Meeting of the Technical Advisory Committee
Monday, February 25, 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 – January 28, 2019

IV. Action Items

A. TIP Amendment – US 41 CSX Grade Separation PD&E (Sarah McKinley, MPO Staff)

B. 2045 Long Range Transportation Plan Update - Overview & Opportunities (Sarah McKinley, MPO Staff)

V. Status Reports

A. Tampa Bay Next Section 7 PD&E (FDOT Representative)

VI. Old Business & New Business

VII. Adjournment

VIII. Addendum

A. MPO Meeting Minutes & Committee Report

B. FDOT Tentative Work Program – Revised Highlights for Hillsborough County

C. Notices of Funding Opportunities

D. MPOAC Legislative Update 2/7/19

E. Fact Sheets: Dale Mabry & Waters Pedestrian & Bicycle Improvements

F. Workplace Harassment Prohibited: Florida Senate Policy

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

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meeting. Also, if you are only able to speak Spanish, please call the Spanish helpline at (813) 273-3774, ext. 211.

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The Metropolitan Planning Organization (MPO) Technical Advisory Committee, Hillsborough County, Florida, met in Regular Meeting, scheduled for Monday, January 28, 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:

Jeffrey Sims, Chairman
Rachel Chase
Amber Dickerson
Michael English
Danny Valentine for Gina Evans
Christina Kopp for Robert Frey
Anthony Garcia (arrived at 1:34 p.m.)
Mark Hudson for Julie Ham (arrived at 1:33 p.m.)
Danni Jorgenson
Jonathan Scott
Linda Walker
Michael Williams

The following members were absent:

Michael Case
Vincenzo Corazza
Stephen Griffin
Charles White

I. CALL TO ORDER

Chairman Sims called the meeting to order at 1:32 p.m.

II. PUBLIC COMMENT – None.
III. APPROVAL OF MINUTES – DECEMBER 17, 2018

Regarding the minutes of the December 17, 2018, joint meeting with the MPO Citizen Advisory Committee, Chairman Sims sought a motion to approve. Ms. Dickerson so moved, seconded by Mr. Scott, and carried ten to zero. (Members Garcia and Hudson had not arrived; Members Case, Corazza, Griffin, and White were absent.)

IV. ACTION ITEMS

A. 2019 Safety Performance Targets

Dr. Johnny Wong, MPO, gave a presentation. Mr. Williams wondered about the 51 percent crash reduction goal/funding and cautioned improvement projects would take several years to implement. Ms. Chase verified the State targets for fatalities and serious injuries were set at zero, which Dr. Wong and Ms. Gena Torres, MPO, addressed. After inquiring about consequences for not meeting the targets, Chairman Sims called for a motion to accept the targets as proposed. Mr. English so moved, seconded by Mr. Scott, and carried twelve to zero. (Members Case, Corazza, Griffin, and White were absent.)

B. SouthShore Transit Study Re-Evaluation

Ms. Sarah McKinley, MPO, shared a presentation. Upon seeking funding clarification, Chairman Sims asked for a motion to approve the study. Ms. Dickerson so moved, seconded by Mr. Garcia, and carried twelve to zero. (Members Case, Corazza, Griffin, and White were absent.)

C. Attendance Review and Declaration of Vacant Seats

Ms. Torres reviewed the item. Responding to Chairman Sims, Ms. Torres confirmed groups that did not send representatives could be removed from the committee. Chairman Sims sought a motion to accept the attendance. Mr. Garcia so moved, seconded by Mr. Hudson, and carried twelve to zero. (Members Case, Corazza, Griffin, and White were absent.)
V. STATUS REPORTS

A. 2045 Long Range Transportation Plan Revenue Projections

Ms. McKinley introduced Mr. Robert Peskin, AECOM Incorporated, who expounded on a presentation. Ms. Walker inquired about existing funding sources for Plant City. In response to Chairman Sims, Mr. Peskin touched on stagnated funding from fiscal years 2030-2035. Ms. Torres asked if the different funding sources were intended for specific types of improvements. Chairman Sims wondered about the accuracy of previous projections and projected decreases in fuel tax income. Ms. McKinley affirmed the item would go to the MPO Board in March 2019.

B. Automated Connected Electric and Shared Vehicles

Ms. Allison Yeh, MPO, provided an overview and introduced Mses. Danyu Shi and Yifan Zhang, BCC Engineering Incorporated, who gave a presentation. Chairman Sims inquired about necessary changes to infrastructure to implement the scenarios, which Mses. McKinley and Yeh addressed. Ms. Walker sought clarity on which presented alternatives required exclusive lanes for automated vehicles. Ms. Kopp questioned how connected vehicle infrastructure was integrated into the scenarios. Noting numerous item considerations, Chairman Sims requested a copy of the report.

VI. OLD BUSINESS AND NEW BUSINESS

Chairman Sims stated the next meeting was scheduled for February 25, 2019. Ms. Torres drew attention to the items in the addendum.

VII. ADDENDUM

A. MPO Meeting Minutes and Committee Report

B. Notices of Funding Opportunity
MONDAY, JANUARY 28, 2019

VIII. ADJOURNMENT

There being no further business, the meeting was adjourned at 3:01 p.m.

READ AND APPROVED: ______________________________
CHAIRMAN

ATTEST:
PAT FRANK, CLERK

By: _______________________
    Deputy Clerk

ag
Agenda Item
TIP Amendment – US 41 CSX Grade Separation PD&E (440746-1)

Presenter
Sarah McKinley, MPO Staff

Summary
The following item is an amendment to the Fiscal Year 2019-2023 Transportation Improvement Program (TIP). The amendment would add $1.45 million in funds for Project Development & Environmental (PD&E) for the grade separation project at US 41 and the CSX tracks near Causeway Blvd. This project has had Preliminary Engineering (design) funding, and is currently in PD&E. Right-of-way is funded in FY 2020-2022, with construction expected in 2026.

This project is listed in the current Imagine 2040 Long Range Transportation Plan (LRTP) as a major capacity project for economic growth and is a priority of the MPO. According to the Freight Investment Program Technical Memorandum for the LRTP, this crossing has 31 trains per day, with an average delay of 8–10 minutes per crossing. This project is considered a major investment to relieve congestion for highway and freight traffic, is located within the fastest growing portion of Hillsborough County, and is of regional significance.

Recommended Action
Recommend approval of the TIP Amendment to the MPO Board.

Prepared By
Sarah McKinley, MPO Staff

Attachments
TIP Comparative Report
FDOT
5 Year TIP
Hillsborough County, District 7

HIGHWAYS

Adopted Date: 06/12/2018

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<th>Item Number</th>
<th>Description</th>
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<td>US 41/SR 45/S 50TH ST @ CSX GRADE SEPARATION SOUTH OF CAUSEWAY BLVD</td>
<td>Minimize congestion, p. 163</td>
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Item 440749 1 Totals: $1,721,097 | $1,000 | $16,593,294 | $18,500,000 | $33,501,000 | $0   | $60,940,335 | $131,256,726
**Item Number:** 440749 1  
**Description:** US 41/SR 45/S 50TH ST @ CSX GRADE SEPARATION SOUTH OF CAUSEWAY BLVD  
**Extra Description:** FROM AUSTIN ST TO N OF 21ST AVE S  
**Related Project:** 4407491  
**Project Length:** 2.559  
**Type of Work:** NEW BRIDGE CONSTRUCTION  

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Board & Committee Agenda Item

**Agenda Item**
2045 Long Range Transportation Plan Update – Overview & Opportunities for Input

**Presenter**
Sarah McKinley, MPO Staff

**Summary**
This will be an overview on the Long Range Transportation Plan (LRTP) update, starting with a review of the current *Imagine 2040 Plan*. This Plan embodied a major change from previous LRTPs and provides a template for the 2045 update. Similar categories of projects will remain (preserve the system, reduce crashes & vulnerability, minimize traffic for drivers & shippers, real choices when not driving, and major projects), and as before, are not prescriptive but designed to allow local and state implementers to have flexibility in pursuing projects that contribute to improving performance of the system by 2045. The category that does require specific projects to be identified is “Major Projects,” which includes road widening, fixed guideway transit, and other big-ticket items. These are typically included in the regional model runs used to develop the Needs Assessment. The Technical Advisory Committee plays an important role in assessing the performance of the system, implementation of the LRTP and guiding the 2045 update.

The Planning Commission has expressed a similar interest in weighing in on the 2045 LRTP. A possible workshop between TPC and the MPO’s Technical Advisory Committee is being considered emphasizing the correlation between land use decisions and the future transportation network. If the TAC is interested, we may consider changing an upcoming TAC meeting date to coincide with the April 8 or May 13 Planning Commission meeting.

**Recommended Action**
Discussion of Major Projects in the 2045 LRTP update and interest in a workshop with the Planning Commission.

