Meeting of the Technical Advisory Committee
Monday, April 15, 2019, 1:30 PM
County Center, 18th Floor – Plan Hillsborough Committee Room

I. Call to Order

II. Public Comment - 3 minutes per speaker, please

III. Approval of Minutes – March 18, 2019

IV. Action Items
   A. UPWP Amendment (Allison Yeh, MPO Staff)
   B. TIP Amendment (w/UPWP revision) for HART TOD Grant & Resiliency Program Grant (Sarah McKinley, MPO Staff)
   C. Annual Joint Certification of the MPO (Rich Clarendon, MPO Assistant Executive Director)

V. Status Reports
   A. Interlocal Agreement Regarding Transportation Sales Surtax (Beth Alden, MPO Executive Director)
   B. Tampa Bay Next Update (FDOT Representative)
   C. Vision Zero Quarterly Report (Gena Torres, MPO Staff)

VI. Old Business & New Business
   A. Next meeting: May 20th

VII. Adjournment

VIII. Addendum
   A. MPO Meeting Summary & Committee Report
   B. National Sustainability Summit, April 16 – 19, Tampa
   C. City of Tampa Public Notice – E. Columbus Drive

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

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

Si necesita servicios de traducción, el MPO ofrece por gratis. Para registrarse por estos servicios, por favor llame a Johnny Wong directamente al (813) 273-3774, ext. 370 con tres días antes, o wongj@plancom.org de correo electrónico. También, si sólo se puede hablar en español, por favor llame a la línea de ayuda en español al (813) 273-3774, ext. 211.

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If a person decides to appeal any decision made by the board, he or she will need a record of the proceedings, and for such purpose may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.
The Metropolitan Planning Organization (MPO) Technical Advisory Committee (TAC), Hillsborough County, Florida, met in Regular Meeting, scheduled for Monday, March 18, 2019, at 1:30 p.m., in the Plan Hillsborough Committee Room, 18th Floor, Frederick B. Karl County Center, Tampa, Florida.

The following members were present:

Michael Williams, Vice Chairman
Rachel Chase
Vincenzo Corazza
Leland Dicus (arrived at 1:40 p.m.)
Robert Frey (arrived at 1:49 p.m.)
Melissa Leinhard for Anthony Garcia
Stephen Griffin
Mark Hudson for Julie Ham
Danni Jorgenson
Melanie Calloway for Jonathan Scott
Linda Walker

The following members were absent:

Jeffrey Sims, Chairman
Michael Case
Amber Dickerson
Michael English
Gina Evans
Charles White

I. CALL TO ORDER

Vice Chairman Williams called the meeting to order at 1:32 p.m., led in the pledge of allegiance to the flag, and gave the invocation.

II. PUBLIC COMMENT — None.

III. APPROVAL OF MINUTES — FEBRUARY 25, 2019

Following comments from Ms. Gena Torres, MPO, Vice Chairman Williams sought a motion. Ms. Calloway moved approval, seconded by Mr. Griffin, and carried nine to zero. (Members Dicus and Frey had not arrived; Chairman Sims and Members Case, Dickerson, English, Evans, and White were absent.)
MONDAY, MARCH 18, 2019

IV. ACTION ITEMS

A. 2018 State of the System Report

Dr. Johnny Wong, MPO, elaborated on a presentation. Mr. Griffin asked about including sidewalks in the maintenance measurements and access to employment incentive measurements, which Dr. Wong and Ms. Torres addressed. Mr. Frey inquired on the report’s methodology criteria. Talks occurred on the data presented, the report’s technical analysis, and urban/nonurban spending. Following remarks from Ms. Torres, Ms. Walker pondered whether County/Tampa donations to HART transit assets were impact fees. Mr. Corazza wanted to know about the resurfacing and the local roads off the national highway system. Vice Chairman Williams touched on the data from the organizations involved. Responding to Mr. Frey, Ms. Beth Alden, MPO Executive Director, discussed the report data. Dialogue continued. Upon motion clarification, Ms. Chase moved to approve the draft report, seconded by Mr. Hudson. Mr. Corazza recommended including Temple Terrace in the report. Mr. Frey suggested a summary page. Mr. Dicus considered the comments’ deadline. The motion carried eleven to zero. (Chairman Sims and Members Case, Dickerson, English, Evans, and White were absent.)

V. STATUS REPORTS

A. Smart Cities Update

Ms. Torres noted the item had been rescheduled.

B. 2045 Long Range Transportation Plan Major Projects Needs Assessment

Ms. Torres expanded on the presentation and invited the MPOTAC to review a map with the potential County/cities/Tampa Hillsborough Expressway Authority/HART projects.

VI. OLD BUSINESS AND NEW BUSINESS

A. Next meeting: April 15, 2019

Vice Chairman Williams observed the upcoming meeting date. Ms. Torres added comments.
VII. ADDENDUM

A. MPO Meeting Summary and Committee Report

B. Link to Tampa Bay Next Special Briefing Display Boards (January 31, 2019)

C. Public Hearing, Interstate (I) 275 from I-4 Bearss Project Development and Environment Study, March 26, 2019, 5:30 p.m., Seminole Heights United Methodist, 6111 Central Avenue

D. National Sustainability Summit, April 16 - 19, 2019, Tampa

E. MPO Advisory Council Legislative Update February 22, 2019

VIII. ADJOURNMENT

There being no further business, the meeting was adjourned at 2:49 p.m.

READ AND APPROVED: ______________________________

CHAIRMAN

ATTEST:
PAT FRANK, CLERK

By: _______________________

Deputy Clerk

jh
Board & Committee Agenda Item

Agenda Item
Unified Planning Work Program (UPWP) Amendment

Presenter
Allison Yeh, MPO Staff

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

- Adjustments to the FY19 AND FY20 Budget between work tasks, and consultant and staff allocations to accommodate project needs.

- Update Tasks 2 in the following areas: 1) the American Public Health Association grant budget to reflect the $50,000 award received from the National Healthiest Cities & County Challenge and 2) adding a Transportation Equity Score Card Tool as a possible tool to be developed for Transportation Disadvantaged Planning activities.

- Adding appendices: 1) HART Planning Program (Appendix I) and 2) Hillsborough County Transportation Improvement Surtax proposed budget (Appendix J). These programs have been placed in the appendices to clarify that they are not part of the MPO’s work program reviewed by federal and state agencies. Tasks 1-6 of the UPWP are the MPO work program, reviewed and approved by FDOT, FHWA, FTA and the Florida Commission for the Transportation Disadvantaged.

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

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

Recommended Action
Approve FY19 & FY20 UPWP Amendment

Prepared By
Allison Yeh, AICP, LEED GA
Attachments
FY 19 & FY 20 Budget Tables: Grants used by MPO (Tables 1a and 1b) and Coordination in the MPO Area (Tables 2a & 2b)
Appendix I - HART Planning Program
Appendix J - Hillsborough County Transportation Improvement Surtax Budget
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<tr>
<th>Task No.</th>
<th>TASK</th>
<th>FHWA PL</th>
<th>Prior Year FTA Funds Available for Staff Budget (GOR 43)</th>
<th>FTA Grant Staff Budget</th>
<th>Transportation Disadvantaged Staff Budget</th>
<th>Surface Transportation Program (Contract)</th>
<th>FHWA Resiliency and Durability Pilot (Contract)</th>
<th>American Public Health Association</th>
<th>TBARTA CCC</th>
<th>Consultant Contract Total (excluding indirect cost)</th>
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Amendment Legend: red = decrease; green = increase
## Grants Used by the MPO

### Table 1b (MPO staff and contract funds with prior year funds)

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

**Amended 5/8/19**

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

** Tasks 4 includes $41,161 and Task 5 $115,000 rollover from FY2018.

*** These funds are transferred from other MPOs and administered by Hillsborough MPO for the TBARTA Staff Services Agreement.
## HILLSBOROUGH COUNTY METROPOLITAN PLANNING ORGANIZATION
### COORDINATION IN THE MPO AREA (funding sources by tasks) - Table 2b
### UNIFIED PLANNING WORK PROGRAM - FY 19/20 (Year 2)
### Amended 5/8/19

