Rich Clarendon

Summary
Hillsborough MPO has been invited to participate in the Florida Metropolitan Planning Organization Advisory Council’s (MPOAC’s) new Freight Priorities Program. The purpose of the program is to assemble the combined input of the Florida MPO/TPOs and to highlight their top priority freight projects, which will be offered as a list to the Florida Department of Transportation for consideration of future funding.

This is a good opportunity to highlight freight projects already included in our core planning products at a statewide level. Available funding could consist of all roadway funding sources available to FDOT (e.g., Strategic Intermodal System funds; Discretionary Intermodal funds, National Highway Freight Program funds).

Staff has identified three projects that meet the criteria. Projects must fall on a state highway, and have a PD&E (project development and environmental study) completed or underway. Our proposed three projects are eligible, ready for funding, and represent top priorities in the Hillsborough+Polk Freight Logistics Zone Strategic Plan (as adopted October 2017).

1. **I-4**: express toll lanes from Selmon Connector to East of Branch Forbes Road (TIP Priority #40)
2. **US 92**: widening from US 301/I-4 to CR 579 and from Park Rd to County Line Road (TIP Priorities #48 & 49)
3. **I-75**: express lanes from south of US 301 to north of Fletcher Avenue, a distance of approximately 15.5 miles (identified as a need in the 2040 long range plan, but not a current TIP priority)

The final list must be transmitted by April 6, 2018. Upon receipt, the MPOAC’s consultant will review the projects for consistency with the criteria; aggregate the list of freight priority projects; then prepare and present it to the MPOAC Freight Committee (April/May), MPOAC Staff Directors and Governing Board (June). After final approval, the list of statewide priority projects will be transmitted to FDOT for consideration of inclusion into their 5-Year Work Program.
Recommended Action
Approve list to be transmitted to MPOAC Freight Committee

Prepared By
Lisa K. Silva, AICP, PLA

Attachment
Program Fact Sheet
Freight Prioritization Program
Fact Sheet

Program Overview
The Metropolitan Planning Organization Advisory Council (MPOAC), in partnership with the Florida Department of Transportation (FDOT), has developed the Freight Prioritization Program (FPP) to identify and promote high priority freight projects within the planning boundaries of Florida’s Metropolitan/Transportation Planning Organizations for consideration in FDOT’s 5-Year Work Program and other potential funding sources. The FPP’s objective is to foster collaboration among the MPOAC’s members and to develop a comprehensive list of projects that represents the unified input of the MPOAC. The MPOAC will update and endorse the FPP’s final list on an annual basis.

Requirements for Project Inclusion
MPOAC member organizations can submit up to three (3) freight projects annually to be included. Projects must:
- Be located within the planning boundary of the proposing MPO/TPO;
- Demonstrate an improvement to the movement of goods statewide;
- Be identified as a freight priority for its residing region;
- Have progressed through or are currently undergoing a Project Development and Environment (PD&E) study; and
- Demonstrated that it is incorporated in adopted plans.
To help ensure these requirements are met, a checklist must be completed with each project submission. The checklist helps evaluate how well a project addresses the goals of FDOT’s Florida Transportation Plan.

How it Works
Development of the FPP consists of three (3) key steps: Project Submittal and Verification; List Development and Endorsement; and Transmittal to FDOT for Consideration.
1. Project Submittal and Verification - March
   Each year, the MPOAC will ask its members to submit up to three (3) projects by mid-March. Project information will be verified by the MPOAC Freight Committee for completeness. Requests for additional information may be made if project information is incomplete.
2. List Development and Endorsement - April
   The freight priority list will be developed based on all submitted and verified projects. A letter recommending formal endorsement of the list will be prepared by the MPOAC Freight Committee Chair in April. The list will be presented to the MPOAC Governing Board for final endorsement in June.
3. Transmittal to FDOT for Consideration - June
   After the MPOAC Governing Board endorses the freight priority list in June, it will be transmitted with a formal letter of endorsement to FDOT Central Office and to each District Freight Coordinator for consideration as part of the annual Work Program update.
Potential Funding Sources
The intent of the FPP is to promote the advancement of freight projects on state facilities within FDOT’s 5-Year Work Program. Available funding would consist of all roadway funding sources available to FDOT (e.g., Strategic Intermodal System funds; Discretionary Intermodal funds, National Highway Freight Program funds).

Frequently Asked Questions

Why is this program important?
As the association representing all MPOs and TPOs in Florida, the MPOAC has the opportunity to promote the freight priorities of its members. This is critical following the creation of the National Highway Freight Program by the FAST Act, the continued advancement and implementation of FDOT’s Freight Program, and the ongoing challenges facing each MPOAC member related to urban goods movement. The FPP ensures that the MPOAC’s members can communicate their priorities to FDOT on an annual basis.

How will projects on the FPP’s final list be ordered?
Alphabetical by MPO/TPO. There will not be any ranking. All FPP projects represent high priority projects as established by each MPO/TPO for the given year.

Can this program be used to promote our project in pursuit of other funding opportunities?
In addition to FDOT’s 5-Year Work Program, the state and its partners pursue available grant programs (e.g., INFRA Grants, TIGER Grants). While these competitive grant programs are not part of the funding the FPP is designed to influence, inclusion of a project on this statewide list of priority freight projects could be leveraged as part of a grant application process.

