Meeting of the MPO Board
Tuesday, December 3, 2019, 9:00 a.m.
Hillsborough County Center, 601 E. Kennedy Blvd., 26th Floor

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

I. Call to Order, Pledge of Allegiance & Invocation

II. Approval of Minutes – November 5, 2019

III. Special Presentation: Florida Commission for the Transportation Disadvantaged “Designated Official Planning Agency of the Year” (Michele Ogilvie, MPO staff)

IV. Public Comment - 3 minutes per speaker, 30 minutes total; as needed, additional time may be provided later in the agenda.

V. Committee Reports & Online Comments (Bill Roberts, CAC Chair and Gena Torres, MPO Staff)

VI. Consent Agenda
   A. Committee Appointments
   B. 2020 MPO Board & Committees Meeting Calendar

VI. Action Items
   A. 2020 MPO Board Officers & Committee Representatives (Cameron Clark, MPO Attorney)
   B. UPWP and TIP Amendment – Roll Call Vote (Vishaka Raman, MPO Staff)
   C. Process for Updating TIP Priorities and Letter to Local Agencies (Sarah McKinley, MPO Staff)

VII. Status Report
   A. Managed Lanes: Five Case Studies (Rick Gobeille, THEA Consultant)
   B. MPO Chairs’ Coordinating Committee (CCC) Interlocal Agreement: Updates (Beth Alden, MPO Director)
   C. Safe Routes National Conference Highlights (Lisa Silva, MPO Staff)

VIII. Executive Director’s Report
   A. Independent Oversight Committee
   B. I-275 North Alternatives Study Next Steps
   C. Process for 2020 Procurement of MPO General Planning Consultants
   D. Vision Zero Quarterly Report
D. Vision Zero Quarterly Report

IX. Old & New Business

X. Adjournment

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

XI. Addendum

A. Announcements

- FDOT Florida Transportation Plan Survey
- TBARTA Regional Transit Development Plan Metroquest Survey
- Resiliency Leadership Summit, January 7-8, 2020

B. Project Fact Sheets & Other Status Reports

- US 41/South 50th St at CSX Grade Separation
- FL MPO Advisory Council Legislative News 11-09-19
- FL MPO Advisory Council Legislative News 11-16-19
- AMPO Legislative News 11-14-19

C. Correspondence

- From FDOT Secretary Gwynn on Traffic Fatalities Oct. 7-20
- From FDOT Secretary Gwynn on Traffic Fatalities Oct.21-Nov.3
- From FDOT’s Cynthia Lorenzo on FAST Act Rescission repealed

D. Articles Relating to MPO Work

- 'Too many people are hurt' | Man takes to streets to fight for safer roads in Seminole Heights | WFTS ABC Action News | 11.06.19
- Hillsborough transportation board makes major changes to long range plan | Tampa Bay Business Journal | 11.06.19
- Tampa, a city on the move? | Tampa Bay Times | 11.05.19
- Backlog of Hillsborough County broken sidewalks | WFTS ABC Good Morning Tampa Bay | 11.05.19
- Hillsborough residents have a chance to weigh in on transportation issues | WMNF-FM 88.5 | 11.05.19
- Hillsborough 2045 Transportation Plan aims to improve I-4 Interchange, traffic bottlenecks | ABC Action News | 11.04.19
- Feedback needed on Long Range Transportation Plan | Spectrum Bay News 9 | 11.04.19
- Hillsborough MPO Board will meet and transit advocates are encouraging people to speak during public comment | WMNF-FM 88.5 | 11.04.19
- Tampa Mayor addresses 'transportation crisis' fixes | ABC Action News | 11.01.19
- Tampa set to reveal plans from transportation recommendation meeting | WTSP-TV 10 News | 11.01.19
- Tampa Mayor Jane Castor addresses how to fix the city's 'transportation crisis' | ABC Action News | 11.01.19
The full agenda packet is available on the MPO’s website, [www.planhillsborough.org](http://www.planhillsborough.org), or by calling (813) 272-5940.

The MPO does not discriminate in any of its programs or services. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. [Learn more about our commitment to non-discrimination.](http://www.planhillsborough.org)

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

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

In accordance with Title 17 U.S.C. Section 107, materials attached are for research and educational purposes, and are distributed without profit to MPO Board members, MPO staff, or related committees or subcommittees the MPO supports. The MPO has no affiliation whatsoever with the originator of attached articles nor is the MPO endorsed or sponsored by the originator. Persons wishing to use copyrighted material for purposes of their own that go beyond ‘fair use’ must first obtain permission from the copyright owner.

If a person decides to appeal any decision made by the board, he or she will need a record of the proceedings, and for such purpose may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.
The Metropolitan Planning Organization (MPO), Hillsborough County, Florida, met in Regular Meeting and Public Hearing, scheduled for Tuesday, November 5, 2019, at 6:00 p.m., in the Boardroom, Frederick B. Karl County Center, Tampa, Florida.

The following members were present:

Lesley Miller Jr., Chairman
Charles Klug for Paul Anderson
Joseph Citro
Steve Cona
Theodore Trent Green
Pat Kemp
Janet Scherberger for Joe Lopano (arrived at 6:15 p.m.)
Rick Lott (arrived at 6:04 p.m.)
Guido Maniscalco
David Mechanik
Kimberly Overman
Mariella Smith
Luis Viera (arrived at 6:23 p.m.)
Joseph Waggoner (arrived at 6:04 p.m.)

The following members were absent:

Ken Hagan
Mel Jurado

I. CALL TO ORDER, PLEDGE OF ALLEGIANCE, AND INVOCATION

Chairman Miller called the meeting to order at 6:02 p.m., led in the pledge of allegiance to the flag, and gave the invocation.

II. APPROVAL OF MINUTES – OCTOBER 1, 2019, AND OCTOBER 9, 2019, WORKSHOP

Chairman Miller sought a motion to approve the minutes. Councilman Maniscalco so moved, seconded by Mr. Cona, and carried twelve to zero. (Members Scherberger and Viera had not arrived; Members Hagan and Jurado were absent.)
III. COMMITTEE REPORTS

► Mr. William Roberts, MPO Citizen Advisory Committee, and ► Ms. Gena Torres, MPO, expounded on the reports.

IV. CONSENT AGENDA

Committee Appointments

Letter requested by Bicycle Pedestrian Advisory Committee regarding U.S. Highway 41 CSX Grade Separation

► Chairman Miller sought a motion to accept the Consent Agenda. Commissioner Smith moved to accept, seconded by Commissioner Kemp, and carried twelve to zero. (Members Scherberger and Viera had not arrived; Members Hagan and Jurado were absent.)

V. ACTION ITEMS

Letter of Comment on Florida Department of Transportation (FDOT) Tentative Work Program

► Ms. Sarah McKinley, MPO, delivered a presentation and asked the MPO to approve the letter to be forwarded to FDOT for comments. ► Chairman Miller sought a motion. Mr. Cona motioned, seconded by Commissioner Kemp, and carried twelve to zero. (Members Scherberger and Viera had not arrived; Members Hagan and Jurado were absent.)

VI. PUBLIC HEARING FOR DRAFT 2045 LONG-RANGE TRANSPORTATION PLAN (LRTP)

Summary of Comments Received During 30-Day Public Comment Period

► Ms. Lisa Silva, PC, relayed the summary of public comments.

Ms. Linda Martin left a voicemail in support of improving County roads.

The following individuals made various electronic statements in opposition of the item: Attorney Ricardo Fernandez, Mr. Shane Ragiel, Ms. Helen Anne Travis, Mr. Gregory Gall, and Ms. Lauren O’Neill.

Letters were shared by Tampa Downtown Partnership and The WestShore Alliance Incorporated in support for the 2045 LRTP. Ms. Sharon Calvert wrote questions to MPO staff involving the cost assessments and how the revenues were allocated.
Overview of 2045 Plan and Revisions to the Comment Period Draft

Mr. Todd Brauer, MPO Consultant, presented the item.

Public Comments

Mr. Nicholas Glover, Vice President, Advocacy, for Greater Tampa Chamber of Commerce Incorporated (Chamber), reiterated the Chamber’s backing for the 2045 LRTP.

Mr. James Davidson spoke against the 2045 LRTP.

Ms. Ann Kulig, The WestShore Alliance Incorporated, requested the MPO Board support the 2045 LRTP.

Mr. Adam Metz asked the MPO Board to remove the toll lanes from West Tampa and strike the Quick Fix.

Mr. Richard Homans, CEO, Tampa Bay Partnership Incorporated, favored multimodel improvements.

Mr. Connor MacDonald asked for the removal of Line Items S-3, S-27, S-28, and S-29 from the 2045 LRTP.

Attorney Ronald Weaver plead to the MPO Board to not remove “Malfunction Junction” from the Quick Fix of the 2045 LRTP.

Ms. Michelle Cookson supported prioritizing transportation and putting the people first.

Mr. Joshua Frank implored the MPO Board to work towards removing cars from the road.

Ms. Trinity Miller, Vice President, Student Advocates for Progressive Planning at University of South Florida (USF), called on the MPO Board to remove S-3, S-27, S-28, and S-29 from the 2045 LRTP.

Ms. Lynda Remund, president/CEO, Tampa Downtown Partnership Incorporated, was in favor of the 2045 LRTP.

Mr. Tyler DeMond, Student Advocates for Progressive Planning, USF, urged the removal of S-3, S-27, S-28, and S-29 from the 2045 LRTP.
Mr. Christopher Vela and Ms. Laurel Urena opposed the 2045 LRTP.

Ms. Kelly Grimsdale asked the MPO Board to keep in mind the rich historic atmosphere of Ybor City.

Board Discussions and Action

Following observations, Commissioner Overman moved to remove 27, 28, and 29 from the LRTP, seconded by Commissioner Smith. Commissioners Kemp and Smith favored the motion. Mayor Lott opposed to the motion due to the need of widening State Road 60. The motion carried twelve to two; Mayor Lott and Mr. Waggoner voted no. (Members Hagan and Jurado were absent.)

Upon comments, Commissioner Overman moved the MPO formally request State and federal support for HART’s plan negotiation with CSX to begin with the competitive process for the New Starts transit program and add that to the local MPO’s recommendation as a top priority for the Tampa Bay region. After remarking on being able to accomplish the Westshore interchange as a top priority and believing it was critical to add that a New Starts project in Hillsborough County lead the way towards a regional and transit system that included discussions with CSX in terms of right of way, rail, or usage, Commissioner Overman wanted to add the request/item to the LRTP, seconded by Councilman Viera. Subsequent to appreciative remarks, the motion carried fourteen to zero. (Members Hagan and Jurado were absent.)

Mr. Mechanik moved to approve the LRTP as recommended, with the two amendments that were just previously approved by the MPO Board, seconded by Mr. Cona. Regarding the toll express lanes from the 2045 LRTP, Commissioner Smith made an amendment to have them described in the LRTP only as express lanes. After comments, Commissioner Smith restated the motion was to amend the adoption of the LRTP by making all eight of those items refer only to express lanes, they could be HART lanes, they could be express lanes, they could be anything, but not toll lanes, seconded by Commissioner Kemp. Councilman Viera questioned the motion in relation to the amount funded by the MPO, which District Secretary David Gwynn, FDOT, addressed.

Mr. Mechanik inquired if the amendment precluded toll lanes. Commissioner Smith reiterated the amendment. Ms. Scherberger sought further clarification S-1 and S-2 were the Westshore Interchange, which Commissioner Smith addressed. Mr. Edward McKinney, FDOT, touched on concerns involving express toll lanes. Dialogue ensued on toll/express lanes in the 2045 LRTP.
Mr. Cona stressed the importance of accomplishing the 2045 LRTP and opposed the motion. Councilman Viera shared concerns over unintended consequences.

Commissioner Kemp requested clarification on the segments involved with the Westshore interchange project, which Mr. McKinney and Commissioner Smith responded. The amendment to the motion failed three to eleven; Chairman Miller and Members Klug, Cona, Green, Scherberger, Lott, Maniscalco, Mechanik, Overman, Viera, and Waggoner voted no. (Members Hagan and Jurado were absent.) Commissioner Kemp suggested an amendment that simply described the segments that the MPO Board just spoke about that would not affect any future funding now as would special use lanes be appropriate or simply express lanes for those lanes for that time. Following comments, Ms. Alden clarified the lanes involved were S-12, S-13, S-17, S-18, and S-19.

Commissioner Kemp made an amendment to look at those as express lanes, seconded by Mr. Waggoner, and carried fourteen to zero. (Members Hagan and Jurado were absent.) Upon roll call vote, the main motion carried thirteen to one; Commissioner Smith voted no. (Members Hagan and Jurado were absent.)

VII. EXECUTIVE DIRECTOR’S REPORT

Gulf Coast Safe Streets Summit – November 14, 2019, 2:00 p.m to 8:00 p.m.

Temporary relocation of Plan Hillsborough Staff, starting November 18, 2019, to 700 East Twiggs Street, Sixth Floor, no change to phone numbers

Board officer elections at next meeting: December 3, 2019, at 9:00 a.m., 26th Floor

Ms. Alden delivered the report.

VIII. OLD AND NEW BUSINESS

Commissioner Kemp asked the MPO Board to start to generate/look at how the MPO Board could generate categories of measurement, included equity as the MPO Board move forward and include reducing single occupancy vehicle use and a climate resiliency mechanism of measurement as well, and perhaps an environmental air quality, also, as well.

Commissioner Overman requested the MPO consider putting together a Vision Zero plan developing specific specs for the County.
IX. ADDENDUM

A. Announcements

Gulf Coast Safe Streets Summit, November 14, 2019

U.S. Highway 41 (50th Street) CSX Overpass Public Workshop, November 19, 2019

Survey for FDOT’s Florida Transportation Plan

Survey for Tampa Bay Area Regional Transit Authority Regional Transit Development Plan

B. Project Fact Sheets and Updates

FDOT Interstate (I) 4 Weigh Station Access Improvements

FDOT I-75 Ramp Reconfiguration and Interchange Modification from south of Dr. Martin Luther King Jr. Boulevard to I-4

Florida MPO Advisory Council (MPOAC) Legislative News, October 19, 2019

Florida MPOAC Legislative News, October 26, 2019

C. Correspondence

To FDOT Secretary Gwynn regarding: Tampa Interstate Study, Supplemental Environmental Impact Statement

To Center for Urban Transportation (CUTR) regarding: C-TEDD Grant Match from Hillsborough MPO

To Center for Transportation, Equity, Decisions, and Dollars (C-TEDD) supporting CUTR Proposal, “Protecting the Most Vulnerable in the Face of Disaster: Investigating Evacuation Dynamics and Its Implications for Planning

To South Atlantic Regional Research Competition supporting University of Florida’s Regional Sea Grant application

From FDOT Secretary Gwynn on Traffic Fatalities September 9 through 22, 2019

From FDOT Secretary Gwynn on Traffic Fatalities September 25, 2019, through October 7, 2019

D. Articles Relating to MPO Work
TUESDAY, NOVEMBER 5, 2019

X. ADJOURNMENT

There being no further business, the meeting was adjourned at 8:01 p.m.

READ AND APPROVED: ______________________________

CHAIRMAN

ATTEST:
PAT FRANK, CLERK

By: _______________________
   Deputy Clerk

ms
Committee Reports

Meeting of the Citizens Advisory Committee (CAC) on November 13
Under Action items, the CAC approved and forwarded to the MPO Board:
✓ Amendment to Transportation Improvement Program and Unified Planning Work Program
✓ 2020 Meeting Calendar
The CAC heard a status report on:
• HART Flamingo Fare and One Bus Away Apps

Meeting of the Technical Advisory Committee (TAC) on November 18
The TAC approved and forwarded to the MPO Board:
✓ Amendment to Transportation Improvement Program and Unified Planning Work Program
✓ 2020 Meeting Calendar
The TAC heard status reports on:
• Vision Zero Speed Management Study
• HART Flamingo Fare and One Bus Away Apps

Meeting of the Bicycle/Pedestrian Advisory Committee (BPAC) on November 13
The BPAC approved and forwarded to the MPO Board:
✓ Tampa Hillsborough Greenways and Trails Plan Update –Map Cleanup
✓ 2020 Calendar
The BPAC heard status reports on:
• Vision Zero Speed Management Study Update

Meeting of the Livable Roadways Advisory Committee (LRC) on November 20
The LRC hosted Leah Shahum, Vision Zero Network as a special guest speaker.
The LRC approved and forwarded to the MPO Board:
✓ 2020 Meeting Calendar
The LRC heard status reports on:

- Hillsborough County Public Works Performance-Based Landscaping Maintenance
- Vision Zero Speed Management Study

**Meeting of the Transportation Management Area (TMA) Leadership Group on November 8**

A video of this meeting can be viewed [on YouTube](https://www.youtube.com). The group undertook a lengthy discussion of transportation priorities

- The priority list is typically taken up for discussion in February, but due to the Chairs Coordinating Committee adopting its priorities in December, the list was put on the agenda earlier this year
- Because the Westshore interchange had received $1.4B from the governor, it was removed from the priority list and placed on the funded list
- Remaining on the top regional unfunded priority list were I-75 at Gibsonton, I-75 at Overpass, Central Avenue BRT, and I-275 Operational Improvements north of downtown Tampa
- Hillsborough County Commissioner Pat Kemp asked to add an item to the list: support for HART as it begins to explore and negotiate with CSX for joint use or purchase of the rail lines from downtown Tampa to USF for passenger service
- The other Hillsborough representatives in attendance, Commissioner Kim Overman and Tampa Councilmember Luis Viera, were supportive of the ask, as was Pasco County Commissioner Jack Mariano
- The Hillsborough MPO board had unanimously agreed to support HART’s negotiations with CSX at its meeting that week
- Pinellas County Commissioner Dave Eggers, as well as St. Petersburg Councilmember Darden Rice, expressed concern that the project was not well-defined enough to receive FDOT funding in the near future
- Additionally, they expressed surprise at the last-minute nature of the request and wanted to seek additional input from the full Forward Pinellas Board
- FDOT Modal Development Administrator Ming Gao said he felt HART was in a poor position to negotiate without a clearly defined project for the CSX tracks
- Hillsborough MPO Executive Director Beth Alden said Hillsborough has several studies on the CSX corridor, including a completed Environmental Impact Statement, and that the issue in the past had not been studies, but funding
- Now, with the Hillsborough sales tax for transportation, that funding is close to being available
- She also said that she felt if the priority list discussion was delayed until the next TMA meeting in March, it would be a missed opportunity to ask for legislative and FDOT assistance with the negotiations
• Alden reiterated that the ask was for moral support as a region to begin the process of negotiating, which can take several years before reaching agreement
• Councilmember Rice made a substitute motion to add both the HART ask and support for the 41-mile TBARTA Regional Rapid Transit project to the priority list, saying that it would be counterintuitive to speak to legislators about the CSX lines and not the RRT project
• While also not yet a fully defined project, Rice noted the RRT project has been in discussions for years, with legislative funding for the PD&E study currently underway and would be confusing if not included
• This motion passed unanimously

Scott Pringle of WSP consulting gave an update on the TBARTA RRT study
• TBARTA is studying the 41-mile rapid transit on I-275, targeting summer 2021 for FTA submittal
• Of 21 original proposed station locations, the study group decided to keep seven, remove five, and prioritize nine
• The seven must-have stations were:
  • In Pinellas:
  • 4th Street in St. Petersburg
  • Tropicana Field
  • Gateway/Carillon
  • In Hillsborough:
  • Westshore
  • Downtown Tampa
  • USF Area
  • In Pasco:
  • SR 56
• Going forward, the study team will recommend five alternatives to enter the 10% design phase
• Commissioner Kemp, who had previously been critical of the study, said fewer stations was a move in the right direction and reiterated her opposition to creating more parking in service to the project
• HART and the study team have already scheduled meetings to discuss how current service intersects with the proposed service

FDOT District Seven staff gave an update on TBNext projects
Transportation Development Director Richard Moss lauded the group’s prioritization of the Westshore Interchange, noting that a $1.4B funding lump sum is unheard of.

The Tampa Bay next projects that are already at least partially funded in the work program - the Gateway Expressway, Howard Frankland Bridge, I-275 North Corridor, the Westshore Interchange, and I-275 in Pinellas - amount to $3.2B in funding.

Construction on the Westshore Interchange will begin in late 2023.

Still awaiting funding:
- I-275 north of Hanna Avenue
- The I-275/I-4 Interchange
- Sections of I-75 and I-4

Staff members provided an overview of proposed changes to TMA and Chairs Coordinating Committee Operating Procedures.

Procedure changes include:
- MPOs now providing staff support to the CCC, with responsibility rotating quarterly with a different MPO “chair”
- The TMA being incorporated as a subcommittee of the Chairs Coordinating Committee
- A yearly elected chair and vice chair of the TMA
- Several staff teams under the CCC, including a multi-use trails team, Transportation Regional Incentive Program (TRIP) Team, and Regional Big Data Working Group

Group members did not have comments, and each MPO in the CCC will receive the procedure changes on its board meeting agenda for approval.

The TMA Leadership Group will select a chair and vice chair at its first meeting in 2020.

HART staff discussed plans for its investments with the All for Transportation Surtax, which is currently being collected but has spending on hold due to legal battles.

HART has three buckets of projects that will be funded by the surtax:
- 45% goes to enhancing bus service
- This will focus on restoring service from previous cuts, improving weekend frequency, and improving weekday frequency
- 35% goes to expanding fixed-guideway public transit options
- This will focus on corridor assessments, future streetcar extensions, CSX evaluation, InVision Tampa Streetcar, and Marion Transitway corridor assessment
• 20% to remaining funds
• Highlights of planned investments in 2020:
  • $32M to frequency improvement and service expansion, including 86+ route miles of restored service
  • $5.9M in amenity improvements for customers
  • $6.6M to a regional electronic payment system
  • $46M to buying vehicles
Hillsborough MPO
Metropolitan Planning for Transportation

Board & Committee Agenda Item

*Agenda Item*
Committee Appointments

*Presenter*
None – Consent Agenda

*Summary*

Bicycle/Pedestrian Advisory Committee (BPAC): The BPAC shall be responsible for making recommendations to the MPO, Hillsborough County, City of Tampa, City of Plant City, City of Temple Terrace, the Hillsborough County Environmental Protection Commission, the Florida Department of Transportation, the Southwest Florida Water Management District, and others, on matters concerning the planning, implementation and maintenance of a comprehensive bikeway and pedestrian system. In addition, the BPAC shall be responsible for studying and making recommendations concerning the safety, security, and regulations pertaining to bicyclists and pedestrians.