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

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

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

Transit Development Plan (TDP)

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

Transit Surtax Program of Projects

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

FTA Transit Oriented Development (TOD) Pilot

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

Tampa Arterial BRT Study

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

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

**The On-Demand Downtown Circulator Service**

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

**Grant Opportunities**

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

**Public Outreach and Equity Planning**

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

**Development Reviews**

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

**Monitor System Performance**

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

**Interagency Coordination**

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

*Unified Planning Work Program: FY 2019 – 2020*
### Funding Source

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APPENDIX J

County Charter Transportation Improvement Surtax

FY 20 Budget

DRAFT

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

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

$2,860,000
Board & Committee Agenda Item

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

**Presenter**
Sarah McKinley, MPO Staff

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

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

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

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

**Prepared By**
Sarah McKinley, MPO Staff

**Attachments**
TIP/STIP Comparative Report
UPWP Amendment Table 2b
Project Summaries
FTA Pilot TOD Planning Grant Project Summary

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

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

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

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

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

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

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

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

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

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

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

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

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

**Proposed Deliverables**

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

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

**Proposed Project Timeline & Milestones**

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

**General Timeline:**

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

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

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

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

Hillsborough Metropolitan Planning Organization Transportation Improvement Plan 2019-2023

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

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

Tampa Smart Cities Initiative

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

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

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

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

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

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

Project Description

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

Project Elements to be completed with Resilience Funding

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

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

Feasibility/Alternative Analysis

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

**Future Emergency Mitigation**

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

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

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

**Anticipated Project Schedule**

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

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

Federal/Local Share

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

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<td><strong>Total Project Funding</strong></td>
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Board & Committee Agenda Item

Agenda Item
MPO/FDOT Joint Certification

Presenter
Rich Clarendon, MPO staff

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

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

Staff will review notable achievements from the past year.

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

Prepared By
Rich Clarendon, AICP

Attachments
None.
Board & Committee Agenda Item

Agenda Item
Interlocal Agreement Regarding Transportation Sales Surtax

Presenter
Cameron Clark, MPO Attorney

Summary
To implement Section 11.04 of Hillsborough County Home Rule Charter Amendment XI, an interlocal agreement is needed between Hillsborough County and other entities regarding distribution of the surtax proceeds. The agreement expresses the intent of the parties – Hillsborough County, City of Tampa, City of Plant City, Temple Terrace, HART, and the MPO – to implement the provisions of the Charter Amendment in a collaborative manner. A draft agreement is being reviewed by the parties’ attorneys. The MPO Attorney will provide an overview of the provisions of the draft agreement and will seek a recommendation from the committee.

Recommended Action
Approve the draft agreement

Prepared By
Beth Alden, AICP

Attachments
Draft Interlocal Agreement Regarding Transportation Sales Surtax
INTERLOCAL AGREEMENT REGARDING
TRANSPORTATION SALES SURTAX

THIS INTERLOCAL AGREEMENT (“Agreement”) is made and entered into as of January 1, 2019, without regard to the date signed by all the Parties, by and between the City of Tampa (“Tampa”), the City of Temple Terrace (“Temple Terrace”) and the City of Plant City (“Plant City”), all of which are municipal corporations organized and existing under the laws of the State of Florida within Hillsborough County (collectively, the “Municipalities”), the Hillsborough Transit Authority (“HART”), a regional transportation authority created under the laws of Florida, with its principal office at 1201 E. 7th Avenue, Third Floor, Tampa, FL 33602, Hillsborough County, a county and political subdivision of the State of Florida (“County”) and the Metropolitan Planning Organization (the “MPO”), a transportation policy-making board formed pursuant to the MPO Interlocal Agreement as described in 23 USC s. 134(b)(2), 49 USC s. 5303, and Section 339.175(1) Florida Statutes. Each of the above-referenced parties to this Agreement may be referred to herein collectively as “Parties” and individually as “Party.”

WITNESSETH:

WHEREAS, pursuant to Chapter 163, Florida Statutes, counties, cities, public authorities, and other political subdivisions and public entities have the authority to enter into interlocal agreements among and between themselves in order to make the most efficient use of their powers and enabling them to cooperate with other localities; and

WHEREAS, on November 6, 2018, the electorate of Hillsborough County approved a ballot measure providing for an amendment to the Hillsborough County Charter (the “Charter Amendment”) which levies a one percent (1%) transportation sales surtax (the “Surtax”) in accordance with Sections 212.054 and 212.055(1), Florida Statutes (2018) (the “State Surtax Law”); and

WHEREAS, in order to implement the provisions of the Charter Amendment in a collaborative manner, the Parties desire to enter into this Agreement; and

WHEREAS, such action is in the best interests of the Parties and serves a public purpose; and

WHEREAS, this Agreement is authorized by the State Surtax Law, the Charter Amendment and other applicable laws;

NOW, THEREFORE, in consideration of the premises and of the mutual benefits and in consideration of the covenants and agreements set forth herein, the Parties hereto agree as follows:

SECTION 1. DEFINITIONS. As used herein, the following terms shall have the meaning ascribed below:
(A) **Agreement** means this Interlocal Agreement.

(B) **Auditor** means the independent accounting firm engaged by the Clerk to conduct an annual, independent audit of the distribution and expenditure of all Surtax Proceeds as provided for in Section 11.04 of the Charter Amendment.

(C) **Business Day** means any day other than a Saturday or Sunday or legal holiday or a day on which the principal office of the County is closed.

(D) **Charter Amendment** means the amendment to the Hillsborough County Charter approved by the electorate of Hillsborough County on November 6, 2018.

(E) **Clerk** means the Clerk of the Circuit Court of Hillsborough County, Florida, in the capacity of Clerk to the Board.

(F) **MPO Interlocal Agreement** means that certain Interlocal Agreement dated September 4, 2014, by and between the Florida Department of Transportation, the County, Tampa, Temple Terrace, Plant City, HART, the Hillsborough County Aviation Authority, the Tampa-Hillsborough Expressway Authority, the Tampa Port Authority, and the Hillsborough County City-County Planning Commission.

(G) **Party** and **Parties** means the local governmental entities that have elected to enter into this Agreement either singularly or collectively.

(H) **Procurement Professional** means an individual who works for one of the Parties and is charged with the procurement responsibilities for such Party.

(I) **Professional Engineer** means an individual who has fulfilled education and experience requirements and passed specified exams that, under Florida law, permits such individual to offer engineering services directly to the public.

(J) **State Surtax Law** means Sections 212.054 and 212.055(1), Florida Statutes (2018), authorizing the referendum approving the Charter Amendment.

(K) **Surtax** means the one percent (1%) transportation sales surtax levied pursuant to the Charter Amendment.

(L) **Surtax Proceeds** means all Surtax funds received by the Clerk from the Florida Department of Revenue including any interest and penalties on delinquent taxes.

All other capitalized terms used in this Agreement shall have the meanings as ascribed to them in the Charter Amendment.
SECTION 2. USE, ALLOCATION AND DISTRIBUTION OF SURTAX PROCEEDS. Any other provision of this Agreement to the contrary notwithstanding, the County, the Municipalities, HART and the MPO each certify to each of the other Parties that all Surtax Proceeds, including any interest earnings and bond proceeds generated therefrom, shall be expended by that jurisdiction only as permitted by this Agreement, the State Surtax Law, the Charter Amendment, and the ballot language of the November 6, 2018 referendum on the Charter Amendment. Each Party ratifies and deems appropriate the allocation, distribution and uses of Surtax Proceeds as provided for in the Charter Amendment.

SECTION 3. DISBURSEMENT OF THE SURTAX PROCEEDS. Disbursements of the Surtax Proceeds in accordance with the distribution allocations provided in Section 11.05 of the Charter Amendment shall be made by the Clerk within five (5) Business Days of the Clerk’s receipt of Surtax Proceeds from the Florida Department of Revenue.