How do I know if my project is qualified for the FPP?
The provided checklist will contain all the requirements for inclusion on the FPP’s list. Key eligibility questions relate to a project being on a state facility and being ready for design and/or construction. Other questions on the checklist help MPOAC members describe why their project is a freight priority.

Why do projects require a completed PD&E process?
The FPP is intended to influence funding allocations within FDOT’s 5-Year Work Program. This could be the new 5th year, or any changes to earlier years. Requiring a completed PD&E process ensures the project has progressed through the planning process and is ready for design and/or construction (i.e. funding).

What happens if a project(s) does not receive funding?
The FPP is designed to be updated annually. If an organization does not receive funding for a project, they have the option to either submit the same project the next year or to submit a different one as new information arises.

How does the MPOAC’s FPP link to other initiatives, such as the Florida Freight Advisory Committee (FLFAC)?
The FLFAC currently has two (2) MPO representatives. The FPP’s final list will be provided to the FLFAC through those representatives. The FLFAC has been focused on funding allocations for key statewide freight priority, making their review of the freight priority list critical.

How likely is it that projects receive funding?
While funding allocations are not guaranteed, the FPP provides MPOAC members an opportunity to engage and promote freight-specific priorities to FDOT’s Freight, Logistics and Passenger Operations Office, which can increase the likelihood of funding.

Need More Information?
For more information about the MPOAC please contact Carl Mikyska, carl.mikyska@mpoac.org, or visit www.mpoac.org.

How To Get Started
To nominate a project, please contact our consulting team:

Michael Williamson
954-331-6113
mwilliamson@camsys.com

Daniel Crotty
754-701-1607
dcrotty@whitehousegroup.com
Board & Committee Agenda Item

**Agenda Item**
MPO Executive Director's Annual Evaluation

**Presenter**
Cameron Clark, MPO Attorney

**Summary**
Based on discussion at the January Policy Committee meeting, the MPO attorney prepared and distributed a questionnaire to board members concerning the annual performance review of the MPO executive director. The attorney will provide a summary of the responses.

Because the MPO Board has a staffing services agreement with the Planning Commission, administration of any performance-based merit increase directed by the board will be handled by the Planning Commission Executive Director.

Last year, the board chose to award a merit increase consistent with the performance standards used for all of the Planning Commission and MPO staff. As an agency, the Planning Commission continues to budget for merit increases on par with Hillsborough County.

**Recommended Action**
Accept the summary and transmit to the Planning Commission Director for consideration of any merit increase consistent with agency standards.

**Prepared By**
MPO Staff

**Attachments**
None
Board & Committee Agenda Item

**Agenda Item**
State Funding for Transit

**Presenter**
FDOT Representative

**Summary**
MPO Board members have asked for an informational presentation on the funding sources for transit available through the Florida Department of Transportation (FDOT). An FDOT representative will provide a brief overview and be available to answer questions.

**Recommended Action**
None; for information

**Prepared By**
MPO staff

**Attachments**
None
MPO Board Meeting Summary  
Tuesday, March 6, 2018

CALL TO ORDER, PLEDGE OF ALLEGIANCE & INVOCATION

Chairman Les Miller called the meeting to order at 9:01 a.m. Commissioner Stacy White led the pledge of allegiance and invocation. The meeting was convened on the 26th floor of the County Center.

Commissioner Miller read, for the record, a memo from Commissioner Kemp informing the Board that she was unable to attend. He also informed presenters not to be extensively long, because a quorum will be lost around 10:15 or 10:20.

PUBLIC COMMENT

Mr. Rick Fernandez said that at this time last year, he and several others present were part of FDOT’s trip to St. Louis, Missouri for a peer exchange with the Missouri Department of Transportation on best practices. He stated that the same mistakes that were made with TBX are being made with the Regional Transit Feasibility Study. He asked for a deep-dive analysis of rail, and suggested that the new managed lanes on the Veteran’s Expressway will demonstrate how these lanes really work.

COMMITTEE REPORTS, ONLINE COMMENTS

Ms. Gena Torres, MPO staff, read the various MPO Committee reports. She also shared online comments received from Ms. Amato (thanking Ms. Alden and Ms. Silva for adding parent advocates to the School Transportation Working Group); Mr. Tindall (expressed concerns regarding congestion on the Howard Frankland Bridge and I-275); Mr. Vela (corresponded with FDOT Secretary regarding the BRT proposal, TBARTA’s role, regional planning, and the lack of innovative funding); and Mr. Rosas (shared two articles on sprawl without necessary transit infrastructure). There were no Facebook comments received.

CONSENT AGENDA

A. Approval of Minutes – February 6, 2018  
B. Committee Appointments  
C. Community Transportation Coordinator Annual Evaluation Report

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

ROLL CALL VOTE: TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT FOR HART FOWLER AVE/NEBRASKA AVE/FLORIDA AVE CORRIDOR STUDY

Commissioner Murman wanted to know if staff had considered moving this study and the corridor study for the Brandon BRT east-west under the Regional Transit Feasibility Plan. Ms. Alden stated that the
amendment was the result of a request from HART to repurpose funds that were set aside to look at the East-West MetroRapid corridor. Commissioner Murman also wanted to know how much money was set aside? Sarah McKinley, MPO Staff, stated that $2.5 million was set aside. Ms. Alden stated that staff will continue to work with HART. Commissioner Murman referenced ways to enhance the Regional Transit Feasibility Plan and stated that she will bring her question about use of these funds to the HART Board.

