Meeting of the Citizens Advisory Committee
Wednesday, November 13, 2019, 9:00 AM,
*** NOTE LOCATION *** PARKING INSTRUCTIONS ATTACHED ***
Tampa Hillsborough Expressway Authority
1104 E. Twiggs Street, Suite 300
Tampa, Florida 33602

Tour of the Traffic Management Center 9:00
I. Call to Order & Introductions 10:00
II. Public Comment - 3 minutes per speaker, please 10:05
III. Members’ Interests 10:10
A. 2045 Plan Public Hearing Recap (Bill Roberts, Chairman)
IV. Approval of Minutes – October 16, 2019 10:15
V. Action Items 10:20
A. Amendment to Transportation Improvement Program and Unified Planning Work Program (Vishaka Raman, MPO Staff)
B. Approve 2020 Meeting Calendar 10:40
VI. Status Report 10:45
A. HART Flamingo Fare and One Bus Away Apps (Lynda Crescentini and Shannon Haney, HART)
VII. Unfinished & New Business 11:05
A. Independent Oversight Committee
B. CAC & TAC Joint Meeting: NOTE DAY & LOCATION – Monday, December 16, 12:00 pm, 26th Floor, Conference Rooms A&B
VIII. Adjournment
IX. Addendum
A. MPO Meeting Minutes & Standing Committee Reports
B. Announcements:
   i. Survey for TBARTA Regional Transit Development Plan
   ii. Gulf Coast Safe Streets Summit, November 14th
   iii. US 41 CSX Overpass Public Workshop, November 19th
   iv. Survey for FDOT’s Florida Transportation Plan
C. Useful Links suggested by CAC members
   i. Hoyt Prindle – Ramp Metering (FHWA Publication and Video):
      • https://ops.fhwa.dot.gov/publications/fhwahop14020/sec1.htm
      • https://www.youtube.com/watch?v=rsvaGXW6moA

D. Project Fact Sheets and Updates
   i. FDOT I-75 Ramp Reconfiguration and Interchange Modification from south of M.L. King Jr. Blvd to I-4
   ii. Florida MPO Advisory Council Legislative News, 10/19/2019
   iii. Florida MPO Advisory Council Legislative News, 10/26/2019

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

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I. CALL TO ORDER & INTRODUCTIONS

Chair Bill Roberts called the meeting to order at 9:02 am. The meeting was held in the Plan Hillsborough Room on the 18th floor of the County Center Building. Member introductions were made.

Members present: Bill Roberts, Rick Fernandez, Nicole Rice, Hoyt Prindle, Cheryl Thole, Steven Hollenkamp, David Bailey, Dayna Lazarus, Luciano Prida, Vivienne Handy, Rick Richmond, Barbara Kennedy Gibson, Amy Espinosa, Terrance Trott, Artie Fryer and Camilo Soto.

Members excused: Sky White, Evangeline Linkous, Dennis LeVine, Edward Mierzejewski and Cliff Reiss

Others present: Rich Clarendon, Sarah McKinley, Cheryl Wilkening, Beth Alden, Johnny Wong-MPO, Alex Henry - FDOT

II. PUBLIC COMMENT

Lena Young Green stated she is frustrated. She would like her neighborhoods to be walkable, bikeable and friendly neighborhoods. It is not fair that certain neighborhoods carry the burden of decisions made by policy making departments who override the community. Ms. Green has asked about studying the removal of the interstate to become a boulevard, so it is community friendly and economically friendly. She asked to make decisions that address the children. We need to move more people in less vehicles. She asked to please consider this when adopting the 2045 Plan.

Rick Fernandez called attention to the fact that Ms. Green lives in the Tampa Heights neighborhood and our agenda includes discussion about the downtown interchange. He asked if the quick fix was her preferred alternative, and Ms. Green said she was not sure and needs to study it.

Ron Weaver stated on November 5th at 6pm the Board of County Commissioners and other members of the MPO will be anxiously awaiting word from the CAC about the downtown interchange. He is speaking on behalf of all the communities that use this interchange for a numerous of reasons. The quick fix is a compromise and should be included in the 2045 Plan.

Chairman Roberts pointed out the two emails from Christopher Vela and Michelle Cookson that were printed out and provided to the members. There were no other public comments.

III. MEMBER'S INTERESTS

Nicole Rice wanted to share the concerns of the community about the impact from the downtown interchange, specifically 15th Street traffic. The quick fix is going to change the entire face of Ybor and how we drive downtown.

Barbara Gibson shared an upcoming event on October 29 at 6:15pm is the Planning and Design Awards. There is dinner and awards presentation. The cost is $65.00.

Rick Fernandez followed up on Ms. Rice’s comment. The two emails sent in by Chris Vela and Michelle Cookson do not identify the senders according to geographical interest. Ms. Cookson comes out of Seminole Heights and current president of Sunshine Citizens and a member of an advocacy group in transit and involved initiatives. Chris Vela is president of the Ybor City Civic Association. These two
neighborhoods are being represented. Ms. Green is here to represent Tampa Heights. The downtown interchange will affect the urban core and these neighborhoods.

IV. APPROVAL OF MINUTES

Chairman sought a Motion to approve the September 11th and 24th, 2019 minutes. Rick Fernandez so moved, seconded by Rick Richmond and motion carried unanimously.

Rich Clarendon pointed out a correction on the September 24 minutes under Section II 3rd bullet point should read “5,000 people participated”.

V. ACTION ITEMS

A. Draft 2045 Plan

Sarah McKinley, MPO staff, presented the draft 2045 Long Range Transportation Plan that shows the vision for the future of the community. This is a twenty-year plan directing where the federal and state funding should be allocated. It is set to be adopted November 5th of this year. With the surtax, the funding that is available to meet Hillsborough county needs is $32.19 billion. FDOT will administer about 41 percent, Hillsborough County 25 percent, HART 23 percent, three jurisdictions 9 percent and MPO 2 percent.

The MPO developed the cost feasible plan by collaborating with state and local partners which led to the five funding programs. There were two public outreach efforts. The It’s Time Tampa Bay Survey results captured the public opinion and preliminary guidelines which were to provide alternatives to driving, using new technologies, minimize outward growth, reinvest in established neighborhoods, reduce congestion and strengthen downtowns. The It’s Time Hillsborough Survey focused a lot on the major transit projects and what should be included in the plan. The survey asked the people which projects should be invested in and overwhelmingly transit was the most favored.

Regarding the downtown interchange, the no build plan was the least favored followed by the full build. The safety quick fix was the most favored to be included in the 2045 plan.

The program-based portion of the plan considers good repair and resilience, vision zero, smart cities, and real choices when not driving. The major investments for economic development include road and highway widenings, interchanges, and fixed guideway transit projects. Ms. McKinley reviewed each program and the summary of their expected performance and cost feasibility.

The high performing fixed guideway transit projects are reusing freight rail tracks, downtown to airport rapid transit, extending the downtown streetcar and water transit. The MPO sought further input to the downtown interchange. As a result, the “Safety and Traffic Quick Fix” was selected as the public preferred scenario. Ms. McKinley explained there is flexibility built into the plan and HART is determining what fixed guideways should be included. The MPO will continue to work with the jurisdictions to determine which local roadways should be added to the major investments. The MPO will also monitor the performance of the plan after adoption and support the partnership with other agencies.

Rick Fernandez pointed out that the FDOT SIS cost feasible projects for 2020-2045 were not covered in detail in the presentation. There was only an overview. He asked about page 64 of the LRTP 2045 regarding the downtown interchange “overwhelming public comment”. He also inquired why was there a decision made to do these surveys and who did the surveys. Bill Roberts asked to be refreshed on the proposed improvements on US 92 around Plant city and Fowler Ave eight lane improvements. Barbara Kennedy Gibson would like to know the effectiveness of HART. Terrance Trott said looking at a Facebook
group called Riverview traffic there is a concern on Gibsonton/I-75 and Big Bend/I-75 so he would like to see more talk about this area, and have it elevated.