SECTION 4. INDEPENDENT OVERSIGHT COMMITTEE.

(A) Powers and Duties. The Parties acknowledge and agree that the powers and duties of the Independent Oversight Committee (the “IOC”) are limited pursuant to the Charter Amendment to the following:

(1) Review the Auditor’s results of the annual audit described in section 11.04 of the Charter Amendment and make findings based on such results as to whether the Clerk and each Agency have complied with the terms of the Charter Amendment;

(2) Approve and certify, in reliance upon each respective Professional Engineer or Procurement Professional certification provided for in Section 5(B) of this Agreement, whether Project Plans as submitted by each Agency provide for the expenditure by such Agency of its distribution of Surtax Proceeds in accordance with the uses mandated by Sections 11.07 and 11.08 of the Charter Amendment; provided, that such approval and certification does not authorize the IOC to:

   (a) independently initiate proposed projects or Project Plans, or proposed expenditures of Surtax Proceeds; or

   (b) disapprove Agency approved projects or Project Plans that are in accordance with the uses mandated by Sections 11.07 and 11.08 of the Charter Amendment.

(3) Prepare an annual report to the Clerk and each Agency presenting the Auditor’s results of the annual audit process provided for in the Charter
Amendment and any findings made; and

(4) Review any projects proposed by citizens for inclusion in an Agency’s Project Plan, and forward them to the appropriate Agency for consideration.

(B) Review of Project Plans. The Parties agree that the IOC should incorporate in its by-laws the following matters:

(1) a commitment to timely approve or disapprove Agency Project Plans within thirty (30) Business Days of submission thereof;

(2) a process for submission of Agency Project Plans for its approval and certification that:
   (a) is in accordance with the Charter Amendment;
   (b) is consistent with the process provided for in Section 11.06 of the Charter Amendment; and
   (c) provides that any disagreement by the IOC with any portion of an Agency’s Project Plan which is otherwise in accordance with the uses mandated by Sections 11.07 and 11.08 of the Charter Amendment shall not be a basis for the IOC to disapprove any portion of such Project Plan; and

(3) a process to address any potential disputes between an Agency and the IOC, including an appeal to the Board of County Commissioners of the County.

(C) Administrative Support. The Parties acknowledge and agree that staff of the MPO shall provide administrative support to the IOC.

(D) Legal Counsel. The Parties acknowledge and agree that the County Attorney’s Office shall serve as legal counsel to the IOC, except in the event of an appeal by the County to the Board of County Commissioners of the County regarding a dispute between the County and the IOC. In the event of such an appeal, the County Attorney will retain separate counsel to handle the appeal.

SECTION 5. AGENCY PROJECT PLANS.

(A) In order to further the implementation of the terms of the Charter Amendment in a collaborative manner, each Party agrees to notify the other Parties of each of its Project Plans in conjunction with its submittal thereof to the IOC.
(B) Each Agency agrees to engage a Professional Engineer or Procurement Professional to certify to such Agency and the IOC that each of its Project Plans complies with the terms of the Charter Amendment.

SECTION 6. METROPOLITAN PLANNING ORGANIZATION. The Parties acknowledge and agree that with respect to the implementation and administration of the Surtax, the powers and duties of the MPO are limited to the following:

(1) providing its staff to provide administrative support to the IOC;

(2) providing transportation planning and development activities, including data collection, analysis, planning, and grant funding to assist the Agencies in carrying out the purpose set forth in Section 11.01 of the Charter Amendment; and

(3) assisting the IOC in carrying out the duties of the IOC described in Sections 4(A)(2) and 4(A)(3) of this Agreement; provided that the role of the MPO is not to assist the IOC in perfecting a dispute with any portion of a Project Plan submitted by an Agency.

SECTION 7. AUDITS. Each of the Parties agrees to assist and cooperate with the Clerk in conducting the annual audits required by Section 11.04 of the Charter Amendment.

SECTION 8. MISCELLANEOUS PROVISIONS.

(A) It is stipulated by the Parties that this Agreement complies with the Constitution and Statutes of the State of Florida.

(B) Each Party warrants and represents to the other Parties that the execution and delivery of this Agreement has been duly authorized by all appropriate actions of its respective government, and that this Agreement has been otherwise executed and delivered by an authorized officer, as applicable.

(C) The Parties agree that upon full execution of this Agreement, each will promptly execute and deliver such documents and instruments, and take such other actions as may be reasonably required, including compliance with applicable law, to carry out the purpose and intent of this Agreement.

(D) Any notices, or other documents required to be delivered under this Agreement shall be delivered to the following addresses, unless or until a Party provides written notice of a change:
(E) This Agreement shall be governed by and construed in accordance with the laws of the State of Florida. This Agreement shall be construed equally against each Party in recognition of the fact that each Party has had the opportunity of review and participation, by its respective counsel, in the preparation of this Agreement.

(F) If, for any reason, any portion of this Agreement is held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct, and independent provision, and such holding shall not affect the validity of the remaining portions hereof.

(G) This Agreement shall be effective upon the later of execution by all Parties and filing with the Clerk as herein provided and shall expire upon receipt by each Party of its final distribution of the Surtax Proceeds.

(H) This Agreement and any subsequent amendments thereto shall be filed with the Clerk as provided by Section 163.01(11), Florida Statutes, and with the Director of the Florida Department of Revenue.

(I) This Agreement may be executed separately by the Parties in two or more execution or "joinder" pages, all of which, together, shall constitute but one and the same instrument.

(J) No rights or obligations under this Agreement may be assigned, except upon written consent of the Parties.

(K) In the event of any conflict between the provisions of this Agreement and the Charter Amendment, the provisions of the Charter Amendment shall take precedence over the provisions of this Agreement.
SECTION 9. AMENDMENT; TERMINATION; INCONSISTENT ACTIONS

(A) This Agreement constitutes the entire agreement between the Parties with respect to the matters herein contained and may be amended only in writing, signed by all of the Parties. Moreover, the Parties shall amend this Agreement to include any newly created municipalities to the extent and within the timeframe required by the State Surtax Law, and in a manner consistent with the Charter Amendment.

(B) This Agreement may only be terminated by unanimous consent of the Parties, and any such termination shall take effect only upon the full retirement of any bonds secured by and or payable from Surtax Proceeds that were issued by one or more of the Parties pursuant to this Agreement. The foregoing notwithstanding, if any final non-appealable Court ruling materially affects provisions of the Charter Amendment, the Parties agree to negotiate and enter into an amendment to this Agreement to modify those terms that are directly related to the provisions of the Charter Amendment affected by such ruling.

(C) No Party shall take, advocate or otherwise cause to occur any action inconsistent with this Agreement, including seeking any change in state or federal law that would alter the rights of the Parties under this Agreement, or enacting, amending or repealing any ordinance that would alter the rights of the Parties under this Agreement.