A motion was made by Commissioner Murman for approval of the TIP amendment for the approval of the description change for the Fowler/Nebraska/Florida Corridor Analysis. The motion was seconded by Mr. David Mechanik and carried unanimously by a roll call vote.

Commissioner Kemp, Mayor Lott, Councilman Maniscalco, and Cindy Stuart were absent for the roll call vote.

ACTION ITEM

A. 2018 Title VI Nondiscrimination Plan Update

Mr. Johnny Wong, MPO Staff, provided highlights of the Title VI Plan. Title VI of the Civil Rights Act of 1964 protects people from discrimination based on race, color, or national origin by agencies and programs which receive federal financial assistance. Under the umbrella of Title VI and related statutes and executive orders, the Hillsborough MPO extends additional protections such that no one will be discriminated against due to sex, age, disability status, family or religious status, income, or English proficiency. There were no questions following the presentation.

A motion was made by Councilman Cohen for approval of the 2018 Title VI Nondiscrimination Plan Update. The motion was seconded by Mr. Mechanik and carried unanimously.

STATUS REPORTS

A. CUTR Update & Autonomous Vehicle Transit Feasibility Study for USF Campus

Mr. Robert Bertini, Director of the Center for Urban Transportation Research (CUTR), and Professor of Civil and Environmental Engineering at the University of South Florida, provided an update on CUTR’s current research initiatives and collaborations with local jurisdictions. In addition, he provided information about the MPO’s on-going project with CUTR to examine the feasibility, legality and potential uses of Autonomous Transit service on the University of South Florida campus. Information on the study can be found at http://www.planhillsborough.org/usf-campus-autonomous-transit-feasibility-study/.

Cindy Stuart arrived at 9:26 a.m.

Following the presentation, Mr. Joe Waggoner stated that he has worked with CUTR and recognizes them as a group with a national reputation with great resources. He encouraged the Board to make use of them whenever there is an opportunity to.

B. FDOT Environmental Programs Update

Mr. Daniel Lauricello, FDOT Representative, provided an update on FDOT’s environmental programs.

During the presentation, Councilman Cohen stated that he thought the Upper Peninsula Watershed Drainage Improvements Project in South Tampa had already started. Mr. Lauricello stated the City is working on segments one through six, and following that, FDOT will begin construction of the improvements that are on Dale Mabry Highway itself.

Following the presentation, Commissioner White stated that he was glad to see FDOT’s focus on Old Tampa Bay, and he appreciates the partnership with FDOT. He mentioned that Ms. Alden is working with
his legislative aide on an effort to have Ed Sherwood, the Executive Director with the Estuary Program, come for a presentation to a MPO committee and then have a report come back to the Board afterwards. Ms. Alden stated that Mr. Sherwood will speak to the MPO’s Technical Advisory Committee, which is chaired by an Environmental Protection Commission (EPC) staff representative. Commissioner White also mentioned that Mr. Sherwood has also expressed interest in engineering tweaks when the Howard Frankland Bridge gets redone. Commissioner White reminded FDOT that he would like to see coordination with the EPC’s Artificial Reef Program when demolition materials are available from the bridges.

Mr. Lopano inquired about the third bridge of the Courtney Campbell Causeway. Mr. Lauricello stated that he would have to check on that information.

Mr. David Mechanik wondered if one bridge could improve the circulation for the whole Old Tampa Bay. Mr. Lauricello stated that the improvements will flush the area west of Ben T. Davis Beach, which has been a problematic area for many years.

**C. MPO Unified Planning Work Program (UPWP) FY19 & FY20 – Call for Projects**

Ms. Allison Yeh, MPO Staff, provided information on the biannual update. The new UPWP for FY18/19 & FY 19/20, will become effective July 1, 2018 and will cover the next two fiscal years.

Following the presentation, Commissioner White inquired about the Hillsborough County staff contact person and process for requesting MPO projects. Ms. Alden stated that the MPO typically receives a letter from the County Administrator and the contact is Mr. John Lyons, the Public Works Director. Commissioner White requested Ms. Alden have Mr. Lyons reach out to him regarding involving the BOCC with projects.

Mr. Lopano inquired about the request from one of the committees to study bicycle lanes’ physical separation from vehicle lanes. Ms. Yeh stated that the idea to physically separate the striped bike lane, to improve safety, was from a CAC member. Mr. Lopano stated that he supported the idea.

Commissioner Murman inquired about traffic counts and expressed concerns about the review process for identifying projects. The list of projects should be vetted through the Commissioners. The process has gotten a little better, but it is not where she would like it to be. Ms. Alden responded to Commissioner Murman’s inquiry. Commissioner Miller reminded the other Commissioners that projects come from County Commission staff and Public Works. Commissioner White requested that Ms. Alden inform Mr. Lyons of the discussion that took place regarding the process of requesting MPO projects.

**EXECUTIVE DIRECTOR’S REPORT**

Ms. Alden provided information on bills that have been making their way through the legislature that would affect the structure of MPO Boards. If the bills pass, Commissioner Murman requested that staff provide a report at the next meeting.

The First Annual Gulf Coast Safe Streets Summit was held on February 27, 2018. Ms. Alden thanked Policy Committee members for leading the Vision Zero efforts. The event was sold out and all presentations are posted on the MPO website. Staff will be working with Sarasota/Manatee MPO to host next year’s event.