- Representing City of Tampa Transportation Division: Stephen Benson, and Calvin Thornton as alternate

*Recommended Action*
That the MPO confirm the above appointment(s)

*Prepared By*
Cheryl Wilkening

*Attachments*
None
Board & Committee Agenda Item

Agenda Item
2020 MPO Board and Committees Meeting Calendar

Presenter
Committee Staff

Summary
Staff has prepared a calendar of meetings for 2020. We ask that each MPO advisory committee review and approve its meeting dates. Upon approval by the MPO board, this calendar will be published and posted online to provide the public with ample notice of meeting schedules.

Recommended Action
Review and approve the 2020 MPO and Committees Meeting Calendar

Prepared By
Wade Reynolds, MPO Staff

Attachments
MPO Meeting Calendar
# 2020 SCHEDULE OF MONTHLY MEETINGS

<table>
<thead>
<tr>
<th>MPO 9:00 AM</th>
<th>CAC 9:00 AM</th>
<th>TAC 1:30 PM</th>
<th>POLICY 9:00 AM</th>
<th>BPAC 5:30 PM</th>
<th>LRC 9:00 AM</th>
<th>ITS 1:30 PM</th>
<th>TDCB 9:30 AM</th>
<th>TMA 9:30 AM</th>
<th>CCC DIRECTORS 1:30 PM</th>
<th>IOC 6:00 PM</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>JANUARY</strong></td>
<td>7</td>
<td>15 (c) - 9:30 AM</td>
<td>27</td>
<td>21</td>
<td>15 Location TBD</td>
<td>22</td>
<td>9 Location TBD</td>
<td></td>
<td></td>
<td>17</td>
</tr>
<tr>
<td><strong>FEBRUARY</strong></td>
<td>4</td>
<td>12</td>
<td>17</td>
<td>12</td>
<td>19</td>
<td>21</td>
<td></td>
<td></td>
<td></td>
<td>21</td>
</tr>
<tr>
<td><strong>MARCH</strong></td>
<td>3</td>
<td>11</td>
<td>16</td>
<td>24 Priorities Workshop</td>
<td>11</td>
<td>25</td>
<td></td>
<td></td>
<td>6 Hilton Garden Inn, Lutz-Pasco</td>
<td>n/a</td>
</tr>
<tr>
<td><strong>APRIL</strong></td>
<td>14</td>
<td>8</td>
<td>20</td>
<td>8</td>
<td>15</td>
<td>9</td>
<td>24</td>
<td></td>
<td></td>
<td>17</td>
</tr>
<tr>
<td><strong>MAY</strong></td>
<td>5</td>
<td>13 plus Special Meeting 27 @ 6 PM</td>
<td>11</td>
<td>26</td>
<td>13</td>
<td>20</td>
<td></td>
<td></td>
<td></td>
<td>15</td>
</tr>
<tr>
<td><strong>JUNE</strong></td>
<td>9 (a) @6PM Public Hearing</td>
<td>3</td>
<td>29</td>
<td>10</td>
<td>17</td>
<td>26</td>
<td>5 TBD - Polk</td>
<td></td>
<td></td>
<td>19</td>
</tr>
<tr>
<td><strong>JULY</strong></td>
<td>Recess</td>
<td>Recess</td>
<td>Recess</td>
<td>28</td>
<td>8 Workshop</td>
<td>Recess</td>
<td>9</td>
<td></td>
<td></td>
<td>17</td>
</tr>
<tr>
<td><strong>AUGUST</strong></td>
<td>4</td>
<td>12</td>
<td>17</td>
<td>12</td>
<td>19</td>
<td>21</td>
<td></td>
<td></td>
<td></td>
<td>21</td>
</tr>
<tr>
<td><strong>SEPTEMBER</strong></td>
<td>1</td>
<td>9</td>
<td>28</td>
<td>22</td>
<td>9</td>
<td>16</td>
<td></td>
<td></td>
<td>18 TBD - Pinellas n/a</td>
<td>25</td>
</tr>
<tr>
<td><strong>OCTOBER</strong></td>
<td>6</td>
<td>14</td>
<td>19</td>
<td>14</td>
<td>21</td>
<td>8</td>
<td>23</td>
<td></td>
<td></td>
<td>16</td>
</tr>
<tr>
<td><strong>NOVEMBER</strong></td>
<td>4 Wednesday</td>
<td>18 @ 1:30PM</td>
<td>23</td>
<td>18</td>
<td>18</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>13</td>
</tr>
<tr>
<td><strong>DECEMBER</strong></td>
<td>1</td>
<td>Joint Mtg. 16(c) @ 12 PM</td>
<td>9 Wednesday</td>
<td>9</td>
<td>16</td>
<td>11</td>
<td>4 (c)</td>
<td></td>
<td></td>
<td>11</td>
</tr>
</tbody>
</table>

**Meeting Locations**

- **BPAC**: Bicycle - Pedestrian Advisory Committee of the MPO Board
- **CAC**: Citizens Advisory Committee of the MPO Board
- **CCC**: TBARTA MPO Chairs Coordinating Committee
- **ITS**: Intelligent Transportation Systems Committee of the MPO Board
- **MPO**: Metropolitan Planning Organization Board
- **POLICY**: Policy Committee of the MPO Board
- **TAC**: Technical Advisory Committee of the MPO Board
- **TDCB**: Transportation Disadvantaged Coordinating Board
- **LRC**: Livable Roadways Committee of the MPO Board
- **TMA**: Tampa Bay Transportation Management Area Leadership Group
- **STWG**: School Transportation Working Group
- **Meeting Locations**
  - **(a)** BOCChambers, County Center, 601 East Kennedy Blvd., 2nd Floor
  - **(b)** Plan Hillsborough Committee Room, County Center, 601 East Kennedy Blvd., 18th Floor
  - **(c)** 26th Floor, Rooms A&B, County Center Building, 601 E. Kennedy Blvd.
  - **(d)** Call (813) 282-8200 or [www.tbarta.com](http://www.tbarta.com) for meeting location - TBARTA Office, 4350 W. Cypress St. #700, Tampa
  - **(e)** Planning Commission Boardroom, County Center, 601 East Kennedy Blvd., 18th Floor

**Acronyms**

- **BPAC**: Bicycle - Pedestrian Advisory Committee of the MPO Board
- **CAC**: Citizens Advisory Committee of the MPO Board
- **CCC**: TBARTA MPO Chairs Coordinating Committee
- **ITS**: Intelligent Transportation Systems Committee of the MPO Board
- **MPO**: Metropolitan Planning Organization Board
- **POLICY**: Policy Committee of the MPO Board
- **TAC**: Technical Advisory Committee of the MPO Board
- **TDCB**: Transportation Disadvantaged Coordinating Board
- **LRC**: Livable Roadways Committee of the MPO Board
- **TMA**: Tampa Bay Transportation Management Area Leadership Group
- **STWG**: School Transportation Working Group
**Board & Committee Agenda Item**

**Agenda Item**
2020 MPO Board Officers & Committee Representatives

**Presenter**
Cameron Clark, MPO Attorney

**Summary**

*MPO Chair and Vice Chair:*

The Chair and Vice Chair preside at all regular and special meetings of the MPO, and represent the MPO at meetings of the MPO Chairs Coordinating Committee (CCC) – typically biannually – and meetings of the Florida MPO Advisory Council (MPOAC) – typically quarterly.

The MPO bylaws specify that at the regular meeting in December, the members of the board shall nominate one or more candidates to fill officer positions. Immediately following the close of nominations, the MPO shall vote to fill each office, with the vote for each office being taken in the order in which candidates for that office were nominated, until one is elected.

New officers shall take office immediately upon the conclusion of the election of officers. Officers shall be voting members of the board, and shall hold office for one year or until a successor is elected.

*Policy Committee Members:*

The role of the MPO’s Policy Committee is to review and make recommendations on new policies and proposed policy changes, for ratification by the Board. Meetings are typically every other month, on the fourth Tuesday of the month at 9:00 am.

The committee shall be composed of at least five members, with an odd number of members preferred. Any members of the MPO Board requesting to be made Policy Committee members shall be so appointed by the Board.

The 2019 members were Commissioner Kemp, chair; Councilman Maniscalco, vice chair; Commissioner Smith; THEA CEO Waggoner; School Board Member Stuart; Commissioner Overman (alternate member) and PTB CEO Anderson (alternate member).
Tampa Bay Transportation Management Area (TMA) Leadership Group Members:

After the last Census, the Hillsborough, Pinellas and Pasco MPO Boards formed a new, joint advisory taskforce to focus on issues of tri-county significance. The TMA Leadership Group develops consensus priorities every year, focusing on major cross-county transportation markets and traffic movements and on helping the tri-county area speak with one voice in discussions of prioritization and financial resources, especially in the allocation of federal and state funds. It meets four times per year at a central location in the tri-county area, typically on the first Friday of a month at 9:30am.

Since 2014, each MPO Board has annually designated three of its members, and some alternates, to participate. Hillsborough’s 2019 members were Councilman Viera, Commissioner Overman, Commissioner Kemp, PTB CEO Anderson (alternate member) and HCAA CEO Lopano (alternate member).

Transportation Disadvantaged Coordinating Board (TDCB) Chair – By Florida administrative code, the TDCB chair must be an elected official who serves on the MPO. TDCB meetings are held every other month, typically on a Friday at 9:30 am. Councilman Viera was the 2019 chair.

Florida MPO Advisory Council (MPOAC) Alternate Representative – Florida’s 27 MPOs come together on a quarterly basis to share best practices and coordinate on statewide transportation policy matters. As noted above, the chair or vice chair represents Hillsborough MPO at these meetings. By Florida law, each MPO shall also elect an alternate representative to vote in the absence of the representative. PTB CEO Anderson, and his alternate on the Hillsborough MPO Mr. Charles Klug, currently serve as Hillsborough MPO’s alternate representative for the Florida MPO Advisory Council.

Livable Roadways Committee (LRC) Chair – Planning Commission Member Green served last year as the chair of this standing committee, which was originally created as a board-chaired taskforce in the 1990’s. Committee meetings are monthly, often the 3rd Wednesday at 9:00 am.

It is strongly encouraged for new officers to participate in a one-time orientation, the MPOAC Weekend Institute for Elected Officials, which will be held in Tampa April 17-19, 2020.

Recommended Actions

1. Nominate and vote on candidates for MPO Chair and Vice Chair.
2. Confirm that current Policy Committee and TMA members will continue to serve, and/or solicit and appoint new members. There is no limit on Policy Committee members.
3. Confirm that the TDCB chair and MPOAC Alternate Representative will continue to serve, and/or solicit and appoint new designees.
4. Designate a new LRC chair to replace Planning Commissioner Green.

Prepared By: Beth Alden, AICP

Attachments: Hillsborough MPO Bylaws
Board & Committee Agenda Item

**Agenda Item**
Unified Planning Work Program (UPWP) and Transportation Improvement Program (TIP) Amendment

**Presenter**
Vishaka Raman, MPO Staff

**Summary**

1. **Unified Planning Work Program (UPWP) Amendment**

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

- Adjustments to the FY20 Budget to update the Federal Transit Administration (FTA) grant allocation, and to add the local funding for Vision Zero Safety projects.

Update Task 2 (Congestion Management, Crash Mitigation Planning and Intelligent Transportation Systems (ITS) section end products to reflect a $500,000 allocation from the Board of County Commissioners to conduct safety retrofit feasibility studies in the following eight high-crash corridors:

1) 15th Street (Fowler Ave. to Fletcher Ave.)
2) 78th Street (Causeway Blvd. to Palm River Rd.)
3) Bruce B Downs Boulevard (Fowler Ave. to Bearss Ave.)
4) CR 579/Mango Road (MLK Blvd to US 92)
5) Fletcher Avenue (Armenia Ave. to Nebraska Ave.)
6) Lynn Turner Road (Gunn Hwy to Ehrlich Rd.)
7) Sheldon Road (Hillsborough Ave. to Waters Ave.)
8) Gibsonton Drive (I-75 to Balm Riverview Rd.)

- Update FTA contract documentation to match actual grant funding

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

2. **TIP Amendment for Hillsborough MPO Unified Planning Work Program (UPWP) 402255 1**

Amendment #10 rectifies the Hillsborough MPO’s planning funds and updates the TIP to match the FTA allocations for FY 2020 shown in the MPO’s approved UPWP.
**Recommended Action**
Approve FY 2020 UPWP amendment and FY 2019-2020 TIP amendment.

**Prepared By**
Vishaka Raman

**Attachments**
- FY 19 & FY 20 Budget Tables: Grants used by MPO (Table 1b) and Coordination in the MPO Area (Tables 2b)
- Updated Task 2 Congestion Management, Crash Mitigation Planning, and ITS section
- Comparative Reports for TIP amendment #10.
Table 1B: Hillsborough MPO Agency Funding Participation – FY 2019/20

<table>
<thead>
<tr>
<th>Task No.</th>
<th>TASK</th>
<th>FTA 5305</th>
<th>TD</th>
<th>Transportation Disadvantaged Staff Budget</th>
<th>Surface Transportation Program (Contract)</th>
<th>American Public Health Association</th>
<th>TBARTA CCC</th>
<th>Consultant Contract Total (excluding indirect cost)</th>
<th>Task Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Transportation Planning Management</td>
<td>$206,942</td>
<td>$117,876</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$324,818</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>System &amp; Corridor Planning</td>
<td>$299,242</td>
<td>$123,770</td>
<td>$48,255</td>
<td>$140,000</td>
<td>$50,000</td>
<td></td>
<td>$208,700</td>
<td>$661,267</td>
</tr>
<tr>
<td>3</td>
<td>Transportation Planning and Data</td>
<td>$355,481</td>
<td>$140,057</td>
<td></td>
<td>$240,000</td>
<td></td>
<td></td>
<td>$368,888</td>
<td>$735,538</td>
</tr>
<tr>
<td>4</td>
<td>Transportation Improvement Planning</td>
<td>$29,953</td>
<td>$17,681</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$47,634</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Public Participation &amp; Stakeholder Engagement</td>
<td>$254,808</td>
<td>$147,345</td>
<td>$11,288</td>
<td></td>
<td></td>
<td></td>
<td>$14,987</td>
<td>$413,441</td>
</tr>
<tr>
<td>6</td>
<td>Local &amp; Regional Coordination and Planning</td>
<td>$129,011</td>
<td>$70,725</td>
<td>$12,000</td>
<td></td>
<td></td>
<td></td>
<td>$25,000</td>
<td>$236,736</td>
</tr>
<tr>
<td>TOTAL</td>
<td></td>
<td>$1,275,437</td>
<td>$617,454</td>
<td>$48,255</td>
<td>$403,288</td>
<td>$50,000</td>
<td></td>
<td>$25,000</td>
<td>$2,419,434</td>
</tr>
<tr>
<td>Funding Source Total</td>
<td></td>
<td>$1,275,437</td>
<td>$617,454</td>
<td>$48,255</td>
<td>$403,288</td>
<td>$50,000</td>
<td></td>
<td>$25,000</td>
<td>$2,419,434</td>
</tr>
</tbody>
</table>

Amendment Legend: red = decrease; green = increase
### Table 2B: Hillsborough MPO Funding Sources by Task – FY 2019/20

<table>
<thead>
<tr>
<th>Task</th>
<th>Task Name</th>
<th>FED</th>
<th>Soft Match*</th>
<th>FED</th>
<th>FED</th>
<th>State Match</th>
<th>Local Match</th>
<th>TD</th>
<th>FED</th>
<th>FED</th>
<th>Other</th>
<th>Other MPOs</th>
<th>FDOT D7</th>
<th>HART</th>
<th>Local Funds</th>
<th>TOTAL - ALL SOURCES</th>
<th>GRAND</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Transportation Planning Management</td>
<td>206,942</td>
<td>37,294.42</td>
<td>$94,301</td>
<td>$11,788</td>
<td>$11,788</td>
<td>$301,243</td>
<td>$11,788</td>
<td>$11,788</td>
<td>324,818</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>System and Corridor Planning</td>
<td>299,242</td>
<td>79,371.03</td>
<td>$99,016</td>
<td>$12,377</td>
<td>$12,377</td>
<td>$50,000</td>
<td>$500,000</td>
<td>$538,256</td>
<td>$60,032</td>
<td>$502,377</td>
<td>1,161,267</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Long Range Transportation Planning and Data</td>
<td>205,481</td>
<td>107,603.42</td>
<td>$112,046</td>
<td>$14,006</td>
<td>$14,006</td>
<td>707,527</td>
<td>$14,006</td>
<td>$14,006</td>
<td>735,538</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Transportation Improvement Planning</td>
<td>29,953</td>
<td>5,412.51</td>
<td>$14,145</td>
<td>$1,768</td>
<td>$1,768</td>
<td>44,098</td>
<td>$1,768</td>
<td>$1,768</td>
<td>47,634</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Public Participation &amp; Stakeholder Engagement</td>
<td>254,808</td>
<td>48,083.55</td>
<td>$11,288</td>
<td>$117,876</td>
<td>$14,735</td>
<td>383,972</td>
<td>$14,735</td>
<td>$14,735</td>
<td>413,441</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Local &amp; Regional Coordination and Planning</td>
<td>129,011</td>
<td>25,480.69</td>
<td>$12,000</td>
<td>$56,980</td>
<td>$7,073</td>
<td>25,000</td>
<td>$222,591</td>
<td>$7,073</td>
<td>$7,073</td>
<td>236,736</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>FDOT Off Planning Program</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>(See Appendix H)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>FDOT Off Planning Program</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>(See Appendix H)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>County Charter Transportation Improvement Surplus</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>(See Appendix J)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,275,437</td>
<td>303,346</td>
<td>403,288</td>
<td>$403,963</td>
<td>$61,745</td>
<td>$50,000</td>
<td>25,000</td>
<td>196,000</td>
<td>1,550,000</td>
<td>2,860,000</td>
<td>$3,471,745</td>
<td>7,525,434</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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

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

*** These funds are transferred from other MPOs and administered by Hillsborough MPO for the TBARATA Staff Services Agreement.
Congestion Management, Crash Mitigation Planning, and ITS

PURPOSE:
Planning and funding for an integrated and inter-operable Intelligent Transportation System (ITS) within Hillsborough County. Maintain the Congestion Management/Crash Mitigation Process (CMCMP), coordinated with the rest of the region and the state. Includes analyzing crash events and patterns, effect on transportation system effectiveness, travel patterns, and system performance. Develop, prioritize, and recommend strategies to improve mobility within corridors and sub-areas.

PREVIOUS WORK:
Completed
✓ Brandon Corridor & Mixed-Use Center Pilot Project (Fall 2017)
✓ Vision Zero Action Plan (Summer 2017)

Ongoing
✓ Identify candidate projects for the 2045 Plan
✓ Update/maintain Multimodal Database
✓ Participation in Community Traffic Safety Team for Hillsborough County
✓ Develop FHWA-sponsored Data Business Plan and Data-Sharing Portal

REQUIRED ACTIVITIES:

- Update the CMCMP Process and System Performance Report, integrating the goals and performance metrics of the LRTP, and consistent with evolving federal and state guidance for evaluating performance and setting targets.
- Maintain the ITS Committee as a forum to discuss operations and maintenance issues and review performance measures.
- Conduct feasibility studies of crash reduction, lane operation, and other strategies identified in CMCMP Performance Report and ITS Master Plan. Evaluate operation of one-way pairs.
- Coordinate the operations, architecture, and communications to ensure that jurisdictions’ ITS operate as an integrated system. Update the Hillsborough County portion of the Tampa Bay Regional ITS Architecture as needed, and ensure consistency with the National ITS Architecture, as facilitated by the ITS Committee.
- Maintain and update, as needed, the Hillsborough County ITS Master Plan. Include ITS priorities in the TIP by identifying, prioritizing, and costing out candidate projects.
- Evaluate the effectiveness of implemented CMCMP strategies using before and after studies and Crash Modification Factors.
• Analyze arterial travel times using real time data available from FDOT and/or data sources.
• Include CMCMP priorities in the TIP by identifying, prioritizing, and costing out candidate projects.
• Assist local governments in implementing recommendations of completed CMCMP studies and plans.
• Work with local governments to develop tools and policy modifications such as reduction of sidewalk waivers, particularly in urban and suburban areas, access management, and context sensitive roadway design.
• Seek public input in updating the CMCMP.
• Produce and distribute reports outlining CMCMP recommendations, safety educational materials.
• Participation in Hillsborough Community Traffic Safety Team.
• Provide learning opportunities for high school, undergraduate, and graduate students through planning internships.
• Vision Zero Action Plan coalition-building, strategies focused on high crash corridors and other implementation activities.
• Seek grants to support Vision Zero as a free-standing initiative.
• Travel to, and participate in, necessary workshops/meetings.
  o All projects are consistent with federal and state regulations and detailed in invoices submitted to FDOT for reimbursement.
• Consultants may assist with these tasks.
• FHWA, FTA, and other funds may be used to support these tasks (lobbying is an ineligible expense for federal funds).