IN WITNESS WHEREOF, the Parties have respectively executed a Joinder Execution Page, which pages are attached to this Agreement and, by this reference, made a part hereof.
JOINDER EXECUTION PAGE


ATTEST:..................................................................................
By: _______________________________ By: __________________________
DEPUTY CITY CLERK MAYOR

APPROVED AS TO FORM AND LEGAL SUFFICIENCY

By: ______________________________
ATTORNEY FOR CITY OF TAMPA
JOINDER EXECUTION PAGE


ATTEST: 

CITY OF TEMPLE TERRACE

By: ___________________________  By: ___________________________
   CITY CLERK                MAYOR

APPROVED AS TO FORM AND LEGAL SUFFICIENCY:

By: ___________________________
   ATTORNEY FOR THE CITY OF TEMPLE TERRACE
JOINDER EXECUTION PAGE


ATTEST:                      CITY OF PLANT CITY

By: ________________________  By: ________________________
     CITY CLERK               MAYOR

APPROVED AS TO FORM AND CORRECTNESS

By: ________________________
     ATTORNEY FOR THE CITY OF PLANT CITY
JOINDER EXECUTION PAGE


ATTEST:  HILLSBOROUGH TRANSIT AUTHORITY

By: ___________________  By: ___________________

HART BOARD SECRETARY  CHIEF EXECUTIVE OFFICER

APPROVED AS TO FORM AND LEGAL SUFFICIENCY

By: ___________________

GENERAL COUNSEL
JOINDER EXECUTION PAGE


ATTEST: PAT FRANK
CLERK OF THE CIRCUIT COURT

HILLSBOROUGH COUNTY, FLORIDA

By: __________________________________
DEPUTY CLERK

By: ________________________________
LESLEY “LES” MILLER, JR., CHAIR
BOARD OF COUNTY COMMISSIONERS

APPROVED AS TO FORM AND LEGAL SUFFICIENCY

By: ________________________________
COUNTY ATTORNEY

ATTEST: METROPOLITAN PLANNING ORGANIZATION

By: ___________________________ By: ___________________________

APPROVED AS TO FORM AND LEGAL SUFFICIENCY

By: ___________________________
Board & Committee Agenda Item

**Agenda Item**
Tampa Bay Next Quarterly Update

**Presenter**
FDOT Representative

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

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

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

**Recommended Action**
None; for information only

**Prepared By**
Rich Clarendon

**Attachments**
Flyer announcing April 30th Open House
Please join us for OPEN HOUSE #2

FDOT plans for I-275 and I-4 in Downtown and Westshore impact on the Natural Environment

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

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

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

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

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

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

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

More about our commitment to nondiscrimination: planhillsborough.org/non-discrimination-commitment/
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Board & Committee Agenda Item

**Agenda Item**
Vision Zero Quarterly Report

**Presenter**
Gena Torres, MPO Staff

**Summary**
Tracking progress toward reducing deaths and serious injuries on our roadways is an important part of the Vision Zero Action Plan. There are several performance measures for each of the action tracks, the most meaningful of which will be the reduction in fatal and incapacitating crashes. Highlights from Vision Zero initiatives completed and underway will be presented.

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

**Prepared By**
Gena Torres

**Attachments**
TRACKING PROGRESS

It’s been over one year since the MPO Board adopted the Vision Zero Action Plan in December 2017, establishing strategies to end severe crashes in Hillsborough County. This report tracks the progress and accomplishments of the Vision Zero Coalition, which are organized into four action tracks:

- **Paint Saves Lives**
  *Low cost retrofits and pop-up treatments*

- **One Message, Many Voices**
  *Public awareness & education strategies*

- **Consistent and Fair**
  *Community-oriented law enforcement*

- **The Future Will Not Be Like the Past**
  *Facilitating culture change through policies and programs*

The latest crash data available helps us see the full picture of crashes that happened in Hillsborough County during 2018 and compare to prior years.

- **Vision Zero efforts are making an impact in Hillsborough County. 2018 saw the lowest total number of traffic deaths over the last six-year period.**

- **The 2018 crash data revealed that on average there are 12 traffic related fatalities per month.**
2018 YEAR IN REVIEW

- 31 Vision Zero Coalition Partners
- 20 Vision Zero Hero Advertisement Placements
- 2 Murals Painted
- 6 Community Outreach Events
- 15 Sign Holding Events
- 21 Presentations Given
- 2,000+ in Attendance at the Gulf Coast Safe Streets Summit
- 20+ Speakers Trained

SPEAKER’S BUREAU

Vision Zero has a page on the Plan Hillsborough website titled, “Take Action for Vision Zero.” On this web page, visitors can sign the Vision Zero Pledge, share their stories, and learn about upcoming Vision Zero Speakers Bureau training opportunities and community related events. One of the most exciting new features is the ability to book a presentation from a Vision Zero speaker directly through the website:

http://www.planhillsborough.org/take-action-for-vision-zero/

Thank you to all of those who requested Vision Zero presentations throughout 2018:

- Ballast Point Homeowners
- Carrollwood Meadows Homeowners Association
- Cherry Creek Property Owners Associations
- Friends of the Bloomingdale Library
- Hawks Point
- MacFarlane Elementary Parent/Teacher Association and Honor Students
- MacFarlane Elementary School Executive Board
- MacFarlane Park Homeowners Association
- New Tampa Safe Streets
- Northeast Seminole Heights - Block Captains
- Northeast Seminole Heights - Neighborhood Watch Picnic
- Palma Ceia
- Pasco Citizen's Advisory Committee
- Rotarian Club RCTNT
- Seminole Heights
- Seminole Heights Highways and Byways
- Tampa Heights Civic Association
- Tampa Homeowners Association of Neighborhoods
- Temple Terrace Rotarians
- University Square Civic Association
- Wellswood Homeowners Association

THANK YOU TO ALL OF OUR VISION ZERO HEROES!
PAINT SAVES LIVES

NOTABLE HIGHLIGHTS

GOAL 1: RAISE DRIVER AWARENESS OF PEOPLE WALKING AND BIKING BY USING HIGH-VISIBILITY MARKINGS ON THE TRANSPORTATION NETWORK

- Cleveland Elementary Mural
  - Fourth and fifth graders at Cleveland Elementary have a much larger canvas for their artwork than usual – E. Hamilton Avenue near their school. Following the success of a temporary mural painting on 15th Street in June 2018, the Vision Zero Coalition held another mural painting day to slow down traffic near the school on Saturday, January 12 from 10AM to Noon.
  - Approximately 60 volunteers attended the event. The mural was inspired by Cleveland Elementary student Alex Tavares, who received a bike, helmet, and bike lights courtesy of event sponsor, OnBikes. Other sponsors included the Hillsborough Metropolitan Planning Organization, Hillsborough County Public Schools, American Planning Association Sun Coast Section, and Safe & Sound. These sponsors provided paint, materials, artist costs, and refreshments. Alex’s mural was interpreted by local artist Junior Polo. Junior led volunteers of all ages as they completed the colorful mural in front of the school.

- Tampa Smart Paint Application
  - The Tampa Smart Paint Pilot Project is a public-private, academic partnership between the City of Tampa, Intelligent Material, Tampa Lighthouse for the Blind, and the Ohio State University (OSU) that is working to assist persons with visual disabilities. Partners are providing services and resources with the City of Tampa portion being funded through the Smart Mobility operating budget. The Smart Paint application is intended to comfortably and safely allow users with visual disabilities to traverse crosswalks by using special canes that can detect the smart paint and allows them to stay within crosswalks. The use of smart paint and canes correlates with the City’s mission to serve vulnerable communities and provide an equitable transportation system. The Smart Paint is currently being tested in Tampa, near the Lighthouse for the Blind and adjacent transit facilities located near South Boulevard and Cleveland Street as well as South Boulevard and Platt Street. As the paint is installed over the next couple of months, the City will be working with its partners to test the facility with candidates selected by the Lighthouse of Tampa. Future applications of the smart paint technology include: identifying deboarding areas at transit stops, navigating through crowded spaces like airports and convention centers, and connected / automated vehicle guidance and positioning. Vik Bhide from the City of Tampa noted,
“Upon completion of testing, we hope to publish our findings and work with the community to identify other uses. We need to ensure that the smart paint product is effective over time and holds up to Tampa’s weather and conditions.”

- **FDOT Traffic Signal Box Art Contest**
  - Local high school students were given the opportunity to make their mark on crosswalks near their school through the FDOT traffic signal box art contest. The contest submittals were due in November and winners were announced in December. The art contest was applied to the outside of the traffic signal boxes at intersections and was to convey crosswalk safety messages.
  - Of the 62 submittals, the top three winners include Shanice Robertson, Julian Catano Perez, and Sarah Jarvis. They received prizes of $250, $150, and $100.
  - The judges included representatives from the following: Hillsborough County School Board, Hillsborough County Public Works, City of Tampa Transportation and Stormwater Services Department, FDOT District 7, FDOT District 9, USF CUTR, and the Hillsborough MPO.
GOAL 2: IMPLEMENT LOW-COST TREATMENTS TO IMPROVE THE SAFETY OF THE ROADWAY, PARTICULARLY FOR VULNERABLE USERS

- **50th Street – Raised Crosswalks:** In January, raised crosswalks were installed on 50th Street to help slow down speeders along the busy university-area roadway. The street borders the east side of the University of South Florida campus in Tampa. The roadway is notorious for safety issues. In 2014, a woman was hit and seriously injured while crossing the street. Additionally, a guide dog was struck and injured in 2012. The raised crosswalks are the latest in a string of safety improvements for the hazardous street, including flashing beacons, sidewalks, and reduced speed limits in the area. The raised crosswalks project cost less than $15,000. County officials are hopeful the project, along with the previous enhancements, will bring measurable safety improvements along the roadway.