Dayna Lazarus would like to consider sprawl in south county and multimodal transportation. Vivienne Handy recommended having the urban service boundaries on all these maps. Luciano Prida asked if the surveys reached out to business community downtown and surrounding areas. Camilo Soto questioned the disparity in the 2045 Long Range Plan and there is no economic backing to fixed guideway. Rich Clarendon clarified that funding is set aside for fixed guideway transit, but a lot is to be determined.

Hoyt Prindle inquired about the location and demographics of who completed the survey and how the quick fix was determined. Rick Fernandez commented that the downtown interchange quick fix was brought to the committee in May of this year and they recommended to strike it from the TIP. Ron Weaver made a public comment stating at the June Public Hearing there were 100 plus people present to discuss the TIP items 28 and 27 regarding the downtown interchange.

Steven Hollenkamp said we need to fully understand congestion and set a long-term goal on improving. Dayna Lazarus questioned if SR 60 is in the urban service boundary and why is it funded. Camilo Soto questioned if Option E of the downtown interchange under the SEIS cost feasible projects falls into the 2045 Plan. Beth Alden responded DOT is focusing on funding for the I-275 and SR 60 interchange project and safety improvements. A short video provided by FDOT was shown at this time.

Hoyt Prindle asked if there has been any discussion on freeway ramp metering. Rick Fernandez commented on cost feasible major investments slide page 67 of the listing of FDOT SEIS projects regarding the I-275 express toll lanes (between Himes Ave and the Hillsborough River) shown as project S-3. This was pulled for consideration from the FDOT in June and wanted to know why it is part of the 2045 vision now. Beth Alden responded that the express lanes previously proposed would not go through the downtown interchange. They are still part of the Westshore interchange. Somewhere in between these two areas of segment 5 we must taper off the express lanes. They either merge into the general-purpose lanes or tie into the Ashley exit. This explains why you are seeing express toll lanes in the LRTP in section 5.

Nicole Rice commented that this only shows two ways to divert traffic through Ybor City. Beth Alden explained the legal process: when the FDOT says the locally preferred alternative for SEIS, this is an official environmental review under the National Environmental Policy Act. If the department selects an option that does not include the express lanes for the downtown interchange, that is legally binding. This is the footprint for the project and what goes into the LRTP. Ms. Alden noted that there was an event at the Saunders Library in August that provided the CAC and other committees to dig in and ask questions. Camilo Soto asked how onerous would it be to take S-3 off the Plan? Terrance Trott requested explanation of the SEIS.

Chairman Roberts sought a motion to approve and recommend the 2045 LRTP to the MPO Board. Cheryl Thole so moved, Luciano Prida seconded the motion.

Dayna Lazarus proposed an amendment to the motion to approve the LRTP with a recommendation to delete the portion of SR 60 East of Dover Road. Vivienne Handy seconded the motion.

Hoyt Prindle clarified that FDOT is giving a presentation on the Tentative Work Program for the next five years. Terrance Trott requested Ms. Lazarus to explain her amendment to the motion. She said she is concerned about sprawl. David Bailey commented if we don’t do anything the people suffer if the study is not done. Rick Fernandez asked if the SR 60 projects noted in Ms. Lazarus Amendment to the Motion are
the items S-27 to S-29. Steven Hollenkamp noted there is no traffic in these sections today. Cheryl Thole stated we should not strike something without fully knowing the details.

Chairman Roberts clarified that the motion to is amend the main motion, striking items S-27 to S-29 from the LRTP. By a show of hands, nine voted in favor and seven opposed. The motion carried.

Rick Fernandez proposed an amendment to the main motion to strike project S-4 from the LRTP. Nicole Rice seconded the motion.

Steven Hollenkamp requested Mr. Fernandez to explain this amendment. Luciano Prida pointed out this is a compromise and uses the existing footprints. Hoyt Prindle disagrees with this comment. Terrance Trott inquired if there are other projects on the list besides road projects and are these safety projects. Amy Espinoza asked if we strike this item from the LRTP does it get deleted off the TIP. Camilo Soto noted we have had decades of band-aids of this interchange and he cannot see justification of $192 million that is part of the twenty-five-year plan and there is no return on the investment. David Bailey commented that you are dealing with a safety issue on the roadway and should consider this before voting this out. Nicole Rice stated if FDOT would come back with a better economic investment and safety proposal that would get put back in the TIP.

Chairman Roberts asked for a show of hand to amend the main motion, striking item S-4 (the Quick Fix project) from the LRTP. Six were in favor and ten opposed. The motion failed.

Rick Fernandez proposed another amendment to the main motion to strike item S-3 from the LRTP. There was second by Hoyt Prindle.

Terrance Trott noted if this gets stripped then the express lanes will not have anywhere to exit. Camilo Soto and Hoyt Prindle made comments on the express lanes. Rick Fernandez commented on TIP and the 2045 LRTP, noting that S-3, also known as Section 5 of the interstate, was removed from the TIP by FDOT as a priority.

Chairman Roberts restated that the amendment to the main motion is striking item S-3 from the LRTP. By a show of hands, eight voted in favor and six opposed. The motion carried.

Vivienne Handy proposed an amendment to remove projects L-25 (19th Ave E) and L-12 (Charlie Taylor Rd) from the LRTP. Sarah McKinley clarified these are candidate projects and there are no construction funds associated with these. Dayna Lazarus seconded the motion.

Steven Hollenkamp wanted to know who proposes these ideas. Hoyt Prindle confirmed these are a set of candidate projects and not funded for construction. If they want to move forward with these project’s they will have to come back to make them cost feasible.

Chairman Roberts restated that the motion is deleting line items L-25 and L-12. By a show of hands, five voted in favor and nine opposed. The motion failed.

There was no further to discussion on the LRTP. Chairman Roberts stated that there were two amendments to the main motion that passed, and they were striking items S-27 through S-29 and item S3. These will be recommended to the board.

Chairman Roberts sought a vote on the motion to recommend the LRTP as amended. By a show of hands, eight voted yes and six opposed. The motion passed.

B. FDOT Tentative Work Program: Letter of Comment
Alex Henry, FDOT Bicycle and Pedestrian Coordinator, presented the brief highlights of FDOT Tentative Work Program and projects in Hillsborough County for the annual tentative five-year work program for fiscal years 2021 – 2025. The tentative work program for fiscal year 2021 – 2025 covers project phases and activities scheduled from July 1, 2020 – June 30, 2025. Year one is included in the states proposed budget pending the legislative session and the Governors approval.

This year is an accelerated legislative session which will be starting in January and the March time period. At that point the projects will be presented to the Governor for review and signature. Years 2-5 are commitments for production and financial planning purposes. Included in the program are the FDOT managed projects and locally managed projects with FDOT involvement. He presented a slide showing how the five-year work program works. The five-year plan includes the following: public transit, seaport, the airports and rail projects, transportation planning, intelligence transportation, highway design, right away, acquisition and construction activities. Every year on June 30th the current year the work program ends and on July 1st year two moves up to become the current year. At that time a new 5th year is added to the program and funding is allocated to the next phase of projects, program and the four prior years. New projects are added into the new fifth year based on the Florida Transportation Plan (FTP) goals, statewide programs and local priorities. After the Governor signs the work program, the first year is then included in the state budget and the work program is then considered adopted.

Some of the process also includes preserving existing programs, delivering on funded phases, cost estimate updates and adding new projects. Some projects being presented are safety and security, system preservation, multimodal enhancements, operational improvements and capacity improvements. These are based on the MPO priorities, committees and board, regional priorities, SEIS and FDOT priorities. New projects that have not been previously included in the work program and new phases of existing projects are project development and environment (PD&E), preliminary engineering and design (PE), right of way (ROW), construction (CST), design build (DSB), grants (CAP) and select projects and interest.

Mr. Henry presented the projects and totals for funding. He said that on October 28 – November 1 there is an online public hearing. There is an open house on October 30th. Public comments are due by November 11th. November 18th MPO objections are due. January 2020 is the review by the legislature and the Florida Transportation Commission will start to review all the projects are around the state. July 1st starts the new fiscal year and beginning the adoption of the work program.