END PRODUCTS:
• Updated CMCMP System Performance Report as part of 2045 Plan (Spring 2020)
• Data Business Plan Implementation and sharing of data (Summer 2018)
• Vision Zero Implementation and Corridor Strategies (monitored and updated as needed). Vision Zero Action Plan safety retrofit feasibility studies for high crash corridors: 1) 15th Street (Fowler Ave. to Fletcher Ave.), 2) 78th Street (Causeway Blvd. to Palm River Rd.), 3) Bruce B Downs Boulevard (Fowler Ave. to Bearss Ave.), 4) CR 579/Mango Road (MLK Blvd to US 92), 5) Fletcher Avenue (Armenia Ave. to Nebraska Ave.), 6) Lynn Turner Road (Gunn Hwy to Ehrlich Rd.), 7) Sheldon Road (Hillsborough Ave. to Waters Ave.), and 8) Gibsonton Drive (I-75 to Balm Riverview Rd.)
• CMCMP Feasibility Studies of corridors or sub-areas (monitored and updated as needed)
• Updates to Hillsborough County portion of Tampa Bay Regional ITS Architecture (monitored and updated as needed)

Unified Planning Work Program: FY 2019 – 2020
• Prioritized projects for consideration in LRTP and TIP (Annually, Summer)
• Assist agencies in implementing management systems and CMCM recommendations (Ongoing)
• Public outreach for CMCM and Vision Zero, including safety education and brochures, pamphlets and other printed collateral products (monitored and updated as needed)

RESPONSIBLE AGENCIES:
MPO – Lead Agency, FDOT, HART, Hillsborough County, City of Tampa, and other agencies on the CMS Steering Committee.
• Dates indicated are for a calendar year: January – December.
Comparative Report for Amendment 10

Transportation Improvement Program (TIP)
FY2019/20 through 2023/24
**FDOT 5 Year TIP**

**Hillsborough County, District 7**

**FLP: TRANSIT**

---

### Item Number: 402255 1

**Description:** HILLSBOROUGH CTY MPO TRANSIT PLANNING SECTION 5305

**Extra Description:** SECTION 5305 MPO TRANSPORTATION PLANNING

**LRTP:** Goal IV

**Type of Work:** PTO STUDIES

**Project Length:** 0

**Status:** Adopted

**Adopted Date:** 06/11/2019

<table>
<thead>
<tr>
<th>Fund</th>
<th>&lt;2020</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>&gt;2024</th>
<th>All Years</th>
</tr>
</thead>
<tbody>
<tr>
<td>DU</td>
<td>$6,189,814</td>
<td>$320,869</td>
<td>$329,907</td>
<td>$339,804</td>
<td>$349,998</td>
<td>$373,295</td>
<td>$0</td>
<td>$7,903,687</td>
</tr>
<tr>
<td>LF</td>
<td>$746,550</td>
<td>$40,109</td>
<td>$41,238</td>
<td>$42,476</td>
<td>$43,750</td>
<td>$46,662</td>
<td>$0</td>
<td>$960,785</td>
</tr>
<tr>
<td>DDR</td>
<td>$562,588</td>
<td>$40,109</td>
<td>$41,238</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$643,935</td>
</tr>
<tr>
<td>DPTO</td>
<td>$184,355</td>
<td>$0</td>
<td>$0</td>
<td>$42,476</td>
<td>$43,750</td>
<td>$46,662</td>
<td>$0</td>
<td>$317,243</td>
</tr>
<tr>
<td>DS</td>
<td>$26,335</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$42,476</td>
<td>$43,750</td>
<td>$46,662</td>
<td>$0</td>
</tr>
</tbody>
</table>

**Totals:** $7,709,642 | $401,087 | $412,383 | $424,756 | $437,498 | $466,619 | $0 | $9,851,985

**Item 402255 1 Totals:** $7,709,642 | $401,087 | $412,383 | $424,756 | $437,498 | $466,619 | $0 | $9,851,985

*NON-SIS*
# FDOT

## FLP: TRANSIT

### Item Number: 402255 1

**Description:** HILLSBOROUGH CTY MPO TRANSIT PLANNING SECTION 5305

**LRTP:** Goal IV

**Related Project:** SECTION 5305 MPO TRANSPORTATION PLANNING

**Type of Work:** PTO STUDIES

<table>
<thead>
<tr>
<th>Fund</th>
<th>&lt;2020</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>&gt;2024</th>
<th>All Years</th>
</tr>
</thead>
<tbody>
<tr>
<td>DU</td>
<td>$6,189,814</td>
<td>$493,964</td>
<td>$329,907</td>
<td>$339,804</td>
<td>$349,998</td>
<td>$373,295</td>
<td>$0</td>
<td>$8,076,782</td>
</tr>
<tr>
<td>LF</td>
<td>$746,550</td>
<td>$61,745</td>
<td>$41,238</td>
<td>$42,476</td>
<td>$43,750</td>
<td>$46,662</td>
<td>$0</td>
<td>$982,421</td>
</tr>
<tr>
<td>DDR</td>
<td>$562,588</td>
<td>$61,745</td>
<td>$41,238</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$665,571</td>
</tr>
<tr>
<td>DPTO</td>
<td>$184,355</td>
<td>$0</td>
<td>$0</td>
<td>$42,476</td>
<td>$43,750</td>
<td>$46,662</td>
<td>$0</td>
<td>$317,243</td>
</tr>
<tr>
<td>DS</td>
<td>$26,335</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$26,335</td>
</tr>
<tr>
<td><strong>Totals:</strong></td>
<td><strong>$7,709,642</strong></td>
<td><strong>$617,454</strong></td>
<td><strong>$412,383</strong></td>
<td><strong>$424,756</strong></td>
<td><strong>$437,498</strong></td>
<td><strong>$466,619</strong></td>
<td><strong>$0</strong></td>
<td><strong>$10,068,352</strong></td>
</tr>
</tbody>
</table>

**Item 402255 1 Totals:**

<table>
<thead>
<tr>
<th>Fund</th>
<th>&lt;2020</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>&gt;2024</th>
<th>All Years</th>
</tr>
</thead>
<tbody>
<tr>
<td>DU</td>
<td>$6,189,814</td>
<td>$493,964</td>
<td>$329,907</td>
<td>$339,804</td>
<td>$349,998</td>
<td>$373,295</td>
<td>$0</td>
<td>$8,076,782</td>
</tr>
<tr>
<td>LF</td>
<td>$746,550</td>
<td>$61,745</td>
<td>$41,238</td>
<td>$42,476</td>
<td>$43,750</td>
<td>$46,662</td>
<td>$0</td>
<td>$982,421</td>
</tr>
<tr>
<td>DDR</td>
<td>$562,588</td>
<td>$61,745</td>
<td>$41,238</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$665,571</td>
</tr>
<tr>
<td>DPTO</td>
<td>$184,355</td>
<td>$0</td>
<td>$0</td>
<td>$42,476</td>
<td>$43,750</td>
<td>$46,662</td>
<td>$0</td>
<td>$317,243</td>
</tr>
<tr>
<td>DS</td>
<td>$26,335</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$26,335</td>
</tr>
<tr>
<td><strong>Totals:</strong></td>
<td><strong>$7,709,642</strong></td>
<td><strong>$617,454</strong></td>
<td><strong>$412,383</strong></td>
<td><strong>$424,756</strong></td>
<td><strong>$437,498</strong></td>
<td><strong>$466,619</strong></td>
<td><strong>$0</strong></td>
<td><strong>$10,068,352</strong></td>
</tr>
</tbody>
</table>
Board & Committee Agenda Item

**Agenda Item**
Process for Updating Transportation Improvement Program (TIP) Priorities and Letter to Local Agencies

**Presenter**
Sarah McKinley, MPO Staff

**Summary**
This item is for discussion of the MPO’s TIP development process, and particularly the annual update of the List of Priority Projects for Future Funding.

The Transportation Improvement Program is a five-year work program that shows all projects to receive state or federal funding, by project phase and fiscal year. Per federal regulation, it is also required to show major projects on any regionally significant transportation facility. The TIP is considered to be the first five years of the Long Range Transportation Plan (Plan), and the next TIP to be developed (Fiscal Years 2021-2026) will reflect changes from the soon-to-be adopted 2045 Plan.

This presentation will focus on the MPO’s process to update the List of Priority Projects, including soliciting candidate projects from local governments and agencies. Questions that have been raised include:

- Should governing board approval be required, when local governments/agencies are seeking a federal grant through the MPO’s TIP process?
- When local governments/agencies leave MPO-prioritized federal grants on the table, should future requests be given the same level of priority?
- How can the Hillsborough MPO’s List of Priority Projects better communicate the importance of State of Florida investment in important state arterials such as US 92 and US 41, while still directing our limited metropolitan grants to citizen priorities of safety, good repair, choices?
- What are the different funding sources to address priorities, and how are decisions about them made?

After discussing these questions, the MPO Policy Committee asked staff to draft a letter asking local governments and agencies for the approval of their legislative bodies prior to requesting a project be placed on the MPO’s priority list. A draft letter is attached.
**Recommended Action**

Provide direction to staff to:

- a) Transmit the attached letter to local governments and transportation authorities;
- b) Prepare a separate, stand-alone list of Major Project Priorities for the 2020 TIP, to draw greater attention to these capacity projects which typically compete for different funding sources than smaller projects.

**Prepared By**

Sarah McKinley, MPO Staff

**Attachments**

Draft letter to local agencies and jurisdictions
Hillsborough MPO TIP Development Timeline and [List of Priority Projects](#)
Presentation slides
FDOT Office of Policy Planning 2045 Revenue Forecast for Hillsborough MPO
December 3, 2019

City of ____________

Tampa, FL

Dear ____________,

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

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

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

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

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

Sincerely,

Beth Alden, AICP
Executive Director

Attached: 2020 TIP Priorities Update Timetable
Updating the Transportation Improvement Program & Priorities

At any given time we’re talking about.....

Three, sometimes four TIPs

July – September: The previous year’s TIP is still in effect through Sept. 30.

Oct 1 – Sept 30: The TIP recently adopted in June is in effect. It includes 5 yrs’ funding + priorities for what to fund next.

The TIP to be adopted next June is also being developed. For ex., FDOT is assigning funding to the MPO’s priorities & other projects.

The MPO is also updating the priority list for projects to be funded in the following TIP.
Annual updates of the MPO’s Priority List

<table>
<thead>
<tr>
<th>J</th>
<th>F</th>
<th>M</th>
<th>A</th>
<th>M</th>
<th>J</th>
<th>A</th>
<th>S</th>
<th>O</th>
<th>N</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>Meet with Jurisdictions to review Priorities</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Proposed Workshop with MPO Board</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Jurisdictions Submit Priorities</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Receive Snapshot of Work Program</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Present Draft TIP to Committees and Public Comment</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TIP Adoption Public Hearing (Work Program and Priorities)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Submit TIP for Federal Review</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Process Roll Forward Amendments</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TIP goes into effect</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Work Program Gaming for Next Years Funding</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Review Tentative Work Program for Comment</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Hopefully, these projects will be funded in the TIP that’s adopted 18 months from this point.

How do the projects on the Priority List get funded?

- MPO staff identifies **eligible funding categories** for projects on the MPO Priority List
- FDOT staff checks **funds available in each fiscal year** for the relevant funding categories
- Projects are likely to be **funded one phase at a time**, ex., PD&E, Design, ROW, Segment 1 construction, Segment 2 construction.
- Local governments may have to provide a local match and will very likely have to provide documentation (ex. ROW map, cost estimate by an engineer, etc.)
- Once a project is in the TIP, a local government may be able to **build it in an earlier year and be reimbursed**, through agreement with FDOT.
FDOT-Administered Funding Categories

- FDOT Office of Policy Planning Revenue Forecast for Hillsborough MPO 2045 Plan

FDOT Strategic Intermodal System (SIS)
- Mostly interstate highways
  - $2.1 Billion statewide FY20 (I-275/SR60 intchge. costs $1+ B)
  - Funding decisions made at statewide level

FDOT Other Arterials
- Ex US 41, US 92, US 301, SR 574/MLK, SR 674, Fowler, Dale M.
- Can be spent on operations & safety as well as adding thru lanes
- District dedicated revenue is allocated by district. Estimated to be spent in Hillsborough County: $36 Million, FY20

FDOT TRIP program - prioritized by CCC - $3 M in District 7, FY20

Federal Grants for Metropolitan Areas
- Can be spent on any form of surface transportation
- Priorities determined by MPO - $20 M in Hillsborough, FY20

FDOT Transit Programs
- Mostly block grants to transit agencies, based on pop & riders
- Some small grants allocated by FDOT district office (service development, park & ride, seniors & disabled, etc.)
- Estimated to be spent in Hillsborough: $26 Million, FY20

Florida New Starts Program
- For passenger rail or bus rapid transit projects
  - $42 Million statewide FY20 (PSTA Central Ave BRT ~$12 M, SunRail Phase One Construction $89 M)
  - Funding decisions made at statewide level

Florida SUNTrail Program
- For greenway/trail projects on the state-designated network
  - $25 Million statewide FY20
  - Funding decisions made at statewide level

Federal Grants for Transportation Alternatives (TA)
- Can be spent on a variety of walk/bike/livable roads improvements
  - MPO sets priorities for $1.6 M in Hillsborough, FY20
  - FDOT District 7 allocates $3.7 M districtwide, FY20

FDOT-Administered Funding Categories (continued)
Discussion Questions

- Local government/agency governing board action needed, prior to transmittal of priority requests to MPO?
- After priority requests are received from local governments/agencies, workshop them with Policy Committee or Board?
- Clarify importance of capacity projects by creating a stand-alone list of MPO’s Priorities for FDOT SIS, FDOT Other Arterials, and FL New Starts?
- Other questions & concerns

Questions & Discussion
2045 REVENUE FORECAST
HILLSBOROUGH MPO
WITH STATEWIDE, DISTRICTWIDE
AND COUNTY-SPECIFIC PROJECTIONS
2045 Forecast of State and Federal Revenues for Statewide and Metropolitan Plans

Overview
This report documents the Florida Department of Transportation (FDOT) revenue forecast through 2045. Estimates for major state programs for this metropolitan area, for FDOT Districts, and for Florida as whole are included. This includes state and federal funds that “flow through” the FDOT work program. This information is used for updates of Metropolitan Planning Organization (MPO) Long Range Transportation Plans (LRTPs) and related documents.

Background
In accordance with federal statute, longstanding FDOT policy and leadership by the Metropolitan Planning Organization Advisory Council (MPOAC), the Office of Policy Planning (OPP) provides projections of future available funding to Florida’s 27 MPOs. This data is known as the Revenue Forecast. Consistent data is being applied to the development of the FDOT Strategic Intermodal System (SIS) Highway Cost Feasible Plan.

The department developed a long-range revenue forecast through 2045. The forecast is largely based upon recent federal legislation (e.g., the FAST Act\(^1\)) and changes in multiple factors affecting state revenue sources and current policies. This 2045 forecast incorporates (1) amounts contained in the department’s work program for 2018 through 2022, (2) the impact of the department’s objectives and investment policies, and (3) the Statutory Formula (equal parts of population and motor fuel tax collections) for distribution of certain program funds. All estimates are expressed in nominal dollars, also known as year of expenditure (YOE) dollars.

Purpose
This version of the forecast (in word processing or portable document format) provides one specific MPO, and all interested parties, with dollar figures that will be necessary and useful as it prepares its LRTP. If more detail or particular additional numbers are needed, these may subsequently be delivered in spreadsheet format. This document does not forecast funds that do not “flow through” the state work program. Further information concerning local sources of revenue is available from State of Florida sources, particularly Florida’s Transportation Tax Sources: A Primer, and the Local Government Financial Information Handbook.\(^2\)

---
\(^1\) Fixing America’s Surface Transportation (FAST) Act, Public Law 114-94, December 4, 2015.
This forecast features county level estimates for major FDOT capacity programs, specifically Other Roads and Transit. If an MPO includes more than one county, the county level estimates are totaled to produce an overall MPO estimate. If an MPO’s boundary doesn’t match county boundaries, the FDOT District will determine appropriate funding totals for that MPO. OPP is available for consultation and support, and Districts are asked to share their method and results with our office. However, final responsibility rests with the appropriate District.

There is a long-term goal to focus planning on metropolitan areas which do not correspond to county or city boundaries. In some cases, analyses and plans are based on census designated urbanized areas (UZAs). But for most sources of funding, it is more practical to define geographic areas by county boundaries.

This forecast does not break down SIS Highway expenditures to the county or District level. SIS Highway expenditures are addressed in the SIS Cost Feasible Plan (CFP), which is under preparation by the FDOT Systems Implementation Office. Districts always inform MPOs of projects that are proposed to be included in the CFP, and, conversely, CFP projects need to be included in the appropriate MPO LRTP(s) to receive federal funding.

This Forecast lists funding for FDOT programs designed to support, operate, and maintain the state transportation system. The FDOT has set aside sufficient funds in the 2040 Revenue Forecast for these programs, referred to as “non-capacity programs” here, to meet statewide objectives and program needs in all metropolitan and non-metropolitan areas. Specific District level amounts are provided for existing facilities expenditures. Funding for these programs is not included in the county level estimates.

2045 Revenue Forecast (State and Federal Funds)
The 2045 Revenue Forecast is the result of a three-step process:

1. State and federal revenues from current sources were estimated.
2. Those revenues were distributed among appropriate statewide capacity and non-capacity programs consistent with statewide priorities.
3. County level estimates for the Other Roads and Transit programs were developed, along with County, District or Statewide estimates for other funding categories that are of particular interest to the 27 Florida MPOs.

Forecast of State and Federal Revenues
The 2045 Revenue Forecast includes program estimates for the expenditure of state and federal funds expected from current revenue sources (i.e., new revenue sources were not added). The forecast estimates revenues from federal, state, and Turnpike sources included in the Department’s 5-Year Work Program.

The forecast does not estimate revenue from other sources (i.e., local government/authority taxes, fees, and bond proceeds; private sector participation; and innovative finance sources). Estimates of state revenue sources were based on estimates prepared by the State Revenue Estimating Conference (REC) in September 2017 for state fiscal years (FYs) 2019 through 2028. Estimates of federal revenue sources were based on the Department’s Federal Aid Forecast for FYs 2018 through 2027. Assumptions about revenue growth are shown in Table 1:

---

3 Formerly known as the Systems Planning Office.
Table 1  
Revenue Sources and Assumptions

<table>
<thead>
<tr>
<th>Revenue Sources</th>
<th>Years</th>
<th>Assumptions*</th>
</tr>
</thead>
<tbody>
<tr>
<td>State Taxes</td>
<td>2019-2028</td>
<td>Florida REC Estimates; these average in the range from 2.5% to 3.0% per year</td>
</tr>
<tr>
<td></td>
<td>2029-2045</td>
<td>Annual 1.93% increase in 2029, gradually decreasing to -0.44% in 2045</td>
</tr>
<tr>
<td>Federal Distributions (Total Obligating Authority)</td>
<td>2018-2027</td>
<td>FDOT Federal Aid Forecast</td>
</tr>
<tr>
<td></td>
<td>2028-2045</td>
<td>Annual 0.0% increase through 2045</td>
</tr>
<tr>
<td>Turnpike</td>
<td>2018-2028</td>
<td>Turnpike Revenue Forecast</td>
</tr>
<tr>
<td></td>
<td>2029-2045</td>
<td>Annual 1.93% increase in 2029, gradually decreasing to -0.44% in 2045</td>
</tr>
</tbody>
</table>

* Note all growth rates show nominal, or year of expenditure, dollar figures. Consistent with REC assumptions, a constant annual inflation rate of 2.6% is projected forward indefinitely. Therefore, an assumption of nominal growth of 1.93% signifies a real decline of about 0.63% per year.

A summary of the forecast of state, federal and Turnpike revenues is shown in Table 2. The 2045 Revenue Forecast Guidebook contains inflation factors that can be used to adjust project costs expressed in “present day cost” to “year of expenditure” dollars.

Table 2  
Forecast of Revenues

<table>
<thead>
<tr>
<th>Major Revenue Sources</th>
<th>Time Periods (Fiscal Years)</th>
<th>26-Year Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2020¹</td>
<td>2021-2025¹</td>
</tr>
<tr>
<td>Federal</td>
<td>2,353</td>
<td>10,884</td>
</tr>
<tr>
<td></td>
<td>28%</td>
<td>24%</td>
</tr>
<tr>
<td>State</td>
<td>5,263</td>
<td>27,311</td>
</tr>
<tr>
<td></td>
<td>62%</td>
<td>61%</td>
</tr>
<tr>
<td>Turnpike</td>
<td>814</td>
<td>6,572</td>
</tr>
<tr>
<td></td>
<td>10%</td>
<td>15%</td>
</tr>
<tr>
<td>Total²</td>
<td>8,430</td>
<td>44,768</td>
</tr>
</tbody>
</table>

¹ Based on the FDOT Adopted Work Program for 2018 through 2022.
² Columns and rows sometimes do not equal the totals due to rounding.

Estimates for State Programs
Long range revenue forecasts assist in determining financial feasibility of needed transportation improvements, and in identifying funding priorities. FDOT policy places primary emphasis on
safety and preservation. Remaining funding is planned for capacity programs and other priorities.

The 2045 Revenue Forecast includes the program funding levels contained in the July 1, 2017 Adopted Work Program for 2018 through 2022. The forecast of funding levels for FDOT programs for 2020-2045 was developed based on the corresponding Program and Resource Plan (PRP), which includes the Adopted Work Program and planned funding for fiscal years 2023-2026. This Revenue Forecast provides information for Capacity and Non-Capacity state programs. The information is consistent with “Financial Guidelines for MPO Long Range Plans” moved forward by the Metropolitan Planning Organization Advisory Council Policy and Technical Committee on July 13, 2017.

The Revenue Forecast entails long-term financial projections for support of long-term planning. The forecast is delivered well in advance of the 5-year LRTP adoption schedule, roughly 18 months in advance of the first required adoption. This forecast is considered satisfactory for the remainder of the 5-year cycle; in other words, it is useful for MPOs whose adoptions come at the end of the cycle, about 3½ years after the first MPOs. However, FDOT reserves the right to consider adjustments to the Revenue Forecast during the LRTP adoption cycle, if warranted.

**Capacity Programs**

Capacity programs include each major FDOT program that expands the capacity of existing transportation systems (such as highways and transit). Table 3 includes a brief description of each major capacity program and the linkage to the program categories used in the PRP.

**Statewide Forecast for Capacity Programs**

Table 4 identifies the statewide estimates for capacity programs in the 2045 Revenue Forecast. $285 billion is forecast for the entire state transportation program from 2020 through 2045; about $149 billion (52%) is forecast for capacity programs.

**Metropolitan Forecast for Capacity Programs**

Pursuant to federal law, transportation management area (TMA) funds and certain Transportation Alternatives (TALU) funds are projected based on current population estimates. These 2 categories only apply to federally designated TMAs; 15 of the State’s 27 MPOs qualify for these funds. District estimates for certain Transportation Alternatives (TA) funds and the Other Roads program were developed using the current statutory formula.4 For planning purposes, transit program funds were divided between Districts and counties according to population.