**Prepared By**
Gena Torres

**Attachments**
None.
Board & Committee Agenda Item

Agenda Item
Tampa Bay Next Section 7 (I-275 N from Downtown to Bearss Ave)

Presenter
Florida Department of Transportation Representative

Summary
In 2014, FDOT initiated a Project Development & Environment (PD&E) Study for 7.7 miles of Interstate 275 (I-275) in Hillsborough County from north of Dr. Martin Luther King, Jr. Boulevard (SR 574) (MLK Boulevard) to Bearss Avenue (SR 678/CR 582). Within this corridor, FDOT is focusing on options for making improvements to I-275 N as part of the Tampa Bay Next program.

I-275 is a major north-south, Strategic Intermodal System (SIS) highway, designated as a critical evacuation route within the State of Florida. It provides an important link to the regional and statewide transportation network through connections to Interstate 4 (I-4) and Interstate 75 (I-75). The SIS is the state’s network of high priority facilities. Improvements to I-275, from north of MLK Boulevard to north of Bearss Avenue are critical to maintaining and improving access and capacity in the SIS, as well as enhancing mobility within the Tampa Bay region.

The purpose of the project is to improve the corridor’s capacity during peak periods, and to improve overall safety and operating conditions of the facility. Capacity improvements are needed to address existing daily bottlenecks and accommodate projected population and employment growth and decrease the crash rates along this segment of I-275, which are higher than the statewide average for this type of facility.

The Recommended Build Alternative consists of adding one 12-foot wide general purpose lane in each direction, providing a hardened inside shoulder and providing noise walls along the corridor. Operational and safety improvements will also be implemented at the Hillsborough Avenue and Bearss Avenue interchanges. All roadway improvements would occur within the existing FDOT right-of-way and would not require right-of-way acquisition. Minimal right-of-way may be required at the Bearss Avenue interchange only for stormwater facilities. There are no other improvements proposed for this segment of I-275 as part of this study.

FDOT is no longer considering adding express lanes on this section of I-275 north of the I-4 interchange. Also, the No-Build Alternative will remain a viable alternative throughout the PD&E Study process. It assumes that no improvements except routine maintenance would be made to I-275 within the project limits.

This is part of Tampa Bay Next and thus there will be several opportunities for the public to provide review and comment on this and related projects:
• FDOT will hold a public hearing on this PD&E for I-275 Section 7 on at 5:30 on March 26, 2019 at the Seminole Heights United Methodist Church

• FDOT will provide an update on Tampa Bay Next to the committees and MPO in April and May, focusing on the SEIS.

• Because the MPO’s Imagine 2040 Long Range Transportation Plan envisioned two toll express lanes on this section of I-275, an amendment will be necessary to make it consistent with the proposed general purpose lanes. The amendment is scheduled for action by the committees in May and an MPO public hearing in June.

**Recommended Action**
None; for information only

**Prepared By**
Rich Clarendon, AICP

**Attachments**
None
MPO Board Meeting of Tuesday, December 4, 2018

CALL TO ORDER, PLEDGE OF ALLEGIANCE & INVOCATION

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

The following members attended:


The following member was absent:

Mayor Rick Lott.

WELCOME NEW MEMBERS

Chairman Miller welcomed new MPO Board members, Commissioner Kimberly Overman and Commissioner Mariella Smith.

APPROVAL OF MINUTES – October 30, 2018

A motion was made by Commissioner Kemp to approve the minutes of October 30, 2018. The motion was seconded by Councilman Cohen and carried unanimously.

PUBLIC COMMENT

Mr. Joseph Lugo explained an idea, called Tampa Bay Area Regional Connector System (TRACS), that he has for mass transit for the Tampa Bay community.

Following Mr. Lugo’s comments, Chairman Miller requested that Mr. Lugo provide his information in writing to staff.

Ms. Kim DeBosier, Greater Tampa Chamber of Commerce Transportation Council Co-Chair, spoke in support of funding the Tampa Bay Next Westshore Interchange Project.

Mr. Tom Nocera, representing St. Pete Tampa Aerial Transit, LLC and Beach Tran Clearwater, LLC requested again an opportunity to make a presentation at a future meeting on new technology developed by SkyTran. He only needs seven to eight minutes to make the presentation to the board.
Ms. Michelle Cookson, representing Sunshine Citizens and Old Seminole Heights Neighborhood Association, recommended transit now mobility choices, effective transportation solutions and people first as the MPO’s priority for Hillsborough County residents.

Mr. Chris Vela distributed a map of Brightline’s proposal that will impact Ybor neighborhoods and reminded members of the SEIS process for the TB Next Project.

Mr. Rick Fernandez, President of the Tampa Heights Civic Association and Vice-Chair of the MPO’s CAC, brought to the board’s attention an action taken by the CAC regarding agenda item VIII. C. It’s Time Tampa Bay Survey Results. Though the results of the survey currently show low public support for the I-275 boulevard conversion, it is likely due to a lack of understanding by the public and the concept warrants further study.

Following Mr. Fernandez’s comments, Commissioner Kemp asked for clarification of the committee’s vote, which was 12 for approving the survey results and recommendations and 3 against.

Mr. Michael Maurino spoke on behalf of the Westshore Alliance in support of the Westshore Interchange as a regional priority and requested that letters of support be forwarded to FDOT.

Ms. Christine Acosta, representing Walk Bike Tampa the nonprofit advocacy organization, as well as Pedal Power Promoters, and a founding member of the Vision Zero Coalition, urged the board to make the Westshore Interchange the County’s top priority and to make the community transit ready.

Mr. Joshua Frank talked from a personal perspective about the intersection of Adamo Drive and Orient Road, It’s Time Tampa Bay Survey boulevard results, and Commissioner White’s decision to sue to prevent All For Transportation.

Ms. Lena Young Green thanked the board for representing constituents and their interests, and echoed comments regarding the survey and Tampa Heights being considered for interstate boulevard conversion. She requested the board recognize the value of the urban core and continue working on walkable/bikeable communities and Vision Zero.

Ms. Dayna Lazarus, USF Urban Planning Master’s Student and CAC member, would like to see the County put more money into lower income neighborhoods, consistency in HART service, and connection of streets that are usually underfunded. She hopes for investment in light rail.

**COMMITTEE REPORTS, ONLINE COMMENTS**

Mr. Rich Clarendon, MPO Assistant Executive Director, presented the committee reports for Gena Torres. Committees approved and forwarded to the MPO Board: (1) the 2019 Committees and MPO Board Meeting Schedule, (2) the Transportation Improvement Program (TIP) amendment for HART’s FTA Section 5337 & 5339 funding, (3) MPO comments on the FDOT Strategic Intermodal System 2045 Cost Feasible Plan, with agreement that the I-275/ SR 60 interchange is a top priority; the TAC recommended adding the I-275 to I-4 flyover as a top priority as well; (4) the It’s Time Tampa Bay Survey results and recommendations. The CAC discussed the Boulevard conversion concept, suggesting that it was not being clearly understood by the public, and still warrants further study (motion passed 12-3); other committees asked how the results would be used in developing the 2045 Long Range Transportation Plan (LRTP).

The committees received the following presentations:

- The Health in All Policies Resolution. Questions were raised about how the indicators would be used in the LRTP prioritization process and if additional indicators could be considered such as
air quality, access to hospitals by medical professionals and urban tree canopy. MPO staff is working to address the concerns and the item will be brought to the MPO at a later meeting.

- Southshore Transit Reevaluation
- The Heights Mobility Plan
- MPO Multimodal Level of Service Evaluation
- Gasparilla Children’s Bike Rodeo
- Noise Wall Best Practices

All committees were invited to attend the Cleveland Elementary School mural painting day on Saturday, December 15, being held at 723 East Hamilton Avenue.

The TMA Leadership Group discussed possible restructuring options since there is no longer a facilitator. Discussion included options for voting structure; asking staff to draft bylaws and include a clarification of roles and responsibilities; and to consider a slogan for the group. The It’s Time Tampa Bay MetroQuest regional survey results were reviewed. The MPOs shared their major comments regarding the Strategic Intermodal System Cost Feasible Plan for 2045 and will provide letters to FDOT. Secretary Gwynn requested support for the Westshore/I-275 Interchange as the number one regional priority. The next Tampa Bay Transportation Management Area Leadership Group will take place on February 8th and will be held in the Planning Commission Board Room on the 18th floor of the County Center.

The Facebook comments and electronic comments received from citizens were also summarized for the board, and copies of the comments in full were provided to board members in their meeting folders.

**CONSENT AGENDA**

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

A motion was made by Councilman Cohen to approve the Consent Agenda. The motion was seconded by Hillsborough County School Board School Member Stuart and carried unanimously.

**ROLL-CALL VOTE: TIP Amendment for HART FTA Section 5307, 5309-5337 & 5339 Funding Approved by Committees**

There were no questions regarding the item. **Upon a roll call vote, the motion carried fifteen to zero.**

**ACTION ITEMS**

A. 2019 MPO Board Officers & Committee Representatives

As a precursor to the discussion, MPO Vice Chair Councilman Cohen announced that he will be rotating off the MPO Board in March, and also will no longer serve on the TMA Leadership Group 2019. He encouraged members to consider serving on the TMA Leadership Group and stressed the importance of the three Hillsborough MPO delegates to attend regularly, to participate and hear from regional partners. Although time consuming, it is important that the Hillsborough voice is heard. Councilman Cohen referenced the lawsuit related to the All for Transportation referendum and was disappointed that the will of Hillsborough County voters could be infringed by that effort. He suggested moving forward with the funding that people overwhelmingly supported.