- **34th Street Roundabouts:** Three roundabouts are planned for a stretch of roadway known for serious, and sometimes fatal, crashes. From 2009 to 2011, 34th Street from Columbus Drive to Hillsborough Avenue had 14 serious crashes. The City of Tampa plans to construct roundabouts at the intersections of E. 21st Avenue, Lake Avenue, and Osborne Avenue beginning in 2019 with completion in 2020. Other proposed improvements in the area include the following: flashing beacons and advanced signage at 26th Avenue; a road diet from Columbus Drive to 21st Avenue; a road diet from Lake Avenue to Dr. Martin Luther King, Jr. Boulevard; and bicycle facilities throughout the corridor.
ONE MESSAGE, MANY VOICES

NOTABLE HIGHLIGHTS

GOAL 1: INCREASE AWARENESS OF VISION ZERO TO INFLUENCE SAFER BEHAVIORS ON OUR ROADWAYS

• Getting the message of Vision Zero out through community events:
  o Gasparilla Bike Safety Rodeo was held on January 19. The Vision Zero Coalition and the MPO’s Bicycle Pedestrian Advisory Committee (BPAC) were busy creating awareness for walking, biking, and roadway safety. BPAC assisted the Tampa Police Department with the Gasparilla Children’s Parade Annual Bicycle & Pedestrian Safety Rodeo. A big thanks to St. Joseph’s Hospital and Baycare for fitting all participants with free helmets!
  o Vision Zero Coalition Participated in 30th Annual Martin Luther King Jr. Day Parade - Participants celebrated the life and legacy of Dr. King and shared the commitment to safe and equitable transportation for all. Vision Zero would like to extend a special thanks to the University of South Florida SISTUHS and African Students Association for participating in the parade held on January 21, 2019 and spreading the dream of zero traffic deaths in our community.

• Study of Media Messaging and Victim Blaming
  o When it comes to bicyclist safety, researchers have found that how crashes are reported has an impact on how they are viewed by the public. Julie Bond from the Center for Urban Transportation Research (CUTR) recently presented findings from a report titled, “Media Framing of Fatal Bicyclist Crashes in Hillsborough County: A Critical Discourse Analysis” at the Transportation Research Board (TRB) Conference in Washington, D.C. The research team examined 189 media reports of 94 bicyclist traffic fatalities in Hillsborough County from January 2009 to June 2018. They studied how linguistic choices frame the relationship between bicyclists and others involved in fatal crashes. The results of the research showed that reports often focused on the traffic event and the parties involved in the crash typically removed blame from the motorist and highlighted the bicyclist’s actions. For example, many reports state, “A bicyclist was struck by a vehicle...” rather than by a motorist. Ultimately, the study found that this type of reporting strengthens the perception that bicyclists are responsible for their own lack of safety detracting from policy reform that could decrease bicyclist fatalities.

During the Gasparilla Bike Safety Rode, participants learned walking, biking, and roadway safety skills. Those in attendance were all fitted and given free bicycle helmets.

Vision Zero Coalition members, USF SISTUHS, and African Students Association members take time from the parade to show their support for safe and equitable transportation in the community.
GOAL 2: ENGAGE WITH VICTIMS OF TRAFFIC VIOLENCE AND THEIR FAMILIES TO PROVIDE THEM A SUPPORT SYSTEM AND A PLATFORM FOR THEIR VOICES TO BE HEARD

- Families for Safe Streets (FSS) organization was founded in 2014 by families of loved ones who were killed or injured in crashes in New York City as a way to come together and share their stories of love and life lost. Nine other FSS chapters have been established since then in places like Central Texas, Alexandria, Virginia, and Southern California. Vision Zero Hillsborough aims to establish a local FSS chapter in the Tampa Bay region. Anyone interested in championing this endeavor should reach out to Gena Torres (torresg@plancom.org).

REMEMBERING THOSE WHO LOST THEIR LIVES TO TRAFFIC VIOLENCE IN 2018*

Albert Balagun Courtney · Alexis Pacheco · Amanda Bruce · Amanda Cepeda-Duque · Andrew Musty · Angelina Elizabeth Torrey · Armando Christopher Hernandez · Armondo Lopez · Art Leon Holley · Bamnet Narongchai · Bernardino Abbinante · Bradley Broughton · Brandi Eckelstafer · Brandon Wayne Fowler · Brett Thomas Hitchcock · Brian Ray Baxter · Brian William Lester · Carlos Gutierrez · Chanel Smith · Charles Edward Kinsey · Charles Frietsch · Charlie Suave Garcia · Christian Camilo Rozo · Christopher Garcia · Christopher Magdic · Christopher Wade Mayo · Cindy Marie Bilardo · Connie Raye Sands · Cory Virčik · Cynthia Porley · Daniel Lee Allmond · David Anthony Counts · David Cecich · David Suarez Gonzalez · Derek McCormick · Donna K. Hurt · Dr. Charles C. Williams Jr. · Dustin Pierce · Erick Miguel Lizarral · Ernesto Lopez Zaragoza · Ever Chavez Romero · Felix Dela Uz · Felix Rubio Camacho · Gerald Erouard Jr. · Gerardo Yslas · Gertrude Minneman · Graham Randy Howell · Gustavo Martinez-Meza · Isabel Triana · Jacquelyn Lindermann · James Richard Barnhardt · Jason Anthony Daniels · Jeff Germain-Rogers · Jerry Walker · Jess Paez · Jesse Lamar Wood · Jessica Reisinger · Lillia Raubenbalt · Jesus De La Torre-Morales · Jesus Manuel de Jesus · Jesus Navarro Lopez · Joel Mendez · Joery Godson Christophe · John Anthony Cosme-Rivera · John Bryan Garcia · John Dilgard · John Howard Perry · John Michael Mackey · John William Costello · Jose Zertuche-Garcia · Juanita Paulino · Keith Booker · Kenneth Alan Wetherington · Kerry Jason Webb · Lawrence James McKiernan · Lazaro Villareal Santana · Leila Reid · Manuel Patino Villa · Marcelino Romero · Marcia Woodside Rivers · Marco Gonzalez Vargas · Maria Teresa Ortiz Vega · Marsha Dawn Wertz · Martina Alexiou Beltran · Mary J. Phillip · Matthew MacGregor McCullum · Meghan Alisha Wiggins · Melanie Hoitt · Melvin Allen · Michael Lee Nevels · Miguel Alexis Hernandez Jr. · Mikeycha James · Mohamed Su Al Toobi · Moses Carter Jr. · Nayomi Ramos-Perez · Pedro Aguerreberry · Renard McGriff · Rhonda Darlene Reel · Richard Duignan · Richard Tennent · Richard Thomas Parnell · Ronald Sampson · Ryan James Simpson · Salijn Coleman · Samuel Lougheed · Samuel Thankachan Thomas · Scott Anthony Wolf · Shen Hui Lin · Stephanie LaJune Bennett · Stavel Darrel Driggers · Susan Newhall Henniger · Takeny Ivori James · Taylor Liebe · Theresa Hupp · Thomas Connors · Thomas Miller IV · Tyler James Housseman · Urbine Smith III · Veronica Collins · Vivian Keith Gray · Wilbut Williams · William Delapp · Willmette Baughman · Yasiel Ramirez Guiftierrez · Yu Zhen Zhang

*Not all names were available
CONSISTENT & FAIR

NOTABLE HIGHLIGHTS

GOAL 1: LEVERAGE THE CAPABILITIES AND EXISTING RESOURCES OF THE COMMUNITY TRAFFIC SAFETY TEAM (CTST) AS A COMMUNITY LAW ENFORCEMENT PARTNERSHIP

• The 60-day 2019 Florida Legislative Sessions starts on March 5 and is scheduled to end on May 3, 2019. The actions taken during the sessions will have significant public policy impacts for planning, transportation, and other issues of concern for many Floridians.