---

4 The statutory formula is 50% population and 50% motor fuel tax collections.
## TABLE 3
Major Capacity Programs Included in the 2045 Revenue Forecast and Corresponding Program Categories in the Program and Resource Plan (PRP)

<table>
<thead>
<tr>
<th>2045 Revenue Forecast Programs</th>
<th>PRP Program Categories</th>
</tr>
</thead>
</table>
| **SIS Highways Construction & ROW** - Construction, improvements, and associated right of way on SIS highways (i.e., Interstate, the Turnpike, other toll roads, and other facilities designed to serve interstate and regional commerce including SIS Connectors). | Interstate Construction  
Turnpike Construction  
Other SIS Highway Construction  
SIS Highway Traffic Operations  
SIS Highway Right of Way (ROW)  
SIS Advance Corridor Acquisition |
| **Other Arterial Construction/ROW** - Construction, improvements, and associated right of way on State Highway System roadways not designated as part of the SIS. Also includes funding for local assistance programs such as the Transportation Regional Incentive Program (TRIP), and the County Incentive Grant Program (CIGP). | Arterial Traffic Operations  
Construction  
County Transportation Programs  
Economic Development  
Other Arterial & Bridge Right of Way  
Other Arterial Advance Corridor Acquisition |
| **Aviation** - Financial and technical assistance to Florida’s airports in the areas of safety, security, capacity enhancement, land acquisition, planning, economic development, and preservation. | Airport Improvement  
Land Acquisition  
Planning  
Discretionary Capacity Improvements |
| **Transit** - Technical and operating/capital assistance to transit, paratransit, and ridesharing systems. | Transit Systems  
Transportation Disadvantaged – Department  
Transportation Disadvantaged – Commission  
Other; Block Grants; New Starts Transit |
| **Rail** - Rail safety inspections, rail-highway grade crossing safety, acquisition of rail corridors, assistance in developing intercity and commuter rail service, and rehabilitation of rail facilities. | Rail/Highway Crossings  
Rail Capacity Improvement/Rehabilitation  
High Speed Rail  
Passenger Service |
| **Intermodal Access** - Improving access to intermodal facilities, airports and seaports; associated rights of way acquisition. | Intermodal Access |
| **Seaport Development** - Funding for development of public deep-water ports projects, such as security infrastructure and law enforcement measures, land acquisition, dredging, construction of storage facilities and terminals, and acquisition of container cranes and other equipment used in moving cargo and passengers. | Seaport Development |
| **SUN Trail** – FDOT is directed to make use of its expertise in efficiently providing transportation projects to develop a statewide system of paved non-motorized trails as a component of the Florida Greenways and Trails System (FGTS), which is planned by the Florida Department of Environmental Protection (FDEP). | Other State Highway Construction  
Other State Highway ROW  
Other Roads Construction  
Other Roads ROW  
Other SIS Highway Construction  
SIS Highway ROW |
Table 4
Statewide Capacity Program Estimates
State and Federal Funds from the 2045 Revenue Forecast (Millions of Dollars)

<table>
<thead>
<tr>
<th>Major Programs</th>
<th>Time Periods (Fiscal Years)</th>
<th>26-Year Total²</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2020¹</td>
<td>2021-25¹</td>
</tr>
<tr>
<td>SIS Highways Construction &amp; ROW</td>
<td>2,199</td>
<td>12,940</td>
</tr>
<tr>
<td>Other Roads Construction &amp; ROW</td>
<td>885</td>
<td>6,483</td>
</tr>
<tr>
<td>Aviation</td>
<td>211</td>
<td>1,143</td>
</tr>
<tr>
<td>Transit</td>
<td>417</td>
<td>2,306</td>
</tr>
<tr>
<td>Rail</td>
<td>178</td>
<td>850</td>
</tr>
<tr>
<td>Intermodal Access</td>
<td>40</td>
<td>262</td>
</tr>
<tr>
<td>Seaports</td>
<td>114</td>
<td>622</td>
</tr>
<tr>
<td>SUN Trail</td>
<td>25</td>
<td>125</td>
</tr>
<tr>
<td>Total Capacity Programs</td>
<td>4,068</td>
<td>24,731</td>
</tr>
<tr>
<td>Statewide Total Forecast</td>
<td>8,430</td>
<td>44,768</td>
</tr>
</tbody>
</table>

¹ Based on the FDOT Tentative Work Program for 2018 through 2022.
² Columns and rows sometimes do not equal the totals due to rounding.

Estimates for the Other Roads and Transit program categories for this metropolitan area are included in Table 5.

Table 5
County Level Capacity Program Estimates
State and Federal Funds from the 2045 Revenue Forecast (Millions of Dollars)

<table>
<thead>
<tr>
<th>Capacity Programs*</th>
<th>Time Periods (Fiscal Years)</th>
<th>26-Year Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other Roads Construction &amp; ROW</td>
<td>35.68</td>
<td>314.80</td>
</tr>
<tr>
<td>Transit</td>
<td>25.53</td>
<td>141.86</td>
</tr>
<tr>
<td>Total - Main Programs</td>
<td>61.22</td>
<td>456.66</td>
</tr>
</tbody>
</table>

* Estimates for 2018 through 2022 are contained in the FDOT Adopted Work Program.
# Other Roads estimates do not include projected funding for the TRIP program of the Federal TMA program (SU Fund Code).
^ Transit estimates do not include projected funding for the Florida New Starts program.

A few programs fund capacity projects throughout the state on a competitive basis. The two most prominent programs for MPOs are the Transportation Regional Incentive Program (TRIP) and the Florida New Starts Transit Program. Formerly, TRIP was referred to as a Documentary Stamp Tax program, but there are currently multiple sources of funding. With the economic recovery, the forecast funding for TRIP is now over five times the level of 5 years ago. Also, amounts for the federally funded TMA program (Fund Code SU) are provided in Table 6, and not included in Table 5. Neither TRIP, Florida New Starts or TMA funds are included above.
Table 6
Transportation Management Area (TMA) Funds Estimates
(Known as SU Funds in FDOT Work Program)
Federal Funds from the 2045 Revenue Forecast (Millions of Dollars)

<table>
<thead>
<tr>
<th>Hillsborough Metropolitan Area (Defined as Hillsborough County)</th>
<th>Time Periods (Fiscal Years)</th>
<th>26 Year Total ¹</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2020 ¹</td>
<td>2021-25</td>
</tr>
<tr>
<td>TMA / SU Funds</td>
<td>19.80</td>
<td>99.00</td>
</tr>
</tbody>
</table>

Projects which would be partially or entirely funded by TRIP or FL New Starts cannot be counted as “funded” in LRTPs. This is because there is no guarantee of any specific project receiving TRIP or FL New Starts funding in the future. Both programs are competitive, and only a small percentage of potentially eligible projects receive funding. However, these projects can be included in LRTPs as “illustrative” projects. ⁵ If MPOs have specific questions, they should consult with their District liaison and planning staff; District staff will contact the OPP, Work Program, or other Central Office staff as needed. Conditional estimates of TRIP funds by District are in Table 7. Statewide estimates of FL New Starts funds are in Table 8.

The FAST Act continued funding for Transportation Alternatives projects. Categories impacting MPOs include funds for (1) Transportation Management Areas (TALU funds); (2) areas with populations greater than 5,000 up to 200,000 (TALL funds), and (3) any area of the state (TALT funds). Estimates of Transportation Alternatives Funds are shown further below in Table 9.

Table 7
Districtwide Transportation Regional Incentive Program Estimates
State Funds from the 2045 Revenue Forecast (Millions of Dollars)

<table>
<thead>
<tr>
<th>FDOT District</th>
<th>5-Year Period (Fiscal Years)</th>
<th>26-Year Total ²</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2020 ¹</td>
<td>2021-25</td>
</tr>
<tr>
<td>District 1</td>
<td>3.1</td>
<td>21.9</td>
</tr>
<tr>
<td>District 2</td>
<td>2.5</td>
<td>17.6</td>
</tr>
<tr>
<td>District 3</td>
<td>1.6</td>
<td>11.6</td>
</tr>
<tr>
<td>District 4</td>
<td>4.1</td>
<td>28.9</td>
</tr>
<tr>
<td>District 5</td>
<td>4.7</td>
<td>32.8</td>
</tr>
<tr>
<td>District 6</td>
<td>2.8</td>
<td>19.7</td>
</tr>
<tr>
<td>District 7</td>
<td>3.3</td>
<td>23.2</td>
</tr>
<tr>
<td>Statewide Total Forecast</td>
<td>22.2</td>
<td>155.8</td>
</tr>
</tbody>
</table>

¹ Estimates for 2018 through 2022 are contained in the FDOT Adopted Work Program.
² Columns and rows sometimes do not equal the totals due to rounding.

⁵ Other projects for which funding is uncertain may also be included as illustrative projects.
Table 8
Transit - Florida New Starts Program Estimates
State Funds from the 2045 Revenue Forecast (Millions of Dollars)

<table>
<thead>
<tr>
<th>Statewide Program</th>
<th>Time Periods (Fiscal Years)</th>
<th>26-Year Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Statewide Total Forecast</td>
<td>41.8</td>
<td>226.3</td>
</tr>
</tbody>
</table>

Table 9
Transportation Alternatives Funds Estimates
Federal Funds from the 2045 Revenue Forecast (Millions of Dollars)

<table>
<thead>
<tr>
<th>Hillsborough Metropolitan Area (Defined as Hillsborough County)</th>
<th>Time Periods (Fiscal Years)</th>
<th>26 Year Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>TALU (Urban); Funds for TMA</td>
<td>1.58</td>
<td>7.89</td>
</tr>
<tr>
<td>TALL (&lt;200,000 population); Entire FDOT District</td>
<td>0.37</td>
<td>1.86</td>
</tr>
<tr>
<td>TALT (Any Area); Entire FDOT District</td>
<td>3.67</td>
<td>18.33</td>
</tr>
</tbody>
</table>

\(^1\) Rows sometimes do not equal the totals due to rounding.

Non-Capacity Programs
Non-capacity programs refer to FDOT programs designed to support, operate and maintain the state highway system: safety, resurfacing, bridge, product support, operations and maintenance, and administration. Table 10 includes a description of each non-capacity program and the linkage to the program categories used in the Program and Resource Plan.

County level estimates are not needed for these programs. Instead, FDOT has included sufficient funding in the 2040 Revenue Forecast to meet the following statewide objectives and policies:

- **Resurfacing program:** Ensure that 80% of state highway system pavement meets Department standards;
- **Bridge program:** Ensure that 90% of FDOT-maintained bridges meet Department standards while keeping all FDOT-maintained bridges open to the public safe;
- **Operations and maintenance program:** Achieve 100% of acceptable maintenance condition standard on the state highway system;
- **Product Support:** Reserve funds for Product Support required to construct improvements (funded with the forecast’s capacity funds) in each District and metropolitan area; and
- **Administration:** Administer the state transportation program.

The Department has reserved funds in the 2040 Revenue Forecast to carry out its responsibilities and achieve its objectives for the non-capacity programs on the state highway system in each
### TABLE 10
**Major Non-Capacity Programs Included in the 2040 Revenue Forecast and Corresponding Program Categories in the Program and Resource Plan (PRP)**

<table>
<thead>
<tr>
<th>2040 Revenue Forecast Programs</th>
<th>PRP Program Categories</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Safety</strong> - Includes the Highway Safety Improvement Program, the Highway Safety Grant Program, Bicycle/Pedestrian Safety activities, the Industrial Safety Program, and general safety issues on a Department-wide basis.</td>
<td>Highway Safety Grants</td>
</tr>
<tr>
<td><strong>Resurfacing</strong> - Resurfacing of pavements on the State Highway System and local roads as provided by state law.</td>
<td>Interstate Arterial and Freeway Off-System Turnpike</td>
</tr>
<tr>
<td><strong>Bridge</strong> - Repair and replace deficient bridges on the state highway system. In addition, not less than 15% of the amount of 2009 federal bridge funds must be expended off the federal highway system (e.g., on local bridges not on the State Highway System).</td>
<td>Repair - On System Replace - On System Local Bridge Replacement Turnpike</td>
</tr>
<tr>
<td><strong>Product Support</strong> - Planning and engineering required to “produce” FDOT products and services (i.e., each capacity program; Safety, Resurfacing, and Bridge Programs).</td>
<td>Preliminary Engineering Construction Engineering Inspection Right of Way Support Environmental Mitigation Materials &amp; Research Planning &amp; Environment Public Transportation Operations</td>
</tr>
<tr>
<td><strong>Operations &amp; Maintenance</strong> - Activities to support and maintain transportation infrastructure once it is constructed and in place.</td>
<td>Operations &amp; Maintenance Traffic Engineering &amp; Operations Toll Operations Motor Carrier Compliance</td>
</tr>
<tr>
<td><strong>Administration and Other</strong> - Resources required to perform the fiscal, budget, personnel, executive direction, document reproduction, and contract functions. Also includes the Fixed Capital Outlay Program, which provides for the purchase, construction, and improvement of non-highway fixed assets (e.g., offices, maintenance yards). The “Other” category consists primarily of debt service.</td>
<td>Administration Fixed Capital Outlay Office Information Systems Debt Service</td>
</tr>
</tbody>
</table>

District and metropolitan area. Table 11 identifies the statewide estimates for non-capacity programs. About $136 billion (48% of total revenues) is forecast for non-capacity programs.
Table 11
Statewide Non-Capacity Expenditure Estimates
State and Federal Funds from the 2045 Revenue Forecast (Millions of Dollars)

<table>
<thead>
<tr>
<th>Major Categories</th>
<th>Time Periods (Fiscal Years)</th>
<th>26-Year Total(^1)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safety</td>
<td>141</td>
<td>820</td>
</tr>
<tr>
<td>Resurfacing</td>
<td>633</td>
<td>4,354</td>
</tr>
<tr>
<td>Bridge</td>
<td>1,035</td>
<td>1,051</td>
</tr>
<tr>
<td>Product Support</td>
<td>1,302</td>
<td>6,576</td>
</tr>
<tr>
<td>Operations and Maintenance</td>
<td>1,384</td>
<td>7,442</td>
</tr>
<tr>
<td>Administration and Other</td>
<td>429</td>
<td>2,770</td>
</tr>
<tr>
<td><strong>Statewide Total Forecast</strong></td>
<td><strong>4,923</strong></td>
<td><strong>23,013</strong></td>
</tr>
</tbody>
</table>

\(^1\) Columns and rows sometimes do not equal the totals due to rounding.

Table 12 contains District-wide estimates for State Highway System (SHS) existing facilities expenditures for information purposes. Existing facilities expenditures include all expenditures for the program categories Resurfacing, Bridge, and Operations and Maintenance (O&M). In the previous Revenue Forecast, these expenditures were described as SHS O&M, but the expenditures on the Resurfacing and Bridge categories, in combination, are about as much as those for O&M. These existing facilities estimates are provided pursuant to an agreement between FDOT and the Federal Highway Administration (FHWA) Division Office.

Table 12
State Highway System Existing Facilities Estimates by District
State and Federal Funds from the 2045 Revenue Forecast (Millions of Dollars)

<table>
<thead>
<tr>
<th>Major Programs</th>
<th>Time Periods (Fiscal Years)</th>
<th>26-Year Total(^1)</th>
</tr>
</thead>
<tbody>
<tr>
<td>District 1</td>
<td>457</td>
<td>1,922</td>
</tr>
<tr>
<td>District 2</td>
<td>606</td>
<td>2,551</td>
</tr>
<tr>
<td>District 3</td>
<td>495</td>
<td>2,084</td>
</tr>
<tr>
<td>District 4</td>
<td>410</td>
<td>1,728</td>
</tr>
<tr>
<td>District 5</td>
<td>561</td>
<td>2,362</td>
</tr>
<tr>
<td>District 6</td>
<td>203</td>
<td>854</td>
</tr>
<tr>
<td>District 7</td>
<td>319</td>
<td>1,345</td>
</tr>
<tr>
<td><strong>Statewide Total Forecast</strong></td>
<td><strong>3,051</strong></td>
<td><strong>12,847</strong></td>
</tr>
</tbody>
</table>

Note: Includes Resurfacing, Bridge, and Operations & Maintenance Programs.
\(^1\) Columns and rows sometimes do not equal the totals due to rounding.
Advisory Concerning Florida’s Turnpike Enterprise

Within the framework of FDOT, Florida’s Turnpike Enterprise (Turnpike) is given authority, autonomy and flexibility to conduct its operations and plans in accordance with Florida Statute and its Bond Covenants. The Turnpike’s traffic engineering consultant projects Toll Revenues and Gross Concession Revenues for the current year and the subsequent 10-year period, currently FYs 2018-2028. The consultant’s official projections are available at http://www.floridasturnpike.com/documents/reports/Traffic%20Engineers%20Annual%20Report/1_Executive%20Summary.pdf.

Projections of Turnpike revenues within the State of Florida Revenue Forecast beyond FY2028 are for planning purposes, and no undue reliance should be placed on these projections. Such amounts are generated and shared by the FDOT Office of Policy Planning (OPP) for purposes of accountability and transparency. They are part of the Revenue Forecast process, which serves the needs of MPOs generating required Long Range Transportation Plans (LRTPs).

MPOs do not program capital projects or make decisions concerning Turnpike spending. OPP projections are not part of the Turnpike’s formal revenue estimating process and are not utilized for any purpose other than to assist MPOs and perform related functions. Such amounts do not reflect the Turnpike’s requirement to cover operating and maintenance costs, payments to bondholders for principal and interest, long-term preservation costs, and other outstanding Turnpike obligations and commitments.
Board & Committee Agenda Item

**Agenda Item**
Managed Lanes: Five Case Studies

**Presenter**
Rick Gobeille and Phil Eshelman, Stantec, Consultant to Tampa-Hillsborough Expressway Authority (THEA)

**Summary**
This presentation is scheduled at the request of the Policy Committee, to provide an in-depth look at how managed-lane projects in other cities are performing.

More background on managed lanes in general – what they are, how they operate, why communities are turning to them, and how communities are addressing issues such as equity, transit, and technology – is provided in the FHWA publication below.

**Recommended Action**
None; for information only

**Prepared By**
Beth Alden

**Attachments**
Managed Lanes: A Primer
Board & Committee Agenda Item

**Agenda Item**

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

**Presenter**

Beth Alden, MPO Director

**Summary**

This will be a preliminary discussion of updating the interlocal agreement that establishes the planning relationship among the MPOs that are part of the MPO Chairs’ Coordinating Committee per FS 339.175. After seeking feedback from the board today, a final version will be prepared for the CCC’s review and approval at its December 13 meeting, followed by approval of the agreement by each of the member MPO boards in the January-February timeframe. An update of the CCC Operating Procedures (the bylaws) is also provided.

The update is proposed for the following purposes:

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

At its December 13 meeting, the CCC will also review an update of Regional Priorities. The Hillsborough MPO Board’s action of November 5, adding support for HART’s negotiations with CSX for use of freight rail right-of-way to the regional priority list, is reflected in the latest draft from the TMA Leadership Group (attached).

**Recommended Action**

Provide feedback for consideration at the meeting of the MPO Chairs on December 13

**Prepared By**

Beth Alden, AICP

**Attachments**

- Tampa Bay TMA Leadership Group 2020 Top Priorities
- Fifth Amended and Restated Interlocal Agreement for Regional Transportation Planning and Coordination in West Central Florida (draft)
- MPO CCC Operating Procedures (draft)
2020 Top Priorities
November 8, 2019

Funded Priorities

❖ Howard Frankland Bridge Replacement
❖ Gateway Expressway
❖ I-75 interchange at Overpass (Phase I)
❖ I-275 Express Lanes from I-375 to Gandy Blvd.
❖ I-75 Interchange at Big Bend Road
❖ I-275 Operational Improvements north of downtown Tampa
❖ I-275/SR 60/Westshore Interchange

Top Priorities for the Tampa Bay Region

❖ I-75 Interchange at Gibsonton
❖ I-75 Interchange at Overpass (Phase II)
❖ Central Avenue Bus Rapid Transit
❖ Regional Rapid Transit in the I-275 Corridor
❖ Support HART’s exploration and negotiation for use of the CSX right-of-way for passenger transportation
This FOURTH AMENDED AND RESTATED INTERLOCAL AGREEMENT (herein the "Agreement") is made and entered into by and between the Hernando/Citrus Metropolitan Planning Organization, an entity created and operated pursuant to Interlocal Agreement and Section 339.175, Florida Statutes (herein, the Hernando/Citrus MPO); the Hillsborough County Metropolitan Planning Organization, an entity created and operated pursuant to Interlocal Agreement and Section 339.175, Florida Statutes (herein, the Hillsborough MPO); the Pasco County Metropolitan Planning Organization, an entity created and operated pursuant to Interlocal Agreement and Section 339.175, Florida Statutes (herein, the Pasco MPO); the Pinellas County Metropolitan Planning Organization, an entity created and operated pursuant to Interlocal Agreement and Section 339.175, Florida Statutes (herein, the Pinellas MPO); the Polk Transportation Planning Organization, an entity created and operated pursuant to Interlocal Agreement and Section 339.175, Florida Statutes (herein, the Polk TPO); and, the Sarasota/Manatee Metropolitan Planning Organization, an entity created and operated pursuant to Interlocal Agreement and Section 339.175, Florida Statutes (herein, the Sarasota/Manatee MPO).

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Section 4. Organization and Membership

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

By: __________________________________

Les Miller, Chairperson

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

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

By: ________________________________

Ronald Kitchen, Jr., Jeff Kinnard, Chairperson

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

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

By: _______________________________
   Camille Hernandez Jeff Starkey, Chairperson

The foregoing instrument was acknowledged before me this ________ day of _________, 2018, by Camille Hernandez Jeff Starkey, as Chairperson of the Pasco County Metropolitan Planning Organization, an entity created and operated pursuant to interlocal agreement and Section 339.175, Florida Statutes, who is personally known to me or has produced __________________ as identification.
IN WITNESS WHEREOF, the Parties herein have executed this Agreement by their duly authorized officials as of the day and year written.

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

By: _______________________________

John Morroni

Dave Eggers, Chairperson

The foregoing instrument was acknowledged before me this ________day of ________, 2018, by John Morroni, as Chairperson of the Pinellas County Metropolitan Planning Organization, an entity created and operated pursuant to interlocal agreement and Section 339.175, Florida Statutes, who is personally known to me or has produced __________ as identification.
IN WITNESS WHEREOF, the Parties herein have executed this Agreement by their duly authorized officials as of the day and year written.

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

By: __________________________

   Don Selvage
   Nathaniel Birdsong, Chairperson

The foregoing instrument was acknowledged before me this ________day of _________, 2018, by Don Selvage Nathaniel Birdsong, as Chairperson of the Polk County Transportation Planning Organization, an entity created and operated pursuant to interlocal agreement and Section 339.175, Florida Statutes, who is personally known to me or has produced ______________ as identification.
IN WITNESS WHEREOF, the Parties herein have executed this Agreement by their duly authorized officials as of the day and year written.