Chairman Miller thanked Councilman Cohen for his service to the City and Hillsborough County.
Mr. Cameron Clark, MPO Attorney, requested nominations for MPO Chair and Vice Chair.

Commissioner Kemp nominated Commissioner Miller as the MPO Chair, and there were no other nominations. Mr. Clark announced that Commissioner Miller is the MPO Chair.

Mr. Lopano nominated Councilman Viera as Vice Chair. Commissioner Smith nominated Commissioner Kemp as Vice Chair.

By a show of hands (Lopano, Stuart, Jurado, Viera, Cohen, Mechanik, and Waggoner) there were seven votes for Councilman Viera.

By a show of hands (Klug, Maniscalco, Miller, Kemp, Smith, Overman, Hagan, and Green) there were eight votes for Commissioner Kemp.

Commissioner Kemp was announced as the Vice Chair.

Commissioner Kemp, Councilman Maniscalco, and Joe Waggoner were reappointed to serve on the Policy Committee. Commissioner Smith and Cindy Stuart volunteered to serve on the committee filling the two vacant seats. Commissioner Overman volunteered to serve as an alternate, and Mr. Anderson will continue to serve as an alternate.

Commissioner Kemp, Commissioner Overman, and Councilman Viera agreed to serve on the TMA Leadership Group. The group meets every other month, approximately five times a year, and the meeting location rotates. With there being two alternate seats on the TMA, Mr. Klug wanted to know if membership is now limited to elected officials. Ms. Alden stated that a decision has not been made; however, there was discussion on that topic at the group’s last meeting. Mr. Klug suggested that only elected officials serve as alternates for the leadership group. Attorney Clark stated that if the group changes its makeup, a change could be made at that time; membership is at the MPO Board’s discretion. Following discussion, Mr. Lopano and Mr. Anderson remained in the alternate positions; changes will be made later if necessary.

Councilman Viera was willing and honored to continue serving as the Chair of the Transportation Disadvantaged Coordinating Board.

Planning Commissioner Green was willing to remain the Livable Roadways Committee Chair.

The MPOAC representative, per the bylaws, is the MPO Chair, with the Vice Chair performing those duties in the Chair’s absence. Florida Statute also requires designation of an alternate to the Chair, and currently Mr. Paul Anderson holds the position. Mr. Klug stated that Mr. Anderson is willing to continue to serve as the alternate representative to the MPOAC.

A motion was made by Councilman Cohen confirming the 2019 MPO Board Officers and Committee Representatives. The motion was seconded by Hillsborough County School Board Member Stuart and carried unanimously.

B. Unified Planning Work Program (UPWP) Amendment

Mrs. Allison Yeh, MPO Staff, provided an overview of the FY 2019 UPWP amendment. The UPWP outlines major planning tasks for federal and state funding effective July 1, 2018 through June 30, 2020 and coordinates federally funded planning tasks performed by the MPO, HART & FDOT. The MPO periodically processes amendments to the UPWP to account for changes to tasks, funding and budget. Today’s amendment is to reconcile the budget estimates with actual grant awards and grant close-out balances from last fiscal year.
Following the presentation, Commissioner Overman wanted to know how the MPO measures the effectiveness of crash data. Ms. Alden stated that staff provides quarterly updates on the Vision Zero initiative to track crash trends over time and supplements that information by looking at the effectiveness of individual improvement projects, using crash modification factor tools that are available from the Federal Highway Administration.

A motion was made by Councilman Maniscalco to approve the FY 19 & FY 20 UPWP Amendment and forward to FDOT for approval. The motion was seconded by Commissioner Overman and carried unanimously.

C. It’s Time Tampa Bay Survey Results & Recommendations

(Commissioner Hagan left at 10:01)

Ms. Lisa Silva, MPO Staff, introduced the action item. Mr. Jim Meyer, AECOM, MPO Consultant gave a presentation on the survey results, which will assist the three MPOs in moving forward to develop a hybrid scenario of future growth and transportation. Next year, there will be additional outreach, with the adoption of the LRTP to come in the fall. The detailed report and PowerPoint is available on the Plan Hillsborough website at http://www.planhillsborough.org/2045-lrtp/, as well as the http://itstimetampabay.org/ website.

Following the presentation, Commissioner Kemp observed that 10,000 surveys were completed. Mr. Meyer stated that just under 10,000 surveys were completed, of which a little over 4,000 were completed for Hillsborough County. Commissioner Kemp felt that with those numbers, the survey was not reflective enough of Hillsborough, as a share of the regional voice. She would like to see Hillsborough’s responses separated out to get a better picture.

Ms. Alden provided a point of clarification and stated that some survey respondents did not provide their zip code. When looking at people who did provide their zip, the percentage of people from Hillsborough County was over-represented in the region.

Commissioner Overman commented on the I-275 boulevard conversion and reinforced the recommendation to revisit the response -- just for Hillsborough -- and see if there would be a different type of weighting. She would like to keep this topic on the agenda going forward.

Mr. Meyer stated that the overall report does show that Hillsborough has a slightly higher approval of the boulevard scenario.

Ms. Alden said that a presentation slide is available, with the counties separated out to show their responses to the transportation elements. Staff will bring the information back if members are interested.

Ms. Cindy Stuart reminded the group that there were a lot of distractions when the survey was conducted. All for Transportation and the School District were running referenda, and she felt that people were not interested in completing another survey; therefore, the results were impacted. She commented that 4,000 surveys representing the entire county was dismal.

Councilman Cohen felt that the survey was done well, and the report is easy to understand. He believes the results should be taken with a grain of salt because when talking with people in the community, there are very different levels of knowledge about transportation options and it is difficult for people to evaluate some of the concepts.

Mayor Mel Jurado echoed Mrs. Stuart’s and Councilman Cohen’s comments. She felt that the data was lacking on school transportation issues, crash mitigation and public safety issues.
Mr. Meyer agreed with the comments and stated that the survey was a regional high-level survey.

(Mr. Mechanik left at 10:26)

Mr. Green echoed previous comments and thanked staff and AECOM for conducting the survey. Mr. Green was concerned that the Livable Roadways Committee’s recommendation from its last meeting was not captured in the report. Ms. Lisa Silva stated that the meeting was after the production of the MPO agenda material, and the committee’s recommendation was provided verbally during the Committee Reports by Mr. Clarendon. Mr. Green stated that some members of the community and he had concerns about the pairing of scenarios in the survey. For example, ferry service and boulevard in Tampa does not register a lot for Pasco County residents.

Mr. Waggoner stated that the survey was a qualitative survey and was not backed by analysis. He looks forward to the analysis being done in the future to provide details of what is needed.

Councilman Viera stated that the overall message from the survey is regardless of where people come from, they want elected officials to make robust investments in transportation options right here and right now.

Following the lengthy discussion, Chairman Miller stated that it is apparent that more information is wanted about Hillsborough County residents’ responses, and he referred the item to the Policy Committee for further review. Staff will email board members to clarify the specific information members would like to receive regarding the It’s Time Tampa Bay Survey results. The information will be provided to the Policy Committee for discussion, and the item will come back to the January MPO meeting. There were no objections to the Chair’s recommendation.

D. MPO Comments on Strategic Intermodal System (SIS) 2045 Cost Feasible Plan

Ms. Sarah McKinley, MPO Staff, presented agency comments on the FDOT SIS 2045 Cost Feasible Plan for the tri-county area of Hillsborough, Pasco, and Pinellas Counties. The SIS network consists of roadways of regional significance. Some of the projects within Hillsborough County include interchange improvements along I-275 north of Downtown Tampa and I-75 at Gibsonton Drive and Big Bend Road. The SR 60/Memorial interchange in the Westshore district is included with construction funding beyond Fiscal Year (FY) 2029. There are capacity projects along US 41 near the Port of Tampa and SR 60 in eastern Hillsborough County.

During committee review, the Technical Advisory Committee recommended to include the I-275 to I-4 Flyover as a top priority for funding sooner. Staff suggests that since the board has not yet seen the SEIS recommendations for the Downtown Interchange, that the comment should be left out for now.

Following Ms. McKinley’s presentation, Chairman Miller asked Secretary David Gwynn if he was involved with the agenda item since his name appeared on the agenda coversheet. Secretary Gwynn stated FDOT will provide a response to the MPO’s comments; a letter will be forthcoming.

Commissioner Kemp wanted to know if the letter would be like the one provided at the HART Board meeting. He stated that it’s not the same letter, it will be a formal response to the MPO’s comments on the 2045 SIS Plan.

Ms. Alden stated that there were two proposed letters in the MPO agenda material.

Secretary Gwynn stated that FDOT has worked with the County to move the Big Bend I-75 interchange project forward, and that the plans for the Gibsonton interchange are being worked out and that information
will be provided in the letter as well.