Ms. Alden referenced correspondence from FHWA, which was included in the addendum of the agenda packet, for the Federal Highway Resilience to Extreme Weather Pilot Program federal grant of $250,000 that was awarded to us to work with our regional partners on how to address vulnerabilities in our transportation system and advance corrective measures. Allison Yeh was the project manager.
PlanHillsborough’s Board Strategic Planning Retreat will be held March 23, 2018 at the Stetson Law Center from 1:00 p.m. to 4:00 p.m.

The Tampa Bay TMA Leadership Group meeting will be held on Friday, March 9, 2018 at TIA and the Policy Committee will meet March 27th.

The 2nd Collaborative Labs Workshop for the MPO Regional Planning Best Practices Study (the MPO merger study) will be held June 1st at the St. Pete College Collaborative Labs.

Commissioner Murman asked Ms. Alden if staff is looking at the map from the Regional Transit Feasibility Plan to make sure that the corridors and connections are included in the Transportation Improvement Plan. She also wanted to know if it should come through County staff or MPO staff. Ms. Alden stated that MPO staff can bring the information back in terms of studying more connected corridors in more detail and agreed that Commissioner Murman bring it up with HART as well.

Commissioner White requested that MPO staff work with County staff on the recent direction from the BOCC with respect to the Extreme Weather Pilot Program. County staff will conduct a peril-of-flood assessment. MPO staff should ensure that there are no duplicative activities. Ms. Alden agreed.

Mr. Cameron Clark reminded members to provide comments to him on the Executive Director’s evaluation by the end of the week. He will send out a reminder email for members that are absent. The information will be presented at the Policy Committee and then at the April MPO Board meeting.

Councilmember Maniscalco arrived at 9:54

The next MPO Board meeting is scheduled for Tuesday, April 3, 2018 at 9:00 a.m. on the 26th Floor of the County Center.

**OLD BUSINESS & NEW BUSINESS**

There was no old or new business.

**ADJOURNMENT**

A quorum was maintained for the duration of the meeting. There being no further business, the meeting adjourned at 10:01 a.m.
Committee Reports

Meeting of the Citizens Advisory Committee (CAC) on February 14

The committee approved and forwarded to the MPO Board:
✓ Title VI Nondiscrimination Plan Update
✓ TIP Amendment for HART’s Fowler/Florida/Nebraska Corridor Study

They also heard reports from:

- Tampa Bay Next – a member asked how it would benefit South County;
- Regional Transit Feasibility Plan – members inquired about how the recommended alternative compared to what was presented before; if any other metro area has implemented BRT as a starter project; the type of vehicles envisioned to be used; and a concern that shoulder lanes don’t function like a transit running in its own dedicated lane like the CSX corridor;
- Unified Planning Work Program (UPWP) Call for Projects – members suggested a number of safety and traffic calming planning studies for the next two years;
- Tampa Bay Partnership on the Regional Indicators Report.

Meeting of the Technical Advisory Committee (TAC) on February 19

The committee approved and forwarded to the MPO Board:
✓ Title VI Nondiscrimination Plan Update
✓ TIP Amendment for HART’s Fowler/Florida/Nebraska Corridor Study

The TAC also received presentations on:
- Coast Bike Share
- Tampa Bay Next Quarterly Update
- Regional Transit Feasibility Plan
- The Heights Mobility Plan
- UPWP Call for Projects for FY 2019-20

Meeting of the Bicycle/Pedestrian Advisory Committee (BPAC) on February 14

The committee approved and forwarded to the MPO Board:
✓ Title VI Nondiscrimination Plan Update
✓ TIP Amendment for HART’s Fowler/Florida/Nebraska Corridor Study

They also heard status reports on the:
- UPWP Call for Projects for FY 2019-20
- Tampa Bay Next update
- Regional Transit Feasibility Plan
- Coast Bike Share
BPAC members expressed their support for bike share programs generally and for our area’s Coast Bikeshare in particular. With regard to bills under consideration in the legislature, members expressed that some of the dockless bikeshare proposals appear to have less accountability to local governments than do current models.

Meeting of the Livable Roadways Committee (LRC) on February 21

The committee **approved and forwarded to the MPO Board:**

- Title VI Nondiscrimination Plan Update

They moved to **request the following UPWP studies in FY19-20:**

- Given that FDOT’s new Complete Street Screening Tool uses adopted local government land use regulations to determine context for each roadway, analyze major roads countywide to determine if additional overlay districts or other land use regulations are needed, to support appropriate context classifications by FDOT;
- A study to determine impacts the proposed Rays Stadium will have on the existing streetcar;
- A study of limited-access highway on/off ramps for additional safety measures to reduce conflicts with non-vehicular traffic;
- A feasibility study for a trail overpass at Courtney Campbell Causeway and Rocky Point Drive.

They also heard status reports on the:

- Tampa Bay Next update
- Regional Transit Feasibility Plan

Meeting of the Transportation Disadvantaged Coordinating Board (TDCB), Feb. 23

The TDCB **approved and forwarded to the MPO Board:**

- Title VI Nondiscrimination Plan Update
- TIP Amendment for HART’s Fowler/Florida/Nebraska Corridor Study

They also:

- Approved the annual evaluation of the Community Transportation Coordinator, and were pleased to see an increase in the reliability of the Sunshine Line’s fleet, resulting from the Board of County Commissioners’ investment in replacement buses.
- Moved to request the following UPWP studies in FY19-20: a study addressing the mobility of senior citizens.

