Meeting of the Transportation Disadvantaged Coordinating Board (TDCB)
Friday, February 22, 2019, 9:30 a.m.
County Center, 18th Floor – Plan Hillsborough Room

I. Call to Order and Pledge of Allegiance

II. WELCOME SHERI POWERS AND THE COMMISSION FOR THE TRANSPORTATION DISADVANTAGED TEAM!

III. Public Comment - 3 minutes per speaker, please

IV. Approval of Minutes – December 14, 2018

V. Action Items
   A. Community Transportation Coordinator (CTC) Evaluation (Michele Ogilvie, MPO Staff)
   B. Transportation Disadvantaged Legislative Message for 2019 (Michele Ogilvie, MPO Staff)
   C. New Member Application Confirmed (Michele Ogilvie, MPO Staff)

VI. Status Reports
   A. UZURV Introduces Advantage Ride (UZURV Staff)
   B. Tampa Bay Next Workforce Development (Tampa Bay Next Representative)
   C. Resilient Tampa Bay Transportation (Allison Yeh, MPO Staff)
   D. Florida State University (FSU) Shared Mobility Project (FSU Planning Team Member)
   E. HARTPlus Update (Greg Brackin, HART)
   F. Sunshine Line Update (Scott Clark, Sunshine Line)

VII. Old Business & New Business

VIII. Adjournment

IX. Addendum
   A. MPO Meeting Minutes & Committee Report
   B. MPOAC Legislative Update
   C. Workplace Harassment Prohibited: FL Senate Policy: adopted by MPO 2/5/19 as committee standard of conduct

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CALL TO ORDER AND PLEDGE OF ALLEGIANCE

Chairman, Councilman Luis Viera, called the meeting to order at 9:34 a.m. and began with the Pledge of Allegiance. The meeting was held in the Plan Hillsborough Room on the 18th Floor of the County Center.

Members present: Gloria Mills, Craig Forsell, Dave Newell, Dr. Leslene Gordon, Penelope Barnard, Kristina Melling, John Melendez, Angel Williams, Mark Harshbarger, Nancy Castellano, Cathy Rodgers, Nancy Pacificio, Artie Fryer, and Councilman Luis Viera.

A quorum was present.

Others present: Michele Ogilvie, Rich Clarendon, Sarah McKinley, Wanda West – MPO Staff; Scott Clark, Corey Norris, Karen Smith – H.C. Sunshine Line; Kemly Green – HART; Jennifer Musselman – Kittelson; Commissioner Becki Forsell – Commission for the Transportation Disadvantaged; and Michael Mueller.

PUBLIC COMMENT

There were no public comments.

APPROVAL OF MINUTES – October 26, 2018

Ms. Nancy Castellano made a motion to approve the minutes. The motion was seconded by Ms. Gloria Mills and passed unanimously.

ACTION ITEMS

A. Sunrise Community Inc. Coordination Contract Renewal

Ms. Karen Smith, Sunshine Line Staff, stated that the current Coordination Contract with Sunrise Community and Hillsborough County will expire in December. Sunrise Community is a recipient of 5310 funding through the Florida Department of Transportation.

Ms. Castellano made a motion to approve the renewal of the Coordination Contract for Sunrise Community Inc. The motion was seconded by Ms. Kristina Melling and passed unanimously.

B. Multimodal Level of Service (MMLOS) Evaluation

Ms. Jennifer Musselman, MPO Consultant, presented the results of an evaluation of the existing bicycle and pedestrian level of service used by the MPO.

Following the presentation, Mr. Craig Forsell inquired about the rating differences of sidewalks for ADA accessibility. Ms. Musselman stated that ADA accessibility was kept separate from the evaluation, and they did not want the information to get lost in the mix of criteria.
Mr. Forsell made a motion to recommend approval of the MMLOS evaluation update to the MPO Board. The motion was seconded by Ms. Cathy Rodgers and carried unanimously.

C. South Shore Transit Study Reevaluation

Ms. Sarah McKinley, MPO Staff, presented information on the re-evaluation. In 2014, the Hillsborough MPO conducted and adopted the South Shore Transit Study that looked at how to improve transit in the South Shore region. The MPO was recently asked by HART to revisit the study and assure the recommendations from that study still meet the needs of the community and to create a new implementation phase with updated costs.

Following the presentation, Dr. Gordon asked about the numbers for public involvement. Ms. McKinley stated that there were approximately sixty people at the final meeting and throughout the process there were roughly two hundred participants.