Mr. Green was going to make a motion to approve the MPO’s two letters for transmittal. Chairman Miller stated we should wait until the response letter is received from Secretary Gwynn. Ms. Alden clarified and stated that staff needs the board’s approval to transmit the comment letter that was included in the agenda material to Secretary Gwynn; it reflects the comments provided in Sarah’s presentation. The second proposed letter supports funding the SR 60/I-275 (Westshore) Interchange in an earlier year, as was discussed at the TMA Leadership Group with support for identifying it as a top regional priority.

Mr. Green suggested deferring the letter to Secretary Gwynn and moving forward with the letter to FDOT Secretary Mike Dew regarding the Westshore Interchange Reconstruction.

Chairman Miller asked Secretary Gwynn to provide the Tampa Bay Next update, and then the board will resume discussion of the letters.

Secretary Gwynn offered to meet with new board members if necessary. He provided the quarterly update.

Discussions have taken place with Brightline regarding right of way use for their project. FDOT will meet with Brightline regarding details, and negotiations continue. The Brightline proposal is available on FDOT’s website.

FDOT has continued to meet with the community. There are two operational improvements that are ongoing: (1) the addition of a lane on SR 60 near the Veterans Expressway to assist with a bottleneck, and (2) the punch through project near the Howard Frankland bridge going from four to three lanes and merge lanes are being extended. The Howard Frankland Bridge RFP will be released on December 10, and the construction is scheduled for 2020 – 2024.

During the presentation, Commissioner Kemp inquired about the outside shoulder merger of the lanes for I-275 north of Downtown Tampa. Secretary Gwynn stated the area has experienced a lot of crashes, and they are trying to clear up the bottlenecks.

Commissioner Kemp wanted to know the percentage the area accounts for in terms of crash issues. Secretary Gwynn did not have the information available.

The Westshore Interchange (I-275/ SR 60) is not currently funded and is not in the five-year work program. The Secretary has received support from the TMA, Pinellas BOCC & Forward Pinellas, Pasco County BOCC & MPO, and HART. PSTA will provide a letter of support soon. FDOT is requesting support from TBARTA as well. The Secretary would like to go to Tallahassee with support stating that the region does not want to wait five years to begin the project. The project will provide direct express lane connection to the Tampa International Airport and can assist in developing a transit corridor. The Secretary asked for support from the Hillsborough MPO on the Westshore Interchange Reconstruction as a number one regional priority.

Questions were taken on Secretary Gwynn’s update.

Councilman Cohen provided a personal commentary about the Howard Frankland Bridge and stated that he felt the original TBX passed because the Howard Frankland Bridge project was included and viewed as critical for the region. He is totally in support of the Westshore Interchange project. He wants the aesthetics of the new bridge to give the region identity and character, similar to the Skyway Bridge. He proposed that Hillsborough and Pinellas compete on design ideas to capture the spirit of the community on each side of the Bay.

Commissioner Overman inquired about AADT growth rates. Secretary Gwynn stated that it was average
daily traffic, how many cars would utilize the road each way daily. Ms. Sarah McKinley stated that the model forecast of future AADT was based on population, employment, and origin and destination data for single occupancy vehicles. Commissioner Overman inquired about where Segment 4 ends. Secretary Gwynn stated that it ends at the Westshore Interchange.

Mr. Lopano stated that the project is critical for the airport to continue to grow.

Commissioner Kemp suggested looking at historical trends for traffic at the Westshore Interchange, and expressed concerns regarding Segment 5. She would like to have a greater comfort level about the project’s implications for Segment 5 before transmitting the letter.

Commissioner Miller asked for confirmation that Secretary Gwynn was requesting a letter of support to for additional funding for the Westshore Interchange Reconstruction. Secretary Gwynn agreed. Secretary Gwynn clarified the lane merger at the Howard Frankland Bridge and stated that he and his staff are willing to meet with any board member and provide clarification about Segment 5. Originally Segments 4 and 5 were planned to be built together, but now only the portion of 5 that is needed to make sure that a bottleneck is not created at Westshore is being built.

Chairman Miller advised Secretary Gwynn if any member of the board would like to meet with him, that he and his staff should sit down with them to address concerns. Secretary Gwynn agreed.

Mr. Lopano made a motion to approve and transmit the letter to District 7 Secretary David Gwynn: Comments on SIS 2045 Cost Feasible Plan, and the letter to FDOT Secretary Mike Dew: Westshore Interchange Reconstruction. The motion was seconded by Mr. Joseph Waggoner.

Commissioner Smith pointed out that there is still a SEIS to be completed for Segments 4 and 5. The letter does not commit the group to being unable to make changes to the SEIS. There are still questions regarding how to handle the express lanes regarding tolled or untolled. This will be settled once the SEIS moves forward and is finalized. Secretary Gwynn stated that FDOT will follow the SEIS as approved. Commissioner Smith stated that she likes the MPO’s proposed letters better than HART’s letter because of the sentence that states that further development of the project design will provide the detailed information that is necessary.

Following the discussion, the motion carried unanimously.

EXECUTIVE DIRECTOR’S REPORT

Ms. Alden has been reviewing the language of the County Charter Amendment regarding transportation funding and the MPO’s role. One percent of the proceeds is set aside for planning and development, that the MPO would receive for supporting the work of the implementing agencies and to support the Independent Oversight Committee. A meeting has been scheduled with the implementing agencies for an initial discussion. Ms. Alden will provide an update in February and address how this may affect the budget and work program for the MPO.

There will be a TBARTA MPOs Chairs Coordinating Committee on December 14 in Sarasota to review the regional priority list.

The next board meeting will be held Tuesday, January 8th on the 26th floor of the County Center.

OLD & NEW BUSINESS

Mr. Klug announced a major historical development for Port Tampa Bay, with the addition of COSCO Shipping Gulf of Mexico Express Transpacific service commencing January 28, 2019. COSCO Shipping
is one of the world’s largest container carriers with services calling at 267 ports in 85 countries and regions throughout the globe and will provide weekly direct service from Asia to Tampa.

**ADJOURNMENT**

There being no further business, the meeting adjourned at 11:15 a.m.
Meeting of the Citizens Advisory Committee (CAC) on January 9

The committee approved and forwarded to the MPO Board:

- The Southshore Transit Re-Evaluation; given the passage of the transportation referendum, members were keenly interested in knowing when the study’s recommendations would be implemented by HART; they also wanted to know how it relates to the proposed ferry connecting to MacDill.
- The 2019 Safety Targets, with questions about the effectiveness of speed reduction strategies and how crashes are recorded.

The CAC also heard reports on:

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

Meeting of the Technical Advisory Committee on January 28

The committee approved and forwarded to the MPO Board:

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

The TAC also heard reports on:

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

Meeting of the Policy Committee on January 29

The committee approved and forwarded to the MPO Board:

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

The committee also discussed and took action on:

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

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

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

The committee approved and forwarded to the MPO Board:

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

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

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

The committee reelected its existing officers, and approved and forwarded to the MPO Board:

✓ Appointment of Emily Hinsdale as Advocate for Livable Communities member,
✓ 2019 Safety Targets

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

Meeting of the Intelligent Transportation Systems Committee on January 10

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

The ITS committee approved and forwarded to the MPO Board:

✓ Multimodal Level of Service Evaluation
✓ 2019 Safety Performance Targets

The ITS committee received updates on
- Signal Cycle Lengths/Signal Re-timings in New Tampa
- Regional Data-Sharing Platform Pilot
The Florida Department of Transportation is preparing to finalize the Tentative Work Program for Fiscal Year 2020 through Fiscal Year 2024. The attached document identifies changes to projects currently included in the last four years of the District’s Adopted Work Program (FY20-FY23) as well as new projects and phases added as part of this work program update cycle. Further changes to select projects in FY20-FY23 were required in order to balance project commitments with anticipated revenues. Please note that additional changes have been made to the Tentative Work Program since the Work Program Highlights presentation was delivered to the MPO Board. Projects/cells that have been updated are highlighted in yellow for your convenience.

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

Please let me know if you have any questions.