Chairman Roberts pointed out that this is a five-year work program, it is reviewed each year and FDOT comes back to this committee to re-evaluate. Terrance Trott inquired if the new stop lights are the smart stop lights. Amy Espinosa has been asking for a safe pedestrian pathway on Nebraska Avenue yet Idlewild and Knollwood have been listed as a priority. Hoyt Prindle recognized there were several traffic signal upgrades and why doesn’t FDOT use universal mast arms and pelican signals. Mr. Prindle also brought up the idea of freeway entrance signs.

Nicole Rice commented on the new crosswalks and said there is no consistency. Hoyt Prindle asked if FDOT considered a pedestrian scramble. Dayna Lazarus commented on how much money is in the capacity funding category and it should all be distributed to the other categories. Rick Richmond pointed out that the Kennedy Bridge project should be looked at now instead of 30 years from now. Terrance Trott would like the PD&E for I-75 and Gibsonton to be moved up as a priority. Luciano Prida agrees with Ms. Lazarus about capacity funding and we should spend more money on transit and intelligent transportation. Nicole Rice agrees the money should be moved to transit and bike trails. She also spoke about the Gandy Blvd project and elevated supports, stating there are zero access points for a business. Steven Hollenkamp pointed out FDOT’s backlog of maintenance needs and costs. Hoyt Prindle commented that under the State law funds to go to certain projects, but he would like to specifically recommend those funds to go to
transit and local partners. David Bailey asked for FDOT to focus on transportation also. Amy Espinosa asked that part of those funds go to lighting. Vivienne Handy commented on the I-275 to County Line Road new construction. Chairman Roberts ended with a Motion is not needed on this action item only comments.

VI. **Unfinished Business & New Business**

Mr. Clarendon brought up the following:

**A. Tour of Tampa-Hillsborough Expressway Authority’s Traffic Management Center preceding the CAC meeting on November 13.**

**B. Potential Future Meeting with Pasco County CAC.** Nicole Rice recommended calling it a workshop.

Rick Richmond suggested having HART on the future agenda for an update. Rick Fernandez mentioned the Independent Oversight Committee (IOC) meeting will take place on 10/21 from 5-9 pm.

**VII. **ADJOURNMENT**

There being no further business, the meeting adjourned at 12:20 pm.

A full recording of this meeting is available upon request.
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) 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

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

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Amendment Legend: red = decrease; green = increase

Unified Planning Work Program: FY 2019 – 2020
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* Soft Match – The State provides 18.07% match for FHWA funds with toll credits. Toll credits are actual dollars that can be expended and soft match credits do not appear in the work program.

** Task 1 includes $7254 (PL) Tasks 3 includes $9827 (PL) and Task 5 $3308 (SU) rollover from FY2018

*** These funds are transferred from other MPOs and administered by Hillsborough MPO for the TBARTA 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.

Unified Planning Work Program: FY 2019 – 2020
• 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 CMCMP recommendations (Ongoing)
• Public outreach for CMCMP 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**

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**Related Project:**

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

**Type of Work:** PTO STUDIES

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Board & Committee Agenda Item

**Agenda Item**
2020 MPO Board and Committee 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 Committee Meeting Calendar

**Prepared By**
Wade Reynolds, MPO Staff

**Attachments**
MPO Meeting Calendar
### 2020 SCHEDULE OF MONTHLY MEETINGS

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<th>POLICY 9:00 AM</th>
<th>BPAC 5:30 PM</th>
<th>LRC 9:00 AM</th>
<th>ITS 1:30 PM</th>
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| Meeting Location | (c) | (b) | (b) | (b) | (b) | (b) | (b) | (b) | (d) |

### 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

### Meeting Locations
- (a) BOCC Chambers, 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
Board & Committee Agenda Item

**Agenda Item**
HART Flamingo Fare and One Bus Away Apps

**Presenter**
Lynda Crescentini and Shannon Haney, HART Staff

**Summary**
HART Staff will provide an overview of the Flamingo and One Bus Away Apps.

Flamingo is part of the upcoming regional farebox system and will provide a new method for cashless fares. The app is currently being tested and will be available in 2020.

One Bus Away is an app that provides real-time arrival information for HART buses.

**Recommended Action**
Information only.

**Prepared By**
Sarah McKinley, MPO Staff

**Attachments**
None
ADDENDUM ITEMS
MPO Board Meeting of Tuesday, October 1, 2019

CALL TO ORDER, PLEDGE OF ALLEGIANCE & INVOCATION

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

The following members were present:

Commissioner Les Miller, Commissioner Pat Kemp, Commissioner Ken Hagan, Paul Anderson, Councilman Guido Maniscalco, Mayor Rick Lott, Councilman Joseph Citro, David Mechanik, Councilman Luis Viera, Trent Green, Commissioner Kimberly Overman, Janet Scherberger, Commissioner Mariella Smith, Cindy Stuart and Joe Waggoner.

The following member was absent: Mayor Mel Jurado

A quorum was met.

APPROVAL OF MINUTES – August 6, 2019

Chairman Miller sought a motion to approve the August 6, 2019 minutes. Commissioner Overman so moved; it was seconded by Councilman Maniscalco and adopted.

PUBLIC COMMENT

Sharon Calvert introduced herself and stated that she lives in Tierra Verde, Pinellas County. She is concerned if this a transportation or political committee. On April 1, in the deposition of the Chair for All for Transportation, Tyler Hudson was asked how and why they calculated the spending percentages that they did in transit tax referendum. The answer he provided was that that is political speech protected by the 1st amendment, so the voters were not entitled to that information. But last year in August, Ms. Alden presented the All for Transportation political speech, representing the MPO, insinuating the MPO supports the tax. In addition, Ms. Calvert commented on the 2045 Phase 2 Survey. She stated it is a push pull survey. This is a marketing technique commonly employed during political campaigns in which an individual or organization manipulates voter’s views in an opinion poll.

Jim Davison commented on the draft Letter of Comment on the FDOT Tampa Bay Next Sections 4-6 SEIS. He is concerned about the burden of environmental impact reviews, and pointed out that the same level of review should be applied to transit projects. He would like to include a member of the affordable housing task force on the MPO board. [Commissioner Overman pointed out that she chairs that task force.] He said the Long Range Transportation Plan (LRTP) format keeps changing which makes it hard for citizens to see the difference between this plan and the last plan.

Topher Morrison spoke about the concept of expanding lanes. You cannot build yourself out of congestion. Additional lanes never solve the problem; what does is robust transit systems and affordable housing. Two percent less cars on the road can make a big difference, as shown on bank holidays. When you build more
roads you only create opportunity for more congestion. We need to focus our energy on mass transit systems.

**COMMITTEE REPORTS, ONLINE COMMENTS**

Bill Roberts, CAC Chairman, gave a brief report on the activity of the Citizens Advisory Committee. In the CAC August meeting there was discussion about the Letter of Comment. There were concerns about: the relocation of displaced residents; affordable housing; global warming and air quality; FDOT being in full compliance with the original MPO motions passed in 2016 and 2017; validity of the information and calculations of property taxes that will be impacted by the proposed investments; right-of-way costs; assumptions of the air quality model; and the concept of induced demand. In the September meeting, the committee recognized outgoing member Vance Arnett who served for a number of years. The committee welcomed Mr. Lou Prida representing the Business community. Mr. Hoyt Prindle was in attendance and is expected to be appointed by the board today, as a nominee of Commissioner Pat Kemp. Commissioner Pat Kemp expressed her strong support of the ferry between South Shore and MacDill Air Force Base. Under Action Items, the CAC approved the Amendments to the Transportation Improvement Program. The CAC heard presentations from Sara Hendricks with CUTR discussing Transportation Demand Management strategies for consideration. MPO Staff gave a preview of the draft 2045 Long Range Transportation Plan. The FDOT provided a report on alternatives being considered in the PD&E Study at US41 CSX Grade Separation Project Development & Environmental Study. The CAC discussed induced demand and requested this to be a future topic of discussion. There was also a CAC workshop to discuss the 2045 LRTP.