Mr. Artie Fryer inquired about the relationship and coordination of the Enterprising Latinas (EL) Project. Ms. McKinley stated that it is a separate project that will focus on Wimauma and Ruskin. The Enterprising Latinas are working on their final plan and are initially proposing starting with single routes and then expand service within the two areas; however, they do not have any finalized maps. EL is coordinating and working closely with HART and the County.

Mr. Forsell asked about the expected cost to the rider. Ms. McKinley stated approximately $3.00. Mr. Clark chimed in and stated that the cost would be $1.75 each way and HART Flex is $1.00. HART Flex is the link between the two routes.

Dr. Gordon expressed concerns about utilizing responses from sixty to two hundred people to decide on a plan for a population of approximately one million. Ms. McKinley stated that the community continues to develop, and this is not the final evaluation of the area.

Commissioner Forsell wanted to know how the project would be funded. Ms. McKinley stated that the additional sales tax funding would help, and staff are working closely with HART to restore the initial requested services.

Mr. John Melendez, with HART, stated due to the pending case that he could not address specific questions or concerns but was willing to take questions back to HART. Mr. Fryer wanted to know if there was a timeframe for the restoration of services. Weekend service within the area will begin March 1. Mr. Fryer wanted to know who could present to the group on the implementation phases. Ms. McKinley will have someone from HART attend a future meeting to provide an update. Mr. Melendez will assist with asking someone from HART to come and address the Board. He will also try to obtain additional information.

Mr. Fryer made a motion to approve the South Shore Transit Study Reevaluation and forward to the MPO Board for approval. The motion was seconded by Ms. Cathy Rodgers and carried unanimously.

D. Transportation Disadvantaged Coordinating Board and MPO Bylaws Amendment

Ms. Michele Ogilvie, MPO Staff, informed the group of the membership, structure and duties of the Transportation Disadvantaged Coordinating Board as defined in the Florida Administrative Code, Rule 41-2.012. The Rule was amended to address the addition of a new voting member to the structure of Transportation Disadvantaged Coordinating Boards. Florida Administrative Code, Rule 41-2.012 now requires a representative of the Agency for Persons with Disabilities.

The By-Laws of all of the MPO’s committees are incorporated into the MPO By-Laws, and the amendment to the TDCB’s By-Laws will require an amendment to the overall MPO By-Laws.
Ms. Castellano made a motion to confirm the amendment to the By-Laws adding a representative of the Agency for Persons with Disabilities to the membership of the TDCB. The motion was seconded by Dr. Leslene Gordon and carried unanimously.

E. 2019 Meeting Calendar

Ms. Michele Ogilvie, MPO Staff, referenced the 2019 meeting calendar that was included in the agenda material.

Ms. Rodgers made a motion that the group acknowledges receipt of the 2019 meeting dates. The motion was seconded by Ms. Castellano and carried unanimously.

F. Election of Officers

Ms. Ogilvie led the discussion for the election of officers. The Chair is required to be an elected official by Statute, and Councilman Luis Viera was reappointed by the MPO Board. Ms. Gloria Mills was willing to serve as Vice Chair for another year.

Ms. Castellano made a motion to approve Ms. Mills’ Vice-Chair reappointment. The motion was seconded by Mr. Fryer. There were no other nominees for Vice-Chair. The motion carried unanimously.

Ms. Mills made a motion to approve Mr. Craig Forsell as the Officer At Large. Mr. Forsell accepted the nomination. The motion was seconded by Ms. Castellano and carried unanimously.

STATUS REPORTS

A. Looking Forward to the 2019 TDCB Work Products

Ms. Michele Ogilvie, MPO Staff, highlighted the 2019 TDCB Work Products. The membership, structure and duties of the Transportation Disadvantaged Coordinating Board are defined in the Florida Administrative Code, Rule 41-2.012. Work products for the Board in 2019 will include participation in the Annual Transportation Disadvantaged Day in Tallahassee, a public workshop in April, the adoption of the Transportation Disadvantaged Service Plan, the annual operations report, requests for renewal of Community Contractor Contracts and coordination with the Pinellas and Pasco Transportation Disadvantaged Coordinating Boards as needed. There will be additional discussion on participation in the Annual Transportation Disadvantaged Day in Tallahassee during the February Board meeting.

B. HART Plus Update

Ms. Kemly Green, Manager of Customer Service and Paratransit at HART, provided the HART Plus update. Ms. Green will plan to follow up on the HART questions that were asked and give updates as well.

C. Sunshine Line Update

Mr. Scott Clark, Sunshine Line Director, thanked the TDCB for their support and provided updates. He suggested that the Board write the Independent Oversight Committee requesting inclusivity for the coordinated system and the transportation disadvantaged when considering funding.