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

By: ________________________________

Willie Shaw, Alan Maio, Chairperson

The foregoing instrument was acknowledged before me this ________ day of ________, 2018, by Willie Shaw, Alan Maio, as Chairperson of the Sarasota/Manatee Metropolitan Planning Organization, an entity created and operated pursuant to interlocal agreement and Section 339.175, Florida Statutes, who is personally known to me or has produced ______________________ as identification
SECTION I. NAME AND PURPOSE OF COMMITTEE

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

SECTION II. RESPONSIBILITIES AND FUNCTIONS

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

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

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

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

SECTION III. MEMBERSHIP AND QUALIFICATIONS

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

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

SECTION IV. CONDUCT OF MEETINGS

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

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

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

SECTION V. SUBCOMMITTEES, TEAMS AND STAFF SERVICES

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

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

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

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

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

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

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

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

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

**Agenda Item**
Safe Routes National Conference Highlights

**Presenter**
Lisa Silva, MPO Staff

**Summary**
The 2019 Safe Routes National Conference and 2019 Gulf Coast Safe Street Summit were held jointly at the Hilton Tampa Downtown from November 12-14, 2019. It provided fabulous opportunities to engage with hundreds of active transportation and public health advocates and practitioners from across the country for valuable networking, sharing best practices, and exploring Tampa by “walking the walk” on one of our mobile workshops.

The following week, the Hillsborough MPO hosted the first national peer exchange for MPOs leading Vision Zero initiatives.

Staff that attended these events will provide highlights and share valuable takeaways.

**Recommended Action**
None, for information only.

**Prepared By**
Lisa K. Silva, AICP, PLA, MPO staff

**Attachments**
None
GET INVOLVED!

WHAT IS IT?

The Florida Transportation Plan (FTP) is the state’s long-range plan guiding Florida’s transportation future. The FTP is a plan for all of Florida—and affects every resident, business, and visitor. The FTP goals impact our quality of life and economic prosperity.

The Florida Department of Transportation (FDOT) and its partners are updating the FTP. Share your thoughts with us so we can ensure the FTP reflects the needs of Florida’s communities.

GOALS

- SAFETY and SECURITY for residents, visitors, and businesses
- AGILE, RESILIENT, and QUALITY Transportation INFRASTRUCTURE
- CONNECTED, EFFICIENT, and RELIABLE MOBILITY for people and freight
- TRANSPORTATION CHOICES that improve accessibility and equity
- Transportation solutions that STRENGTHEN FLORIDA’S ECONOMY
- Transportation systems that ENHANCE FLORIDA’S COMMUNITIES
- Transportation solutions that ENHANCE FLORIDA’S ENVIRONMENT

CROSS-CUTTING TOPICS

- TECHNOLOGY Will technology change how and when we travel?
- RESILIENCE How do we prepare our transportation system for, and recover from, weather, environmental, economic, and operational disruptions?
- STATE/INTERREGIONAL How do we improve the state’s most strategic transportation systems?
- REGIONAL/LOCAL What regional or local needs should we consider?
YOUR NEIGHBORS ARE SHARING THEIR TRANSPORTATION STORIES

Every weekday I take the bus to school. It’s important for me to have access to technology that provides real-time bus schedules so I can make it to class on time.

As I age, I care about living where I choose to stay independent. I need more transportation choices so I can easily get to doctor appointments, community events and my friends. I like feeling in control.

I own a small business. I depend on timely freight deliveries and a safe and accessible storefront to ensure customer satisfaction and my profitability.

Share your thoughts today!

TELL US YOUR VISION FOR TRANSPORTATION IN FLORIDA.
Help FDOT and its partners update the Florida Transportation Plan. Go to:

http://www.floridatransportationplan.com/

- Take the 10-MINUTE Values and Preference SURVEY
- SIGN UP for Mailing Lists
- JOIN a SUBCOMMITTEE
- LEARN MORE by listening to PODCASTS, watching WEBINARS, or READING
- Provide YOUR IDEAS online
- REQUEST a PRESENTATION to your organization or group
- Be on the lookout for REGIONAL WORKSHOPS COMING IN 2020

Office of Policy Planning
planning@dot.state.fl.us
850-414-4800

@FLDOT
@MyFDOT
@My_FDOT
What is Envision 2030?

The Tampa Bay Area Regional Transit Authority (TBARTA) is preparing Tampa Bay’s first Regional Transit Development Plan. More than just a plan, Envision 2030 will:

- **Identify the best ways** for regional transit to connect people and places across Tampa Bay.
- **Develop a long-term strategy** for TBARTA and its partners to make regional transit improvements over the next ten years.
- Determine **what types of regional transit work best** for us—operationally and financially.
- Find ways TBARTA can **better serve people right away!**

**What**

All types of transit, including bus, premium bus, rail, passenger ferry service and future transit technologies.

**Where**

Regional transit in TBARTA’s five-county area: Hernando, Hillsborough, Manatee, Pasco and Pinellas counties.

**When**

The planning effort will be completed by August 2020. See the full schedule on TBARTA’s Envision 2030 webpage.

**TBARTA wants your input!**


or send comments by email to:

Chris DeAnnuntis, Senior Planner
chris.deannuntis@tbarta.com
¿Que es Envision 2030?

La Autoridad de Tránsito Regional del Área de Tampa Bay (TBARTA) está preparando el primer Plan Regional de Desarrollo de Tránsito de Tampa Bay. Más que un simple plan, Envision 2030 ayudara a:

- **Identificar las mejores maneras** en que el transporte regional puede conectar a personas y lugares en Tampa Bay.

- **Desarrollar una estrategia a largo plazo** para TBARTA y sus socios para realizar mejoras regionales de tránsito en los próximos diez años.

- **Determinar que tipos de transporte regional funcionan mejor** para nosotros—operacionalmente y financieramente.

- ¡Encontrar formas en que TBARTA puede servir a las personas de manera inmediata!

¿Qué?

Todos los tipos de tránsito, incluyendo los autobuses, los autobuses premium, los ferrocarriles, el servicio de ferry de pasajeros y las futuras tecnologías de transito.

¿Dónde?

Tránsito regional en el área de los cinco condados de TBARTA: Hernando, Hillsborough, Manatee, Pasco y Pinellas.

¿Cuando?

El esfuerzo de planificación se completará en Agosto del 2020. Consulte el calendario completo en la página web Envision 2030 de TBARTA.

TBARTA necesita tu ayuda!

Los comentarios del público son fundamentales para el éxito de Envision 2030. Para obtener información actualizada y oportunidades para proporcionar comentarios, visite la página web Envision 2030 de TBARTA:


o enviar comentarios por correo electrónico a:

Chris DeAnnuntis, Senior Planner
chris.deannuntis@tbarta.com
YOU’RE INVITED!

January 7-8, 2020
Hilton Carillon Park • St. Petersburg, Florida

The Tampa Bay Regional Resiliency Coalition is hosting the Leadership Summit and we invite you to be a part of this milestone event.

Join local, regional and national experts as we define our vision for transforming our communities over the next 5-10 years to address major economic, social and environmental challenges.

Your voice and expertise are needed as we define goals for the Tampa Bay Regional Action Plan.

EARLY BIRD REGISTRATION IS OPEN!
>> tinyurl.com/tbrpcsummitregistration

RESERVE YOUR SPONSORSHIP NOW!
>> tinyurl.com/tbrpcsummitsponsor
Dear Friends,

The Tampa Bay Regional Resiliency Coalition will host the Resilience Leadership Summit on January 7-8, 2020, and we invite you to be a part of this milestone event.

At the Leadership Summit, you will hear from national experts as well as our leaders in the counties and cities, as we discuss new and innovative programs, strategies and policy.

Our Summit will take it to the next level and define our vision for transforming our communities over the next 5-10 years to address major economic, social and environmental challenges. On January 8th, all attendees will participate in a facilitated afternoon session to define and prioritize goals for the Tampa Bay Regional Action Plan.

The Resilience Leadership Summit topics include:

• New risks assessments, municipal ratings and public finance
• New federal programs for pre-disaster mitigation
• Improving long-term recovery efforts
• Implementing large-scale innovative adaptation
• Reducing risks to housing and neighborhoods
• Increasing the use of clean energy

Your voice and expertise are needed at the Resilience Leadership Summit, so please take advantage of the Early Bird rates and register today.

We also invite you to become a Sponsor, or Educational Partner or Media Partner.

Please read through the following pages to learn more about the Leadership Summit and contact us to discuss your sponsorship role.

Thank you for your leadership in our communities.

Registration is open: tinyurl.com/tbrpcsummitregistration
<table>
<thead>
<tr>
<th>Time</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>8:30 – 9:00</td>
<td><strong>REGISTRATION &amp; COFFEE</strong></td>
</tr>
<tr>
<td>9:00 – 9:30</td>
<td><strong>Welcome &amp; Opening Remarks</strong></td>
</tr>
<tr>
<td></td>
<td>• Sean Sullivan, Executive Director, Tampa Bay Regional Planning Council</td>
</tr>
<tr>
<td></td>
<td>• Janet Long, Regional Resiliency Coalition Chair, Pinellas County Commissioner</td>
</tr>
<tr>
<td>9:30 – 10:00</td>
<td><strong>State of The State: Julia Nesheiwat, Ph.D., State of Florida Chief Resilience Officer</strong></td>
</tr>
<tr>
<td></td>
<td>Dr. Nesheiwat will provide an update on state initiatives to advance resilience and recovery.</td>
</tr>
<tr>
<td>10:00 – 10:30</td>
<td><strong>Climate and Risks to Florida Gulf Coast Communities</strong></td>
</tr>
<tr>
<td></td>
<td>Gary Mitchum, Ph.D., Professor and Associate Dean, University of South Florida College of Marine Science</td>
</tr>
<tr>
<td>10:30 – 10:45</td>
<td><strong>NETWORKING BREAK</strong></td>
</tr>
<tr>
<td>10:45 – 11:15</td>
<td><strong>Water, Economy, &amp; Equity: How Norfolk Catalyzed Resilience, Christine Morris</strong></td>
</tr>
<tr>
<td></td>
<td>In just four years, The City of Norfolk implemented planning efforts which culminated in a new Vision 2100 plan, a comprehensive 2030 plan, a new green infrastructure plan, and new resilience zoning code, one of the first in the country. As Norfolk’s Chief Resilience Officer during this time, Ms. Morris will share insights about their journey and recommendations for leaders, staff and the business community.</td>
</tr>
<tr>
<td>11:15 – 12:15</td>
<td><strong>Resilient Cities Mayors Panel</strong></td>
</tr>
<tr>
<td></td>
<td>Tampa Mayor Jane Castor, Clearwater Mayor George Cretekos and St. Petersburg Mayor Rick Kriseman discuss their strategic resilience initiatives and vision for the future.</td>
</tr>
<tr>
<td>12:15 – 1:30</td>
<td><strong>Luncheon Keynote Speaker, Josh Sawislak, Clio Strategies LLC</strong></td>
</tr>
<tr>
<td></td>
<td>Mr. Sawislak is an internationally recognized expert on climate, disaster resilience and sustainable development. He is an advisor to the Center for Climate and Energy Solutions (C2ES) in Washington DC and the climate risk analysis firm Four Twenty Seven. He served in key roles on President Obama’s Hurricane Sandy Rebuilding Task Force and was the senior resilience advisor to the HUD Secretary. His private sector experience includes global director of resilience for infrastructure services firm AECOM and leadership positions with Bechtel and Booz Allen Hamilton.</td>
</tr>
<tr>
<td>1:30 – 2:30</td>
<td><strong>Resilience as An Economic Development Strategy: Risk, Ratings, and Bonds</strong></td>
</tr>
<tr>
<td></td>
<td>Funding resilience improvements is a challenge faced by every community. Speakers will discuss a new environmental impact bond used in Atlanta and DC to fund green infrastructure; the process for City of Miami’s $400 million general obligation bond to reduce flood and SLR impacts and improve affordable housing; and Moody’s acquisition of risk assessment firms to advance global standards for assessing environmental and climate risk factors.</td>
</tr>
<tr>
<td></td>
<td>• Amy Knowles, Deputy Resilience Officer, City of Miami Beach</td>
</tr>
<tr>
<td></td>
<td>• Musa Collidge-Asad, Vice President, Quantified Ventures</td>
</tr>
<tr>
<td></td>
<td>• Moody’s (Invited)</td>
</tr>
<tr>
<td>2:30 – 3:00</td>
<td><strong>NETWORKING BREAK</strong></td>
</tr>
<tr>
<td>3:00 – 4:00</td>
<td><strong>Creating a Road Map to Resilience</strong></td>
</tr>
<tr>
<td></td>
<td>County and City officials and senior staff discuss leadership initiatives, resilience assessments and planning.</td>
</tr>
<tr>
<td>4:00 – 5:00</td>
<td><strong>Big Vision Adaptation: Shifting from Pipes to Parks with Innovative Green Infrastructure</strong></td>
</tr>
<tr>
<td></td>
<td>Large scale green infrastructure projects that reduce stormwater overflow and flooding, also offer co-benefits such as creating new parks and increasing walkability in underserved neighborhoods. Speakers review specific projects, strategies for successful engagement and implementation.</td>
</tr>
<tr>
<td></td>
<td>Moderator: Kelli Hammer Levy, Pinellas County</td>
</tr>
<tr>
<td></td>
<td>• Maria Watt, Principal, CDM Smith</td>
</tr>
<tr>
<td></td>
<td>• City of Atlanta</td>
</tr>
<tr>
<td>5:00 – 7:00</td>
<td><strong>RECEPTION - INNOVATION SHOWCASE</strong></td>
</tr>
</tbody>
</table>
Welcome & Updates
8:30 – 9:00
- Patrick Roff, TBRPC Chair, Councilman City of Bradenton
- Rep. Chris Sprowls (Invited), Florida House of Representatives

Clean Energy Strategies for Resilient, Sustainable Communities
9:00 – 10:15
This session will highlight new municipal and commercial initiatives and financing strategies which are reducing energy, emissions and operational expenses.
Moderator: Susan Glickman, Southern Alliance for Clean Energy
- Mayor Woody Brown, City of Largo
- Brad Miller, CEO, Pinellas Suncoast Transit Authority
- Jigar Shaw, CEO, Generate Capital
- Chris Evanich, Manager, Microgrid Business Development, S&C Electric Company

Planning for Recovery: Rebuilding Resilient Communities & Affordable Housing
10:30 – 12:00
This session will review long-term impacts from Harvey, Irma and Michael, and discuss pre-disaster planning strategies to improve recovery and reduce risks to workforce and affordable housing.
Moderator: Bart Weiss, Hillsborough County
- Steve Costello, Chief Recovery Officer, City of Houston
- Laurie Schoeman, Senior National Program Director- Resilience and Disaster Recovery, Enterprise Community Foundation
- Gladys Cook, Resilience and Disaster Recovery Director, Florida Housing Coalition

Increasing Local Resilience and Regional Collaboration
1:00 – 2:00
In this session, experts share successful strategies, lessons learned and key take-aways from the Rockefeller Resilient 100 Cities and the Netherlands national “Room for the River” initiative. The session is followed by discussion of high level priorities for creating the Regional Resilience Action Plan.
Moderators/Facilitators: Shawn College, AICP, Hillsborough County City-County Planning Commission and Taryn Sabia, USF School of Architecture Center for Community Design & Research
- Claire Bonham Carter, Sustainability Director, AECOM, Global Climate Mitigation, Adaptation and Resiliency
- Robbert de Koning, Landscape Architect, BNT, Netherlands

Regional Action Plan Priority Discussions
2:00 – 2:45
Table breakouts by subject

Networking Break
2:45 – 3:30

Topic/Table Reports & Voting
3:30 – 4:30

Wrap Up, Next Steps, Deliverables & Due Dates
4:30 – 5:00
VENUE & LOGISTICS

WHEN:  January 7-8, 2020 in St. Petersburg, Florida
WHERE: Hilton Carillon Park Hotel

950 Lake Carillon Drive,
St. Petersburg, Florida 33716

Upscale lakefront hotel near St. Pete/Clearwater Airport with free shuttle and convenient access to Pinellas County beaches, St. Petersburg and Tampa.

Discounted hotel rates are available, but they won’t last!
Secure your room at the best rate by visiting: summit.tbrpc.org
CONVENING THE REGION

See you at the Leadership Summit!

The Tampa Bay region’s economic growth and prosperity is inextricably tied to our environment.

Our beaches and our water are among the region’s chief economic assets, and as public leaders, we have an obligation to protect and enhance those assets through regional efforts that make our communities more resilient.

Thank you for your leadership in this important initiative, which could not be possible without your generous support.

TBRPC COUNCIL MEMBERS REPRESENT:

- Citrus, Hernando, Hillsborough, Pasco, Pinellas and Manatee Counties
- 21 City & Town Governments
- 13 Gubernatorial Appointees
- 3 Ex-Officios, FDOT, DEP, SWFWMD

Tampa Bay Regional Planning Council was established as Florida’s first regional planning council in 1962, when representatives from St. Petersburg, Clearwater and Tampa recognized the need for regional coordination. They believed growth and community issues extend beyond county and municipal boundaries, a concept that still defines the Council’s purpose today. TBRPC is one of 10 regional planning councils across the state of Florida.
## ECONOMIC DEVELOPMENT

- Economic Development District
- Economic Analysis Program
- Comprehensive Economic Development Strategy
- "The Cost of Doing Nothing" on Tampa Bay Sea Level Rise
- Economic Impact Studies
- Annual Future of the Region Awards

## EMERGENCY PREPAREDNESS

- Local Emergency Planning Committee
- Hurricane Preparedness & Post-Disaster Redevelopment Planning
- Hazard Mitigation
- Local Mitigation Strategy (Citrus & Hernando)
- First Responder Training
- Peril of Flood Technical Assistance
- All-Hazards Disaster Planning Guides
- Regional Evacuation Study
- Directional Storm Tide Atlas

## NATURAL RESOURCES AND THE ENVIRONMENT

- Agency on Bay Management
- Bay Soundings Environmental Journal
- Stormwater Education & Outreach
- Recommended Projection of Sea Level Rise in the region

## REGIONAL RESILIENCY

- Regional Resiliency Coalition
- Formed to Coordinate Climate Adaptation and Mitigation Activities across the Region
- 28 Member Governments (and counting)!
- Peril of Flood Workshops
- ONE BAY Resilient Communities
- Best Practices for Financing Resiliency
- Lessons Learned from Henk Ovink, Resiliency Expert and Special Envoy from the Netherlands
- Regional Collaboration on Climate Change and Sea Level Rise
JOIN LEADERS FROM ACROSS THE REGION

2019 RESILIENCY COALITION STEERING COMMITTEE

Coalition Chair, Commissioner Janet C. Long, Pinellas County

• Commissioner Ronald E. Kitchen, Jr., TBRPC Chair, Citrus County
• Councilor Bob Matthews, TBRPC Secretary / Treasurer, City of Seminole
• Commissioner John Allocco, Hernando County
• Council Member Peter Altman, City of New Port Richey
• Commissioner Vanessa Baugh, Manatee County
• Council Member Joseph Citro, City of Tampa
• Council Member Michael Fridovich, City of Gulfport
• Council Member Ward Friszolowski, City of St. Pete Beach
• Council Member Brandi Gabbard, City of St. Petersburg
• Commissioner Jeff Gow, City of Dunedin
• Commissioner Heidi Horak, City of Treasure Island
• Commissioner Jack Mariano, Pasco County
• Commissioner Mariella Smith, Hillsborough County

SUMMIT PLANNING & ADVISORY COMMITTEE

Chair: Susan Glickman, Southern Alliance for Clean Energy

• Shawn College, AICP, Hillsborough Planning Commission
• Kelli Hammer Levy, Pinellas County
• Whitford Remer, Insurance Institute for Business & Home Safety
• Lauren Swan, AECOM
• Barton Weiss, Hillsborough County

To date, 28 local governments have adopted the Memorandum of Understanding, which defines that the Coalition will develop the Regional Resiliency Plan to address sea level rise, climate change and resiliency. (Current as of October 25, 2019.)

Member Counties
Citrus, Hernando, Hillsborough, Manatee, Pasco and Pinellas

Member Cities & Towns
Bradenton Beach, Clearwater, Dunedin, Gulfport, Holmes Beach, Indian Rocks Beach, Indian Shores, Largo, Madeira Beach, New Port Richey, Oldsmar, Palmetto, Redington Beach, Safety Harbor, Sarasota, Seminole, South Pasadena, St. Petersburg, St. Pete Beach, Tampa, Tarpon Springs and Treasure Island
ATTEND THE SUMMIT

REGISTER TODAY

Registration is open: tinyurl.com/tbrpcsuccefitomination
EARLY BIRD RATES APPLY!

GET IN TOUCH

Sponsorship opportunities are available! For more information, please contact:

• CJ Reynolds, TBRPC Director of Resilience and Engagement at cjreynolds@tbrpc.org or call 727-570-5151, ex. 30.; or

• Resilience Coalition Partner Chair Susan Glickman at susan@cleanenergy.com.

SEE YOU IN JANUARY!
In 1994, the Florida Department of Transportation (FDOT) began an Environmental Impact Statement (EIS) study to address the grade-level crossing at the CSX crossing on US 41, from South of Causeway Boulevard to North of Causeway Boulevard, in Hillsborough County, Florida. This study was approved in 1994. The proposed re-evaluation involves reassessing the environmental and engineering impacts of a grade separation of US 41 at the CSX crossing including operational improvements to reduce vehicle delays caused by CSX trains, and safety improvements for vehicles, pedestrians, and bicyclists. The FDOT is being sent to all property owners (pursuant to F.S. 339.155) with parcels situated within at least 300 feet of the edge of right-of-way of the proposed project, as well as to public officials, regulatory agencies, organizations and individuals interested in the project. However, this does not mean that all properties will be directly affected. If you are receiving this newsletter for the first time, it may be due to the limits of our improvements expanding with the current alternatives. Please review the project website for any previously released materials.

The alternatives public workshop will be held from 5:30 p.m. to 7:30 p.m. on Tuesday, November 19, 2019, at the Port Tampa Bay, Terminal 6, 1101 Channelside Drive, Tampa, FL 33602.