Gena Torres, MPO Staff, gave a brief report on the action items of the other committees. CAC and TAC have both recommended approval of the Amendments to the TIP. There was extensive input from the committees on today's action item, the Letter of Comment on Tampa Bay Next Sections 4-6 SEIS. The Draft 2045 LRTP was presented as a status report to the committees in September, and will be presented for action in their October meetings. The TMA Leadership Group meeting discussed needs and priorities for the upcoming legislative session with Senator Rouson. There was a resolution drafted supporting the I-275 State Road 60 Interchange. They also talked about options for clarifying roles and responsibilities with the MPO Chairs Coordinating Committee. Ms. Torres reported that there were no Facebook comments. There were a few emails. An article was shared, by Mauricio Rosas, from the Brookings Institution, and it highlights racism and the needs of the poor in designing roadways. Rick Fernandez requested a summary of the key differences between the 2040 and 2045 Plan. Caitlin Johnston with Tampa Bay times requested crash data around schools. Willie Hassle requested information regarding a non-emergency medical transport business. Sky White requested transit ridership numbers. Lastly, FHWA sent a thank you for the Emergency Response & Evacuation planning discussion.

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

**CONSENT AGENDA**

A. Committee Appointments

B. Bylaws Amendment for ITS Committee

**Commissioner Miller requested a motion to approve the consent agenda.**

A motion was made by Councilman Guido Maniscalco and was seconded by Commissioner Kimberly Overman. It was approved unanimously.
Roll-Call Vote for TIP Amendments Approved by Committees

Commissioner Miller introduced the item to approve the TIP amendments. There were no Motions.

Sarah McKinley, MPO Staff, presented a summary of the Amendments. These include Amendment #6 for the Hillsborough MPO Unified Planning Work Program, Amendment #7 for the East Busch Blvd Crosswalks, and Amendment #8 for Hillsborough Ave Surface Treatments.

Commissioner Overman questioned if there was public comment on Amendment #7. Sarah McKinley replied there was an overall study of the corridor, and the proposed new crosswalk location is one that was part of the study.

Commissioner Kemp moved approval and was seconded by Mr. Mechanik. Upon roll-call vote, the motion was approved fifteen to zero.

ACTION ITEMS

A. Letter of Comment on Tampa Bay Next Sections 4-6 SEIS

David Gwynn, FDOT, introduced the SEIS and explained the study started in 2017 when they decided to consider tolled express lanes, triggering a re-evaluation of the project and a Supplemental Environmental Impact Statement (SEIS) for Sections 4, 5 and 6 of the Tampa Bay Next program. FDOT held 2 public workshops on the SEIS last May. In addition, the MPO and FDOT hosted 3 public open houses to inform committee and board members about potential impacts. FDOT is working on a draft SEIS that will go to a public hearing early next year. Today is the 9th formal presentation to the board and will provide a preview of FDOT’s draft recommendation. Mr. Gwynn shared 2 videos explaining the recommended option for the Downtown Interchange, noting the first video is more technical and the second video is prepared for the public and more watchable.

Commissioner Miller asked if they are closing 21st Street, and will there be two lanes exiting I-275 to I-4? Mr. Gwynn replied there will be a ramp to get off on 14th and 15th, and it will continue to and 21st and 22nd. There will be two lanes from southbound I-275 to eastbound I-4 and also from westbound I-4 to northbound I-275, and an additional lane from westbound I-4 to southbound I-275. Another concern of Commissioner Miller is the Floribraska entrance on I-275 N. Mr. Gwynn stated you will still need to move over but the Floribraska traffic is fairly low compared to other ramps. Also, that lane will extend past Hillsborough.

Commissioner Overman had questions about the exit ramp to 14th and 15th; will there be right turn on red? She highly recommends no right on red because of the high speed traffic coming off the interstate. Mr. Gwynn responded they have not gotten to that point yet. There is going to be additional signage on southbound I-275, maybe at Sligh Ave, directing traffic to the proper lanes. She inquired about the property on the south side of I-4, in Ybor off of North Palm, and also the 10 properties on the north side, are they single family homes? Mr. Gwynn stated it is only six homes that need to be purchased, and they are in between properties FDOT already owns. They will work with the homeowners on the purchase.

Mr. Mechanik mentioned only seeing changes to the Downtown interchange. Mr. Gwynn said that is correct, the Westshore interchange and segments in between Downtown and Westshore have no changes from what has been presented to you in the past.
Commissioner Smith is glad to see responsiveness to the neighborhoods and communities, like keeping the Floribraska exit open. Are there concerns of bottlenecks at the toll express lane that dumps at Ashley? Mr. Gwynn stated their modeling shows it will work. Commissioner Smith stated the properties that you own maybe were acquired in anticipation of a much larger footprint. Any idea what the plan would be for those long term since you no longer need them? Mr. Gwynn responded they will have to look further into that. Commissioner Smith wanted to know the timeline for community input and finalizing the SEIS. Mr. Gwynn said it will be finalized between now and February, then the formal public hearing is in February.

Commissioner Kemp stated she is very pleased the North Boulevard exit is no longer considered an option. She also commented on that the fact that she is opposed to the widening of Section 7.

Rich Clarendon, MPO Staff, presented the Draft Letter of Comment on the SEIS. It focuses on two major interchanges. In the Westshore area, there were only two options: to build, or no further action. The Downtown interchange had options A-D, but they are off the table now. No further action is an option but the preferred alternative is the quick fix. Mr. Clarendon explained the different options and how the MPO staff evaluated FDOT’s SEIS. There has been clear guidance from the MPO Board since 2016-17 in the form of motions, along with a series of briefings and open houses. The first MPO Board motion dealt with human impact, and there is a map showing parcels that have been acquired and ones needing to be acquired. The second motion deals with environmental impacts; FDOT’s analysis is available online. Another motion is about the justification for the toll lanes; FDOT prepared a traffic and revenue study with this information. Mr. Clarendon showed a slide regarding the difference in travel speeds predicted and delays with and without the express toll lanes. Another concern was equity impacts, as well as following up on the regional premium transit study which largely focused on the I-275 express bus system. We would like to see more focus on the CSX rail lines. Regarding property tax revenue lost due to right of way acquisition, we would like updated estimates based on the preferred alternative, when they can be provided by the department. There is a cost to the city for maintaining community impact mitigation measures over time; during the design phase we would like an estimate of these costs. Air quality is a concern, and Mr. Clarendon elaborated on public health impacts. Safety is also a concern so we would like to see a presentation on the reconfigured ramps and strategies to slow traffic down as it comes off the interstate into the downtown. We would like clarification of bicycle and pedestrian facilities and trails, and would like to be brought up to speed about how FDOT has addressed the concerns of the East Tampa Revitalization Partnership. We also request a timeline for the community enhancements proposed for Heights Mobility Study, which is close to the downtown interchange, as well as a more robust analysis of the induced traffic.

**Commissioner Miller requested a Motion to allow the MPO to move forward with the letter of comment, taking out the issues that have already been covered by FDOT today.**

**Motion was made by Cindy Stewart and seconded by Councilman Joseph Citro.**

Commissioner Kemp commented on the air pollution; the letter minimizes this issue, and it’s extreme.

Commissioner Overman noted that air quality is addressed in item 7 and 8. She would like FDOT to address the air quality and environmental impact, and take care of it.

Beth Alden noted that at the public hearing in June, the board directed staff to look into options for how noise walls can have as much benefit as possible for community health and reducing the spread of emissions. We are planning to come back to you with some best practices and case studies. We have been talking to the District 7 about that, and how those strategies can be integrated into this project going forward. You should expect to see this on a future agenda.

Councilman Citro commented on the junk and trash at the interstate entrance and exit ramps, and would like this to be looked at also. Mr. Green had a question about the physical impact analysis.
Motion was made by Cindy Stewart and seconded by Councilman Joseph Citro. The motion was adopted unanimously.

B. Draft 2045 Cost Feasible Plan: Open Public Comment Period

Lisa Silva presented the 2045 Plan Outreach Phase 2 Survey Results. The MPO received over 5,200 responses and public transit continues to be a high priority. More than 3,000 comments were received, and 89% of the participants live and 90% work in Hillsborough County.

The Draft Plan will be posted online at www.planhillsborough.org/2045lrtp by October 5th, 30 days prior to the Public Hearing for the plan adoption, which is scheduled on November 5th, 2019.