Ms. Castellano made a motion to ask the MPO Board to request the Oversight Committee consider Transportation Disadvantaged when considering funding streams. The motion was seconded by Mr. Artie Fryer and carried unanimously.

OLD BUSINESS AND NEW BUSINESS
Ms. Ogilvie suggested the Board to ponder on prenatal care and how to get people to jobs for future discussion.

Councilman Viera wished everyone Happy Holidays and commented on advocating for the disadvantaged.

Ms. Ogilvie announced that it was Mr. Fryer will be retiring in February.

Mr. John Melendez informed the Board that his future attendance is out of his control, and he has expressed interest to continue serving on the Board to the HART Board Chair. He also wants to make sure that the transportation disadvantaged are remembered with the transportation surtax. He stated that he was honored and humbled to participate.

The next meeting is scheduled for February 22, 2019.

**ADJOURNMENT**

There being no further business, the meeting was adjourned at 10:39 a.m.
Board & Committee Agenda Item

Agenda Item
Community Transportation Coordinator (CTC) Annual Evaluation

Presenter
Michele Ogilvie, MPO Staff

Summary

The Hillsborough County Transportation Disadvantaged (TD) program provides needed transportation to those who do not have the means or ability to transport themselves and are dependent on others to obtain access to health care, employment, education, shopping, and other life sustaining activities.

One of the responsibilities of the Transportation Disadvantaged Coordinating Board (TDCB) includes conducting annual evaluations of the CTC. The evaluation looks at five major criteria to evaluate performance: Reliability, Service Effectiveness, Service Efficiency, Service Availability and Safety. An annual Customer Survey is also conducted to understand the successes and shortcomings of the TD service provision.

For 2019, the annual evaluation is not a requirement of the TDCB’s responsibilities. However, the Sunshine Line has asked that the results of the Customer Survey are shared with the Transportation Disadvantaged Coordinating Board for continuity and review of the successes and shortcomings. An abbreviated CTC evaluation has been created for the review of the TDCB.

Recommended Action

Approve FY 2018 CTC Evaluation and transmit to the Florida Commission for the Transportation Disadvantaged.

Prepared By
Michele Ogilvie, MPO staff

Attachments
Draft CTC Evaluation Report
Community Transportation Coordinator Evaluation Survey Results
Door to Door Surveys
## CTC Survey Results 2019

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<thead>
<tr>
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<tbody>
<tr>
<td>Vehicles are clean.</td>
<td>-1%</td>
<td>98%</td>
<td>99%</td>
<td>99%</td>
<td>99%</td>
<td>99%</td>
</tr>
<tr>
<td>Vehicles are free of litter.</td>
<td>-</td>
<td>99%</td>
<td>99%</td>
<td>99%</td>
<td>99%</td>
<td>100%</td>
</tr>
<tr>
<td>Vehicles are kept in safe condition.</td>
<td>-</td>
<td>98%</td>
<td>98%</td>
<td>99%</td>
<td>99%</td>
<td>100%</td>
</tr>
<tr>
<td>Equipment works well.</td>
<td>+1%</td>
<td>97%</td>
<td>96%</td>
<td>97%</td>
<td>97%</td>
<td>98%</td>
</tr>
<tr>
<td>Drivers are courteous.</td>
<td>+1%</td>
<td>99%</td>
<td>98%</td>
<td>99%</td>
<td>98%</td>
<td>98%</td>
</tr>
<tr>
<td>Drivers practice safe driving.</td>
<td>-</td>
<td>99%</td>
<td>99%</td>
<td>99%</td>
<td>99%</td>
<td>99%</td>
</tr>
<tr>
<td>Drivers know how to help people with different types of disabilities.</td>
<td>+1%</td>
<td>99%</td>
<td>98%</td>
<td>99%</td>
<td>99%</td>
<td>99%</td>
</tr>
<tr>
<td>Drivers correctly use equipment.</td>
<td>-</td>
<td>98%</td>
<td>98%</td>
<td>99%</td>
<td>99%</td>
<td>99%</td>
</tr>
<tr>
<td>Telephone calls are answered promptly.</td>
<td>-3%</td>
<td>91%</td>
<td>94%</td>
<td>92%</td>
<td>94%</td>
<td>94%</td>
</tr>
<tr>
<td>Reservationists are courteous.</td>
<td>-4%</td>
<td>95%</td>
<td>99%</td>
<td>96%</td>
<td>98%</td>
<td>98%</td>
</tr>
<tr>
<td>Reservationists are helpful.</td>
<td>-3%</td>
<td>95%</td>
<td>98%</td>
<td>97%</td>
<td>98%</td>
<td>96%</td>
</tr>
<tr>
<td>Trip information is recorded accurately.</td>
<td>-1%</td>
<td>95%</td>
<td>96%</td>
<td>95%</td>
<td>96%</td>
<td>95%</td>
</tr>
<tr>
<td>The automated phone system is helpful.</td>
<td>-2%</td>
<td>90%</td>
<td>92%</td>
<td>92%</td>
<td>96%</td>
<td>92%</td>
</tr>
<tr>
<td>I am satisfied with the reservations process.</td>
<td>+2%</td>
<td>99%</td>
<td>97%</td>
<td>93%</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>I am picked up on time.</td>
<td>-4%</td>
<td>91%</td>
<td>95%</td>
<td>93%</td>
<td>93%</td>
<td>93%</td>
</tr>
<tr>
<td>I am dropped off in time.</td>
<td>+1%</td>
<td>96%</td>
<td>95%</td>
<td>95%</td>
<td>95%</td>
<td>93%</td>
</tr>
<tr>
<td>I am dropped off in the correct location.</td>
<td>-1%</td>
<td>98%</td>
<td>99%</td>
<td>98%</td>
<td>99%</td>
<td>99%</td>
</tr>
<tr>
<td>Length of travel time on the vehicle is reasonable.</td>
<td>-2%</td>
<td>95%</td>
<td>97%</td>
<td>97%</td>
<td>98%</td>
<td>97%</td>
</tr>
<tr>
<td>Problems are resolved quickly.</td>
<td>-3%</td>
<td>92%</td>
<td>95%</td>
<td>94%</td>
<td>96%</td>
<td>94%</td>
</tr>
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## CTC Survey Results 2019

