Meeting of the Bicycle Pedestrian Advisory Committee
Wednesday, January 10, 2018, 5:30 p.m.

I. Call to Order

II. Public Comment - 3 minutes per speaker, please

III. Approval of Minutes - November 15, 2017

IV. Guest Speaker
   A. Sunshine Law and Public Records Requirements (Cameron Clark, County Attorney’s Office)

V. Action Items
   A. Gasparilla Bike Safety Rodeo Preparations (Wade Reynolds, MPO Staff)
   B. Election of Officers (Wade Reynolds, MPO Staff)
   C. TIP Amendment for Performance Measure Target-Setting: Safety (Johnny Wong, MPO Staff)
   D. Attendance Review and Seat Vacancy Recommendations (Wade Reynolds, MPO Staff)

VI. Status Reports
   A. Walk Bike Tampa 2017 Goal Review (Christine Acosta)
   B. Long Range Transportation Plan Vision (Wade Reynolds)
   C. Health Mapping Tool (Brandon Berry)

VII. Old Business & New Business
   A. Regional Multi-Use Trails Committee News
   B. Tri-County BPAC Next Meeting – January 24, 2018
   C. Upcoming South Coast Connector Study

VIII. Adjournment

IX. Addendum
   A. MPO Meeting Summary & Committee Report
   B. Gulf Coast Safe Streets Summit Flier
   C. HART Ridership – Pierre Mathurin
   D. Summary of 2018 Legislative Issues
   E. MPO Comments to FY19-23 Tentative Work Program
F. Elements of Complete Streets
G. Hillsborough County Hiking Spree
H. Hillsborough County Moving Forward to Make Brandon Safer for Pedestrians
I. When Construction Shuts Down Sidewalks
J. Correspondence to Sheriff Chad Chronister School Speed Zone Enforcement
K. Correspondence to Chief Brian Dugan Speed Zone Enforcement
L. Tampa Bike Trails-Lanes

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

Chair Patrick Thorpe called the meeting to order at 5:30 pm; meeting was held in the Plan Hillsborough Committee Room of the County Center Building.


Others present: Wade Reynolds and Michele Ogilvie, MPO Staff; Sharon Snyder, TPC Staff; Deputy Shook, Hillsborough County Sheriff’s Office; and Chris Speese, FDOT.

II. PUBLIC COMMENT

There were no public comments.

III. APPROVAL OF MINUTES

Motion: Approval of October 11, 2017 minutes (Collins - Shirk). The motion passed unanimously.

The Committee held a moment of silence in memory of Michael Schwaid, who recently passed away.

IV. ACTION ITEMS (these items were rearranged to accommodate presenters)

A. TIP Amendment – W. Hillsborough Complete Streets Project and I-75 at SR 60 On-Ramp Improvement (Sarah McKinley, MPO Staff)

Ms. McKinley presented the two amendments to FDOT Transportation Improvement Program (TIP). She gave an overview of the TIP which is a 5-year work program and the first 5 years of the Long Range Transportation Plan. The MPO prioritizes projects for funding, but can’t dictate how the funds are spent; however, they can remove federally funded projects. The TIP is effective from October 1st through September 30th, and periodically the MPO receives TIP amendments during the year to updating costs, moving projects forward, etc.

The first amendment is for I-75 at SR 60, to improve the northbound entrance ramp. This is an existing project and the new total reflects additional lighting, a new barrier wall and updated construction costs. They will also be expanding the ramp from 1 to 2 lanes. The
construction costs are about $30.3 million with just over $500,000 for railroad and utilities, and the change is almost $7.8 million.

The second amendment is for Hillsborough Avenue, from Town N Country Blvd. to Dale Mabry. This amendment is for the complete streets safety improvements, which is a result of the study presented last month. The Kennedy Street project will be funded in the next work program but this is being moved forward for design in FY18. This is $300,000 of Transportation Alternative Funds, some of the funds that the MPO can prioritize.