Meeting of the School Transportation Working Group (STWG) on February 28

The working group heard presentations on:

- Future Leaders in Planning (FLiP)
- Painted Intersections
- School Interlocal Agreement
- MPO School Safety Top Ten Field Review Results

The group’s March 28 meeting will be a **Special Meeting with State Coordinators for Safe Routes to School, Crossing Guard Program.**
Meeting of the Tampa Bay TMA Leadership Group on February 9

The leadership group heard presentations on:

- Cost estimates for the top two projects recommended by the Regional Transit Feasibility Plan:
  - The I-275 rubber-tire project estimate of $455 million is for 11 vehicles, a BRT vehicle maintenance facility, and 15 stations and 6 intermodal centers with walk/bike and traffic signal access and parking;
  - The CSX urban rail project estimate of $621 million is for 4 vehicles, a rail vehicle maintenance facility, 6 stations and 2 intermodal centers with walk/bike access, and buying or leasing the track from CSX, refurbishing the track and adding modern train control.

- Potential processes for developing a funding strategy – including:
  - incremental investments over time, starting with express bus service as soon as possible;
  - regionwide prioritization for grants; and
  - asking local governments begin setting aside funds for transit in a future budget year;

- Potential roles and responsibilities of TBARTA in implementing the Regional Transit Feasibility Plan;

- Potential outreach by the TMA members, including potential points of group consensus, and potential partnership with the Suncoast League of Cities.

Meeting of the TBARTA MPO Directors on February 23

Informational updates were provided on:

- Tri-county long range transportation plan – development of growth scenarios, including land use, transportation, and performance measure outcomes, and timing of public outreach activities;
- Preparations for the first annual Gulf Coast Safe Streets Summit;
- Regional tasks to be included in each MPO’s UPWP for FY 19-20;
- Board approvals for the CCC Interlocal Agreement update;
- Potential agenda items and speakers for the July 13 CCC Board meeting;
- Transportation Regional Incentive Program funding available, and scheduling of a staff meeting to update the regional project priority list.
Complete Streets Working Group
Chair by Valerie Neilson, Palm Beach TPA
- Presentations for Complete Streets Best Practices on:
  - Innovation, Partnerships and Implementation
  - Incorporating Health and Policy
  - Project Prioritization and Funding
- Each MPO was surveyed to participate in the topic areas and outstanding examples were highlighted in the presentations. A summary report of the Complete Streets Working Group will be assembled later this year.

NoteWorthy Practices Working Group
Chair by Beth Alden, Hillsborough MPO
- A demonstration of a Share Point website was shared with members and a plan to populate the website with USDOT identified Best Practices from Florida MPOs was agreed upon as the first step in utilizing the website. The Working Group later agreed to add Best Practices from the Annual FDOT review of MPOs.
- A request for all MPOs to register for the Share Point website was issued.
- The membership requested that the MPOAC Executive Director look at trends in Corrective Actions and to report results at the next Working Group meeting.
- The Best Practices identified by the Complete Streets Working Group will be uploaded to the Share Point Website.
- A new Technology tab will be added to the Share Point website.

MPOAC Staff Directors' Committee Meeting
Chair by Peter Buchwald, St. Lucie TPO
- Reviewed proposed Safety Performance Measures language for inclusion in MPO TIPs.
- Recommended MPOAC meeting dates for 2018:
  - June 6th, August 2nd, November 1st - all in Orlando
- Recommended approval of the annual contract for legal services (for Fiscal Year 2019).
- Recommended approval of a Freight Project Prioritization Process
  - Members discussed adding how to include freight rail projects to the process
  - Members discussed whether the process used by the Freight Committee to develop this product could be used as a format for other programs or purposes
- Reviewed a Roles and Responsibilities document related to Federal Transportation Performance Measures. This effort was originally discussed at the Nov/Dec 2017 Florida Metropolitan Planning Partnership Meeting. Recommended that the MPOAC Executive Committee be delegated authority to give final approval to the document.
- 2018 Election of Officers
  - Greg Stuart, Broward MPO, was elected Chair for 2018
  - Lois Bollenback, River to Sea TPO, was elected Vice-Chair for 2018
MPOAC Governing Board Meeting
Chaired by Mayor Susan Haynie, Palm Beach TPA:

- FDOT informational presentation:
  - Status of research projects benefiting MPOs
  - Federal infrastructure bill
  - Overview of the Florida Metropolitan Planning Partnership Meeting (Nov 30-Dec 1)
  - Overview of the MPOAC Leadership Meeting
  - Planning Emphasis Areas for FY 18/19 & 19/20 UPWPs
  - UPWP and MPO Handbook updates
  - A presentation of EconWorks software for project evaluation

FHWA informational presentation:

- General announcements (staffing, grant awards, etc.)
- 2018 LRTP Expectations Letter
- Transportation Performance Management - overview of target setting and documentation
- Changes to the Federal TMA Certification Process

MPOAC Executive Director's Presentation included:

- Budget and accomplishments report
- Overview of the upcoming draft MPOAC UPWP
- Florida Legislative update:
  - An overview of each chambers stated priorities
  - An overview of the 2018 legislative session and budget process
    - Transportation budgets are similar in House, Senate and Governor proposal at $10.8 Billion
- MPO Bills of interest:
  - HB 33 and SB 90 - Texting While Driving
  - HB 575 and SB 1516 - MPO Bills
  - HB 807 and SB 984 - MPO Bills
  - HB 353 and SB 712 - Autonomous Vehicles
  - SB 384 and HB 583 - Helmet Law
  - HB 215 and SB 504 - Autocycles
- General Bills of interest to the membership
  - HB 243 and SB 688 - Charter County & Regional Transportation System Surtax
  - HB 815 and SB 1180 - County and Municipal Public Officers and Employees
- MPOAC Weekend Institute for Elected Officials Dates
  - Orlando - April 27-29
  - Tampa - June 1-3