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<tr>
<td>Complaints are handled in a satisfactory manner.</td>
<td>-3%</td>
<td>91%</td>
<td>94%</td>
<td>93%</td>
<td>96%</td>
<td>93%</td>
</tr>
<tr>
<td>Over the past year, Door-to-Door transportation has improved.</td>
<td>-3%</td>
<td>92%</td>
<td>95%</td>
<td>96%</td>
<td>98%</td>
<td>93%</td>
</tr>
<tr>
<td>Overall, I am satisfied with Door-to-Door transportation.</td>
<td>-</td>
<td>97%</td>
<td>97%</td>
<td>97%</td>
<td>98%</td>
<td>98%</td>
</tr>
<tr>
<td>Door-to-Door service improves my independence.</td>
<td>+1%</td>
<td>99%</td>
<td>98%</td>
<td>99%</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Door-to-Door service improves my quality of life.</td>
<td>+1%</td>
<td>99%</td>
<td>98%</td>
<td>97%</td>
<td>-</td>
<td>-</td>
</tr>
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# Community Transportation Coordinator Evaluation Survey Results

**Performance Standards measured in annual CTC Evaluation**  
*(no CTC Evaluation done 2018 due to planning grant funds issue)*

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<tbody>
<tr>
<td>On-Time performance</td>
<td>90%</td>
<td>91.5%</td>
<td>92.3%</td>
<td>93.2%</td>
<td>94.5%</td>
</tr>
<tr>
<td>Travel Time</td>
<td>95% &lt;= 90 Min</td>
<td>95.0%</td>
<td>95.2%</td>
<td>96.4%</td>
<td>97.6%</td>
</tr>
<tr>
<td>Roadcalls</td>
<td>&lt; 7/100,000 miles</td>
<td>7.1</td>
<td>17.2</td>
<td>17.9</td>
<td>20.1</td>
</tr>
<tr>
<td>Cost per Trip</td>
<td>&lt;$12.37</td>
<td>$14.39</td>
<td>$12.19</td>
<td>$10.34</td>
<td>$9.56</td>
</tr>
<tr>
<td>Trips per Revenue Hour</td>
<td>&gt;2/Revenue Hour</td>
<td>2.28</td>
<td>2.19</td>
<td>2.15</td>
<td>NA</td>
</tr>
<tr>
<td>Denials</td>
<td>&lt; 2.5% of requests</td>
<td>0.14%</td>
<td>0.21%</td>
<td>0.33%</td>
<td>0.27%</td>
</tr>
<tr>
<td>Call-Hold Time</td>
<td>&lt; 4 minutes</td>
<td>1:20</td>
<td>2:06</td>
<td>1:53</td>
<td>1:33</td>
</tr>
<tr>
<td>Accidents</td>
<td>&lt;1.2 chargeable/100,000 veh miles</td>
<td>0.10</td>
<td>0.46</td>
<td>0</td>
<td>0.55</td>
</tr>
<tr>
<td>Complaints</td>
<td>&lt;2/1,000 trips</td>
<td>0.16</td>
<td>0.21</td>
<td>0.29</td>
<td>0.08</td>
</tr>
</tbody>
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Board & Committee Agenda Item