The workshop will consist of an informal, open house format and there will be a short presentation discussing general project details which will run continuously throughout the workshop. You can attend anytime during the two-hour meeting to review project information and talk one-on-one with project team members. Written comments may be submitted at any time during the workshop, or mailed up to 10 days after the workshop (by November 29, 2019) to the address located on the back of the comment form. Comments may also be submitted by visiting the project website (http://active.fdot7studies.com/us41/csxs-to-sr676).

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C §327 and a Memorandum of Understanding dated December 14, 2016 and executed by the Federal Highway Administration and FDOT.

If you have any questions about the project or scheduled workshop, please contact: Lilliam Escalera, Environmental Management Office Project Manager (813) 975-6445 or lilliam.escalera@dot.state.fl.us or visit the project website.

Sincerely,
Kirk Bogen, P.E.
Environmental Management Engineer

Non-Discrimination
Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who need translation services (free of charge) should contact: Alex Henry, Public Involvement Coordinator, at (813) 975-6405 or (800) 226,7220, or via email at alex.henry@dot.state.fl.us at least seven (7) days in advance of the workshop.

For media inquiries:
Kris Carson
Public Information Officer
Phone: (813) 975-6060
Toll Free: (800) 226-7220
kristen.carson@dot.state.fl.us

For more information/para más información:
Lilliam E. Escalera
Project Manager
Phone: (813) 975-6445
Toll Free (800) 226-7220
lilliam.escalera@dot.state.fl.us.

Public Involvement Coordinator
Alex Henry
Public Information Officer
Phone: (813) 975-6405
Toll Free: (800) 226-7220
alex.henry@dot.state.fl.us.

Study Schedule
Based on further analysis of the alternatives and consideration of your comments at the workshop, following the workshop the project team will begin developing a preferred alternative to present at a formal public hearing (anticipated for Spring 2020). Design activities are expected to begin when a preferred alternative has been selected.

<table>
<thead>
<tr>
<th>Activity</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Re-evaluation Began</td>
<td>May 2018</td>
</tr>
<tr>
<td>Alternatives Public Workshop</td>
<td>November 2019</td>
</tr>
<tr>
<td>Public Hearing</td>
<td>Spring 2020</td>
</tr>
<tr>
<td>Begin Design Activities</td>
<td>Spring 2020</td>
</tr>
<tr>
<td>Finalize Re-evaluation Documents</td>
<td>Summer 2020</td>
</tr>
<tr>
<td>Re-evaluation Complete</td>
<td>Fall 2020</td>
</tr>
</tbody>
</table>

Visit the PROJECT WEBSITE for project information and updates http://active.fdot7studies.com/us41/csxs-to-sr676

We want your input:
For more information/para más información:
Lilliam E. Escalera
Project Manager
Phone: (813) 975-6445
Toll Free (800) 226-7220
lilliam.escalera@dot.state.fl.us.

For media inquiries:
Kris Carson
Public Information Officer
Phone: (813) 975-6060
Toll Free: (800) 226-7220
kristen.carson@dot.state.fl.us

Alternatives Public Workshop
November 19, 2019
Hillsborough County, Florida
WPI Segment Number 440749-1

ALTERNATIVES PUBLIC WORKSHOP
Date: Tuesday, November 19, 2019
Place: Port Tampa Bay, Terminal 6
1101 Channelside Drive
Tampa, FL 33602
Time: 5:30 PM - 7:30 PM

Para Preguntas En Español
Si usted tiene preguntas o si desea hacer algún comentario sobre este proyecto o simplemente desea más información en español, favor de contactar a la señora Lilliam Escalera al teléfono (813) 975-6445. Puede usar también el correo electrónico: lilliam.escalera@dot.state.fl.us.

Parking Information
Enter the port of Tampa at the primary entrance at the intersection of Kennedy Boulevard and Channelside Drive and make a right turn around the main Port Tampa Bay building. Signs will be posted to guide you to the workshop entrance. (The meeting location is also a short walk from the TECO Streetcar Stop 85 which services every 15 minutes free of charge.)
Purpose and Need
US 41 and Causeway Boulevard are vital arterial highways which serve the City of Tampa located in Hillsborough County. The proposed improvements have been identified in the Hillsborough County Metropolitan Planning Organization (MPO) 2040 Adopted Long Range Transportation Plan under the Hillsborough County Freight Hot Spots. US 41 has also been identified as a Goods Movement Roadway Corridor from I-4 to the Manatee County Line and is a priority project for the National Highway Freight Program. A previous PD&E study was conducted and a Finding of No Significant Impact (FONSI) was approved by the Federal Highway Administration in May 1994.

The purpose of this project is to reduce traffic delays associated with the CSX railroad crossing, adequately support the safe movement of truck traffic and freight, and enhance safety and connectivity for bicyclists and pedestrians. The US 41 and Causeway Boulevard intersection experiences traffic delays during the AM and PM peak periods with heavy truck traffic (10%-15% of the daily volume) traversing through the intersection. The presence of CSX railroad crossings to the south and east of the intersection also further contribute to these traffic delays. The CSX railroad crossing located to the south of the intersection causes traffic delays particularly during the AM peak period. This project will address traffic delays associated with the CSX railroad crossing to the south of the US 41 and Causeway Boulevard intersection and will facilitate the safe movement of truck traffic through the project corridor. In addition, this project will also address multimodal connectivity within the area.

1994 EA/FONSI Preferred Alternative
The FONSI documented the construction of a six-lane Causeway Boulevard to replace the existing two- to four-lane roadway beginning at SR 60 and extending approximately seven miles east to US 301. The project included a new interchange at US 41 and Causeway Boulevard intersection for which the approved concept was a “compressed diamond” interchange with US 41 elevated over Causeway Boulevard. This interchange can also be referred to as a Single Point Urban Interchange (SPUI) or a Tight Urban Diamond Interchange (TUDI). The US 41 grade separation over CSX Railroad south of Causeway Boulevard was also included.

Alternatives
Due to changes in land use, traffic volumes, and other factors since the approved 1994 study, four alternatives were developed for further consideration by the current study. Descriptions for each alternative are included in this handout. A refined version of the approved, preferred alternative from the FONSI is considered as Alternative 4 (SPUI).

All four alternatives include a grade separation (separation of US 41 mainline over the CSX Railroad tracks) south of Causeway Boulevard and includes frontage roads that cross the CSX Railroad at-grade to provide local traffic access.

Safety Features
A key element of this project is evaluation of safety to improve the experience for users of all modes, including bicyclists and pedestrians. The following are safety elements which are being considered as part of this project:

- **Pedestrian Facilities**: Wide walks, sidewalks, and bicycle accommodations
- **Grade Separation at CSX**: Enhance safety for vehicles and trucks by separating them from trains
- **Intersection Improvements**: Improvements to operations will decrease the anticipated number of rear-end and other crash types
- **Access Management**: The driveways and streets will be access controlled by limiting conflict points along both US 41 and Causeway Boulevard. This reduction in conflict points will improved safety by reducing the potential for crashes

Right-of-Way Acquisition Procedure
We understand that when a transportation project proposes the acquisition of private property, you may have questions and concerns. To better educate and inform you about the right-of-way acquisition process and your rights, the FDOT has created real estate acquisition and relocation brochures. These brochures and other education material will be available at the public workshop along with representatives from the FDOT’s Right-Of-Way acquisition and relocations departments. Copies of the brochures may also be found on our website at www.dot.state.fl.us/rightofway/documents.shtml.

We are interested in hearing your concerns and answering your questions. Please feel free to speak with the FDOT’s Project Manager or a Right-of-Way Representative at your convenience either at the workshop or by phone at (813) 975-6495.

Project Funding
The items below are currently funded in FDOT’s Adopted Five-Year Work Program, for Fiscal Years 2018/2019 to 2023/2024.

<table>
<thead>
<tr>
<th>Phase</th>
<th>Fiscal Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Design</td>
<td>2018 and 2020</td>
</tr>
<tr>
<td>Right-of-Way</td>
<td>2020, 2021, and 2022</td>
</tr>
<tr>
<td>Construction</td>
<td>Not Currently Funded*</td>
</tr>
</tbody>
</table>

*Tentatively included in the Strategic Intermodal System (SIS) Approved Second Five-Year Plan (under District Seven) in 2026.
Alternative 1 (Flyover) - A grade separated flyover for northbound US 41 to westbound Causeway Boulevard originating south of the CSX Railroad is proposed, as well as a grade separated flyover for northbound US 41 over Causeway Boulevard.

Alternative 2 (Quadrant) - The southwest quadrant roadway will grade separate the northbound US 41 to westbound Causeway Boulevard and eastbound Causeway Boulevard to southbound US 41 originating south of the CSX Railroad. A new signalized intersection on Causeway Boulevard is proposed.
Alternative 3 (Diverging Diamond Interchange) - US 41 mainline is grade separated over Causeway Boulevard. Causeway Boulevard traffic approaching the interchange will cross over to the left side, travel through the interchange on the left side, and then cross back to the right side after the interchange.

Alternative 4 (Single Point Urban Interchange) - US 41 mainline is grade separated over Causeway Boulevard. Opposing left-turns can both turn at the same time in the signalized intersection.
Purpose and Need

US 41 and Causeway Boulevard are vital arterial highways which serve the City of Tampa located in Hillsborough County. The proposed improvements have been identified in the Hillsborough County Metropolitan Planning Organization (MPO) 2040 Adopted Long Range Transportation Plan under the Hillsborough County Freight Hot Spots. US 41 has also been identified as a Goods Movement Roadway Corridor from I-4 to the Manatee County Line and is a priority project for the National Highway Freight Program. A previous PD&E study was conducted and a Finding of No Significant Impact (FONSI) was approved by the Federal Highway Administration in May 1994.

The purpose of this project is to reduce traffic delays associated with the CSX railroad crossing, adequately support the safe movement of truck traffic and freight, and enhance safety and connectivity for bicyclists and pedestrians. The US 41 and Causeway Boulevard intersection experiences traffic delays during the AM and PM peak periods with heavy truck traffic (10%-15% of the daily volume) traversing through the intersection. The presence of CSX railroad crossings to the south and east of the intersection also further contribute to these traffic delays. The CSX railroad crossing located to the south of the intersection causes traffic delays particularly during the AM peak period. This project will address traffic delays associated with the CSX railroad crossing to the south of the US 41 and Causeway Boulevard intersection and will facilitate the safe movement of truck traffic through the project corridor. In addition, this project will also address multimodal connectivity within the area.

1994 EA/FONSI Preferred Alternative

The FONSI documented the construction of a six-lane Causeway Boulevard to replace the existing two- to four-lane roadway beginning at SR 60 and extending approximately seven miles east to US 301. The project included a new interchange at US 41/Causeway Boulevard intersection for which the approved concept was a “compressed diamond” interchange with US 41 elevated over Causeway Boulevard. This interchange can also be referred to as a Single Point Urban Interchange (SPUI) or a Tight Urban Diamond Interchange (TUDI). The US 41 grade separation over CSX Railroad south of Causeway Boulevard was also included.

Alternatives

Due to changes in land use, traffic volumes, and other factors since the approved 1994 study, four alternatives were developed for further consideration by the current study. Descriptions for each alternative are included in this handout. A refined version of the approved, preferred alternative from the FONSI is considered as Alternative 4 (SPUI).

All four alternatives include a grade separation (separation of US 41 mainline over the CSX Railroad tracks) south of Causeway Boulevard and includes frontage roads that cross the CSX Railroad at-grade to provide local traffic access.

Safety Features

A key element of this project is evaluation of safety to improve the experience for users of all modes, including bicyclists and pedestrians. The following are safety elements which are being considered as part of this project:

- **Pedestrian Facilities**: Wide walks, sidewalks, and bicycle accommodations
- **Grade Separation at CSX**: Enhance safety for vehicles and trucks by separating them from trains
- **Intersection Improvements**: Improvements to operations will decrease the anticipated number of rear-end and other crash types
- **Access Management**: The driveways and streets will be access controlled by limiting conflict points along both US 41 and Causeway Boulevard. This reduction in conflict points will improved safety by reducing the potential for crashes

Right-of-Way Acquisition Procedure

We understand that when a transportation project proposes the acquisition of private property, you may have questions and concerns. To better educate and inform you about the right-of-way acquisition process and your rights, the FDOT has created real estate acquisition and relocation brochures. These brochures and other education material will be available at the public workshop along with representatives from the FDOT’s Right-of-Way acquisition and relocations departments. Copies of the brochures may also be found on our website at: www.dot.state.fl.us/rightofway/documents.shtml.

We are interested in hearing your concerns and answering your questions. Please feel free to speak with the FDOT’s Project Manager or a Right-of-Way Representative at your convenience either at the workshop or by phone at (813) 975-6495.

Project Funding

The items below are currently funded in FDOT’s Adopted Five-Year Work Program, for Fiscal Years 2018/2019 to 2023/2024.

<table>
<thead>
<tr>
<th>Phase</th>
<th>Fiscal Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Design</td>
<td>2018 and 2020</td>
</tr>
<tr>
<td>Right-of-Way</td>
<td>2020, 2021, and 2022</td>
</tr>
<tr>
<td>Construction</td>
<td>Not Currently Funded*</td>
</tr>
</tbody>
</table>

*Tentatively included in the Strategic Intermodal System (SIS) Approved Second Five-Year Plan (under District Seven) in 2026.
DEAR PROPERTY OWNER OR INTERESTED CITIZEN:

The Florida Department of Transportation (FDOT) District Seven invites you to attend and participate in the US 41/SR 45/South 50th Street at CSX Grade Separation alternatives public workshop. This public workshop is being conducted to give interested persons an opportunity to express their views concerning the conceptual design, and social, economic, and environmental effects of the proposed improvements along this segment of US 41, which begins just south of the CSX railroad crossing and extends to the north of Causeway Boulevard in Hillsborough County, a distance of approximately 1.5 miles.

This project is a design change re-evaluation of a Project Development and Environment (PD&E) study originally approved in 1994. The proposed re-evaluation involves reassessing the environmental and engineering impacts of a grade separation of US 41 at the CSX crossing including operational improvements to reduce vehicle delays caused by CSX trains, and safety improvements for vehicles, pedestrians, and bicyclists. This letter is being sent to all property owners (pursuant to F.S. 339.155) with parcels situated within at least 300 feet of the edge of right-of-way of the proposed project, as well as to public officials, regulatory agencies, organizations and individuals interested in the project. However, this does not mean that all properties will be directly affected. If you are receiving this newsletter for the first time, it may be due to the limits of our improvements expanding with the current alternatives. Please review the project website for any previously released materials.

The alternatives public workshop will be held from 5:30 p.m. to 7:30 p.m. on Tuesday, November 19, 2019, at the Port Tampa Bay, Terminal 6, 1101 Channelside Drive, Tampa, FL 33602.

The workshop will consist of an informal, open house format and there will be a short presentation discussing general project details which will run continuously throughout the workshop. You can attend anytime during the two-hour meeting to review project information and talk one-on-one with project team members. Written comments may be submitted at any time during the workshop, or mailed up to 10 days after the workshop (by November 29, 2019) to the address located on the back of the comment form. Comments may also be submitted by visiting the project website (http://active.fdotd7studies.com/us41/csx-to-sr676).

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C §327 and a Memorandum of Understanding dated December 14, 2016 and executed by the Federal Highway Administration and FDOT.

If you have any questions about the project or scheduled workshop, please contact: Lilliam Escalera, Environmental Management Office Project Manager (813) 975-6445 or lilliam.escalera@dot.state.fl.us or visit the project website.

Sincerely,

Kirk Bogen, P.E.
Environmental Management Engineer

Visit the PROJECT WEBSITE for project information and updates http://active.fdotd7studies.com/us41/csx-to-sr676

Study Schedule
Based on further analysis of the alternatives and consideration of your comments at the workshop, following the workshop the project team will begin developing a preferred alternative to present at a formal public hearing (anticipated for Spring 2020). Design activities are expected to begin when a preferred alternative has been selected.

<table>
<thead>
<tr>
<th>Event</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Re-evaluation Began</td>
<td>May 2018</td>
</tr>
<tr>
<td>Alternatives Public Workshop</td>
<td>November 2019</td>
</tr>
<tr>
<td>Public Hearing</td>
<td>Spring 2020</td>
</tr>
<tr>
<td>Begin Design Activities</td>
<td>Spring 2020</td>
</tr>
<tr>
<td>Finalize Re-evaluation Documents</td>
<td>Summer 2020</td>
</tr>
<tr>
<td>Re-evaluation Complete</td>
<td>Fall 2020</td>
</tr>
</tbody>
</table>

Non-Discrimination
Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who need translation services (free of charge) should contact: Alex Henry, Public Involvement Coordinator, at (813) 975-6045 or (800) 226,7220, or via email at alex.henry@dot.state.fl.us at least seven (7) days in advance of the workshop.

For more information/para más información:
Lilliam E. Escalera
Project Manager
Phone: (813) 975-6445
Toll Free (800) 226,7220
lilliam.escalera@dot.state.fl.us

For media inquiries:
Kris Carson
Public Information Officer
Phone: (813) 975-6060
Toll Free (800) 226,7220
kristen.carson@dot.state.fl.us

Tampa, Florida 33602
District Seven Florida Department of Transportation

Work Program Item Segment Number 440749-1
Volume 2 | November 2019

Visit the PROJECT WEBSITE for project information and updates http://active.fdotd7studies.com/us41/csx-to-sr676

We want your input:

ALTERNATIVES PUBLIC WORKSHOP
Date: Tuesday, November 19, 2019
Place: Port Tampa Bay, Terminal 6
1101 Channelside Drive
Tampa, FL 33602
Time: 5:30 PM - 7:30 PM

Para Preguntas En Español
Si usted tiene preguntas o si desea hacer algún comentario sobre este proyecto o simplemente desea más información en español, favor de contactar a la señora Lilliam Escalera al teléfono (813) 975-6445. Puede usar también el correo electrónico: lilliam.escalera@dot.state.fl.us.

Parking Information
Enter the port of Tampa at the primary entrance at the intersection of Kennedy Boulevard and Channelside Drive and make a right turn around the main Port Tampa Bay building. Signs will be posted to guide you to the workshop entrance. (The meeting location is also a short walk from the TECO Streetcar Stop 85 which services every 15 minutes free of charge.)
Greetings and good morning readers! As we enjoy an extra day on this weekend let us take a moment to remember the men and women in uniform that serve, and have served, our country. Veteran’s Day originally was called Armistice Day to remember the signing of the document by Germany which ended The War to End All Wars. That war is now known as World War 1 simply because it was not the war to end all wars as Americans found out on December 7th of 1941. The document ending this great loss of life was the Armistice which was signed at 5 AM on November 11th of 1918 and took effect at 11 AM that same morning. Troops were informed and told to sit tight until 11 AM arrived. Shortly before the 11 AM effective time American Private Gunther was killed in combat and was the last American killed in the Great War. President Woodrow Wilson created Armistice Day so that America would take time to remember our veterans. Let us take a moment on Monday to pause and remember Private Gunther and all other soldiers who gave their lives for our freedom as well as those friends, family, neighbors and colleagues who have valiantly served in our armed forces.

A few new bills have been filed since the last newsletter and these are covered in the last section of your newsletter. Which of these bills will pass is unknown, it is early in the session and predicting how a session will end is impossible other than to say the session will end. Last year the general transportation bill was crafted by Representative Andrade and this year he has another general transportation bill. An early session guess is that his bill could be the catch-all bill for all things transportation to be attached to and sent through to the Governor’s desk for final signature. Representative Andrade’s bill is HB 395 and while the bill generally looks at the contractor side of transportation, there is one section in the bill which looks at the administration of the Department of Transportation. This section requires a study to be conducted by the Florida Transportation Commission to determine what is a fair salary for the Secretary of Transportation based upon a market analysis of comparably skilled individuals in other public sector and private sector organizations. The bill requires a minimum salary of $180K per year for the Secretary. The Secretary deserves to be fairly compensated for his work and especially for all of the responsibility that comes with the job. Our thanks to Representative Andrade for recognizing the value our Secretary brings to Florida and the Department.

The schedule of pre-session committee weeks is shown on the following page along with key dates for the 2020 Florida Legislative Session. All new bills and any updates to bills shown below will be shown in RED so you can quickly distinguish between updates and old news. A few new bills have been filed, many more will be filed over the coming months. Your MPOAC Legislative Update will keep you apprised of newly filed bills and changes to existing bills.

Grab a cup of coffee and enjoy this edition of the MPOAC Legislative Update.
Important Dates for the 2020 Legislative Session

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

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

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

Legislation of interest to the membership

This is a summary of transportation related bills filed and published on the legislature’s website as of November 08, 2019. More bills will be filed during the 2020 session and as they are made available the newly filed transportation bills will be added to this list. The bills are listed in numerical order for your convenience. As the session progresses and the number of bills tracked in this newsletter grows, this ordering of bills will make it easier to follow the status of any bill you are tracking. All new bills and any updates to bills shown below will be shown in RED so you can quickly distinguish between updates and old news.

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

**SB 76: Transportation Disadvantaged – (Book)** – Similar to HB 551 by Jenne. Requiring community transportation coordinators, in cooperation with the coordinating board, to plan for and use any available and cost-effective regional fare payment systems that enhance cross-county mobility for specified purposes for the transportation disadvantaged; requiring each coordinating board to evaluate multicity or regional transportation opportunities to include any available regional fare payment systems that enhance cross-county mobility for specified purposes for the transportation disadvantaged, etc. Referred to Infrastructure and Security; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations.
**SB 126: Sales and Use Tax – (Gruters; Co-Introducers: Hooper; Gainer; Baxley; Perry; Harrell; Albriton)** – Similar to HB159 by Clemons. Revising the definition of the term “retail sale”; renaming the term “mail order sale” to “remote sale” and revising the definition; revising conditions under which certain dealers are subject to sales tax levies and collection; providing that certain marketplace providers are subject to registration, collection, and remittance requirements for sales taxes, etc. This bill will require a sales tax to be collected on online purchases that are delivered to a Florida address and the bill requires that both a state sales tax and the local option surtaxes to be collected by online retailers. Referred to Commerce and Tourism; Finance and Tax; Appropriations. Favorable by Commerce and Tourism; YEAS 5 NAYS 0. Now in Finance and Tax.