Todd Brauer, MPO Consultant, explained the Draft 2045 Cost Feasible Plan. Over the last 2 years staff has been engaged with the public and planning partners. They looked at needs, funding, understanding community impressions of the needs and projects. The plan is a statement of what you are going to build, services you are going to provide and when are you going to do it by. It all fits under a federal regulation that requires us to look at cost feasibility. There are four investment programs in the Draft Plan: state of good repair and resilience; vision zero; smart cities; and real choices when not driving. The Plan also includes major investments for economic growth. The number one priority of board members who responded to the board member survey is the state of good repair and resiliency, the second was major investments and then real choices. All of these investment programs are multimodal.

Sarah McKinley, MPO Staff, presented the Draft 2045 Cost Feasible Plan major investment projects. She explained the technical analysis. Fixed guideway transit was a top priority of the public so they looked at freight rail lines, a new rapid transit corridor from Downtown to Westshore, extending and modernizing the streetcar, and water transit. The map shows the lines with the highest ridership. For the major projects on expressways, projects include new express lanes on I-4 and I-75, the Westshore Interchange, widening of the Selmon, the CSX rail grade separation project on US 41, and the Downtown interchange quick fix project. They also looked at major investments on other state highways and county roads, through congestion analysis and potential for delay reduction. The plan shows performance-based outcomes for the projects. After we adopt this plan, HART will have discussions on CSX and other fixed guideway options, and MPO staff will continue to work with jurisdictional partners and the expressway authority about implementing projects.

Trent Green questioned how do multimodal transit and intermodal projects factor into this plan? Joe Waggoner commented on delay times and wanted to know if the delay reduction statistics cited are a reduction from current levels of delay or from future forecasts; Beth Alden stated it is the latter. Mayor Lott asked how the projects were ranked and if it maximizes FDOT’s ability to get federal funding. Secretary Gwynn stated that funding for Tampa Bay Next Section 7 could be affected if it is not shown correctly in the 2045 Plan. Beth Alden stated that Section 7 is included in the plan. Commissioner Overman inquired on the percentage of matching dollars. Joe Waggoner stated that we are in competition for State and Federal dollars. Commissioner Kemp has concerns and wants more discussion on these projects. Cindy Stewart is concerned about not staying at the top of the State’s priority list; she wants to know what FDOT needs from us. Mayor Lott stated that the roads mentioned are important to us but if they are ranked low on the list of the 2045 plan they will not be built.

Commissioner Miller offered an opportunity for public comment. Ronald Weaver admires the plan north of downtown on I-275 but he believes a quick fix will hold up another 2 ½ years and we should get on with our future. Jim Davison states if you deny what you have now you will not get it later. Sharon Calvert stated

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the interstate is a regional asset and it is a major evacuation route; there have been more conversations over I-275 and malfunction junction and now is the time for action.

Commissioner Miller spent 14 years in Tallahassee. He watched Orlando and Miami get the money for transportation and now Jacksonville gets part of the money. We need to work with FDOT to get the money for Tampa.

**Commissioner Miller made a motion for Secretary Gwynn’s Staff and MPO Staff to sit down together to work it out. The motion was seconded by Mayor Rick Lott and Cindy Stewart.**

Beth Alden stated it is clear we need to change the description of I-275 in the 2045 Plan. Cindy Stewart responded we need to make sure our priorities are about funding. Secretary Gwynn agreed to meet this week to make changes.

**Commissioner Kemp recapped that Commissioner Miller’s made a motion for FDOT and MPO to meet to discuss changes to the Draft 2045 Plan. It was seconded by Mayor Lott and Cindy Stewart. The motion carried unanimously.**

**Executive Director’s Report**

Beth Alden described the legislative delegation resolution supporting funding of the I-275/ SR60 interchange, a top priority of this board. The FDOT Tentative Work Program will be discussed at MPO Policy Committee: Tuesday, October 22, 9:00am, 18th Floor. There will also be a joint board workshop with HART: Wednesday, October 9, 9:30am, 18th Floor. Next board meeting will be the Public Hearing on the 2045 Plan: Tuesday, November 5, 2019, 6:00pm, 2nd Floor.

**OLD & NEW BUSINESS**

There was no old or new business.

**ADJOURNMENT**

The meeting adjourned at 11:57 a.m.
MPO AND HART JOINT BOARD WORKSHOP ON ADVANCING TRANSIT IN EXCLUSIVE RIGHT-OF-WAY

Wednesday, October 9, 2019

I. CALL TO ORDER, PLEDGE OF ALLEGIANCE and INTRODUCTIONS

The MPO Chairman, Commissioner Les Miller, called the meeting to order at 9:30 a.m., led the pledge of allegiance and gave the invocation. The workshop was held at the County Center Building on the 18th Floor, Plan Hillsborough Room.

The following members were present:

Commissioner Les Miller, Commissioner Pat Kemp, Commissioner Kimberly Overman, Commissioner Mariella Smith, Councilman Guido Maniscalco, Councilman Joseph Citro, Councilman Luis Viera, Joe Lopano, David Mechanik, Bob Frey, Trent Green, Mayor Jane Castor, Melanie Williams

Others Present: Beth Alden (MPO), Ben Limmer and David Smith (HART), David Green (TBARTA), Ming Gao (FDOT), Jeff Boote and Amanda Vandergrift (Infra Strategies, HART consultant)

Where is the MPO today in its planning process?

Beth Alden, MPO Director, noted every 5 years we update the Long Range Plan and the purpose of the Long Range Plan is to establish and document this community’s vision for where we want to go in the long range. We’ve heard loud and clear from our residents that transit needs to be a major part of that vision. Both MPO and HART have a role in bringing transit investments to fruition. The Long Range Transportation Plan is a communication tool from this community not only to our residents but also to the federal government, to the state government, to our legislators that speak on our behalf. It’s also a communication tool for private investors to see where we see this community going. We have the opportunity on the MPO to lay the groundwork for the projects and the investments that HART has an opportunity to move forward with in the next few years. It is essential that we are all working together. We want to show the HART board where we are and have an opportunity to have a conversation with HART to see where HART is and how we can support each other in our planning work.

Where is HART today in its planning process?

Ben Limmer, HART CEO, said we have been coordinating closely on preparing our short- and long-term transit and transportation plans in general. With the passage of the sales tax, HART has new-found resources, assuming the sales tax is upheld in court. Once it is upheld, we will be launching into a detailed programming exercise which the Infra-Strategies folks are going to cover somewhat today. Basically, we will know what our revenue will be annually over the next 30 years. Specifically, we will be doing community outreach to find out which projects residents want built in what order and those could include everything from more local bus service to new bus routes throughout Hillsborough County as well as high capacity transit investment projects. There are a few on the table already such as the expansion...
of the streetcar, a bus rapid transit to USF, as well as activating the CSX rail lines, and other high capacity transit projects that have been studied in the past. We will need to identify which one of those projects should be built first because although the sales tax money is a very significant investment in transit it unfortunately will not be enough money to do everything we have on the table. We are looking forward to the conversation today about investing in transit in exclusive right of way.

Where is TBARTA in its planning process?

David Green, TBARTA, said when you think about TBARTA’s focus you get to the core difference between TBARTA and HART. Although they do target the same people, TBARTA’s focus is more on providing service that crosses county lines or connects major activity centers. We talk about service that is more commuter or express oriented, which means typically longer trips and fewer stops. When you stop and consider how a person going to or from a regional route also needs access to local service, then you begin to understand how HART and TBARTA complement one another as part of a larger regional transit network. There was a change in statute for TBARTA that switched them from being a regional transportation authority to a regional transit authority. In the same statute TBARTA was assigned a task of completing a regional transit development plan which will outline the strategic plan of investments needed to implement a regional network throughout our five-county area. We awarded a contract for that work in January and we just presented a performance evaluation and results of a peer analysis to TBARTA’s board at our most recent board meeting in September. We are going to follow that up with a workshop in November to talk more in detail about exactly what TBARTA’s roles and responsibilities will be moving forward, and we recently launched a Metroquest survey last week. This survey will help prioritize regional transit strategies and short-and-long term regional transit projects. The plan will be submitted to FDOT by September 2020, though we do anticipate completing that plan well before September. Once submitted to FDOT, TBARTA will follow up with the County and MPO Chairs Coordinating Committee to present that plan to them as well. One of the regionally significant projects that TBARTA is moving forward with now is regional rapid transit, also known as the PD&E for the regional BRT project that came from the regional transit feasibility plan about a year ago. They are finalizing the number of stations and station locations. The feedback will be presented to the TBARTA board on October 25th.