Respectfully,

Stephen L. Benson, AICP, CNU-A
Metropolitan Planning Administrator
Florida Department of Transportation District 7
11201 N. McKinley Drive
Tampa, Florida 33612
Main (813) 975-7575
Direct (813) 975-6427
<table>
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<tr>
<th>#</th>
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<th>Phase</th>
<th>Description</th>
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<td>414963-2</td>
<td>Transit</td>
<td>HART - FHWA SURFACE TRANSPORTATION PROGRAM</td>
<td>PURCHASE VEHICLES/EQUIPMENT</td>
<td>Added $4M in 2024; DAF</td>
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<td>36</td>
<td>424513-3</td>
<td>CST</td>
<td>I-75 @ BIG BEND ROAD SB OFF RAMP</td>
<td>INTERCHANGE - IMPROVEMENT</td>
<td>Dropped CST. Work to be done under ultimate 424513-3</td>
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<td>3</td>
<td>430573-3</td>
<td>PE</td>
<td>SR 60 FROM VALRICO RD TO E OF DOVER RD</td>
<td>NEW ROAD CONSTRUCTION</td>
<td>Deferred PE from 2021 to 2024;</td>
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<td>32</td>
<td>437639-1</td>
<td>CST</td>
<td>US 301/SR 676A FROM S OF BLOOMINGDALE AVE TO BLOOMINGDALE RIVER</td>
<td>ADVANCED CST TO 2020</td>
<td>Added PE to 2021; ACSS safety</td>
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<td>438258-2</td>
<td>BOX</td>
<td>I-275/I-75 SR 60/I-4 - TAMPA BAY NEXT RESERVE BOX</td>
<td>FUNDING ACTION</td>
<td>Funds moved to TBN projects; DAF</td>
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<td>437535-1</td>
<td>CST</td>
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<td>SIGNAL IMPROVEMENT</td>
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<td>Plan</td>
<td>HILLSBOROUGH COUNTY FY 2022-2023-2024 UPWP</td>
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<td>PE/CST</td>
<td>DRAINAGE BOX CULVERT FROM W OF MACDILL AVE TO THE HILLSBOROUGH RIVER</td>
<td>DRAINAGE IMPROVEMENT</td>
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<td>BOX</td>
<td>SR 45 SR 685/FWY AVE @ RAILROAD CROSSING</td>
<td>FUNDING ACTION</td>
<td>Added $20M in 2024 for anticipated LFR for I-75/Big Bend 424513-3</td>
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<td>CST</td>
<td>I-75/SR 93 FROM SOUTH END OF NB EXIT RAMP TO N END OF NB ACCESS RAMP</td>
<td>LANDSCAPING</td>
<td>Added CST to 2020; DAF 1.5%</td>
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<td>Studies</td>
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<td>PLANNING MODELS/DATA UPDATE</td>
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<td>38</td>
<td>437243-1</td>
<td>N ROME AVE FROM W KENNEDY BLVD TO W COLUMBUS DR</td>
<td>BIKE LANE/SIDewALK</td>
<td>Dropped PE from 2021 to 2024;</td>
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<tr>
<td>34</td>
<td>437249-1</td>
<td>CST</td>
<td>US 92/SR 600/SR 573/S DALE MABRY AT SR PRADO BLVD AND INTERBAY BLVD</td>
<td>TRAFFIC SIGNAL UPDATE</td>
<td>Dropped ROW from 2020. Not needed; DAF</td>
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<tr>
<td>32</td>
<td>438258-3</td>
<td>PE</td>
<td>SR 60 FROM VALRICO RD TO E OF DOVER RD</td>
<td>ADD LANES &amp; RECONSTRUCT</td>
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<td>3</td>
<td>439412-1</td>
<td>PE/CST</td>
<td>SOUTH MAYDELL DRIVE BRIDGE OVER PALM RIVER</td>
<td>BRIDGE REPLACEMENT</td>
<td>Dropped PE being done by locals. Advanced CST to 2020 with LFR agreement. Payback in 2022</td>
</tr>
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<td>3</td>
<td>438752-1</td>
<td>Studies</td>
<td>HILLSBOROUGH PLANNING MODEL STUDIES</td>
<td>PLANNING MODELS/DATA UPDATE</td>
<td>Added funds to 2024; SU</td>
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<tr>
<td>440253-1</td>
<td>PE/CST</td>
<td>SR597/DALE MABRY N FROM N OF S VILLAGE DR/W FLETCHER TO S OF VAN DYKE</td>
<td>RESURFACING</td>
<td>Added PE to 2020, CST to 2022; DAF</td>
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<tr>
<td>440253-2</td>
<td>CST</td>
<td>SR597/DALE MABRY N FROM N OF S VILLAGE DR/W FLETCHER TO S OF VAN DYKE</td>
<td>URBAN CORRIDOR IMPROVEMENTS</td>
<td>Added CST to 2022; Complete Streets; DAF goes with segment 1</td>
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<tr>
<td>440511-2</td>
<td>PE/CST</td>
<td>US 418/N TAMPA ST &amp; N FLORIDA AVE FROM E TYLER TO MLK</td>
<td>Added PE to 2020, CST to 2024; DAF</td>
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<tr>
<td>440511-3</td>
<td>PE/CST</td>
<td>US 418/N FLORIDA AVE/HIGHLAND AVE FROM MLK BLVD TO S OF WATERS</td>
<td>URBAN CORRIDOR IMPROVEMENTS</td>
<td>Added PE to 2022; Goes with segment 4, DAF</td>
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<tr>
<td>440511-4</td>
<td>PE/CST</td>
<td>N HIGHLAND AVE FROM WEST VIOLET STREET TO SR 574/HILLSBOROUGH AVENUE</td>
<td>URBAN CORRIDOR IMPROVEMENTS</td>
<td>Added PE to 2022; Goes with segment 3, DAF</td>
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<tr>
<td>440511-5</td>
<td>PE/CST</td>
<td>OLA AVE BIKEWAY FROM W 7TH AVE TO USB 41/N FLORIDA AVE</td>
<td>BIKE LANE/SIDewalk</td>
<td>Added PE to 2021, CST to 2023; DAF</td>
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<td>440511-6</td>
<td>PE/CST</td>
<td>CENTRAL AVE BIKEWAY FROM W 7TH AVE TO USB 41/N FLORIDA AVE</td>
<td>BIKE LANE/SIDewalk</td>
<td>Added PE to 2022, CST to 2024; DAF</td>
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<tr>
<td>441098-1</td>
<td>PE/CST</td>
<td>SR 580 / BUSCH BLVD MULTIPLE LOCATIONS 125ST, 19TH ST, PAVENNE AVE</td>
<td>PEDESTRIAN SAFETY IMPROVEMENT</td>
<td>Added PE to 2020, CST to 2022; Goes with segment 2, ACSS safety</td>
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<tr>
<td>441098-2</td>
<td>PE/CST</td>
<td>SR 580 / BUSCH BLVD FROM WEST OF N BROOKS ST TO EAST OF N BROOKS ST</td>
<td>PEDESTRIAN SAFETY IMPROVEMENT</td>
<td>Added PE to 2020, ROW to 2021, CST to 2022; Goes with segment 1, ACSS safety</td>
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<tr>
<td>441110-1</td>
<td>PE</td>
<td>SR 60/KENNEDY BLVD AT WESTSHORE</td>
<td>TRAFFIC SIGNAL UPDATE</td>
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<tr>
<td>441288-1</td>
<td>CST</td>
<td>SR 60/BRANDON BLVD AT VALRICO FROM S OF SR 60 TO N OF SR 60</td>
<td>INTERSECTION IMPROVEMENT</td>
<td>Added CST to 2021; TRIP</td>
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<tr>
<td>441388-1</td>
<td>CST</td>
<td>GREEN ARTERY SEG D FROM SULPHUR SPRINGS PARK TO E BIRD ST</td>
<td>BIKE LANE/SIDewalk</td>
<td>Added CST to 2020; TA</td>
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<tr>
<td>441388-2</td>
<td>CST</td>
<td>GREEN ARTERY SEG E - N BOULEVARD FROM SLIGH AVE TO E BIRD ST</td>
<td>BIKE LANE/SIDewalk</td>
<td>Added CST to 2020; TA</td>
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<tr>
<td>441361-1</td>
<td>PE/CST</td>
<td>REGIONAL WATER QUALITY IMPROVEMENT - RIVER TOWER PARK AND PALM RIVER</td>
<td>DRAINAGE IMPROVEMENTS</td>
<td>Dropped PE from 2019 and CST from 2020. Moved to project 4434981; DEM</td>
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<tr>
<td>441493-1</td>
<td>PE/CST</td>
<td>SR 574/ MLK BLVD W OF N MACDILL AVE TO N HABANA AVE</td>
<td>DRAINAGE IMPROVEMENTS</td>
<td>Added PE to 2020, CST to 2022; DAF</td>
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<tr>
<td>443161-1</td>
<td>PE/CST</td>
<td>I-4 FROM WEST OF PARK ROAD TO EAST OF PARK ROAD</td>
<td>INTERCHANGE IMPROVEMENT</td>
<td>Added PE to 2022, CST to 2024; Freight</td>
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<tr>
<td>443171-1</td>
<td>PE/CST</td>
<td>I-4 FROM WEST OF THONOTOSASSA RD TO EAST OF THONOTOSASSA RD</td>
<td>INTERCHANGE IMPROVEMENT</td>
<td>Added PE to 2022, CST to 2024; Freight</td>
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<tr>
<td>443318-1</td>
<td>PE/CST</td>
<td>I-4 FROM WEST OF BRANCH FORBES RD TO EAST OF MCINTOSH ROAD</td>
<td>INTERCHANGE IMPROVEMENT</td>
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<td>443191-1</td>
<td>PE/CST</td>
<td>I-4 FROM EAST OF EB WEIGH STATION TO EAST OF MCINTOSH ROAD</td>
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<tr>
<td>443320-1</td>
<td>PE/CST</td>