Motion: Recommend approval of the TIP Amendments to the FY2018-2022 TIP (Thornton - Shirk). The motion passed unanimously.

B. Vision Zero Action Plan (Gena Torres, MPO Staff)

Ms. Torres began the Vision Zero Action Plan presentation by thanking the organizations that make up the Vision Zero Coalition. The Action Plan is centered around four Action Tracks: Paint Saves Lives; One Message, Many Voices; Consistent and Fair; and The Future Will Not Be Like the Past. She reviewed the activities of the four workshops that were held over the last year. Ms. Torres reviewed the two goals for each Action Track and discussed what has been done and what is next.

Ms. Torres shared what Committee members can do such as help schedule presentations, fill out the pledge form, share the message of Vision Zero with family, friends and colleagues, etc. The Action Plan has been presented to all four jurisdictions and other agencies for support.

Discussions ensued regarding clarification of the Leading Pedestrian Intervals (LPI) at signalized intersections, how this initiative is funded and what community support means, what the jurisdictions are doing to support Vision Zero, how performance will be measured, how the plan will be implemented, if there are memorandums of agreement with the jurisdictions, what is Ms. Torres’ duration on this assignment, why we continue to spend 90% of the budget on automobile transportation, the need for smart cars and smart roads, how many pedestrians have died so far this year, how to contact Ms. Torres if interested in the speaker’s bureau, the need for speakers at the Traffic Safety 101 classes (Mr. Shirk will send Ms. Torres an email with details), and if there has been any effort to reach out to the drivers who caused the deaths.

Motion: Approve the Vision Zero Action Plan and forward to the MPO for their approval (Thornton - Shirk). The motion passed unanimously.

C. 2018 MPO Meeting Calendar (Wade Reynolds, MPO Staff)

Mr. Reynolds presented the 2018 MPO Meeting calendar.

A discussion was held regarding the July workshop. Calendar will be updated to read “workshop” instead of “recess”. The Tri-County meeting dates are not included on the calendar. Mr. Reynolds will bring Tri-County meeting dates and locations to the next meeting.

Motion: Approval of the 2018 MPO Meeting Calendar, after changing recess to workshop (Thornton – Collins). The motion passed unanimously.
V. STATUS REPORTS
A. Regional Scenario Planning Survey (Beth Alden, MPO Staff)

Ms. Alden presented the Regional Scenario Planning Survey. The Long Range Transportation Plan (LRTP) is updated every 5 years and involves the coordination of the West Central Florida MPO Chairs Coordinating Committee. The plan identifies priority projects now being funded and conveys our priorities for federal and state funding to Washington, DC and Tallahassee. It is also the link between the local comprehensive plans and the FDOT and local government improvement plans. The Committee studies the trends that will shape what Tampa Bay will look like in 2045, such as autonomous vehicles, ride-hailing services, aging of the population, etc. They also integrate plans such Tampa Bay Next. Tampa Bay Next looks at options for premium transit in interstate right-of-way and other concepts, such as beltways, elevated lanes, etc. One of the Committee’s highest priorities for several years was express lanes along I-75.

Another study being conducted is the Regional Transit Feasibility Plan, which identified two potential corridors for transit investments, per the federal criteria (USF to Downtown Tampa, along the CSX Corridor and Wesley Chapel to St. Pete, along the interstate corridor). The I-275 corridor could be used for bus rapid transit and automation. Another option is to reuse the CSX Rail Corridors to connect to Tampa to Land O’ Lakes, Clearwater or St. Petersburg. This is worth looking at for two reasons: the segment between downtown Tampa and USF is one of the highest ridership transit corridors in the region and there is very little freight rail traffic. The conversion of I-275 to a Boulevard conversion will also be explored.