II. Overview of Transit Markets & Technology Opportunities

Sarah McKinley, MPO staff, presented the 2045 Transportation Plan and Transit Analysis. This plan is the community story and where we plan to go in the next 20 years. It shows where we would allocate federal and state dollars to the major investments within our community. We are slated to adopt this plan in November 2019. The funding forecast is $32.2 billion with the transportation sales surtax funds. MPO roles are to work with the jurisdictions and agencies of transportation, identify issues and strategies, prioritize funding for our partners and document priorities for federal grants. We started creating the plan in 2018 with public outreach, established goals and objectives, identified needs and revenue forecasts, followed up with a second public outreach campaign in 2019, which leads us to we were are today with the draft cost feasible plan now available for comments. The major investments 2019 survey showed the top priority results were the reuse of freight rail tracks; rapid transit downtown-airport; and extend the downtown streetcar. We did a transit analysis and focused on these projects and the water transit. The transit project with the highest ridership is the line from USF to Downtown to Westshore and the Airport. There is a big range of cost, and right of way questions that go along with each of these projects. The future for the HART and MPO board is to move forward with the priorities that have potential. After the November 5th Plan adoption hearing HART will be responsible for determining where fixed route systems will be, including guideway, and each of the jurisdictions will determine which of their roadways should be improved or expanded, and the MPO will amend the plan if needed and monitor and support.
Jeff Boothe, HART Consultant, presented the transit technology overview, looking at four major categories of transit projects which include light rail, streetcar, BRT and commuter rail. They have very similar features but we will show how they differ. Some of the principles are the frequency of stops, frequency of service, location of the station and the impact they have on land use. Mr. Boothe discussed the difference between light rail versus streetcar and streetcar/light rail versus bus rapid transit. He explained the difference between corridor, highway and fixed-guideway BRT. Cost per mile estimates are based on several cost categories that vary significantly by project. Corridors with the following features may be more costly, such as corridors that aren’t on existing roadways, corridors with significant sitework needs, difficult operating environments, significant right-of-way costs and support facilities needs, and projects in competitive regional construction markets. There is a lot of risk associated with using these estimates to make prioritization and program phasing decisions. Lastly, Mr. Boothe explained the different types of commuter rail and what is required in operating commuter rail.

III. The funding picture & process for advancing major projects

Ming Gao, FDOT, presented the State New Starts Program. This program was started in 2005 under Senate Bill 360. The program is funded by document stamp revenue. We are pointing this out because it is the same funding source as for the Strategic Intermodal System (SIS) program. The New Starts Program takes 10 percent off the top of the revenues, for transit. Major transit capital projects don’t have to compete directly with the airport, major seaport and highway projects; there is this dedicated funding to help with major transit projects. Eligible recipients are local government and transit agencies in the metro area. The purpose is to support fixed guideway projects as well as BRT projects. Eligible costs are basically from design phase to right-of-way phase to construction. It does not apply to operating and maintenance. It is strictly for capital costs, up to 50 percent of the non-federal share. If you do not want to go through the federal process for your fixed guideway project, you can only receive up to twelve and a half percent of the project cost from State New Starts funds. Mr. Gao repeated typically your project is funded 25 percent from local funds, 25 percent State, and 50 percent federal; but if you don’t go after federal funds you will only receive twelve and a half percent. This is in the Florida Statute. By statute, when the State puts in more than five million dollars into a transit project, they need to get legislative approval. They do this through the FDOT Work Program process. Examples of projects that went through this program are the Streetcar; Central Avenue BRT; and TBARTA’s and HART’s BRT projects will qualify.

Mr. Lopano inquired if the Streetcar extension has been submitted to the FTA. Commissioner Overman asked if the FDOT approval affects how FTA looks at a project for consideration.

Jeff Boothe, HART Consultant, presented the Capital Investment Grant (CIG) program which is the principal and largest discretionary capital program in the federal government. It is divided into 3 parts which are New Starts, Core Capacity and Small Starts. Bob Frey asked about Core Capacity versus New Starts – is that to keep the new projects from competing against existing projects? Mr. Boothe said that has been the effect. He explained the CIG processes start with a project development phase. Small Starts does not have an engineering phase. Range of delivery dates depend upon the size, complexity, and the securing of local funding. Mr. Limmer asked for Mr. Boothe to explain, when do you ask for money? Small starts timeline is about 5-9 years whereas New Starts and Core Capacity is 7 to 12 years. Commissioner Miller inquired about the Senate bill. Ms. Alden asked Mr. Boothe could point out on that process chart where the Central Ave BRT and Streetcar are at this point. Commissioner Overman stated it is important to have this conversation now due to the timeframe. Mr. Boothe explained the numbers on Fixing America’s Surface Transportation (FAST) Act CIG Authorization and Allocations. Commissioner Overman provided a handout on multifamily affordable housing existing projects. Mr. Boothe noted how important it is to address this issue and establish your policy because the federal priorities give double points for disadvantaged riders. Trent Green said that made him think of the CSX corridor through East Tampa. Bob Frey commented on new technology and quiet trains. Trent Green asked about intermodal freight rail in Winter Haven.
Amanda Vandergrift, HART Consultant, presented the key funding opportunities. There are other potential federal grant and loan programs such as the Better Utilizing Investments to Leverage Development (BUILD) Grant formerly known as TIGER. There is state funding such as the New Starts Transit Program and local funding such as property and local fuel tax. Ms. Vandergrift stated there are project-specific and private sector opportunities such as tax-increment financing (TIF), naming rights or sponsorships.

IV. Next Steps for MPO, HART, and local government

Jeff Booth explained HART will develop a 30-year financial plan and determine what falls within each of the three “buckets” of sales tax funds for transit, define “fixed-guideway”, review prior studies to narrow the corridors being studied, and run financial scenarios to assess impact. There are several projects that seek to be early priorities. These include the streetcar modernization and expansion; ferry to MacDill AFB; CSX right of way; BRT on Nebraska, Florida and Fowler Avenues; and TBARTA BRT connecting Pinellas, Hillsborough and Pasco Counties. The roles and responsibilities of Plan Hillsborough include developing the LRTP and the TIP, adopting the locally preferred alternative, and regional coordination. HART will develop the transit plan, will build, operate and maintain projects, will provide technical capacity, will be the designated federal grant recipient, and will provide legal responsibility and bonding authority. FDOT is a funding partner through the New Starts Transit Program and is the owner of the state highways.

Commissioner Overman stated there is a piece missing in the roles and responsibilities, regarding land use at the county level. Ben Limmer suggested we follow up and provide correspondence on exactly what the local jurisdictions’ roles are with all of the land use planning and policy. Commissioner Kemp requested future meetings like this should be broadcast on HTV. Trent Green followed up on Commissioner Overman’s statement on land use and asked if the MPO needs to adopt these policies first. David Mechanik pointed out that there needs to be a lot of coordination of HART and local governments. Commissioner Miller gave thanks to the presenters and asked Melissa Zornitta to make a comment. Ms. Zornitta welcomes the opportunity to continue working with everyone on what needs to be in the comprehensive plans for the city and county related to transit oriented development. We have a framework in place in both plans, but clearly this conversation illuminates the need to continue to refine the plans.

ADJOURNMENT

The meeting was adjourned at 11:00 am.
Committee Reports

Meeting of the Citizens Advisory Committee (CAC) on October 16

Two citizens offered public comments, one speaking in favor of the boulevard study and promoting safer, walkable and bikeable communities, the other speaking in support of FDOT’s preferred alternative (the “quick fix”) for the downtown interchange.