**Agenda Item**
Legislative Message for Transportation Disadvantaged Day 2019

**Presenter**
Michele Ogilvie, MPO Staff

**Summary**
Annually, the Florida Association of Coordinated Transportation Systems hosts a Transportation Disadvantaged Legislative Day in the Capital courtyard in Tallahassee. Members of the Transportation Disadvantaged community are encouraged to participate, to highlight the abilities of persons with disabilities, and to meet and thank legislators for their support.

The Hillsborough MPO’s Transportation Disadvantaged Coordinating Board has participated in this event for more than a decade. Annually, the TDCB prepares a flyer highlighting achievements and needs of our coordinated transportation system within Hillsborough County and the tri-county urbanized area. The message also informs the reader of several positions of the TDCB.

Transportation Disadvantaged Day is scheduled for March 20, 2019 in Tallahassee.

**Recommended Action**
Support the TDCB Legislative Message

**Prepared By**
Michele Ogilvie, MPO staff

**Attachments**
TDCB Legislative Message
2019 Legislative Outreach

Florida’s Transportation Disadvantaged Day, March 20, 2019

The Hillsborough MPO Transportation Disadvantaged Coordinating Board thanks the State of Florida:

- The Transportation Disadvantaged Trust Fund provides $2,331,636 million for transportation services to the Transportation Disadvantaged residents in Hillsborough County. Funding from the Commission for Transportation Disadvantaged provided 69,754 door to door trips and 215,552 bus pass trips.

Hillsborough County provided the Transportation Disadvantaged 148,893 door to door trips and 229,714 bus pass trips in fiscal year 2017-2018. Hillsborough County provides an additional $2.6 million to the program.

Transportation Disadvantaged paratransit service and transit systems support life sustaining trips for seniors, persons with disabilities and children at risk and provide a strong return on investment. The Return on Investment for TD medical and nutrition trips in Hillsborough County represents a $5.07 return for every dollar spent.

Please continue to support:

MAINTAINING - The Transportation Disadvantaged Trust Fund
FUNDING - Paratransit service and transit systems because they support employment and career advancement support for people with disabilities.

Thank you!

The Hillsborough MPO Transportation Disadvantaged Coordinating Board
From: Artie James Fryer <arfry1@aol.com>
Sent: Friday, February 15, 2019 11:49 AM
Subject: MPO Advisory Board / Committee membership submission

1. Which Board or Committee are you interested in? Transportation Disadvantaged Coordinating Board (TDCB)

2. My name is: Artie James Fryer

3. My email address is arfry1@aol.com

4. My current place of employment is Retired. 9731 Meadow Field Circle, Tampa, FL 33626, 813-541-7461

5. I reside at 9731 Meadow Field Circle, Tampa, FL 33626 813- 541-7461

6. I prefer to be contacted and receive documents at Home

7. Gender : Male

8. Race : Black

9. Born : 03/30/1952 - Tampa, FL

10. US Citizen : Yes

11. I have a disability : No

11. Felony or misdemeanor offense : I have never been convicted of a felony or misdemeanor offense.

13. Registered voter : Yes

14. Receive Medicaid, SSI or WIC benefits? No

15. Resident of Hillsborough County since : 03/30/1952

16. Education :

   High School : Middleton High, 1970

   Secondary : Florida State University, Tallahassee, FL, 1970-1974, BS degree

17. Professional license or certificate : No

18. Qualification : I have been employed in and have volunteered in Human Services work/activities-enterprises for more than 20 years. I have served on the Transportation Disadvantaged Coordinating Board for several years as a representative from Hillsborough County Social Services (Community Action Program) and Hillsborough County Healthcare Services. I desire to continue to make a contribution of my time, interest, and perspective.

19. Schedule conflicts : No,

20. Organizations I am a member of : Kappa Alpha Psi Fraternity since 1972 East Tampa Community Revitalization Partnership since 2000

21. Selling goods and services to Hillsborough County, Tampa, Temple Terrace or Plant City : No
Board & Committee Agenda Item

 Agenda Item  
 UZURV Introduces Advantage Ride

 Presenter  
 UZURV Staff

 Summary  
 Advantage Ride is a pilot program funded by the State of Florida to provide safe, reliable and accessible transportation for persons with intellectual; or developmental disabilities.