**HB 133: Towing and Immobilizing Vehicles and Vessels – (McClain)** – Authorizes local governments to enact rates to tow vessels on private property & remove & store vessels; prohibits counties or municipalities from enacting ordinances that impose costs or penalties on owners, persons in control, or lienholders of vehicles or vessels or that require wrecker operators or towing businesses to accept specified form of payment; authorizes persons to place liens on vehicles or vessels to recover fees or charges; removes requirement regarding notices & signs concerning towing or removal of vehicles & vessels & liability for attorney fees; authorizes court to award damages, attorney fees, & court costs in certain cases. Filed in the House. On Committee agenda-- Local, Federal and Veterans Affairs Subcommittee, 10/23/19, 9:00 am, 12 HOB. Favorable by Local, Federal and Veterans Affairs Subcommittee; YEAS 9 NAYS 5. Now in Business and Professions Subcommittee.

**SB 158: Child Restraint Requirements – (Perry)** – Identical Bill HB 533 by Beltran. Increasing the age of children for whom operators of motor vehicles must provide protection by using a crash-tested, federally approved child restraint device; increasing the age of children for whom a separate carrier, an integrated child seat, or a child booster seat may be used, etc. Referred to Children, Families, and Elder Affairs; Infrastructure and Security; Rules. Favorable by Children, Families, and Elder Affairs; YEAS 6, NAYS 0. Now in Infrastructure and Security.

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

**SB 178: Public Financing of Construction Projects – (Rodriguez)** – Identical to HB 579 by Aloupis. Prohibiting state-financed constructors from commencing construction of certain structures in coastal areas without first conducting a sea level impact projection study; requiring the Department of Environmental Protection to develop by rule a standard for such studies; requiring the department to enforce certain requirements and to adopt rules, etc. Referred to Environment and Natural Resources; Infrastructure and Security; Appropriations Subcommittee on Agriculture, Environment, and General Government; Appropriations. Favorable by Environment and Natural Resources; YEAS 5 NAYS 0. Now in Infrastructure and Security.
HB 179: Safety Belt Usage – (Slosberg) – Requires each passenger in a motor vehicle or autocycle to be restrained by a safety belt or child restraint device. Filed in the House. Referred to Transportation and Infrastructure Subcommittee; Transportation and Tourism Appropriations Subcommittee; State Affairs Committee.

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

HB 249: Use of Wireless Communications Devices While Driving – (Slosberg) - Revises short title & legislative intent; prohibits operation of motor vehicle while holding or touching wireless communications device; provides exceptions; revises circumstances under which certain information may be admissible as evidence in proceeding to determine whether violation has been committed; revises procedures for collection & reporting by DHSMV of information recorded on citation; conforms provisions relating to use of wireless communications devices in school & work zones. Referred to Transportation and Infrastructure Subcommittee; Transportation and Tourism Appropriations Subcommittee; State Affairs Committee.

HB 279: Local Government Public Construction Works – (Smith, D.; Co-Introducers: Sabatini) - Similar to SB 504 by Perry. Requires local governing board to consider estimated costs of certain projects when making specified determination; requires local government that performs project using its own services, employees, & equipment to disclose costs of project after completion to Auditor General; requires Auditor General to review such disclosures as part of routine audits of local governments. Referred to Oversight, Transparency and Public Management Subcommittee; Business and Professions Subcommittee; State Affairs Committee.

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

SB 308: Traffic Offenses – (Baxley) – Similar to HB 455 by McClain. Citing this act as the "Vulnerable Road User Act"; providing criminal penalties for a person who commits a moving violation that causes serious bodily injury to, or causes the death of, a vulnerable road user; requiring that the person who commits the moving violation pay a specified fine, serve a minimum period of house arrest, and attend a driver improvement course; requiring that the court revoke the person’s driver license for a minimum specified period, etc. Filed in the Senate. Referred to Infrastructure and Security; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations.

SB 368: Tampa Bay Area Regional Transit Authority – (Rouson) - Similar to HB 503 by Diamond. Authorizing certain mayors who are members of the governing board of the Tampa Bay Area Regional Transit Authority to appoint a designee to attend a board meeting to act in his or her place with full voting rights on all issues; requiring the designee to be an elected official of the governing body of the mayor’s municipality, etc. Referred to Infrastructure and Security; Community Affairs; Rules.
HB 377: Motor Vehicle Rentals – (Latvala) - Identical to SB 478 by Perry. Motor Vehicle Rentals; Requires specified surcharges to be imposed upon lease or rental of certain motor vehicle if facilitated by car-sharing service, motor vehicle rental company, or peer-to-peer vehicle-sharing program under certain circumstances; provides financial responsibility & insurance requirements; requires notification of implications of lien; provides recordkeeping requirements; provides responsibility for equipment; provides requirements relating to automobile safety recalls; provides driver license verification and retention requirements. Referred to Transportation and Infrastructure Subcommittee; Ways and Means Committee; State Affairs Committee.

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

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

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

HB 455: Traffic Offenses – (McClain) – Similar to SB 308 by Baxley. Provides criminal penalties for a person who commits a moving violation that causes serious bodily injury to, or causes the death of, a vulnerable road user; requires person to pay a specified fine, serve a minimum period of house arrest, and attend a driver improvement course; requires court to revoke the person’s driver license for a minimum specified period; defines “vulnerable road user.” Filed in the House. Referred to Transportation and Infrastructure Subcommittee; Criminal Justice Subcommittee; State Affairs Committee.
HB 465: High-Speed Passenger Rail Safety – (Sirois) – Identical to SB 676 by Mayfield. Provides for regulation of railroad companies; requires training for local emergency services under certain circumstances; provides requirements for railroad company reporting & DOT website publication; provides minimum safety standards for high-speed passenger rail; designates responsibility for maintenance of certain safety improvements; provides safety inspection requirements; requires certain fencing; provides liability for failure to construct or maintain fencing; provides for enforcement. Filed in the House. Referred to Transportation and Infrastructure Subcommittee; Transportation and Tourism Appropriations Subcommittee; State.

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

HB 503: Tampa Bay Area Regional Transit Authority Governing Board – (Diamond) – Similar to SB 368 by Rouson. Authorizes mayor's designated alternate to serve as member of board; provides membership requirements; specifies designated alternate's right to vote; authorizes members to attend meeting physically, telephonically, or electronically in order to constitute quorum; provides requirements for telephonic or electronic attendance. Filed in the House.

SB 504: Local Government Public Construction Works – (Perry) – Similar to HB 279 by Smith. Requiring the governing board of a local government to consider estimated costs of certain projects using generally accepted cost-accounting principles that account for specified costs when the board is making a specified determination; prohibiting a local government from performing a project using its own services, employees, and equipment if the project requires an increase in the number of government employees or an increase in certain capital expenditures, etc. Filed in the Senate. Referred to Community Affairs; Governmental Oversight and Accountability; Rules.

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

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

SB 676: **High-Speed Passenger Rail Safety – (Mayfield)** – Identical to HB 465 by Sirois. Provides for regulation of railroad companies; requires training for local emergency services under certain circumstances; provides requirements for railroad company reporting & DOT website publication; provides minimum safety standards for high-speed passenger rail; designates responsibility for maintenance of certain safety improvements; provides safety inspection requirements; requires certain fencing; provides liability for failure to construct or maintain fencing; provides for enforcement. Filed in the Senate. Referred to Infrastructure and Security; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations.
Greetings and good morning readers! We have had another week of pre-session committee meetings and it was another quiet week for transportation. You will see evidence of this in the later section of this week’s newsletter when you notice very few updates in **RED**. This is not uncommon, let us take time to explore what issues are consuming the minds of our legislators. There are a lot of issues circling the capitol and a few will land on the Governor’s desk, which ones we don’t know today but we will have to see how this session unfolds.

There are issues that surface each year and some that are unique to this year. In previous sessions we have seen attempts to advance legislation that would ban assault weapons and high capacity magazines, water quality improvement bills and back to school tax holidays. All of those issues have come forward in this session and I doubt anyone is surprised to hear this news. We are also seeing the legislature work to further define the implementation process to restore the voting rights of those convicted of felonies, a bill to tax online sales that deliver to Florida addresses, the elimination of the Constitutional Revision Commission, and increasing the starting pay for first year teachers. These have all had their moment in the news. This week in the news was reporting about the happenings at a committee meeting this week where a bill proposing that minors must obtain written parental permission before getting an abortion was stalled by 16 amendments and many comments from the public. The volume of amendments, and comments on each amendment, took a considerable amount of time. The net effect was to run out the clock on the meeting so that a vote could not be taken to advance this bill. Odds-on betting call for this bill to be presented again in committee at the December 9th pre-session week. As expected, there are other issues working their way through the capitol, the issues mentioned above are the bigger issues and with a relative degree of certainty, we will have other headline grabbing issues as the session proceeds. Each of these topics can be, and have been, contentious. It is this collection of matters that have overshadowed our interests in transportation. As I have stated before, not being in the spotlight can be a good thing. We want the transportation budget to be funded at the level the department requested, $9.9 B, and to allow our transportation professionals to implement the best mobility solutions for Florida and her visitors. Right now, it looks like we are in a good place.

The schedule of pre-session committee weeks is shown on the following page along with key dates for the 2020 Florida Legislative Session. All new bills and any updates to bills shown below will be shown in **RED** so you can quickly distinguish between updates and old news. A few new bills have been filed, many more will be filed over the coming months. Your MPOAC Legislative Update will keep you apprised of newly filed bills and changes to existing bills.

Grab a cup of coffee and enjoy this edition of the MPOAC Legislative Update.
Important Dates for the 2020 Legislative Session

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

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

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

Legislation of interest to the membership

This is a summary of transportation related bills filed and published on the legislature’s website as of November 15, 2019. More bills will be filed during the 2020 session and as they are made available the newly filed transportation bills will be added to this list. The bills are listed in numerical order for your convenience. As the session progresses and the number of bills tracked in this newsletter grows, this ordering of bills will make it easier to follow the status of any bill you are tracking. All new bills and any updates to bills shown below will be shown in RED so you can quickly distinguish between updates and old news.

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

SB 76: Transportation Disadvantaged – (Book) – Similar to HB 551 by Jenne. Requiring community transportation coordinators, in cooperation with the coordinating board, to plan for and use any available and cost-effective regional fare payment systems that enhance cross-county mobility for specified purposes for the transportation disadvantaged; requiring each coordinating board to evaluate multicounty or regional transportation opportunities to include any available regional fare payment systems that enhance cross-county mobility for specified purposes for the transportation disadvantaged, etc. Referred to Infrastructure and Security; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations.
SB 126: Sales and Use Tax – (Gruters; Co-Introducers: Hooper; Gainer; Baxley; Perry; Harrell; Albright) – Similar to HB 159 by Clemons. Revising the definition of the term “retail sale”; renaming the term “mail order sale” to “remote sale” and revising the definition; revising conditions under which certain dealers are subject to sales tax levies and collection; providing that certain marketplace providers are subject to registration, collection, and remittance requirements for sales taxes, etc. This bill will require a sales tax to be collected on online purchases that are delivered to a Florida address and the bill requires that both a state sales tax and the local option surtaxes to be collected by online retailers. Referred to Commerce and Tourism; Finance and Tax; Appropriations. Favorable by Commerce and Tourism; YEAS 5 NAYS 0. Now in Finance and Tax.

HB 133: Towing and Immobilizing Vehicles and Vessels – (McClain) – Authorizes local governments to enact rates to tow vessels on private property & remove & store vessels; prohibits counties or municipalities from enacting ordinances that impose costs or penalties on owners, persons in control, or lienholders of vehicles or vessels or that require wrecker operators or towing businesses to accept specified form of payment; authorizes persons to place liens on vehicles or vessels to recover fees or charges; removes requirement regarding notices & signs concerning towing or removal of vehicles & vessels & liability for attorney fees; authorizes court to award damages, attorney fees, & court costs in certain cases. Filed in the House. On Committee agenda-- Local, Federal and Veterans Affairs Subcommittee, 10/23/19, 9:00 am, 12 HOB. Favorable by Local, Federal and Veterans Affairs Subcommittee; YEAS 9 NAYS 5. Now in Business and Professions Subcommittee.

SB 158: Child Restraint Requirements – (Perry) – Identical Bill HB 533 by Beltran. Increasing the age of children for whom operators of motor vehicles must provide protection by using a crash-tested, federally approved child restraint device; increasing the age of children for whom a separate carrier, an integrated child seat, or a child booster seat may be used, etc. Referred to Children, Families, and Elder Affairs; Infrastructure and Security; Rules. Favorable by Children, Families, and Elder Affairs; YEAS 6, NAYS 0. Now in Infrastructure and Security.

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

SB 178: Public Financing of Construction Projects – (Rodriguez) – Identical to HB 579 by Aloupis. Prohibiting state-financed constructors from commencing construction of certain structures in coastal areas without first conducting a sea level impact projection study; requiring the Department of Environmental Protection to develop by rule a standard for such studies; requiring the department to enforce certain requirements and to adopt rules, etc. Referred to Environment and Natural Resources; Infrastructure and Security; Appropriations Subcommittee on Agriculture, Environment, and General Government; Appropriations. Favorable by Environment and Natural Resources; YEAS 5 NAYS 0. Now in Infrastructure and Security.
HB 179: Safety Belt Usage – (Slosberg) – Requires each passenger in a motor vehicle or autocycle to be restrained by a safety belt or child restraint device. Filed in the House. Referred to Transportation and Infrastructure Subcommittee; Transportation and Tourism Appropriations Subcommittee; State Affairs Committee.

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

HB 249: Use of Wireless Communications Devices While Driving – (Slosberg) - Revises short title & legislative intent; prohibits operation of motor vehicle while holding or touching wireless communications device; provides exceptions; revises circumstances under which certain information may be admissible as evidence in proceeding to determine whether violation has been committed; revises procedures for collection & reporting by DHSMV of information recorded on citation; conforms provisions relating to use of wireless communications devices in school & work zones. Referred to Transportation and Infrastructure Subcommittee; Transportation and Tourism Appropriations Subcommittee; State Affairs Committee.

HB 279: Local Government Public Construction Works – (Smith, D.; Co-Introducers: Sabatini) - Similar to SB 504 by Perry. Requires local governing board to consider estimated costs of certain projects when making specified determination; requires local government that performs project using its own services, employees, & equipment to disclose costs of project after completion to Auditor General; requires Auditor General to review such disclosures as part of routine audits of local governments. Referred to Oversight, Transparency and Public Management Subcommittee; Business and Professions Subcommittee; State Affairs Committee.

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

SB 308: Traffic Offenses – (Baxley) – Similar to HB 455 by McClain. Citing this act as the "Vulnerable Road User Act"; providing criminal penalties for a person who commits a moving violation that causes serious bodily injury to, or causes the death of, a vulnerable road user; requiring that the person who commits the moving violation pay a specified fine, serve a minimum period of house arrest, and attend a driver improvement course; requiring that the court revoke the person’s driver license for a minimum specified period, etc. Filed in the Senate. Referred to Infrastructure and Security; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations.

SB 368: Tampa Bay Area Regional Transit Authority – (Rouson) - Similar to HB 503 by Diamond. Authorizing certain mayors who are members of the governing board of the Tampa Bay Area Regional Transit Authority to appoint a designee to attend a board meeting to act in his or her place with full voting rights on all issues; requiring the designee to be an elected official of the governing body of the mayor’s municipality, etc. Referred to Infrastructure and Security; Community Affairs; Rules.
HB 377: Motor Vehicle Rentals – (Latvala) - Identical to SB 478 by Perry. Motor Vehicle Rentals; Requires specified surcharges to be imposed upon lease or rental of certain motor vehicle if facilitated by car-sharing service, motor vehicle rental company, or peer-to-peer vehicle-sharing program under certain circumstances; provides financial responsibility & insurance requirements; requires notification of implications of lien; provides recordkeeping requirements; provides responsibility for equipment; provides requirements relating to automobile safety recalls; provides driver license verification and retention requirements. Referred to Transportation and Infrastructure Subcommittee; Ways and Means Committee; State Affairs Committee.

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

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

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

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

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

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

HB 503: Tampa Bay Area Regional Transit Authority Governing Board – (Diamond) –
Similar to SB 368 by Rouson. Authorizes mayor's designated alternate to serve as member of
board; provides membership requirements; specifies designated alternate's right to vote;
authorizes members to attend meeting physically, telephonically, or electronically in order to
constitute quorum; provides requirements for telephonic or electronic attendance. Filed in the
House. Referred to Transportation and Infrastructure Subcommittee; State Affairs Committee.

SB 504: Local Government Public Construction Works – (Perry) – Similar to HB 279 by
Smith. Requiring the governing board of a local government to consider estimated costs of
certain projects using generally accepted cost-accounting principles that account for specified
costs when the board is making a specified determination; prohibiting a local government from
performing a project using its own services, employees, and equipment if the project requires an
increase in the number of government employees or an increase in certain capital expenditures,
etc. Filed in the Senate. Referred to Community Affairs; Governmental Oversight and
Accountability; Rules.

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

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

HB 579: Public Financing of Construction Projects – (Aloupis) – Identical to SB 178 by
Rodriguez. Requires sea level impact projection study of state-financed coastal structures
before construction begins; requires DEP to develop study standards, publish studies on its
website, enforce requirements, & adopt rules. Filed in the House. Referred to Agriculture and
Natural Resources Subcommittee; Appropriations Committee; State Affairs Committee.
SB 676: High-Speed Passenger Rail Safety – (Mayfield) – Identical to HB 465 by Sirois. Provides for regulation of railroad companies; requires training for local emergency services under certain circumstances; provides requirements for railroad company reporting & DOT website publication; provides minimum safety standards for high-speed passenger rail; designates responsibility for maintenance of certain safety improvements; provides safety inspection requirements; requires certain fencing; provides liability for failure to construct or maintain fencing; provides for enforcement. Filed in the Senate. Referred to Infrastructure and Security; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations.
Hello AMPO Member,

The Federal Highway Administration recently released the state-by-state highway contract authority reduction numbers for summer of 2020’s $7.6 billion FAST Act rescission. Please see below the state-by-state total which shows states only held $5.4 billion in contract authority subject to the rescission. This provision will remove $2.2 billion.

AMPO Staff
<table>
<thead>
<tr>
<th>STATE</th>
<th>RESCISSION (as of)</th>
<th>RESCISSION AMOUNT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alabama</td>
<td>42,706,692.25</td>
<td>0.27%</td>
</tr>
<tr>
<td>Alaska</td>
<td>36,835,547.26</td>
<td>0.18%</td>
</tr>
<tr>
<td>Arizona</td>
<td>176,398,665.41</td>
<td>2.98%</td>
</tr>
<tr>
<td>Arkansas</td>
<td>37,174,381.75</td>
<td>1.68%</td>
</tr>
<tr>
<td>California</td>
<td>137,520,305.03</td>
<td>3.70%</td>
</tr>
<tr>
<td>Colorado</td>
<td>95,650,351.12</td>
<td>1.42%</td>
</tr>
<tr>
<td>Connecticut</td>
<td>12,029,940.37</td>
<td>0.12%</td>
</tr>
<tr>
<td>Delaware</td>
<td>20,000,000.00</td>
<td>0.16%</td>
</tr>
<tr>
<td>District of Col.</td>
<td>47,613,324.23</td>
<td>3.89%</td>
</tr>
<tr>
<td>Florida</td>
<td>141,683,633.01</td>
<td>2.69%</td>
</tr>
<tr>
<td>Georgia</td>
<td>219,700,184.19</td>
<td>4.10%</td>
</tr>
<tr>
<td>Hawaii</td>
<td>95,854,262.03</td>
<td>1.79%</td>
</tr>
<tr>
<td>Idaho</td>
<td>30,531,238.03</td>
<td>0.38%</td>
</tr>
<tr>
<td>Illinois</td>
<td>319,881,982.61</td>
<td>5.97%</td>
</tr>
<tr>
<td>Indiana</td>
<td>93,561,317.92</td>
<td>1.66%</td>
</tr>
<tr>
<td>Iowa</td>
<td>32,387,446.55</td>
<td>0.60%</td>
</tr>
<tr>
<td>Kansas</td>
<td>98,456,952.39</td>
<td>1.61%</td>
</tr>
<tr>
<td>Kentucky</td>
<td>31,402,270.23</td>
<td>0.52%</td>
</tr>
<tr>
<td>Louisiana</td>
<td>111,816,892.30</td>
<td>2.09%</td>
</tr>
<tr>
<td>Maine</td>
<td>46,998,936.36</td>
<td>0.88%</td>
</tr>
<tr>
<td>Maryland</td>
<td>113,846,261.04</td>
<td>2.07%</td>
</tr>
<tr>
<td>Massachusetts</td>
<td>141,665,416.02</td>
<td>2.69%</td>
</tr>
<tr>
<td>Michigan</td>
<td>239,275,222.11</td>
<td>4.40%</td>
</tr>
<tr>
<td>Minnesota</td>
<td>33,706,216.92</td>
<td>0.60%</td>
</tr>
<tr>
<td>Mississippi</td>
<td>33,281,121.79</td>
<td>0.61%</td>
</tr>
<tr>
<td>Missouri</td>
<td>297,507,966.47</td>
<td>4.42%</td>
</tr>
<tr>
<td>Montana</td>
<td>3,490,878.00</td>
<td>0.06%</td>
</tr>
<tr>
<td>Nebraska</td>
<td>5,255,712.35</td>
<td>0.10%</td>
</tr>
<tr>
<td>Nevada</td>
<td>74,826,278.04</td>
<td>1.40%</td>
</tr>
<tr>
<td>New Hampshire</td>
<td>29,763,315.45</td>
<td>0.56%</td>
</tr>
<tr>
<td>New Jersey</td>
<td>469,086,613.53</td>
<td>8.32%</td>
</tr>
<tr>
<td>New Mexico</td>
<td>83,456,189.15</td>
<td>0.82%</td>
</tr>
<tr>
<td>New York</td>
<td>199,265,487.67</td>
<td>3.60%</td>
</tr>
<tr>
<td>North Carolina</td>
<td>25,637,756.23</td>
<td>0.49%</td>
</tr>
<tr>
<td>North Dakota</td>
<td>19,236,695.75</td>
<td>0.37%</td>
</tr>
<tr>
<td>Ohio</td>
<td>235,310,319.11</td>
<td>4.47%</td>
</tr>
<tr>
<td>Oklahoma</td>
<td>99,443,116.03</td>
<td>1.75%</td>
</tr>
<tr>
<td>Oregon</td>
<td>26,696,477.12</td>
<td>0.50%</td>
</tr>
<tr>
<td>Pennsylvania</td>
<td>331,766,457.17</td>
<td>6.24%</td>
</tr>
<tr>
<td>Rhode Island</td>
<td>30,653,945.39</td>
<td>0.56%</td>
</tr>
<tr>
<td>South Carolina</td>
<td>53,827,154.52</td>
<td>1.14%</td>
</tr>
<tr>
<td>South Dakota</td>
<td>31,547,027.06</td>
<td>0.60%</td>
</tr>
<tr>
<td>Tennessee</td>
<td>67,276,418.01</td>
<td>1.06%</td>
</tr>
<tr>
<td>Texas</td>
<td>679,243,903.16</td>
<td>12.69%</td>
</tr>
<tr>
<td>Utah</td>
<td>9,464,942.03</td>
<td>0.16%</td>
</tr>
<tr>
<td>Vermont</td>
<td>33,200,164.05</td>
<td>0.66%</td>
</tr>
<tr>
<td>Virginia</td>
<td>53,126,154.14</td>
<td>0.99%</td>
</tr>
<tr>
<td>Washington</td>
<td>44,313,143.39</td>
<td>0.83%</td>
</tr>
<tr>
<td>West Virginia</td>
<td>75,343,736.92</td>
<td>1.59%</td>
</tr>
<tr>
<td>Wisconsin</td>
<td>154,716,603.68</td>
<td>2.88%</td>
</tr>
<tr>
<td>Wyoming</td>
<td>83,651,942.03</td>
<td>1.66%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>5,234,642,500.01</td>
<td>100.00%</td>
</tr>
</tbody>
</table>

staff@ampo.org
www.ampo.org

444 North Capitol Street, NW, Suite 532
Washington, DC 20001
Update on Transportation Rescission
Given the level of interest in last week's article about the FAST Act rescission, a quick update. Congress has not yet taken action to reverse the rescission or indicated whether it will. Many in Washington, however, are working to ensure Congress understands the importance of acting as swiftly as possible to ensure states do not lose $7.6 billion in contract authority. To that end, NARC joined a letter spearheaded by the Association of State Highway and Transportation Officials (AASHTO). If your organization is concerned about the impacts of the rescission, you are encouraged to reach out to your member of Congress and make your feelings known. We'll provide additional updates as they become available.