Action Items:

- Established MPOAC meeting dates for 2018:
  - June 6th, August 2nd, November 1st - all in Orlando
- Approved the annual contract for legal services (for Fiscal Year 2019).
- Approved the recommended Freight Project Prioritization Process
- Reviewed a Roles and Responsibilities document related to Federal Transportation Performance Measures. The MPOAC Executive Committee was delegated authority to give final approval to the document.
- 2018 Election of Officers
  - Mayor Haynie (City of Boca Raton), Palm Beach TPA, was elected Chair for 2018.
  - Commissioner Nick Maddox (Leon County), Capital Region TPA, was elected Vice-Chair for 2018.
  - Councilmember Bryan Caletka (Town of Davie), Broward MPO, was elected to the MPOAC Executive Committee for 2018.
UPDATE of 2018 Legislation (alphabetical order)

Hillsborough County City-County Planning Commission and
Hillsborough Metropolitan Planning Organization

March 26, 2018

Autonomous Vehicles—HB 353 (Reps. Fischer/Brodeur) and SB 712 (Senator Brandes) Although these bills are not identical, SB 712 would exempt an autonomous vehicle being operated in autonomous mode from a certain prohibition on the operation of a motor vehicle if the vehicle is actively displaying certain content that is visible from the driver’s seat while the vehicle is in motion; authorize a fully autonomous vehicle to operate in this state regardless of whether a licensed human operator is physically present in the vehicle; authorize the Secretary of Transportation to enroll the state in any federal pilot program or project for the collection and study of data for the review of automated driving systems. **HB 353 Died in the House Governmental Accountability Committee and SB 712 Died in the Senate Banking and Insurance Committee.**

Bicycle & Pedestrian Safety—HB 117 (Rep. Stone) would revise and provide requirements for a driver of motor vehicle overtaking bicycle, pedestrian, or nonmotorized vehicle; would revise requirements for turning at intersections; would revise and provide requirements for persons riding bicycles in groups; would require Class E driver license examination to address bicycle and pedestrian safety; and would provide penalties. **HB 117 Died on the House Calendar.**

Budget—Governor Scott’s Recommended Budget: $1 Billion for Transportation System Expansion; $1 Billion for Maintenance and Operations; $616 Million for Resurfacing; $568 Million for Transit Program Improvements; $67.7 Million for Bridge Repairs and Replacement; $186 Million for Safety Initiatives; $151.3 Million for Bicycle & Pedestrian Trails. **The State Budget includes: $3.7 billion for Transportation System Expansion; $1 billion for Maintenance and Operations; $598 million for Transit Program Improvements; $67.7 million for Bridge Repairs and Replacement; $186 million for Safety Initiatives; and $151.3 million for Bicycle and Pedestrian Trails. Local projects include: Hillsborough County Big Bend/I-75 Interchange Improvements ($5 million), TBARTA ($1 million), and Hillsborough County South Coast Trail Enhancement ($450,000). VETOED: Hillsborough County School Sidewalks & Safety Enhancements ($2 million); Hillsborough County Orient Road ($2 million).**

Charter County & Regional Transportation System Surtax—HB 243 (Reps. Avila/Perez) and SB 688 (Senator Garcia) While 31 counties are eligible to levy the surtax, it is only levied in Duval and Miami-Dade counties. HB 243 and SB 688 would allow Miami-Dade County to use surtax proceeds for specified purposes related to fixed guideway rapid transit systems and bus systems; would authorize use of surtax proceeds for refinancing existing bonds; and would prohibit use of such proceeds for non-transit
purposes. HB 243 Died in the Senate Community Affairs Committee and SB 688 Died in the Senate Appropriations Committee.

Community Redevelopment Agencies—HB 17 (Rep. Raburn) and SB 432 (Senator Lee) Although these bills are not identical, HB 17 would provide reporting requirements; revise requirements for operating community redevelopment agencies; prohibit creation of community redevelopment agencies after date certain; would provide phase-out period; create criteria for determining whether community redevelopment agency is inactive; provide hearing procedures; authorize certain financial activity from inactive community redevelopment agencies; revise requirements for use of redevelopment trust fund proceeds; revise county and municipal government reporting requirements. SB 432 would prohibit a person from lobbying a community redevelopment agency until he or she has registered as a lobbyist with that agency; authorize community redevelopment agencies to adopt rules to govern the registration of lobbyists; and would require ethics training for community redevelopment agency commissioners. HB 17 Died in the Senate Community Affairs Committee and SB 432 Died in the Senate Appropriations Subcommittee on Transportation, Tourism and Economic Development.

Developments of Regional Impact (DRIs)—SB 1244 (Senator Lee) and HB 1151 (Rep. La Rosa) would amend statewide provisions related to existing developments of regional impact (DRIs), largely repealing most state oversight functions and shifting such responsibilities to local governments. This legislation preserves vested rights and other protections for existing DRIs. SB 1244 was substituted for HB 1151 and passed, and subject to the Governor’s veto powers will go into effect on July 1, 2018.