 Advantage Ride will be operated by UZURV, an Adaptive Transportation Network Company (TNC). UZURV’s service combines the convenience and affordability of on demand, door to door transportation with the security of a reservation service that allows riders to select drivers and vehicles that match their specific needs.

 UZURV drivers are trained in CPR, First Aid and disability sensitivity.

 The pilot program is available in Hillsborough, Manatee and Pinellas counties.

 Recommended Action  
 Review and Comment as needed

 Prepared By  
 Michele Ogilvie, MPO staff

 Attachments  
 None.
Board & Committee Agenda Item

**Agenda Item**
Tampa Bay Next Workforce Development

**Presenter**
Tampa Bay Next Representative

**Summary**
The Florida Department of Transportation (FDOT) is interested in piloting a workforce development program as part of the Tampa Bay Next, a program that includes interstate modernization projects on I-275, I-4, and I-75 in Pinellas and Hillsborough Counties. The purpose of the program is to:

- To build productive, sustainable relationships with regional and local stakeholders and community members;
- To provide direct economic benefits to communities where FDOT is constructing infrastructure projects, specifically targeting low-income, and high-unemployment areas; and
- To help address the construction labor shortage by recruiting and building a pipeline of workers for infrastructure projects in the Tampa Bay region and increasing the likelihood of FDOT projects staying on time and within budget.

**Recommended Action**
Review and Comment as needed

**Prepared By**
Michele Ogilvie, MPO staff

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

Agenda Item
Resilient Tampa Bay: Transportation Pilot Project

Presenter
Allison Yeh, AICP, LEED GA - MPO Staff

Summary

The Tampa Bay region is one of the most vulnerable areas in the country, experiencing frequent storm events and persistent flooding. The Hillsborough Metropolitan Planning Organization (MPO), in collaboration with the Pinellas MPO, Pasco MPO, Tampa Bay Regional Planning Council, and the Florida Department of Transportation District 7, was awarded a Federal Highway Administration Resilience and Durability to Extreme Weather grant.

Each MPO is currently conducting their 2045 Transportation Plan (LRTP) Update. New federal requirements state that Long Range future LRTP updates must work on “improving the resiliency and reliability of the transportation system and reducing or mitigating the stormwater impacts of surface transportation…” This pilot project will assist in meeting the new federal mandate as well as inform the LRTP updates for three MPOs and the regional LRTP.

The project officially kicked off on in August 2018. The project team has completed the data collection phase and is currently in the evaluation and initial stakeholder engagement process.

Staff will provide a status update for the project. Additional Information can be found at http://www.planhillsborough.org/resilient-tampa-bay-transportation/

Recommended Action
None, for information only

Prepared By
Allison Yeh, MPO Staff

Attachments
Project Flyer
Critical Transportation Facilities and Category 3 Storm Surge with NOAA High Sea Level Rise Projection for 2045

The following information was used to determine criticality. Each factor was given a score from 1-3. Segments with scores greater than 13 are classified as "High" criticality. Those with scores of 11 through 13 are "Moderate" and the remainder are "Low" criticality.

<table>
<thead>
<tr>
<th>Factor</th>
<th>Max</th>
</tr>
</thead>
<tbody>
<tr>
<td>Evacuation Route</td>
<td>3</td>
</tr>
<tr>
<td>Projected 2040 Traffic volume</td>
<td>3</td>
</tr>
<tr>
<td>Proximity or primary route to major economic and social activity centers</td>
<td>3</td>
</tr>
<tr>
<td>Projected Population density</td>
<td>3</td>
</tr>
<tr>
<td>Transit Corridor</td>
<td>2</td>
</tr>
<tr>
<td>Port of adopted land use and/or transportation plans (e.g. LRIP, TIP, St. Petersburg Highway Freight Network)</td>
<td>2</td>
</tr>
<tr>
<td>Projected Employment density</td>
<td>2</td>
</tr>
<tr>
<td>Percentage of Zero-Car Households (House hold with no access to a personal vehicle)</td>
<td>2</td>
</tr>
<tr>
<td>Intermodal Connectivity (Port/Rail connectors)</td>
<td>1</td>
</tr>
<tr>
<td>Projected Truck Traffic or Freight Corridor</td>
<td>1</td>
</tr>
<tr>
<td>Equity areas (Environmental Justice/Disadvantaged Populations, as identified by the metropolitan planning organizations)</td>
<td>1</td>
</tr>
</tbody>
</table>

The 2017 National Oceanic and Atmospheric Administration (NOAA) high sea level rise projection for 2045 is 2.16 feet increase, with 8.46 feet projected for 2100.