Infrastructure, Transportation Reauthorization Measures Back in Discussion
House Democrats are reportedly preparing another run at a significant infrastructure package. According to Politico, the bill will be a combination of measures that are typically passed on their own, including surface transportation reauthorization and water resources bill, combined with broadband, pipelines, and possibly schools, housing, and parks. House Transportation and Infrastructure Committee Chairman Peter DeFazio (D-OR) is presenting an outline of his reauthorization bill to the Democratic caucus today and expressed his hope to be in conference with the Senate on a bill by next spring.

Congress Plans to Punt Government Shutdown Deadline to Dec. 20
Congress plans to extend government funding through December 20, averting the risk of a shutdown next week but setting up for a potential spending fight before the end of the
Democratic House Appropriations Chairwoman Nita Lowey (D-NY) and Republican Senate Appropriations Chairman Richard Shelby (R-AL) settled on the time frame for the short-term spending measure in a meeting on Tuesday. The House will vote on the stopgap measure next week before government funding runs out November 21. The top federal appropriators also discussed an extension into January or later, but ultimately decided on a shorter continuing resolution to keep the pressure on for a full-year spending bill.

Committee Announces Hearing on Automated Vehicles
Senate Committee on Commerce, Science, and Transportation Chairman Roger Wicker (R-MS) announced the Committee will hold a hearing on Wednesday at 10:00AM ET titled, “Highly Automated Vehicles: Federal Perspectives on the Deployment of Safety Technology.” The hearing will examine the perspectives of the U.S. Department of Transportation and the National Transportation Safety Board on the safe testing and deployment of highly autonomous vehicles (AVs). Witnesses will discuss recommendations for realizing the potential safety, mobility, and efficiency benefits of AVs.

Joe Biden Releases Infrastructure Proposal
Joe Biden’s presidential campaign yesterday released a $1.3 trillion infrastructure proposal that stresses job creation, climate sustainability, and community revitalization as its main areas of focus. The proposal invests in a range of infrastructure, including transportation, resilience, broadband, energy, water, and schools. The plan makes specific mention of the regional planning can play in supporting transit and other smart growth concepts.

ADMINISTRATION

USDOT Secretary Elaine L. Chao Announces $900 Million Investment in American Infrastructure
U.S. Department of Transportation (USDOT) Secretary Elaine L. Chao announced this week that the Trump Administration will invest $900 million in American infrastructure through the Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants program. The funding has been awarded to 55 projects in 35 states. Fiscal Year 2019 BUILD Transportation grants are for investments in surface transportation infrastructure and have been awarded on a competitive basis to projects with a significant impact in their local or regional communities.

FTA Issues Safety Bulletin on Rail Grade Crossing Safety Considerations
This week, the Federal Transit Administration (FTA) issued a Safety Bulletin outlining safety considerations associated with rail transit grade crossings. FTA produced the Safety Bulletin in part due to the rapid rise in rail transit grade crossing fatalities over the past year. The Safety Bulletin provides a summary of analysis, research, and available funding opportunities and resources to support mitigation strategies to reduce rail transit grade crossing deaths and injuries.
Governors Announce Capital Beltway Accord Between Maryland and Virginia
At an event this week, Virginia Governor Ralph Northam and Maryland Governor Larry Hogan announced the creation of the Capital Beltway Accord between the two states. The announcement highlighted important steps being made through the cooperative effort to improve the performance and reliability of the regional transportation system. The American Legion Bridge links Fairfax and Montgomery counties, which host over 35 percent of the region’s jobs and households. The partnership is working to improve this critical connection which is well beyond capacity and the resulting traffic that creates daily frustration and lost productivity for the region’s residents, workers, and employers.

JOBS
View full list of jobs!

Senior Transportation Planner
Posted 11/13/2019
Oahu Metropolitan Planning Organization, Honolulu, HI

Executive Director
Posted 11/12/2019
Golden Crescent Regional Planning Commission, Victoria, TX

Public Health Director
Posted 11/12/2019
Cleveland County, Shelby, NC

Associate Planner
Posted 11/12/2019
Yakima Valley Conference of Governments, Yakima, WA

Director of Finance and Administration
Posted 11/6/2019
Miami Valley Regional Planning Commission, Dayton, OH

OPPORTUNITIES
View full list opportunities!

Mobility Data with Arlington and Chicago
Tuesday November 19 – 2:00 PM EST
*Note: This webinar is only available to Eno Transportation Members
With the explosion of shared mobility services across the globe, cities have begun to request and require access to data from private shared fleet operators deploying vehicles within their boundaries. This Eno Center for Transportation webinar provides an overview of the key
opportunities and pain points around data-sharing, and examples of how Arlington, VA and Chicago, IL are using mobility data for policy and planning.

**Upcoming USDOT Webinar: Transportation System Management and Operations (TSMO) and the Mobility on Demand (MOD) Vision: Concepts and Examples**
Wednesday, November 20 – 1:00 PM EST
This webinar will help participants understand how synergies between TSMO and MOD efforts in a region can enable new options and better approaches to supply and demand on the transportation system. Two recent and ongoing regional and state efforts in this area will be presented, as well as recent research and reference materials from FHWA on TSMO and its role in supporting MOD and travel demand management.

**International Urban Freight (I-NUF) – Curbside Delivery Challenges and Opportunities**
Wednesday, November 20 – 1:00 PM EST
This Federal Highway Administration (FHWA) webinar will feature presentations focused on curbside delivery challenges and opportunities that were presented at the recent 2019 International Urban Freight Conference (I-NUF), which focuses on presenting research in the urban freight transportation field.

**Gentrification and Displacement Near Los Angeles Rail Transit Stations**
Thursday, November 22 – 10:00 AM EST
This UC Davis Institute of Transportation Studies webinar will summarize findings from a project aimed at addressing the association between new rail transit and displacement of low-income residents in near these rail neighborhoods. The Los Angeles metropolitan area presents an ideal study area for analyzing transit-oriented development (TOD) and potential displacement. Since 1990, the Los Angeles Metropolitan Transit Authority (Metro) has opened 93 new rail-transit stations. An additional 17 are under construction.

**FROM THE REGIONS LEAD BLOG**

**What Regions Can Do to Protect Themselves from Cyber-Attacks**
Nov 08, 2019 03:21 pm | Jessica Routzahn

The National League of Cities (NLC) in partnership with the Public Technology Institute (PTI) has recently released a new guide: Protecting Our Cities: What Cities Should Know About Cybersecurity during cybersecurity month in October. This...

The post *What Regions Can Do to Protect Themselves from Cyber-Attacks* appeared first on *Regions Lead*. 
Over the next several weeks, the House and Senate will be working on drafting a final fiscal year (FY) 2020 omnibus appropriations bill in hopes of meeting the November 21 continuing resolution deadline. As is...

The post *Take Action Now: Support House Funding Levels for Health and Human Services Programs* appeared first on Regions Lead.
In the last two weeks there were 14 crashes. Of these, six involved venerable road users, 2 bicyclists and 4 pedestrians. Unfortunately, we had several wrong way driving crashes on I-275 and US 301 with several other crashes involving lane departures for unknown reasons. As a reminder, we must continue to be alert at all times; avoid distractions; and keep safety at the forefront of our daily commutes and activities.

Thank you for keeping the safety of all our road users as a priority in all your work!

November 1st – 30th is Military Appreciation Month – Thank you to everyone in all branches of our armed forces, past and present, for their sacrifice and service to our country to preserve our liberty and freedom for all!

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

FDOT
Safety in Seven

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

October 7, 2019

Laquanda Nicole George, 43, St. Petersburg: Laquanda was traveling northbound on I-275 when, for unknown reasons, she lost control of her vehicle, departed the roadway, and collided with a light pole and a tree. Laquanda died at the scene. Laquanda is survived by her husband, mother, stepfather, siblings, family, and friends.

Shawn Michelle Bodden, 37, Seminole: Shawn was driving westbound on 102nd avenue approaching 97th St. N when, for unknown reasons, she lost control of her vehicle, left the roadway, eventually colliding with a concrete barrier wall and guardrail. Shawn died at the scene. Shawn is survived by her family and friends.

October 8, 2019

Fernando Hernandez-Lara, 40, Dade City: Fernando was traveling southbound on US 301 approaching Primo Drive when he lost control of his vehicle. He traveled across the center grass median and entered the northbound lanes, where he collided with another vehicle. Fernando died at the scene. Fernando was a Mexican immigrant, who attended Pasco High School and worked as a mason. Fernando is survived by his wife, son, three daughters, parents, siblings, family, and friends.

October 11, 2019

Name Withheld: “Due to Florida Statue 316.066 (2)(d)”: A pedestrian was crossing the intersection of Little Road and Old County Road 54 when they entered the path of a vehicle traveling southbound. The pedestrian died at the scene. The pedestrian is survived by their family and friends.

Name Withheld: “Due to Florida Statue 316.066 (2)(d)”: A pedestrian was walking eastbound on a sidewalk along Busch Blvd. when a semi-truck driver backing a truck onto the sidewalk struck the pedestrian. The pedestrian died at the scene. The pedestrian is survived by family and friends.

October 12, 2019

Aryail Marie Gomez, 39, Lutz: Aryail was driving the wrong way on I-275, she was driving southbound in the northbound lanes when she collided head-on with another vehicle. Aryail died at the scene. Aryail is survived by her family and friends.
John Edward Lane, 44, Holiday: John was driving northbound on Madison Street at a high rate of speed when he lost control of his vehicle, left the road, and collided with a power pole. John was transported to Morton Plant Northeast Hospital, where he later died from his injuries. John is survived by his family and friends.

October 14, 2019

Name Withheld: *Due to Florida Statute 316.066 (2) (d): A bicyclist was crossing N. 50th Street at East Fowler Avenue when they entered the path of a vehicle turning left onto N. 50th St. The bicyclist was transported to a local hospital, where they later died from their injuries. The bicyclist is survived by family and friends.

October 15, 2019

Name Withheld: *Due to Florida Statute 316.066 (2) (d): A pedestrian was crossing Palm River Road when they entered the path of a vehicle driving West on Palm River Rd. The pedestrian was transported to a local hospital, where they later died from their injuries. The pedestrian is survived by family and friends.

October 17, 2019

Quynh Van Pham, 89, St Petersburg: Quynh was walking westbound across 34th Street North when he was struck by a vehicle traveling southbound on 34th Street North. Quynh was transported to Bayfront Health St. Petersburg, where he later died from his injuries. Quynh is survived by his family and friends.

Anthony Leonard Shaw, 45, St Petersburg: Anthony was driving the wrong way on US 301. He was driving south in the northbound lanes when he crashed head on into another vehicle. Anthony died at the scene. Anthony was described as a man who, "played hard and lived life to the fullest." Anthony loved to fish and was an incredible chef. Anthony is survived by his father, sister, nephew, family, and friends.

October 18, 2019

Stephanie Ann Tunender, 43, Palm Harbor: Stephanie was driving westbound on Tampa Road, just west of Lake St. George Drive, when she lost control of her vehicle and crossed the center median, colliding with two other vehicles. Stephanie died at the scene. Stephanie enjoyed spending time at the beach with her friends and her dogs, which were her greatest loves in life. Stephanie is survived by her parents, brother, sister, family, and friends.
October 19, 2019

Khanh Kim Nguyen, 53, Largo: Khanh was driving through the intersection of 66th Street and 70th Avenue when he was struck by a vehicle running a red light, which had been implicated in two other hit and run collisions. Khanh died at the scene. Khanh is survived by his wife, son, daughter, family, and friends.

Melissa Ann Beckham, 53, St Petersburg: Melissa was riding her bicycle northbound on US 301 near Vinson Ave., when she was struck by a vehicle driving North on US 301. Melissa was transported to Lakeland Regional Medical Center, where she later died from her injuries. Melissa is survived by her family and friends.
In the last two weeks, there were ten fatal crashes on our roadways. Of these, five involved vulnerable road users (2 motorcyclists, 2 pedestrians and 1 motorized bicyclist). Sadly, a ten month old baby girl, Harlem, who had her entire life ahead of her, perished in a preventable crash. Always remember to properly seatbelt your children in and set examples by wearing our seatbelts.

With Thanksgiving rapidly approaching, people will be traveling in record numbers to be with family and friends for the holidays. According to AAA, there are going to be an expected 26.9 million people traveling by air and 3 million people traveling on roadways this year - up 2.8% from last year. No matter what mode of transportation you choose, please travel safely.

Again, thank you to all our Veterans, past and present, for their service and sacrifices to our country. Thank you to their families for their support and sacrifices as well!

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

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

October 21, 2019

Tangelie Marie Castro Centeno, 22, Tampa: Tangelie was a passenger in a vehicle traveling east on SR 618 when the driver of the vehicle failed to negotiate a right turn on the onramp onto US 301. The vehicle left the roadway, collided with a concrete traffic pole, and then stuck a traffic sign. Tangelie was transported to Tampa General Hospital, where she later died from her injuries. Tangelie is survived by her family and friends.

Name Withheld: "Due to Florida Statue 316.066 (2)(d)”: A motorist was traveling westbound on Hillsborough Avenue near North 9th Street when they collided with two other vehicles. The motorist died at the scene. The motorist is survived by family and friends.

October 24, 2019

Marc Alex McCorkle, 21, Land O Lakes: Marc was traveling westbound on SR 54, approaching the intersection of Foggy Ridge Parkway, when an eastbound vehicle turned left into the path of Marc. Marc collided with the passenger side of the vehicle and was ejected from his motorcycle. Marc died at the scene. Marc is survived by his family and friends.

October 25, 2019

Harlem Mention, 10 months, Tampa: Harlem was sitting in her grandmother’s lap as her grandmother was driving onto the entrance ramp of I-4 from Mango Road. The grandmother, who was driving impaired at the time, failed to make the turn and crashed into the guardrail. Harlem was transported to Tampa General Hospital, where she died a few days later from her injuries sustained during the crash. Harlem is survived by her family and friends.

October 27, 2019

Alonzo Maurice Milton, 40, Tampa: Alonzo was crossing eastbound on US 19 when he was struck by a vehicle traveling southbound. The Hit and Run driver fled and Alonzo died at the scene. Known as “Red” to those closest to him, Alonzo had a “charismatic” personality and was “the life of the party.” Alonzo is survived by his parents, son, daughters, grandson, grandparents, brothers, sisters, family, and friends.
Wendy Shaver-Hebb, 39, Pinellas Park: Wendy was walking eastbound across Bruce B. Downs Boulevard north of SR 56 when she was struck by a vehicle traveling northbound. Wendy was transported to Advent Health Wesley Chapel, where she later died from her injuries. Wendy is survived by her family and friends.

October 31, 2019

Name Withheld: *Due to Florida Statue 316.066 (2)(d)*: A motorist was stopped for traffic in the southbound lane at the intersection of Parsons Street and Victoria Street when their vehicle was struck from behind by a vehicle that failed to stop. The motorist died at the scene. The motorist is survived by their family and friends.

November 1, 2019

Stanley C. Rockett, Jr., 78, Brooksville: Stanley was driving southbound on Brookridge Boulevard when, for unknown reasons, he lost control of the vehicle. The vehicle left the road, traveling to the outside shoulder and through several private yards before colliding with a palm tree and overturning. Stanley was transported to Bayfront Brooksville Hospital, where he later died from his injuries. Stanley is survived by his family and friends.

Name Withheld: *Due to Florida Statue 316.066 (2)(d)*: A person was riding a motorized bicycle eastbound along Park Drive near McMullen Loop when a vehicle traveling eastbound on Park Drive struck the back of the bicycle. The person was transported to Tampa General Hospital, where they later died from their injuries. The motorist is survived by family and friends.

November 2, 2019

Name Withheld: *Due to Florida Statue 316.066 (2)(d)*: A motorist was traveling northbound on Sheldon Road when they struck the rear of another vehicle crossing the road to turn left onto Sheldon Road. The motorist was ejected from the vehicle and was transported to St. Joseph’s Hospital, where they later died from their injuries. The motorist is survived by family and friends.
The FAST Act rescission is officially repealed. President Trump signed the continuing resolution (CR) late last night. In addition to the repeal of the rescission, the CR will provide federal funds to FDOT at current levels through December 20. Below is a media story from Engineering News Record:

**Trump Signs 'CR,' Including Repeal of $7.6B Highway Fund Cut**

State departments of transportation and construction industry groups have scored a major win, with the enactment of legislation that cancels a threatened $7.6-billion cut in federal highway funds.

The highway provision is attached to a stopgap continuing resolution, or CR, that keeps federal agencies operating through Dec. 20. The measure gained final congressional approval on Nov. 21, when the Senate cleared it on a 74-20 vote.

President Trump signed the bill later that day, just hours before an earlier CR was due to expire.

The House approved the bill two days earlier, by a 231-192 vote.

The American Association of State Highway and Transportation Officials and other pro-infrastructure groups had been pushing for months for Congress to abolish the highway funding cut. AASHTO had tried without success to attach anti-rescission language to various other bills, such as the budget agreement enacted earlier this year.

Joung Lee, AASHTO's policy director, said via email on Nov. 21, "We couldn't be more relieved to finally get this addressed."

The cutback in highway contract authority, mandated in the 2015 Fixing America’s Surface Transportation (FAST) Act, was scheduled to take effect on July 1, 2020. When the FAST Act was passed, the rescission was viewed as a way to reduce that bill’s overall price tag.

Adding urgency to the rescission-repeal campaign, the Federal Highway Administration recently released figures showing that, as of Sept. 30, states had $5.4 billion in unobligated highway funds that would be rescinded next year. To fulfill the $7.6-billion cut, that meant that states would have lost another $2.2 billion that they already obligated to projects.

In a Nov. 14 letter to congressional leaders, AASHTO and 41 other construction, transportation, state and local government groups said that it was "especially critical" to undo the rescission during calendar 2019 because in “the worst-case scenario” states might have to de-obligate funds for current projects to hit the $7.6-billion target.

“If this happens next spring or summer at the peak of the construction season, the effect would be especially devastating,” the groups said.
According to a FHWA state-by-state table dated Oct. 30, Texas would have lost the most of any state under the rescission, $960 million.

New Jersey ranked second, with $630 million; followed by Pennsylvania, with $469 million; Illinois, with $452 million; and Missouri, with $350 million.

House Transportation and infrastructure Committee leaders praised including the rescission repeal in the stopgap CR.

Committee Chairman Peter DeFazio (D-Ore.) said in a Nov. 18 statement that the provision would “give states the certainty they need to carry out long-term projects that make a difference.”

Rep. Sam Graves (Mo.), the committee’s top Republican, called the rescission fix “a major victory for every state across the country.”

Jim Tymon, AASHTO executive director, said in a statement released late on Nov. 21, "The resolution of this issue comes at a time when states are preparing their budgets for the coming construction season, eliminating a potential uncertainty that could have delayed important transportation infrastructure investments."

Looking ahead

National Asphalt Pavement Association President and Chief Executive Officer Audrey Copeland said in a Nov. 19 statement that by adding the anti-rescission language to the stopgap bill, “Congress will both keep the government open and keep state highway programs on track.”

But Copeland noted that the rescission remedy “only addresses short-term needs.” She called on Congress to pass a multi-year surface transportation reauthorization measure.

Neil Bradley, U.S. Chamber of Commerce executive vice president, in a statement, welcomed the congressional action as a "step in the right direction." But he also urged congressional lawmakers "to continue their efforts to further address the modernization of America's infrastructure."

The Senate Environment and Public Works Committee has cleared a multiyear highway measure, but other committees that have jurisdiction over other components of a surface transportation package, especially provisions to raise needed revenue, have not yet acted. The current authorization, the FAST Act, expires on Sept. 30, 2020.

With the CR’s enactment, attention now will focus intently on whether Senate and House appropriators in the coming weeks can strike a compromise to pass spending bills for all federal agencies, including their infrastructure programs, for the rest of fiscal 2020.

Cynthia Lorenzo
Manager, Federal Aid Management Office
Florida Department of Transportation
605 Suwannee Street, MS 21
Tallahassee, FL 32399-0450
Phone: 850-414-4448
cynthia.lorenzo@dot.state.fl.us