Under Action items, the CAC approved and forwarded to the MPO Board:

- The DRAFT 2045 Plan by a vote of 8 to 6 with the following amendments:
  - By a vote of 9 to 7, recommending striking projects S-27, S-28 and S-29 (widening SR 60 from Dover Rd to Polk County) due to their potential to encourage sprawl; and
  - By a vote of 8 to 6, recommending striking project S-3 (adding toll lanes on I-275 between Himes Ave and the Hillsborough River) because the SEIS has not concluded and therefore the project has not been fully vetted.

The CAC also heard a report on the FDOT Tentative Work Program. Members asked several questions touching on crosswalks, signals, elevated lanes and the allocation of funding between transit and highway projects but did not pass a motion regarding their comments.

Lastly, on November 13, the CAC will have a tour of the Tampa Hillsborough Expressway Authority Traffic Management Center preceding their regular monthly meeting.

Meeting of the Technical Advisory Committee (TAC) on October 21

The TAC approved and forwarded to the MPO Board:

- DRAFT 2045 Cost Feasible Plan
- FDOT Tentative Work Program: Letter of Comment & Open House
  - The committee passed a motion to advance the deferred SR 60 projects west of Dover Road if the funding is to become available.

The TAC heard status reports on: Gandy Bridge PD & E
Meeting of the Bicycle/Pedestrian Advisory Committee (BPAC) on October 16

The BPAC approved and forwarded to the MPO Board:

- DRAFT 2045 Cost Feasible Plan
- FDOT Tentative Work Program: Letter of Comment & Open House

The BPAC heard status reports on:

The CSX/US41 Grade Separation Study – The BPAC asked to send a letter to FDOT regarding preferred facilities and requested a side path with separation from the roadway as the Committee’s preferred facility.

The committee also reviewed draft messaging for Vision Zero and provided comments to staff.

Meeting of the Livable Roadways Advisory Committee (LRC) on October 23

The LRC approved and forwarded to the MPO Board:

- The committee approved a motion: To approve the 2045 LRTP and by the next update, incorporate bold performance measures to commit to reducing vehicle delay, greenhouse gases and improve safety.
- FDOT Tentative Work Program: Letter of Comment & Open House

The LRC heard status reports on: Gandy Bridge PD&E

Meeting of the Transportation Disadvantage Coordinating Board (TDCB) on October 25

The Transportation Disadvantaged Coordinating Board offers the following motions to the MPO for their consideration:

For the Long-Range Transportation Plan (LRTP):

- MOTION: The Transportation Disadvantaged Coordinating Board fully endorses the LRTP’s focus on addressing the needs of Hillsborough County’s TD community including the planned increase in transit service, filling sidewalk gaps and complete street treatments. The Transportation Disadvantaged Coordinating Board recommends approval of the LRTP.

For the FDOT Tentative Work Program Letter of Comment: The Transportation Disadvantaged Coordinating Board requests the MPO include the following motions in its letter to FDOT:
• MOTION: The Transportation Disadvantaged Coordinating Board supports the
FDOT’s specific focus and continued concentration on fulfilling the needs of the
Hillsborough County’s TD community in the specific areas of funding transit capital
and operations, bike ped improvements and complete street programming.

• MOTION: The Transportation Disadvantaged Coordinating Board requests that
the FDOT standardizes addressing the needs of the visually impaired community
at crosswalks in downtowns, shopping areas and other areas of activity.

**Meeting of the Intelligent Transportation Systems Committee (ITS) on October 10**

The ITS approved and forwarded to the MPO Board:

- DRAFT 2045 Cost Feasible Plan
- FDOT Tentative Work Program: Letter of Comment & Open House
- The committee passed a motion to convey to DOT that they would like greater
  consideration of ITS project in the Work Program

The ITS heard status reports on:

FDOT District 7 Traffic Systems Management and Operations (TSM&O) Strategic Plan

**Meeting of the Policy Committee on October 22**

The Policy Committee discussed two items and referred them to the MPO Board for
discussion and action. The items were:

- FDOT Tentative Work Program: Letter of Comment – members requested maps
  of the different types of projects, asked what is included in Urban Corridor
  Improvement projects and Resurfacing projects, heard the comments from the
  other committees, and directed staff to schedule a short presentation about the
  proposed Letter of Comment at the November 5 MPO Board Meeting and Public
  Hearing.

- Process for Updating TIP Priorities – members asked staff to schedule a
  discussion at a future board meeting, and to prepare a letter to the local
  jurisdictions and agencies asking them to confirm that their legislative bodies
  approved their project priority requests or affirmatively delegated the submittal of
  requests to their staff. The committee also discussed creating a separate priority
  list for Major Investment Projects – separate from the “bucket” investment
  programs – to highlight the importance of the major projects.

The committee also was briefed on the implementation of the Plan Hillsborough Strategic
Plan and had a conversation with Executive Director Melissa Zornitta about further steps
to coordinate transportation and land use.
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
¿Qué 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 ayudará 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.


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
The Gulf Coast MPOs invite you to join us for our annual safety summit!

2ND ANNUAL GULF COAST SAFE STREETS SUMMIT

SCHEDULE AT-A-GLANCE:

2:00p - 2:30p | Welcome & Introductions

2:30p - 4:00p | Session 1 moderated by Jeff Speck
Human-centered Mobility Bill of Rights

4:00p - 5:15p | Session 2
Outside the Box Funding

5:15p - 5:30p | Session Wrap Up

5:30p - 8:00p | Reception & Awards Program

More info: planhillsborough.org/gulf-coast-safe-streets-summit/
Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require 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.

Non-Discrimination

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Visit the PROJECT WEBSITE for project information and updates
http://active.fdotd7studies.com/us41/csx-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) 975-6089
Toll Free (800) 226,7220
kristen.carson@dot.state.fl.us

Study Schedule

| Re-evaluation Began | May 2018 |
| Alternatives Public Workshop | November 2019 |
| Public Hearing | Spring 2020 |
| Begin Design Activities | Spring 2020 |
| Finalize Re-evaluation Documents | Summer 2020 |
| Re-evaluation Complete | Fall 2020 |

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.
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 handbook. 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.

Project Funding

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

Phase | Fiscal Year
--- | ---
Design | 2018 and 2020
Right-of-Way | 2020, 2021, and 2022
Construction | Not Currently Funded*

*Tentatively included in the Strategic Intermodal System (SIS) Approved Second Five-Year Plan (under District Seven) in 2026.

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.
**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
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Alternatives
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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.

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

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<td>Right-of-Way</td>
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</tr>
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<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.

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
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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.
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 (PDE) 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-sr876).

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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

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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
kris.carson@dot.state.fl.us

Visit the PROJECT WEBSITE for project information and updates http://active.fdotd7studies.com/us41/csx-to-sr876

Public Participation Coordinator
Contact:
(813) 975-6405
Alex Henry
Public Involvement Coordinator

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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.

Tell us your vision for transportation in Florida.

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
**Project Details**

<table>
<thead>
<tr>
<th>Work Type</th>
<th>Interchange modification</th>
</tr>
</thead>
<tbody>
<tr>
<td>Phase</td>
<td>Design</td>
</tr>
<tr>
<td>Limits</td>
<td>From south of MLK (exit 260) to I-4</td>
</tr>
<tr>
<td>City</td>
<td>Tampa</td>
</tr>
<tr>
<td>County</td>
<td>Hillsborough</td>
</tr>
<tr>
<td>Road</td>
<td>I-4</td>
</tr>
<tr>
<td></td>
<td>I-75</td>
</tr>
<tr>
<td>Design Cost</td>
<td>$4.7 million</td>
</tr>
</tbody>
</table>

**Contact Information**

**Design Manager**
Manuel Flores  
813-975-4248  
Manuel.Flores@dot.state.fl.us

**Media Contact**
Kris Carson  
813-975-6060  
Kristen.Carson@dot.state.fl.us

**About**

This project will build a barrier separating northbound I-75 mainline traffic and traffic exiting and entering the interstate for the MLK and I-4 exits. A two lane northbound collector-distributor (CD) roadway will be built east of the current northbound travel lanes within the existing right of way. Traffic exiting or entering NB I-75 at MLK or I-4 will use the new CD roadway.