**LEGEND**

- **Counties**
  - Outside Study Area: Low
  - Hillsborough: Moderate
  - Pasco: High
  - Pinellas: Water Bodies

<table>
<thead>
<tr>
<th>Transportation Network Criticality</th>
<th>Inundated Land</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low</td>
<td></td>
</tr>
<tr>
<td>Moderate</td>
<td></td>
</tr>
<tr>
<td>High</td>
<td></td>
</tr>
</tbody>
</table>

**Representative Projects**

1. Big Bend Rd from US-9 to I-75
2. Gandy Blvd from 4th St to S Dale Mabry Hwy
3. Gulf Blvd South Club Cir to 125 Ave & Tom Stuart Hwy
4. Bridge Roosevelt Blvd/SR 686 from Ullman Rd/SR 684
5. SR 66 to Goody Blvd/SR 54 from US-19 to Suncoast Parkway
6. US 19 from SR 54 to SR 52

The surface transportation system and these six projects will be evaluated regarding mobility and economic impacts for the region, as well as to identify appropriate mitigation strategies and costs for consideration as part of the Long Range Transportation Plan process.
RESILIENT TAMPA BAY: Transportation Pilot Background

- A 2014 federal report, the Third National Climate Assessment, labeled the Tampa Bay area as one of three areas in Florida particularly vulnerable to rising sea levels. (Tampa Bay Times, 10/5/18)

- An insurance industry group has ranked the Tampa Bay region as the most vulnerable metropolitan area in the United States to storm surge, with $775 billion in potential losses. (Tampa Bay Times, 10/5/18)

- This initiative is one of II Federal Highway Administration Resilience and Durability to Extreme Weather Pilot Program projects to improve transportation infrastructure.

- Pilot's purpose is two-fold: 1) to address Fixing America's Surface Transportation (FAST) Act requirements for MPO long range transportation planning to consider ways to improve the resilience and reliability of the transportation system, and 2) to provide information and recommendations to ensure the region's transportation system meets near and long term functional, economic, and quality of life goals of Tampa Bay's residents, businesses, and visitors.

www.fhwa.dot.gov/environment/sustainability/resilience/pilots/resdurpilot.cfm

Key Facts
- 2.8 million persons
- 2nd largest population in Florida
- 1000+ miles of shoreline
- 58% population in flood zones
- 2,990 lane miles of roads in Hillsborough, Pinellas, and Pasco Counties potentially affected by Category 3 hurricane with sea level rise (2017 NOAA High projection)
- 1,214 lane miles of roads in Hillsborough, Pinellas, and Pasco Counties potentially affected by a rain even that results in 9 inches over 24 hours

Stakeholder Engagement:
- ONE BAY Livable Communities Working Group
- Local Mitigation Strategy Working Groups (Hillsborough, Pasco, and Pinellas Counties)
- Hillsborough MPO, Pasco MPO, and Forward Pinellas Boards and Committees
- Criticality and Flooding Survey (agency and public stakeholders)

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John Villeneuve
Director
Pasco MPO
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www.planhillsborough.org/resilient-tampa-bay-transportation/
Board & Committee Agenda Item

Agenda Item
FSU Shared Mobility Design and Policy Studio Project

Presenter(s)
Florida State University Florida Planning and Development Lab Team
Department of Urban and Regional Planning

Summary
The Hillsborough County City-County Planning Commission has engaged the FSU Department of Urban and Regional Planning in a Shared Mobility Design and Policy Studio Project.

This project may also be helpful to the MPO. Pursuant to state statute, Florida’s Metropolitan Planning Organizations (MPOs) must now plan for and include policies related to electric and autonomous vehicles in future updates to Long Range Transportation Plans (LRTPs). The use of autonomous vehicles to support public transportation needs in Florida is an emerging issue. The integration of these technologies could challenge a range of current planning assumptions, from the municipal ownership of public transportation assets to the local land-use plan policies required to accommodate such use. Much of what will ultimately be required to re-envision urban design and modify infrastructure plans and land development regulations to accommodate autonomous transit vehicles is applicable today as communities begin to experience a rise in shared mobility options. Questions like where and how will passengers be picked up and dropped off, where shared use vehicles can be stored, and in what ways will our cityscapes need to change to accommodate these and other related needs call out for immediate solutions. These solutions, while in direct response to the rise in commercial ride-sharing and other shared mobility options, will also help with the ultimate accommodation of autonomous vehicles, especially with respect to transit.