• Primary Enforcement Against Distracted Driving:
  o House and Senate bills (HB 107/SB 76) propose to make texting or talking on a hand-held phone while driving a primary offense instead of the a secondary offense. This means that officers could pull over and ticket someone for texting or talking. This is not permissible under current law unless another infraction was committed. The bills are known as the “Florida Ban on Wireless Communications Devices While Driving Law”.

  o Other Enforcement Related 2019 Session Bills:
    o A House and Senate bill (HB 71/SB 158) called the “Vulnerable Road User Act” intends to increase the penalty for injuring or killing someone considered a vulnerable road user in a motor vehicle crash. Penalties include requiring the person to pay a fine, serve a period of house arrest, attend a driver improvement course, and/or have their driver’s license revoked for a specified period.
    o A Senate bill (SB 116) proposes to specifically make repetitive racing infractions a felony.
    o A House bill (HB 6003) proposes to repeal the law that allows for traffic infraction cameras.

GOAL 2: ESTABLISH A VISION ZERO “CONSISTENT & FAIR” CORRIDOR PROGRAM

• FDOT has given Tampa Police Department and Hillsborough County Sheriff’s Office $50,000 each towards speed enforcement along Busch, Fowler, and Hillsborough Avenues
  o Tampa city leaders call for traffic improvements along Busch, Fowler, and Hillsborough Avenues following fatal crashes that occurred in December 2018.

• Hillsborough MPO Board approved a motion to commission a Comprehensive Safety Audit Addressing Speed Management
  o The Safety Audit was approved at the January 8th Hillsborough MPO Board meeting. The Safety Audit will focus on the severe-crash corridors in Hillsborough County. The end result will be to develop a Hillsborough County Speed Management Action Plan.
THE FUTURE WILL NOT BE LIKE THE PAST

NOTABLE HIGHLIGHTS

GOAL 1: UPDATE POLICIES, STANDARDS AND PROCEDURES TO FOSTER A CULTURE OF SAFETY IN THE PLANNING AND DESIGN OF THE TRANSPORTATION SYSTEM

- A Mayoral Candidate Forum organized by Walk Bike Tampa on December 11 put Vision Zero’s goal of eliminating severe and fatal crashes center stage. Mayoral hopefuls gathered at Sparkman Wharf for a night of discussion about transportation, safety, and healthy neighborhoods. Vision Zero Hillsborough was represented at the event with a table organized by MPO Executive Planner Gena Torres and Senior Planner Wade Reynolds. The questions answered by candidates included one developed by the Hillsborough County Metropolitan Planning Organization: “A Vision Zero policy has been adopted by both Hillsborough County and the Tampa City Council. Can you explain what Vision Zero means in your own words and what actions your Administration will take to uphold and implement Vision Zero for City of Tampa sponsored infrastructure and transportation projects?”

“Every candidate was there talking and hearing about Vision Zero, and I am not sure there is any other mayoral race in the country right now where that has happened,” said Whit Remer, Walk Bike Tampa’s secretary.

GOAL 2: CREATE A SAFE MULTIMODAL TRANSPORTATION SYSTEM THROUGH GOOD DESIGN, LIGHTING, AND CONNECTED FACILITIES

- All for Transportation revenue could help advance safety-related projects in Hillsborough County

  - Hillsborough County voters approved a one-cent sales tax on November 6 to help pay for a range of much-needed transportation improvements. Increasing safety for driving, walking, and biking was a key message of the campaign for the tax.

  - The estimated $280 million per year the tax will raise will go to improving transit, maintaining and improving streets, and enhancing the bike and pedestrian network. The charter amendment approved by voters also requires about 15 percent of the revenue be dedicated for safety improvements to existing streets, roads, and bridges.

  - Expected improvements include more crosswalks, sidewalks, and bike lanes, which will help fill gaps in the network that currently put vulnerable users at risk.
Hillsborough MPO identifies Safety Performance Targets for 2019

Whereas achieving zero traffic deaths is the long-term aspirational goal of the Hillsborough MPO, the FHWA has encouraged MPOs to select realistic targets based on data analysis. Using a methodology developed for the Imagine 2040 Long Range Transportation Plan to predict performance based on different investment levels for safety projects, MPO staff is proposing to set safety performance targets as follows:

- No. of Fatalities (2019 Year-end Total): No more than 163
- No. of Fatalities (Five-year Rolling Average): No more than 187
- No. of Serious Injuries (Five-year Rolling Average): No more than 1,435
- No. of Non-motorized Fatalities and Serious Injuries (Five-year Rolling Average): No more than 234
- Rate of Fatalities per 100 Million Vehicle Miles Traveled (MVMT) (Five-year Rolling Average): No more than 1.35
- Rate of Serious Injuries per 100 MVMT (Five-year Rolling Average): No more than 10.43

GENERAL UPDATE

New York City Vision Zero Conference

On November 7 and 8, MPO Executive Planner Gena Torres attended the 4th Annual Vision Zero Cities Conference at Columbia University’s Alfred Lerner Hall in New York City. Speakers included Vishaan Chakrabarti (Founder of Practice for Architecture and Urbanism and Associate Professor of Practice at Columbia University); Janette Sadik-Khan (Principal at Bloomberg Associates and Former New York City Transportation Commissioner); and Lisa Bender (Minneapolis City Council). Day two presented small group “in the field” opportunities including bike tours, walking tours, workshops, and site visits.
• Hillsborough County High Crash Spots
  
  The map below reflects the roadways with the highest number of severe injury crashes per mile. The heat map uses the most recent five years of data (2014-2018) and is overlaid with black lines that represent the Top 20 Severe Injury Crashes per Mile from the data set used in the development of the Vision Zero Action Plan (2012-2016).
  
  We will continue to monitor the severe injury network and anticipate crashes will begin to decline as safety investments are made on these roadways. For more detailed look at the corridors and the types and number of crashes, check out the Vision Zero Corridor Profiles on the Vision Zero webpage:
  
  http://www.planhillsborough.org/vision-zero-action-plan/

![Map of Hillsborough County High Crash Spots]
RECENT / UP COMING EVENTS

- 2/28/19 – University of South Florida (USF) Transportation Day/Cyclovia - Alumni Drive was closed to automobile traffic between Beard Drive and the east entrance to Lot 8-C. The goal of the event was to increase the variety of transportation options available for USF students, faculty and staff, and to promote a behavior change away from driving alone in a car. Some of the event activities included: ribbon “closing” ceremony, campus bike ride, USF Police Department bicycle registration, Campus Rec bike tune-ups, a bicycle lane painting activity, and food trucks.

- 3/1/19 – Sixth Annual Bike with the Temple Terrace Mayor - The ride was in celebration of Florida’s Bike Month during March. The first 100 adult bicyclists to arrive received this year’s T-shirt in a new color! The ride with the mayor took participants around scenic Temple Terrace along the river, past historic homes, the Florida College, and back to where it started.

- 3/2/19 – Temple Terrace’s Kids Bike Rodeo & Family Ride - Bike/Walk Tampa Bay and the Hillsborough County Sheriff’s Office hosted a Kids’ Bike Rodeo and Family Ride. A bike rodeo is a way for kids to learn bicycling skills on a fun, safe obstacle course. The event was held at the Temple Terrace Family and Recreation Complex. Free helmets were provided to participants followed by a fun 3.9-mile family ride through Temple Terrace.