<td>I-4 FROM EAST OF MANGO RD TO WEIGH STATION ON-RAMP</td>
<td>INTERCHANGE IMPROVEMENT</td>
<td>Added PE to 2021, CST to 2023; Freight</td>
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<tr>
<td>443321-1</td>
<td>PE/CST</td>
<td>I-4 FROM WEST OF MANGO RD TO EAST OF MANGO RD</td>
<td>INTERCHANGE IMPROVEMENT</td>
<td>Added PE to 2022, CST to 2024; Freight</td>
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<tr>
<td>443426-1</td>
<td>PE/CST</td>
<td>SR 60 FROM W OF SR 39 TO W OF CLARENCE GORDON JR RD</td>
<td>RESURFACING</td>
<td>Added PE to 2022, CST to 2024; DAF and ACNP; Concrete</td>
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<tr>
<td>443427-1</td>
<td>PE/CST</td>
<td>US 301/US 41/5R 43 FROM S OF WHITT RD TO N OF RIVERCREST DR</td>
<td>RIGID PAVEMENT RECONSTRUCTION</td>
<td>Added PE to 2022, CST to 2024; DAF and ACNP; Concrete</td>
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<tr>
<td>443428-1</td>
<td>PE/CST</td>
<td>US 301/5R 43 FROM S OF CR 672 TO N OF CR 672</td>
<td>RIGID PAVEMENT RECONSTRUCTION</td>
<td>Added PE to 2022, CST to 2024; DAF and ACNP; Concrete</td>
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<td>443444-2</td>
<td>DSB</td>
<td>USB 41/5R 685/FLORIDA AVE/TAMPA ST FROM KENNEDY BLVD TO BEARS AVE</td>
<td>ITS COMMUNICATION SYSTEM</td>
<td>Added DSB to 2024; DAF</td>
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<td>443445-2</td>
<td>PE/CST</td>
<td>SR 60/KENNEDY BLVD FROM WEST OF MEMORIAL HWY TO EAST OF ASHLEY DR</td>
<td>ITS COMMUNICATION SYSTEM</td>
<td>Added PE to 2022, CST to 2024; DAF</td>
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<td>443445-3</td>
<td>DSB</td>
<td>SR 574/W MLK BLVD FROM WEST OF DALE MABRY HWY TO EAST OF I-275</td>
<td>ITS COMMUNICATION SYSTEM</td>
<td>Added DSB to 2023; DAF</td>
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<tr>
<td>443492-1</td>
<td>PE/CST</td>
<td>US 41/5R 45/NEBRASKA AVE FROM KENNEDY BLVD TO BUSCH BLVD</td>
<td>URBAN CORRIDOR IMPROVEMENTS</td>
<td>Added PE to 2022, CST to 2024; DAF</td>
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<td>443498-1</td>
<td>PE/CST</td>
<td>TAMPA BAY REGIONAL MITIGATION SITES</td>
<td>WETLAND MITIGATION/RESTORATION</td>
<td>Added PE to 2019, CST to 2020; DEM</td>
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<td>443516-1</td>
<td>CST</td>
<td>EL PRADO SIDEWALK FROM S OMAR AVE TO S LOIS AVE</td>
<td>SIDEWALK</td>
<td>Added PE to 2021; LF, CST to 2023; TA</td>
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<td>443516-2</td>
<td>CST</td>
<td>EL PRADO SIDEWALK FROM S LOIS AVE TO BAYSHORE BLVD</td>
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<td>443577-1</td>
<td>PE/CST</td>
<td>SR 60/COURTNEY CAMPBELL CAUSEWAY FM E OF ROCKY PT OR W OF BAYPORT</td>
<td>BIKE PATH/TRAIl</td>
<td>Added PE to 2021, CST to 2022; DAF</td>
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<tr>
<td>443582-1</td>
<td>PE/CST</td>
<td>SULPHUR SPRINGS K THROUGH 8 SCHOOL VARIOUS LOCATIONS</td>
<td>SIDEWALK</td>
<td>Added PE to 2020, CST to 2023; SR2T safety</td>
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<td>443711-1</td>
<td>CST</td>
<td>W PLATT STREET AT FREMONT AVENUE</td>
<td>TRAFFIC SIGNALS</td>
<td>Added CST to 2022; ACSS safety</td>
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<tr>
<td>443711-2</td>
<td>CST</td>
<td>CLEVELAND STREET AT ROME AVENUE</td>
<td>TRAFFIC SIGNALS</td>
<td>Added CST to 2022; ACSS safety</td>
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<tr>
<td>443770-1</td>
<td>CST</td>
<td>I-275/SR 93 FROM N OF I-4 TO N OF MLK</td>
<td>ADD LANES &amp; REHABILITATE PVMNT</td>
<td>Added CST to 2023; Goes with 431821-2, SIS, TBN 7</td>
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<tr>
<td>443832-1</td>
<td>CST</td>
<td>HILLSBOROUGH COUNTY BEARING PAD REPAIRS VARIOUS LOCATIONS</td>
<td>BRIDGE-REPAIR/REHABILITATION</td>
<td>Added CST to 2020; BRRP</td>
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1/11/2019
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<td>1</td>
<td>443834-1</td>
<td>PE/CST</td>
<td>HILLSBOROUGH COUNTY SUBSTRUCTURE REPAIR VARIOUS LOCATIONS</td>
<td>BRIDGE-REPAIR/REHABILITATION</td>
<td>Added PE to 2021, CST to 2022; BRRP</td>
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<td>HILLSBOROUGH COUNTY CULVERTS SUBSTRUCTURE REPAIR VARIOUS LOCATIONS</td>
<td>BRIDGE-REPAIR/REHABILITATION</td>
<td>Added PE to 2020, CST to 2021; BRRP</td>
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<td>PE/CST</td>
<td>HILLSBOROUGH COUNTY LONG BRIDGE REPAIR VARIOUS LOCATIONS</td>
<td>BRIDGE-REPAIR/REHABILITATION</td>
<td>Added PE to 2023, CST to 2024; BRRP</td>
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<td>4</td>
<td>443852-1</td>
<td>Tran</td>
<td>HART BUS STOP CAPITAL REPAIRS</td>
<td>PUBLIC TRANSPORTATION SHELTER</td>
<td>Added $1M in 2024; DAF</td>
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<td>5</td>
<td>443923-1</td>
<td>Study</td>
<td>PLATT ST BRIDGE @ HILLSBOROUGH RIVER</td>
<td>FEASIBILITY STUDY</td>
<td>Added Study in 2024; DAF</td>
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<td>443924-1</td>
<td>Study</td>
<td>COLUMBUS DR BRIDGE @ HILLSBOROUGH RIVER</td>
<td>FEASIBILITY STUDY</td>
<td>Added Study in 2024; DAF</td>
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<td>7</td>
<td>443925-1</td>
<td>Study</td>
<td>VISION ZERO CORRIDOR STUDIES - VARIOUS LOCATIONS</td>
<td>FEASIBILITY STUDY</td>
<td>Added Study in 2024; DAF</td>
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<td>8</td>
<td>443968-1</td>
<td>CST</td>
<td>DOLYE CARLTON DR/LAUREL ST ROUNDABOUT</td>
<td>ROUNDABOUT</td>
<td>Added CST to 2024; DAF</td>
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<td>9</td>
<td>443969-1</td>
<td>CST</td>
<td>SR 60/BRANDON BLVD FROM LAKEWOOD DR TO ST CLOUD AVE</td>
<td>INTERSECTION IMPROVEMENT</td>
<td>Added CST to 2022; TRIP</td>
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<td>10</td>
<td>443969-2</td>
<td>CST</td>
<td>SR 60/BRANDON BLVD @ ST CLOUD DR</td>
<td>INTERSECTION IMPROVEMENT</td>
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<td>11</td>
<td>444004-1</td>
<td>CST</td>
<td>SR 60/FISH CREEK TRAIL BRIDGE FROM S OF FISH CREEK TO N OF FISH CREEK</td>
<td>DRAINAGE IMPROVEMENTS</td>
<td>Added CST to 2020; DAF</td>
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<tr>
<td>12</td>
<td>444184-1</td>
<td>CST</td>
<td>I-275/SR 93 SB FROM HOWARD FRANKLAND BRIDGE TO REGO ST</td>
<td>BIKE PATH/TRAIL</td>
<td>Added CST to 2020. G/W HFB; TBN 3, DAF</td>
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<tr>
<td>13</td>
<td>444263-1</td>
<td>CST</td>
<td>SR 45/SR685 FROM PUBLIX ENTRY TO GRAND VILLA DR/NEBRASKA AVE NB</td>
<td>LANDSCAPING</td>
<td>Deferred from 2019 to 2020; DAF 1.5%</td>
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<td>14</td>
<td>444264-1</td>
<td>PE</td>
<td>US 92/E REYNOLDS ST AR RR NCGN:624411F PLANT CITY</td>
<td>RAILROAD CROSSING</td>
<td>Added CST to 2024</td>
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<td>15</td>
<td>444373-1</td>
<td>Rail</td>
<td>MACDILL AVENUE AT CROSSING NCGN 626342-G RRMP: A 885.79</td>
<td>RAIL SAFETY PROJECT</td>
<td>Added Rail to 2020</td>
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<td>16</td>
<td>444374-1</td>
<td>Rail</td>
<td>MANHATAN AVE AT CROSSING NCGN: 626363A, RRMP: 888.88</td>
<td>RAIL SAFETY PROJECT</td>
<td>Added Rail to 2020</td>
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<td>17</td>
<td>444375-1</td>
<td>Rail</td>
<td>ARMENIA AVE AT CROSSING NCGN:626889A, RRMP: SY-851.32</td>
<td>RAIL SAFETY PROJECT</td>
<td>Added Rail to 2020</td>
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<tr>
<td>18</td>
<td>444418-1</td>
<td>CST</td>
<td>I-75/SR 93 FROM COWHOUSE CREEK BR #482 TO CR 575/FLETCHER NB ON RAMP</td>
<td>LANDSCAPING</td>
<td>Added CST to 2020; DAF 1.5%</td>
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<td>19</td>
<td>444419-1</td>
<td>CST</td>
<td>I-75/SR 93 FR S END OF SR 56 NB OFF RAMP TO N END OF I-275 SB ON RAMP</td>
<td>LANDSCAPING</td>
<td>Added CST to 2020; DAF 1.5%</td>
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Infrastructure For Rebuilding America