The FSU Department of Urban and Regional Planning proposes to develop a series of urban design templates and accompanying policy and planning guidance to facilitate and incentivize urban adaptation for shared mobility solutions and autonomous transit services. This project will be undertaken as a graduate capstone studio project to be conducted by second year planning students. The project will include the following components:

1) Conduct research on design guidance for accommodating ride hail, ride-share and mass transit drop off/pick up, livery/rally points, fueling and parking.
2) Select four design contexts: Urban stadium, urban downtown, suburban mall/shopping center, and rural destination aggregator.
3) Identify relevant case studies for each context.
4) Identify local ordinances and plan policies specific to each case study that may either inhibit or promote shared mobility and the researched design standards or retrofits. Include recommendations to sunset or modify
administrative or policy barriers and to incorporate facilitating policies into existing plans, regulation and ordinances.

5) Prepare conceptual urban design templates for the four design contexts.
6) Prepare a summary report on policy recommendations for implementation.

The FSU team would like to present preliminary project concepts to MPO Committees for stakeholder feedback.

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

**Prepared By**
Allison Yeh, MPO Staff

**Attachments**
None
MPO Board Meeting of Tuesday, January 8, 2019

CALL TO ORDER, PLEDGE OF ALLEGIANCE & INVOCATION

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

The following members were present:

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

The following members was absent:

Joe Waggoner and Cindy Stuart.

APPROVAL OF MINUTES – December 4, 2018

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

PUBLIC COMMENT

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

COMMITTEE REPORTS, ONLINE COMMENTS

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

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

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

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

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

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

- Robert Sawallesh shared a student’s concern walking to the USF medical campus that requires crossing two busy intersections and drivers rarely watching for pedestrians. Mr. Sawallesh added that the Department of Veterans’ Affairs provided $1.4 million to Hillsborough County in August 2018 for a traffic signal. The county set a deadline to complete the project mid-2021, and he requested this be fast-tracked.

- Mike Lamarca wrote to thank FDOT for joining him on an excursion through south county, sharing his concerns particularly with vegetation overgrowth on narrow shoulders.

- Eric Goldstein thanked the County for their help addressing traffic concerns in Westchase.

- Mauricio Rosas commented on speeding on Highland and the need for the FDOT Heights Mobility Study to identify time lines for implementation.

- Bob McKay thanked Beth Alden for an excellent presentation to the Chamber.

The following people made remarks on Facebook:

- Robin Miller asked that the CSX rail lines be purchased to link USF and Downtown and requested not to fund Tampa Bay Next, calling it fake BRT Highway Widening.

- Michelle Cookson posted and wanted her comments read in full at the meeting regarding agenda item IV.B. She asked the MPO fight the lawsuit filed by Commissioner Stacy White and represent the citizens desire for equitable, multimodal and safe transportation.

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

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

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

ACTION ITEMS

A. FDOT Tentative Work Program & MPO Comments

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

There was no additional discussion on the motion.

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

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

STATUS REPORTS

A. Smart Cities Initiatives: Tampa

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

(Co)mmisioner Hagan left at 9:51 a.m.)

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

(Councilman Cohen left at 9:51 a.m.)

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

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

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

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

B. Resilient Tampa Bay: Transportation Pilot Project

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

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

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

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

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

C. MPO Bylaws Amendment

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

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

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

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

There were no questions or objections.

**EXECUTIVE DIRECTOR’S REPORT**

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

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

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

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

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

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

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

**OLD & NEW BUSINESS**

There was no old or new business.
ADJOURNMENT

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

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

The committee approved and forwarded to the MPO Board:

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

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

The CAC also heard reports on:

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

Meeting of the Technical Advisory Committee on January 28

The committee approved and forwarded to the MPO Board:

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

✓ The Southshore Transit Re-Evaluation

The TAC also heard reports on:

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

Meeting of the Policy Committee on January 29

The committee approved and forwarded to the MPO Board:

✓ 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 Liveable 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
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
- 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.
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;
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

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) Sublegation to such conduct is made either explicitly or implicitly a term or condition of an individual’s employment;
(b) Sublegation 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.
Resolution
The Human Resources Director, upon completion of an investigation of a complaint, will provide a summary of any findings, and disciplinary recommendations when a violation by an employee is identified, to the Senate President and the Senate Chief of Staff.

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

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

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

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

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

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

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

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

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

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

**Retaliation**

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

**False Complaints**

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

**Training**

**Employees**

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

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

**Supervisors and Complaint Contacts**

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

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

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

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

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