Dockless Bicycles—HB 1033 (Rep. Toledo) and SB 1304 (Senator Young) would largely preempt regulation of dockless sharing companies to the state, specifically prohibiting local governments from imposing taxes or requiring business licenses; would have also attempted to prohibit exclusive agreements between bike sharing companies and local governments. HB 1033 Died in the Senate Banking and Insurance Committee and SB 1304 Died in the Senate Community Affairs Committee.

Growth Management—HB 207 (Rep. McClain) and SB 362 (Senator Perry) These bills would require local governments to address the protection of private property rights in their comprehensive plans; requiring the comprehensive plan to include a private property rights element that sets forth principles, guidelines, standards, and strategies to achieve certain objectives; provide a deadline by which each local government must adopt a private property rights element; require the state land planning agency to approve the private property rights element adopted by each local government if it is substantially in a specified form. HB 207 Died in the House Agriculture and Property Rights Subcommittee and SB 362 Died in the Senate Community Affairs Committee. HB 883 (Rep. Ingoglia) originally filed to address
Community Development Districts was amended to include restrictions on Urban Service Boundaries and Community Redevelopment Agencies. HB 883 Died in Senate Messages.

Impact Fees—HB 697 (Rep. Miller) and SB 324 (Senator Young) SB 324 was amended to specify that a local government may not collect impact fees prior to the issuance of a building permit and to codify existing case law on the validity of impact fees. SB 324 Died on the Senate Calendar and HB 697 Died in the Senate Community Affairs Committee.

Local Tax Referenda—HB 317 (Rep. Ingoglia) and SB 272 (Senator Brandes) Although these bills are not identical, SB 272 would revise the voter approval threshold required to pass a referendum to adopt or amend local government discretionary sales surtaxes to at least 60% of the electors voting on the ballot when the referendum is held at any date other than a general election. HB 317 Died in the Senate Community Affairs Committee and SB 272 Died in Senate Rules Committee.

Metropolitan Planning Organizations—HB 575 (Rep. Beshears), SB 984 (Senator Brandes), HB 807 (Rep. Diamond) HB 575 would reduce the maximum number of MPO voting members from 25 to 15 for those MPO’s with populations over 500,000, with the exact number determined on an equitable geographic-population ratio basis, based on an agreement among the affected units of general-purpose local government and the Governor, as required by federal regulations. All MPO’s would be required to comply with changes by July 1, 2019. SB 984 would provide an incentive to merge MPO’s by removing the cap on the maximum number of voting members (currently twenty-five) while maintaining the base number of voting members (currently five members) serving on the MPO, after July 18, 2018; and would preserve current law with the number determined on an equitable geographic-population ratio basis. HB 807 is similar to SB 984, and would provide an incentive to merge MPO’s by removing the cap on the maximum number of voting members (currently twenty-five) while maintaining the base number of voting members (currently five members) serving on the MPO, after July 18, 2018; would preserve current law with the number determined on an equitable geographic-population ratio basis. Amendments were filed late by Senator Brandes to SB 100, SB 382, and HB 141 to prohibit an MPO to adopt a weighted voting structure, among other things. A point of order was called and those amendments were then withdrawn (see Transportation). HB 575 & HB 807 both Died in the House Government Accountability Committee. SB 984 Died in the Senate Transportation Committee.

Motorcycle & Moped Riders—SB 346 (Senator Perry), HB 583 (Rep. Clemons) would increase the age at which persons who are operating or riding upon a certain motorcycle or a moped are exempt from protective headgear requirements; would require a moped registered to a person under a specified age to display a license plate that is unique in design and color. SB 346 Died in the Senate Subcommittee on Transportation, Tourism & Economic Development. HB 583 Died in the House Subcommittee on Transportation & Infrastructure.
Private Property Rights—SB 292 (Senator J. Rodrigues) would exempt from the definition of “public utility” a property owner who owns and operates on that property a renewable energy source device with a capacity of up to 2.5 megawatts and who produces and provides or sells renewable energy from that device to users located on the property. SB 292 Died in the Senate Communication, Energy and Public Utilities Committee.

Red Light Cameras— SB 176 (Senator Hutson), SB 548 (Senator Campbell), and HB 6001 (Rep. Avila) would repeal provisions relating to the installation and use of traffic infraction detectors to enforce specified provisions when a driver fails to stop at a traffic signal, provisions that authorize the Department of Highway Safety and Motor Vehicles, a county, or a municipality to use such detectors, and the distribution of penalties collected for specified violations. SB 176, SB 548 & HB 6001 all Died in the Senate Transportation Committee.

School Hazardous Walking Conditions—SB 188 (Senator Steube) would require district school boards to provide transportation to certain students; revise the speed and road conditions that meet the requirements for a hazardous walking condition; require a district school superintendent to request a review of a hazardous walking condition upon receipt of a written request from a parent of a student. SB 188 Died in the Appropriations Subcommittee on Pre-K-12 Education.

Smart City Challenge Grant—SB 852 (Senator Brandes) and HB 633 (Rep. Fischer) would create a new program within the Department of Transportation with an appropriation of $15 million to encourage communities to implement technology solutions to the most pressing mobility challenges; would qualify any governmental agency responsible for the movement of goods and services in Florida, including local governments, transportation planning organizations (TPOs) and state universities as eligible for receiving funding. SB 852 Died on the Senate Calendar and HB 633 Died on the House Calendar.