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

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

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

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

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

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

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

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

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

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

Updated: Friday, December 21, 2018

Related Documents

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

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

- **Applications are due on March 21, 2019 at 8:00 PM Eastern Time through www.Grants.gov.**

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

Questions for U.S. DOT on ADS Demonstration Grants should be submitted via ADSDemoGrants@dot.gov.

**Frequently Asked Questions:**

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

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

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

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

Updated: Friday, December 21, 2018

Related Links

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

Tags

- automated driving systems
- Data
- Grants

Share
Legislative Update for the week ending 02/07/2019

Overview

This week of Committee meetings brought presentations by the Governor’s office about the proposed budget that Governor DeSantis shared with the legislature. Overall, the draft budget proposes a total of 91.3 Billion dollars in expenditures with about $33.8B coming from General Revenue. Of the total budget, 41% is for Human Services, 29% is for education and 17% would go to transportation and economic development. The other spending categories become small percentages. Of the transportation and economic development portion, the Governor is proposing to spend $15.8B and transportation is $10.8B of that amount. There are no general revenue funds going to transportation in this budget, all monies are coming from the transportation trust fund.

Of the $10.8B amount proposed for transportation, here is a look at the major issues funded:

Transportation Work Program of $9.92B
- Expand Transportation System Capacity $3.2 Billion
- Highway Construction $2.7 Billion
- Scheduled Repair and Replacement of Bridges $277 Million
- Work Program Integration Initiative $25.4 Million

The budget would fund 6238 positions at the Department of Transportation. The Governor’s office presentation went well in front of the Senate Transportation, Tourism and Economic Development Appropriations Subcommittee as well as in front of the House Transportation and Tourism Appropriations Subcommittee. The presentation given was detailed enough to provide the proper level of detail and was articulated well. That certainly helped, the fact that transportation spending is generally viewed positively by members of the legislature also helped. Overall, both committees were positive about transportation and Representative Geller shared his thanks for the Road Rangers who keep motorists safe on our roadways. He had a personal experience where a Road Ranger helped him and the service impressed him greatly.

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

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

Important Dates for the 2019 Legislative Session

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Carl Mikyska, Executive Director
605 Suwannee Street, MS 28B · Tallahassee, Florida 32399-0450
1-866-374-3368 x 4037 or 850-414-4062 · Fax 850-414-4895
www.mpoac.org
- January 25, 2019 - deadline for submitting requests for drafts of general bills and joint resolutions, including requests for companion bills
- March 1, 2019 - Deadline for approving final drafts of general bills and joint resolutions, including companion bills
- March 5, 2019 - Regular Session convenes, deadline for filing bills for introduction
- April 20, 2019 - All bills are immediately certified, motion to reconsider made and considered the same day
- April 23, 2019 - Last day for regularly scheduled committee meetings
- May 3, 2019 - Last day of Regular Session
Committee Meeting schedule prior to the official Legislative Session beginning on March 5th

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

Legislation of interest to the membership

This is a summary of transportation related bills filed and published on the legislature’s website as of February 07, 2019. More bills will be filed during the 2019 session and as they are made available the newly filed transportation bills will be added to this list. The bills are listed in numerical order for your convenience. As the session and bills progress, this ordering of bills will make it easier to follow the status of any particular bill you are tracking.

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

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

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

**HB 75: Expanded Uses of Unmanned Aircraft – (Yarborough; Co-Introducers: Grieco; Killebrew)** – Similar to SB 132 by Rouson. Permits use of drones by law enforcement agencies & other specified entities for specified purposes. Referred to Criminal Justice Subcommittee; State Affairs Committee; Judiciary Committee.

**SB 76: Use of Wireless Communications Devices While Driving – (Simpson; Co-Introducers: Passidomo; Hooper; Mayfield; Book; Rouson; Berman)** – Similar to HB 107 (Toledo, Slosberg) and H 45 (Slosberg). Creating the "Florida Ban on Wireless Communications Devices While Driving Law"; prohibiting a person from operating a motor vehicle while
listening or talking on a wireless communications device for the purpose of voice interpersonal
communication; deleting a provision requiring that enforcement of this section be accomplished
only as a secondary action, etc. Referred to Infrastructure and Security; Innovation, Industry,
and Technology; Judiciary; Rules

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

**HB 107: Use of Wireless Communications Devices While Driving – (Toledo; Slosberg; Co-
Introducers: Beltran; Casello; Cortes; Duran; Eskamani; Gottlieb; Grieco; Hattersley;
Killebrew; Massullo; McClure; Overdorf; Polo; Smith, C.; Stark; Stevenson; Thompson; Webb)**
– Similar to SB 76 (Simpson). Revises short title & legislative intent; prohibits person from
operating motor vehicle while using wireless communications device for purpose of nonvoice or
voice interpersonal communication; redefines term "wireless communications device" to include
voice communications; requires deposit of fines into Emergency Medical Services Trust Fund;
removes provision requiring that enforcement be accomplished only as secondary action.
Referred to Transportation and Infrastructure Subcommittee; Appropriations Committee; State
Affairs Committee.

**SB 116: Motor Vehicle Racing – (Stewart)** – Identical to HB 611 (Mercado). Increasing the
criminal penalty for a third or subsequent violation related to motor vehicle racing within a
specified period after the date of a prior violation that resulted in a conviction, etc. Referred to
Infrastructure and Security; Criminal Justice; Judiciary; Rules.

**SB 132: Drones – (Rouson)** – Similar to HB 75 (Yarborough). Defining the terms “dangerous
or deadly weapon” and “large-scale event”; authorizing the use of a drone by a law enforcement
agency to prepare for or monitor safety and security at a large-scale event; prohibiting a law
enforcement agency using a drone in an authorized manner from equipping it with specified
attachments or using it to fire projectiles, etc. Referred to Criminal Justice; Infrastructure and
Security; Rules. On Committee agenda – Criminal Justice, 02/11/19, 2:30PM Room 37 Senate
Bldg.

**SB 144: Impact Fees – (Gruters)** – Similar to HB 207 (Donalds). Revising the minimum
requirements for impact fees adopted by a local government; exempting water and sewer
connection fees from the Florida Impact Fee Act, etc. Referred to Community Affairs; Finance
and Tax; Appropriations. On Committee agenda-- Community Affairs, 02/05/19, 2:00 pm, 301
Senate Building --Temporarily Postponed.

**SB 158: Traffic Offenses – (Baxley)** – Identical to HB 71 by McClain. Citing this act as the
"Vulnerable Road User Act"; providing criminal penalties for a person who commits a moving
violation that causes serious bodily injury to, or causes the death of, a vulnerable road user;
requiring that the person pay a specified fine, serve a minimum period of house arrest, and attend
a driver improvement course; requiring that the court revoke the person’s driver license for a
minimum specified period, etc. Referred to Infrastructure and Security; Appropriations
Subcommittee on Criminal and Civil Justice; Appropriations.
HB 169: Public Financing of Construction Projects – (Fernandez) – Identical to SB 78 by Rodriguez. Prohibiting state-financed constructors from commencing construction of certain structures in coastal areas without first conducting a sea level impact projection study and having such study published and approved by the Department of Environmental Protection; requiring the department to develop by rule standards for such studies; providing for enforcement; requiring the department to publish such studies on its website, subject to certain conditions, etc. Referred to Agriculture and Natural Resources Subcommittee; Appropriations Committee; State Affairs Committee.

HB 207: Impact Fees – (Donalds) – Similar to SB 144 (Gruter). Revises minimum requirements for adoption of impact fees by specified local governments; authorizes prevailing party to recover attorney fees under certain circumstances; exempts water & sewer connection fees from Florida Impact Fee Act. Referred to Local, Federal and Veterans Affairs Subcommittee; Commerce Committee; State Affairs Committee.

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

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

SB 350: Impact Fees – (Hutson) – Prohibiting local governments from charging impact fees
for certain developments, etc. Referred to Community Affairs; Infrastructure and Security;
Appropriations.