In addition to the improvements on I-75, the SR 574 (Dr. Martin Luther King Blvd) interchange will be converted to a diverging diamond interchange.

These changes will improve the efficiency and safety of the interstate in this area.

The project is currently being designed. Construction is anticipated to begin in 2022.
Greetings and good morning readers! For those of you in the northern part of the state, I wish you well as Tropical Storm Nestor makes a path across the panhandle today. At the Capitol, this has been a quiet couple of weeks for transportation, other issues have occupied the headlines and it is not always a bad thing to let others be the center of attention. We do have a couple of announcements to make that will be of interest to the readership though. Please keep reading.

Senate Bill 126 was introduced by Senator Gruters and while this bill was filed back in August, your MPOAC Legislative Newsletter did not cover this bill in the first edition of the 2020 legislative session newsletter. The bill relates to sales tax for online purchases. Why would a transportation newsletter cover this you ask? This bill, if passed, will generate additional income which will allow the state and local units of government to fund infrastructure needs (including transportation) with that limited resource we call money. While monies generated from this bill could go directly to transportation needs in Florida, it would also take financial pressure off of local governments to meet local needs that are not transportation related. Either way, if additional monies are generated then our needs in Florida, including transportation, are easier to meet. Given that this is a bill which will be of great importance to our elected officials in Florida’s Cities and Counties, your newsletter will begin tracking this bill. Of special note, Section 4 of the bill makes retailers collect and remit local option surtaxes. Thank you Senator Gruters for including our local units of government in your bill.

On Wednesday of this week, Representative Andrade (South Escambia and Santa Rosa Counties) joined us at our weekly luncheon. Representative Andrade had been a Gubernatorial Fellow during his college career and spent time as a Fellow at the Florida DOT. He is very much in tune with the transportation needs of Florida and nationally. I had the opportunity to ask him about transportation funding for local units of government, after all why wouldn’t I, right? He demonstrated his mastery of transportation issues by first pointing out that the gas tax is not sustainable long-term and then asked if anyone had driven in other states. Yes, our transportation in Florida is in much better shape than other states he and took us right to that point. He pointed to a bill in the last session that would have created a study to look at long-term transportation funding viability (unfortunately it did not pass) and we discussed how transportation is important to Florida overall and is a quality of life issue for citizens. This sounds exactly like what I say when I visit one of our MPOs here in Florida and I was pleased to hear that our leaders in Florida and MPOAC are on the same page. Last year Representative Andrade sponsored the overall transportation bill in the House and has done so again this year (see HB 395 later in this newsletter). Readers must remember that the long-standing champion of transportation in our legislature, Senator Brandes, is term-limited and this is his last session. We need a champion for transportation, and frankly while it would be great to have 160 transportation champions in the legislature but that is not realistic. Having several would be good and we need to look to Representative Andrade because he gets transportation. I met with him in his office last session and walked away impressed, I was once again impressed by him at our
Wednesday luncheon. We are fortunate to have Representative Andrade pushing to advance transportation in our legislature.

The last bit I want to share with you before you look at the updates to transportation related bills in the later section of this newsletter is the election of Senator Wilton Simpson as the next Senate President. Current Senate President Galvano still has the gavel for the 2020 legislative session but starting in 2021 it will be an egg farmer and environmental remediation business owner who will lead the Florida Senate, provided that Republicans retain control after the 2020 elections. I will remind you that it was Senator Simpson who sponsored the texting while driving bill in the Senate last session and during one of the bill’s committee stops he stated that really wanted a hands-free bill. Look for a bill during his time as Senate President to alter the current texting while driving bill into a hands off the phone while driving bill. He will also be busy during his time as Senate President with redistricting due to a new decennial census. That is not an easy task, but he is certainly up to it.

The schedule of pre-session committee weeks is shown below 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 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.

<table>
<thead>
<tr>
<th>Important Dates for the 2020 Legislative Session</th>
</tr>
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<tbody>
<tr>
<td>o August 01, 2019 – Deadline for filing claim bills.</td>
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<tr>
<td>o November 22, 2019 - Deadline for submitting requests for drafts of general bills and joint resolutions, including requests for companion bills.</td>
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<tr>
<td>o January 10, 2020 - Deadline for approving final drafts of general bills and joint resolutions, including companion bills.</td>
</tr>
<tr>
<td>o January 14, 2020 - Regular Session convenes, deadline for filing bills for introduction.</td>
</tr>
<tr>
<td>o February 29, 2020 - All bills are immediately certified, motion to reconsider made and considered the same day.</td>
</tr>
<tr>
<td>o March 03, 2020 – 50th day of Session. Last day for regularly scheduled committee meetings.</td>
</tr>
<tr>
<td>o March 13, 2020 – 60th day - Last day of Regular Session.</td>
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<table>
<thead>
<tr>
<th>Committee Meeting schedule prior to the official Legislative Session beginning on January 14th</th>
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</thead>
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<td>September 2019 - Week of the 9th – Legislative Budget Committee Meets</td>
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<tr>
<td>September 2019 - Week of the 16th</td>
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<tr>
<td>October 2019 - Week of the 14th</td>
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<tr>
<td>October 2019 - Week of the 21st</td>
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<td>November 2019 - Week of the 4th</td>
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<tr>
<td>November 2019 – Week of the 12th</td>
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<tr>
<td>December 2019 - Week of the 9th</td>
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This is a summary of transportation related bills filed and published on the legislature’s website as of October 18, 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 particular 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) – 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; 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.
SB 158: Child Restraint Requirements – (Perry) – Increasing the age of children for whom operators of motor vehicles must provide protection by using a crash-tested, federally approved child restraint device; increasing the age of children for whom a separate carrier, an integrated child seat, or a child booster seat may be used, etc. Referred to 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) – 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) - 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.

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) – 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) - 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.

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.

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’
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.
Greetings and good morning readers! There has been plenty in our Capitol building happening this week, however transportation has not been one of those happening topics. The only transportation committee that met this week was the House Transportation & Infrastructure Subcommittee. The House T & I Subcommittee had one topic on the agenda, a presentation by Florida DOT on Express Lanes. Assistant Secretary for Finance and Administration, Stacy Miller, presented this topic. You may be familiar with her name, she presented the department’s budget request at a previous committee meeting and I shared with you that she is very good at presenting as well as explaining transportation issues and concepts. This week she continued her stellar reputation and provided quite a bit of insight to tolled express lanes and their effect on an overall corridor.

Ms. Miller shared that the concept of tolled express lanes was first implemented in California and later Florida followed the example and inked an agreement back in 2006 which started us into the business of tolled express lanes. Originally Florida had implemented High Occupancy Vehicle (HOV) lanes that offered faster travel for those carpooling. The HOV lanes never consumed all of the capacity of the dedicated lanes and the department recognized the opportunity for non-HOV users to use this excess capacity for a fee, which we call a toll. This idea of selling unused excess capacity is not intended to produce a profit, the primary purpose is use these lanes as a congestion management tool. Of interest to readers is the fact that the express lanes in both Broward and Miami-Dade counties carry express bus service which serve 100,000 transit passengers per month and that transit service usage is continuing to grow. Just so you an idea of how many express lanes are in Florida, currently Florida has 74 miles of express lanes in service, 95 additional miles under construction and 450 miles of express lanes in the planning or design stages.

Again, transportation had a quiet week and so there isn’t much to share with you related to transportation. If you were following the Florida news, whether that be a newspaper, online or listening to NPR, you certainly heard about the Senate hearing and ultimately a vote related to former Broward County Sheriff Israel. It is this and other items that held the attention of our legislators and observers of the legislative process. Transportation just wasn’t a topic of interest this week – that is not always a bad thing.

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

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**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)** – 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; 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.

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SB 158: Child Restraint Requirements – (Perry) – Increasing the age of children for whom operators of motor vehicles must provide protection by using a crash-tested, federally approved child restraint device; increasing the age of children for whom a separate carrier, an integrated child seat, or a child booster seat may be used, etc. Referred to 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.

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SB 178: Public Financing of Construction Projects – (Rodriguez) - 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.
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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.

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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) - 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.

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.
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.

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.

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.