Statewide Alternative Transportation Authority—HB 535 (Reps. Avila and J. Grant) and SB 1200 (Senator Young) would rename the Florida Rail Enterprise (FRE) as the Statewide Alternative Transportation Authority; would revise annual allocations for the Transportation Regional Incentive Program (TRIP) beginning FY 2021-22 from FRE to provide the first $60 million in documentary stamp taxes for alternative transportation systems, of which $25 million would be allocated to TBARTA for the design and construction of alternative transportation systems on a local or private fund 50/50 matching basis; and $35 million to the Statewide Alternative Transportation Authority, of which $25 million would be used in Miami-Dade County. The remaining $10 million would be available for use in any county or
counties. HB 535 Died in the House Transportation, Tourism Appropriations Subcommittee and SB 1200 Died in the Senate Appropriations Committee.

Strategic Intermodal System (SIS)—SB 1188 (Senator Rouson) and HB 1277 (Rep. Willhite) would authorize rapid bus service operating in express toll lanes on the interstate highway system as an eligible expenditure for SIS funding; would not increase SIS funding for Tampa Bay but would provide a new opportunity to access greater capacity and faster service from existing transportation assets. SB 1188 Died in the Senate Community Affairs Committee and HB 1277 Died in the House Transportation and Infrastructure Subcommittee.

TBARTA—HB 2451 (Rep. Gruters) would provide a non-recurring appropriations of $1 million to TBARTA from the State Transportation Trust Fund. HB 2451 passed--$1 million appropriation in the Budget (see Budget).

Texting While Driving—HB 33 (Rep. Toledo) and SB 90 (Senator Perry) would strengthen the current ban on texting, emailing, and instant messaging while driving, by changing the current enforcement of the ban from secondary to primary. Any violation of the ban that causes a crash would result in the addition of six points to the offender’s driver license record. HB 33 Died in the Senate Communication, Energy and Public Utilities Committee and SB 90 Died in the Senate Appropriations Committee (see Using of Wireless Devices While Driving).

Tourist Development Tax—SB 658 (Senator Brandes) and HB 585 (Rep. Fine) would authorize counties imposing the tourist development tax to use revenues from the tax to acquire, construct, extend, enlarge remodel, repair, improve, maintain, operate or finance public facilities if the public facilities are needed to increase tourist-related business activities and are recommended by the county tourist development council. SB 658 Died in the Senate Appropriations Committee and HB 585 Died in the Senate Community Affairs Committee. The all-encompassing Tax Package, HB 7087 (Rep. Renner) was passed authorizing counties imposing a tourist development tax to use the tax revenues for public facilities if needed to increase tourist related business activities including: roads, water & sewer, solid waste, drainage, and pedestrian facilities. At least $10 million in tourist development tax revenue must be received in the prior year; must be approved by a 2/3 vote of the county governing board; no more than 70% of the cost may be paid with the revenue; at least 40% of all tourist development tax revenues must be used to promote tourism; and a positive impact on tourism must be demonstrated. Effective July 1, 2018.
Traffic Infraction Detectors—SB 176 (Senator Hutson), HB 6001 (Rep. Avila), SB 548 (Senator Campbell) would repeal provisions relating to the definitions of “local hearing officer” and “traffic infraction detector,” respectively and relating to the installation and use of traffic infraction detectors to enforce specified provisions when a driver fails to stop at a traffic signal, provisions that authorize the Department of Highway Safety and Motor Vehicles, a county, or a municipality to use such detectors and that cap fines and provide for the deposit and use of fines, and the distribution of penalties. SB 176, HB 6001, and SB 548 all Died in the Senate Transportation Committee.

Transportation—SB 1104 (Senator Brandes), HB 141 (Rep. Harrison), HB 1287 (Rep. Drake) would revise provisions relating to contracting and negotiation between the Department of Transportation and local governmental entities for acquisition, construction, or operation of turnpike projects; exempting a law enforcement officer from paying a toll on a toll facility when operating an official vehicle while on official law enforcement business; and HB 1287 was amended to prohibit an MPO from adopting a weighted voting structure, among other things. HB 1287 died in the Senate Transportation Committee, SB 1104 died in House Messages, and HB 141 passed (without any MPO restrictions) and subject to the Governor’s veto powers will be effective on July 1, 2018.

Transportation Disadvantaged—SB 770 (Senator Garcia) would authorize community transportation coordinators, in cooperation with the coordinating board, to plan for and use regional fare payment systems under certain circumstances which enhance cross-county mobility for specified purposes for certain persons who are unable to transport themselves or to purchase transportation. SB 770 Died in the Senate Appropriations Subcommittee on Transportation, Tourism and Economic Development.

Tree & Vegetation Trimming—HB 521 (Edwards-Walpole) and SB 574 (Senator Steube) would prohibit local governments from requiring permits or other approvals for tree and vegetation maintenance within certain rights-of-way managed by water management districts, water control districts, or special districts. HB 521 Died in Senate Messages. SB 574 Died in the Senate Environmental Preservation & Conservation Committee.

Using Wireless Communication Devices While Driving—SB 90 (Senator Perry) is similar to HB 33 (see Texting While Driving) and would revise the legislative intent relating to the authorization of law enforcement officers to stop motor vehicles and issue citations to persons who are texting while driving; would require deposit of fines into the Emergency Medical Services Trust Fund. SB 90 Died in the Senate Appropriations Committee and HB 33 Died in the Senate Communication, Energy and Public Utilities Committee.