- 11/12/19 to 11/14/2019 – National Safe Routes to School Conference at the Hilton Tampa Downtown. The theme is “Active Travel for Equitable and Healthy Communities.”

- 11/14/19 - Gulf Coast Safe Streets Summit at the Hilton Tampa Downtown. A preeminent educational event aimed at encouraging the implementation of Complete Streets along the Gulf Coast of Florida.

HOW CAN YOU GET INVOLVED?

TAKE ACTION FOR VISION ZERO
- Visit: http://www.planhillsborough.org/take-action-for-vision-zero/
- Take the Vision Zero Pledge
- Share your story with us
- Become a Speaker Bureau member for Vision Zero
- Book a Vision Zero Speaker Bureau presentation by submitting a request form on the website

VOL UNTEER FOR UPCOMING EVENTS
- We and our Vision Zero Coalition partners have events throughout the year that give you numerous opportunities to participate in Vision Zero!

V SION ZERO QUARTERLY MEETINGS
- The next quarterly meeting will be held in May 2019. Time and Location To Be Determined.

BE A VISION ZERO HERO
Being a Vision Zero Sponsor is a valuable means to show support for the safety of Hillsborough County.

By participating as a sponsor you can advance the Vision Zero message and gain visibility and recognition as a leader focused on improving the quality of life for all modes of transportation in our county.

If you or your organization would like to become a sponsor, contact Gena Torres (torresg@plancom.org) or Amanda Chornoby (achornoby@citiesthatwork.com) to learn more!

FOLLOW US ON FACEBOOK TO STAY IN THE KNOW!
www.facebook.com/VisionZeroHillsborough
Use #VisionZero813 to spread the word on social media!
MPO Board Meeting of Tuesday, March 11, 2019

CALL TO ORDER, PLEDGE OF ALLEGIANCE & INVOCATION

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

The following members were present:


The following members were absent:

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

APPROVAL OF MINUTES – February 5, 2019

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

PUBLIC COMMENT

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

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

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

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

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

COMMITTEE REPORTS, ONLINE COMMENTS

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

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

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

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

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

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

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

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

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

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

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

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

- Michelle Cookson responded to an email from Mauricio Rosas outlining neighborhood driven actions to move several initiatives forward such as: painted street murals, traffic calming, projects planned in the community, and Vision Zero sign waving events.
- Dale Tindell wrote two emails about congestion on the I-275, the Howard Frankland Bridge, and the I-4 interchange.
- Dave Finnigan emailed regarding Transit X – solar powered flying pods.
- Susan Boda wrote thanking Beth Alden for presenting on a transportation panel.
Steve Henley wrote about SkyTran to commercialize aerial transit as a traffic solution in Tampa Bay.

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

CONSENT AGENDA

A. Committee Appointments

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

SPECIAL PRESENTATION: HEALTHIEST CITIES & COUNTIES CHALLENGE GRANT AWARD

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

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

ACTION ITEMS

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

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

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

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

STATUS REPORTS

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

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

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

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

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

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

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

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

C. 2045 Long Range Transportation Plan Revenue Estimates

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

(Commissioner Miller left at 10:44 a.m.)

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

Following the presentation, there was brief discussion.

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

EXECUTIVE DIRECTOR’S REPORT

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

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

OLD & NEW BUSINESS

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

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

ADJOURNMENT

A quorum was maintained for the duration of the meeting. There being no further business, the meeting adjourned at 11:12 a.m.
Committee Reports

Meeting of the Citizens Advisory Committee (CAC) on February 13

The CAC met on February 13th and recommended for MPO approval:

✓ An amendment to the Transportation Improvement Program (TIP) to fund a Project Development & Environmental (PD&E) study for the US 41/CSX grade separation project proposed by FDOT.

The CAC was also briefed on:

- The Tampa Bay Next Section 7 PD&E study recommendation to add two general purpose lanes to I-275 north of downtown Tampa to Bearss Ave. Members asked how this project would affect the Boulevard conversion proposal for I-275, the southbound to eastbound fly-over, how to improve bicycle and pedestrian safety around the interchanges, and the express bus lanes proposed by TBARTA.

- The Shared Mobility Design and Policy Studio project being conducted by the FSU Dept. of Urban and Regional Planning and the Planning Commission. Members were impressed by the level of knowledge presented by the urban planning graduate students and had lots of questions about what shared ride mobility like Uber and Lyft will mean for traditional transit, how users can navigate through the system, drop off and pick up zones around venues such as Amalie Arena, and how citizens can get involved.

Meeting of the Technical Advisory Committee on February 25

The committee approved and forwarded to the MPO Board:

✓ An amendment to the TIP to fund a Project Development & Environmental (PD&E) study for the US 41/CSX grade separation. Members acknowledged this as one of the highest priority congested intersections and are interested in hearing more about the design alternatives as the project moves forward.

The TAC also heard reports on:

- 2045 LRTP update and ways for the TAC to weigh-in. The members were interested in moving the date of their May or June regularly-scheduled meetings to coincide with a joint workshop with the Planning Commission to further explore ways to coordinate and influence the 2045 LRTP update.
- Tampa Bay Next Section 7 PD&E study. There were questions on the design – suggestion extra care given to marking crosswalks at the Hillsborough Avenue on and off ramps; the appreciation for noise walls; and for the other TBN Sections, the timeline for completing the SEIS and receiving an update on ROW acquisitions.

**Meeting of the Bicycle/Pedestrian Advisory Committee (BPAC) on February 13**

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

- An amendment to the TIP to fund a Project Development & Environmental (PD&E) study for the US 41/CSX grade separation.

The BPAC also heard reports on:

- The Application of Demographic Analysis to Pedestrian Safety by Dr. Pei-Sung Lin of CUTR. The presentation focused on the demographics of pedestrian victims of traffic crashes, and how those are correlated to race, age, and income as well as proximity to destinations such as bars, schools or stores.

- The City of Tampa’s Harbour Island Complete Streets project, which will reduce speed limits and add safety features for pedestrians and cyclists.

- A Shared Mobility Project underway by FSU Master’s of Urban and Regional Planning students focusing on transit, ridesharing, and other types of shared mobility.

The BPAC also discussed the 2019 Dangerous by Design report, which placed the Tampa Bay area at number 9 nationally for pedestrian and cycling danger. The committee also heard public comment in favor of a road diet on Bay to Bay Blvd. in Tampa.

**Meeting of the Livable Roadways Committee (LRC) on February 20**

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

- Whii Remer as alternate Advocate for Livable Communities;

- TIP Amendment to fund a PD&E study for the US41 CSX Grade Separation.

The LRC also heard reports on:

- The City of Tampa’s Harbour Island Complete Streets.

**Meeting of the Transportation Disadvantaged Coordinating Board (TDCB) on February 22**

The committee **approved:**

- The abbreviated results of the annual evaluation of the Community Transportation Coordinator. Clients reported 99 percent satisfaction for the Sunshine Lines’ service.

- The Legislative Message for the 2019 Transportation Disadvantaged Legislature Day scheduled for March 20th in Tallahassee.
The TDCB also heard reports on:

- The Advantage Ride pilot project sponsored by the Florida Legislature and Commission for Transportation Disadvantaged. The pilot provides free trips for persons with disabilities in Hillsborough, Pinellas and Manatee. There are no limitations on the trip type or destination.

- The Tampa Bay Next Workforce Development program piloted by the Florida Department of Transportation. The purpose of the program is to:
  1. To build productive, sustainable relationships with regional and local stakeholders and community members;
  2. To provide direct economic benefits to communities where FDOT is constructing infrastructure projects, specifically targeting low-income, and high-unemployment areas; and
  3. To help address the construction labor shortage by recruiting and building a pipeline of workers for infrastructure projects in the Tampa Bay region and increasing the likelihood of FDOT projects staying on time and within budget.
Tampa Bay Transportation Management Area (TMA) Leadership Group Executive Summary

Representing the MPOs in Pasco, Pinellas, & Hillsborough Counties

Summary for 2.8.19 meeting

Based on the importance and reach of the conversations that happen at the TMA Leadership Group, we are looking to keep our stakeholders aware of the outcomes of these meetings. The following is a summary of the most recent meeting highlights; you can find the full agenda online. A video of the meeting can be viewed on YouTube.