HB 385: Transportation – (Avila) – Requires certain authority members to comply with
financial disclosure requirements; limits levy of & revises authorized uses of certain surtaxes;
revives Pilot Rebuilt motor vehicle inspection program; revises provisions relating to DOT
design plan approval, transportation project programs, toll collection & use, & M.P.O.
membership; repeals pts. I & V of ch. 348, F.S., related to Florida Expressway Authority Act &
Osceola County Expressway Authority Law. Referred to Transportation and Infrastructure
Subcommittee; Ways and Means Committee; State Affairs Committee. On Committee agenda--
Transportation and Infrastructure Subcommittee, 02/13/19, 1:30 pm, Reed Hall.

HB 453: Micromobility Devices and Motorized Scooters – (Toledo) – Similar to SB 542
(Brandes). Authorizes county or municipality to regulate operation of micromobility devices &
for-hire motorized scooters; authorizes county or municipality to require licensure; requires
proof of certain insurance coverage; provides that regulation of micromobility devices & for-hire
motorized scooters is controlled by state & federal law; provides that operator has all rights &
duties applicable to rider of bicycle; exempts micromobility device or motorized scooter from
certain requirements; provides that person is not required to have valid driver license to operate
micromobility device or motorized scooter; authorizes parking on sidewalk; removes
requirements for sale of motorized scooters; exempts micromobility devices & motorized
scooters from certain emblem requirements. Referred to Transportation and Infrastructure
Subcommittee; Local, Federal and Veterans Affairs Subcommittee; State Affairs Committee.

HB 476: Child Restraint Requirements – (Perry) – Identical to HB 567 (Slosberg).
Increasing the age of children for whom operators of motor vehicles must provide protection by
using a crash-tested, federally approved child restraint device; increasing the age of children for
whom a separate carrier, an integrated child seat, or a child booster seat may be used, etc.
Referred to Infrastructure and Security; Children, Families, and Elder Affairs; Rules.

SB 542: Micromobility Devices and Motorized Scooters – (Brandes) – Similar to HB 453
(Toledo). Defining the term “micromobility device”; revising the definition of the term
“motorized scooter”; authorizing a county or municipality to regulate the operation of
micromobility devices and for-hire motorized scooters, subject to certain restrictions; authorizing
a county or municipality to require that a person offering micromobility devices or for-hire
motorized scooters be licensed; exempting a micromobility device or motorized scooter from
certain registration, insurance, and licensing requirements, etc. Referred to Infrastructure and
Security; Appropriations Subcommittee on Transportation, Tourism, and Economic
Development; Appropriations.

**SB 567: Child Restraint Requirements – (Slosberg)** – Identical to SB 467 (Perry). Increasing
the age of children for whom operators of motor vehicles must provide protection by using a
crash-tested, federally approved child restraint device; increasing the age of children for whom a
separate carrier, an integrated child seat, or a child booster seat may be used, etc. Referred to
Transportation and Infrastructure Subcommittee; Children, Families and Seniors Subcommittee;
State Affairs Committee.

**HB 605: Tax Increment Revenues – (Casello)** – Authorizes counties and municipalities to use
increment revenues under specified conditions. Referred to Local, Federal and Veterans Affairs
Subcommittee; Ways and Means Committee; State Affairs Committee.

**HB 611: Motor Vehicle Racing – (Mercado)** – Identical to SB 116 (Stewart). Motor Vehicle
Racing; Increases criminal penalty for third or subsequent violation related to motor vehicle
racing within specified period after date of prior violation that resulted in conviction. Referred to
Criminal Justice Subcommittee; Justice Appropriations Subcommittee; Judiciary Committee.

**SB 612: Driving Under the Influence – (Baxley)** – Requiring that the monthly leasing fee for
an ignition interlock device be discounted by specified percentages under certain circumstances
when a person claims inability to pay; authorizing a court, upon agreement by a state attorney, to
withhold adjudication of guilt for certain criminal violations relating to driving under the
influence, under certain circumstances, etc. Not yet assigned to committees.

**SB 622: Traffic Infraction Detectors – (Brandes; Co-Introducer: Diaz)** – Similar to HB
6003 (Sabatini). Repealing provisions relating to the installation and use of traffic infraction
detectors to enforce specified provisions when a driver fails to stop at a traffic signal, provisions
that authorize the Department of Highway Safety and Motor Vehicles, a county, or a
municipality to use such detectors, and the distribution of penalties collected for specified
violations; repealing provisions relating to the authorization to use traffic infraction detectors,
etc. Not yet assigned to committees.

**SB 660: Transportation – (Brandes)** – Requiring the Department of Transportation to consist
of a central office that establishes policies and procedures and districts that carry out projects as
authorized or required under the policies and procedures of the central office; prohibiting the
driver of any vehicle from following another vehicle more closely than is reasonable and prudent
given certain circumstances; revising the number of times that certain persons may elect to attend
a basic driver improvement course; providing requirements, beginning on a specified date, for
license plates, cab cards, and validation stickers for vehicles registered in accordance with the
International Registration Plan; directing the department to implement protocols for issuing an
optional electronic credential and to procure a related technology system, etc. Not yet assigned
to committees.

**HB 681: Florida Transportation Commission – (Zika; Co-Introducer: Roach)** – Removes
requirement that Secretary of Transportation be nominated by FTC & that secretary provide
assistance to FTC; removes provisions relating to creation, membership, duties, meetings,
executive director & staff, & budget of FTC; removes requirement that FTC review certain
transportation policy initiatives; repeals provisions relating to transportation performance &
productivity standards; revises membership & member approval of Center for Urban
Transportation Research advisory board; revises provisions relating to review & evaluation of
DOT's tentative work program; requires DOT to determine certain average administrative costs for expressway authorities; removes FTC rulemaking authority. Not yet assigned to committees.

**HB 693: Communications Services – (Fischer)** – Reduces communications services tax rate on sales of communications services; revises authority for municipalities, and counties to impose permit fees on providers of communications services that use or occupy municipal or county roads or rights-of-way; deletes procedures, requirements, & limitations with respect to such fees. Not yet assigned to committees.

**SB 728: Growth Management – (Lee)** – Authorizing sufficiently contiguous lands located within the county or municipality which a petitioner anticipates adding to the boundaries of a new community development district to also be identified in a petition to establish the new district under certain circumstances; providing requirements for the petition; providing notification requirements for the petition, etc. Not yet assigned to committees.

**SB 898: Transportation – (Diaz)** – Revising the authorized uses of proceeds from charter county and regional transportation system surtaxes; revising the preservation goals of the Department of Transportation to include ensuring that all work on the State Highway System meets department standards; requiring the department to approve design plans for all transportation projects relating to department-owned rights-of-way under certain circumstances; prohibiting the department from using toll revenues from high-occupancy toll lanes or express lanes to offset certain funding, etc. Not yet assigned to committees.

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

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

**HB 6017: Small-scale Comprehensive Plan Amendments – (Duggan)** – Removes acreage limitations that apply to small-scale comprehensive plan amendments. Referred to Local, Federal and Veterans Affairs Subcommittee; Commerce Committee; State Affairs Committee. On Committee agenda-- Local, Federal and Veterans Affairs Subcommittee, 02/13/19, 8:30 am, 12 HOB.

**HB 7007: OGSR/Toll Facilities – (General Bill by Oversight, Transparency and Public Management Subcommittee; Andrade)** – Removes scheduled repeal of exemption from public records requirements for personal identifying information provided for purpose of paying, prepaying, or collecting tolls & associated administrative charges for use of toll facilities. Referred to Transportation and Infrastructure Subcommittee; State Affairs Committee. On Committee agenda-- Transportation and Infrastructure Subcommittee, 02/13/19, 1:30 pm, Reed Hall.
**Project Description:**

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

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

**Project Location:**

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

**Lane Closure Hours:**

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

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

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

Project Location:

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

Lane Closure Hours:

Single lane closures will not be permitted from 5:00am to 9:00pm.
Effective January 18, 2018

1.49 Workplace Harassment Prohibited

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

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

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

Applicability

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

For the purpose of this policy, the term:

(1) “Employee” means an individual employed by the Senate and includes an intern, Senate Page, volunteer, or other temporary or unpaid staff.
(2) “Lobbyist” means an individual registered to lobby both houses of the Florida Legislature or the Florida Senate pursuant to section 11.045, Florida Statutes.
(3) “Senator” means a current Florida State Senator.
(4) “Third party” means a member of the general public, member of the media, other legislative employee, or visitor to the Senate offices or committees.

Definition of Workplace Harassment

“Workplace harassment” means any:

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

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

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

(a) Submission to such conduct is made either explicitly or implicitly a term or condition of an individual’s employment;
(b) Submission to or rejection of such conduct by an individual is used as the basis for employment decisions affecting such individual; or
(c) Such conduct has the purpose or effect of unreasonably interfering with an individual’s work performance or creating an intimidating, hostile, or offensive working environment.

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

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

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

**Verbal**

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

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

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

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

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

**Complaint Procedure**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**Retaliation**

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

**False Complaints**

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

**Training**

**Employees**

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

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

**Supervisors and Complaint Contacts**

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

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

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

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

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