The vast majority of the meeting discussion was devoted to approaches to regional coordination and the future structure of the TMA Leadership Group

- Hillsborough MPO Executive Director Beth Alden presented a number of options for how regional coordination could proceed in future
  - The staff recommendation was to continue the current TMA meeting schedule this year, and in 2020 use the TBARTA MPO Chairs Coordinating Committee (CCC) as a base group for regional coordination and restart quarterly CCC meetings
    - The CCC has a voting structure and existing processes for dispute resolution, joint approval of plans, sharing of financial resources among MPOs to create regional documents, and public participation, as well as an existing interlocal agreement
    - In addition, it includes Hernando/Citrus MPO, Polk County TPO, and Sarasota/Manatee MPO as members
  - Staff recommended that after the Tri-County LRTP approval in late 2019, the TMA could move to annual meetings, with supplemental joint board meetings among at least two MPO boards as needed
    - In 2020, the regional plan could also be expanded to the larger CCC area

- The consensus among the group was that members found value in continued regular meetings as a core three-county region, with the TMA potentially structured as a named subcommittee of the CCC to eliminate redundancies and unnecessary bureaucracy
  - Using the CCC structure could streamline the number of interlocal agreements needed, manage the overall number of regional groups, and allow the TMA to use existing CCC processes
    - It would eliminate the need for new interlocal agreements
    - A formal interlocal agreement for regional planning coordination is federally required not only among the TMA MPOs but also between the Pasco and Hernando/Citrus MPOs and between Hillsborough MPO and both Polk TPO and (soon) Sarasota/Manatee MPO
    - The existing CCC Interlocal Agreement satisfies the federal requirements
    - To streamline the number of regional meetings, the TMA could in 2020 meet on the same days as the CCC, immediately before or after the CCC, adding focus to the core area of this mini-super-region
There was discussion of the CCC’s relationship with TBARTA, which has evolved over time

- The CCC predates TBARTA, but CCC members agreed to merge with TBARTA when the two groups’ missions and geographic areas were nearly identical
- In 2017, the legislature revised TBARTA’s mission and area to be narrower than the CCC’s
- There were differing opinions about whether TBARTA or the MPOs – through the CCC – should lead regional multimodal planning

There was significant discussion of the need to speak with one voice as a tri-county region to successfully pursue funding for the federally recognized urbanized area of Hillsborough/Pasco/Pinellas

- There was also some discussion of how to balance local needs vs. regional needs, and of whether regional coordination was necessary to advance the needs of local communities
- The Central Avenue BRT was cited as a local project that is on a path to success in its quest for federal funding because it was supported by the region as a whole

There was also recurring discussion of the merits of the Regional Transit Feasibility catalyst project, which has not thus far received consensus of support among the group, but that was ultimately tabled to a future meeting after concerns were raised about Tampa core neighborhoods

- The project will be studied further by TBARTA in an upcoming PD&E study, and can be considered by the TMA as a potential priority when it has been better defined

Hillsborough MPO Executive Planner Allison Yeh presented on the Regional Vulnerability Assessment

- The pilot program is a joint project between Hillsborough MPO, Forward Pinellas, Pasco County MPO, Tampa Bay Regional Planning Council and FDOT District 7.
  - It is funded by a Federal Highway Administration Resilience and Durability to Extreme Weather Grant, one of 11 awarded throughout the country
- The program addresses FAST Act requirements for long-range planning, including improving the resilience and reliability of the transportation system
  - The program’s findings will be incorporated into the 2045 LRTP, with a final report being issued later this year
  - 29% of the region’s lane miles are affected by a Category 3 storm and sea level rise
- Each county picked two representative corridors to analyze for vulnerability because a region-wide analysis is daunting
  - Hillsborough: Big Bend Rd from US-41 to I-76; Gandy Blvd from 4th St to Dale Mabry Hwy
  - Pasco: US 19 from SR 54 to SR 52; SR 54 from US 19 to Suncoast Pkwy
  - Pinellas: Gulf Blvd. from Bath Club Cir. to 125 Ave. & Tom Stuart Cswy Bridge; Roosevelt Blvd/SR 686 from Ulmerton Rd/SR 688 to Gandy Blvd.
  - 11 factors went into the selection of those critical projects, including evacuation route, projected traffic volume, proximity to activity centers, projected population density, and more
- The project is currently in the adaptation strategies phase, which examines how the region can adapt its physical assets, natural landscapes, and water management to mitigate sea level rise and land loss
  - Next steps include econometric modeling, another round of stakeholder engagement, and incorporating the findings into the LRTP
- Members thanked Yeh for her presentation and emphasized the importance of the project
The group heard staff recommendations for the annual priority project list

- Previous priorities have been inconsistently defined in the past, and often were not specific projects that could be advanced
- Staff recommended five top regional priorities to advance immediately:
  - SR60/I-275 interchange in Hillsborough County
  - I-75 at Overpass Road in Pasco County
  - I-75 at Gibsonton in Hillsborough County
  - I-275 operational improvements from north of downtown Tampa to the I-275/I-75 apex
  - Central Avenue Bus Rapid Transit in Pinellas County
- The priority list will be brought back to the group in April for final approval

The group received a brief update on the Regional Long Range Transportation Plan development

- Next steps for the plan development include regional modeling for travel demand and project selection, cost/revenue estimates, cost feasibility for projects, and local outreach by each MPO this summer

For future agenda items, group members requested a presentation on the mechanics of how transportation/transit funding occurs at the state level, and that the group revisit a voting structure as members had not come to a
Save the Date
National Sustainability Summit
Tampa, Florida
April 16-19, 2019

For more information email: sustainability@pinellascounty.org
April 3, 2019

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

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

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

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

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

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

Sincerely,

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

Enclosure – Project Fact Sheet

Cc: Mayor Bob Buckhorn
    Tampa City Council Members
    Dennis Rogero, Chief of Staff
    Jean Duncan, P.E., Transportation
    & Stormwater Services Dept. Director
    File (___-19-CH.LET)

Miray Holmes, Manager-Community Partnerships and Neighborhood Engagement
Nina Mabilleau, E.I., Project Management Engineer
Brad L. Baird, P.E., Public Works & Utility Services Administrator
E. Columbus Drive from N. Nebraska Avenue to N. 14th Street
LAP Complete Street Project | City Project No: 1001221; FPN: 436639-1

**Project Description**

The E. Columbus Drive Design project provides for the reconfiguration of the existing 2-lane, undivided street to provide bicycle lanes on both sides of the street and an on-street parking aisle on the south side of the street. This 0.4-mile segment of E. Columbus Drive from N. Nebraska Avenue to N. 14th Street is an arterial roadway with one travel lane in each direction and has an average daily traffic volume of 10,210 vehicles. The posted speed is 30 miles per hour.

The E. Columbus Drive Design project is identified as the fourth highest priority project in the Hillsborough County Metropolitan Planning Organization (MPO)-City of Tampa Walk-Bike Plan Phase I - Final Report. The City’s InVision Center City Plan also identified this segment of E. Columbus Drive for road dieting and rebalancing to provide safe, walkable, and bikeable neighborhood connectivity.

**Project Location**
E. Columbus Drive from N. Nebraska Avenue to N. 14th Street

LAP Complete Street Project | City Project No: 1001221; FPN: 436639-1

Project Typical Section

FROM N NEBRASKA AVE (SR 45) TO N 14TH ST
**E. Columbus Drive from N. Nebraska Avenue to N. 14th Street**  
LAP Complete Street Project | City Project No: 1001221; FPN: 436639-1

**Visualization of E. Columbus Dr. with Proposed Improvements**

![Visualization of E. Columbus Dr. with Proposed Improvements](image)

**Summary of Project Costs and Schedule**

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**NOTES:**
1. FDOT – Florida Department of Transportation
2. City – City of Tampa