When the LRTP was last updated, there were three very different scenarios: expand out, create a transit oriented scenario and add express lanes to interstates. The next step is to create similar scenarios for the Tri-County area (Hillsborough, Pinellas and Pasco). The Tampa Bay Management Area (TMA) consist of board members from the three MPOs and their role is to guide the process of creating growth scenarios and creating a public survey tool to develop funding and cost sharing strategies. Ms. Alden reviewed what the scenarios for the Tampa Bay TMA might look like and they include trend and technology, belt and boulevard, and transit oriented development.

Ms. Alden also conducted a survey with the Committee via text messages. The survey questions were (1) What “big ideas” or drivers of change could most affect how and where we grow; (2) What are the best strategies to accommodate population growth; and (3) For our future population’s needs, how should we focus transportation resources?

Discussions followed regarding possible mixed-use village corridors around the Boulevard concept, the need to design for people to make better places, the need to reset the priorities away from automobiles, if there are other communities (ie. Seattle or Salt Lake City) Tampa Bay can model best practices after, how to get leaders on board with funding transit instead of interstates, and the importance of contacting local officials as a private citizen.

VI. OLD BUSINESS & NEW BUSINESS
A. BPAC Position Statement

Mr. Reynolds distributed revised copies of the position statement with Ms. Price and Mr. Watson’s comments. Mr. Monk offered his feedback on the comments received. Mr. Reynolds will provide a list of completed funded projects to include in the letter.
Discussions ensued regarding moving the last paragraph that refers to walking, cycling, transit, etc. to the beginning of the letter, what “quality of place” means to individuals, the loss of Catherine Egan from HART to Pittsburgh, other neighborhoods that can be highlighted in the fifth paragraph (suggested South Tampa, Brandon, Carrollwood and East Tampa/Hillsborough), and rewrite the third paragraph and the paragraph before the bullet points as they repeat “measured over the last 70 years”.

VII. ADJOURNMENT

There being no further business, the meeting was adjourned at 7:23 p.m.
Board & Committee Agenda Item

Agenda Item
Sunshine Law and Public Records Requirements

Presenter
Cameron Clark, MPO County Attorney

Summary
MPO committees are subject to the requirements outlined in the Sunshine Law. In general, the law is in place to ensure transparency in government and does so by requiring meetings to be open to the public, notices to be provided, and minutes to be taken. There is also guidance on committee members discussing topics that could come before their board for action. The MPO’s attorney will provide insight on both of these topics.

Recommended Action
None. For information only.

Prepared By
Gena Torres, MPO Staff

Attachments
1. Memo from Cameron Clark, MPO Attorney
2. Link to information about The “Sunshine” Law
• **What is the Sunshine Law?**
Florida’s Government-in-the-Sunshine law provides a right of access to governmental proceedings at both the state and local levels. It applies to any gathering of two or more members of the same board to discuss some matter which will foreseeably come before that board for action. There is also a constitutionally guaranteed right of access. Virtually all state and local collegial public bodies are covered by the open meetings requirements with the exception of the judiciary and the state Legislature which has its own constitutional provision relating to access.

• **What are the requirements of the Sunshine law?**
The Sunshine law requires that 1) meetings of boards or commissions must be open to the public; 2) reasonable notice of such meetings must be given, and 3) minutes of the meeting must be taken.

• **What agencies are covered under the Sunshine Law?**
The Government-in-the-Sunshine Law applies to “any board or commission of any state agency or authority or of any agency or authority of any county, municipal corporation or political subdivision.” Thus, it applies to public collegial bodies within the state at both the local as well as state level. It applies equally to elected or appointed boards or commissions.

• **Does the Sunshine Law apply to members-elect?**
Members-elect of public boards or commissions are covered by the Sunshine law immediately upon their election to public office.

• **What qualifies as a meeting?**
The Sunshine law applies to all discussions or deliberations as well as the formal action taken by a board or commission. The law, in essence, is applicable to any gathering, whether formal or casual, of two or more members of the same board or commission to discuss some matter on which foreseeable action will be taken by the
public board or commission. There is no requirement that a quorum be present for a meeting to be covered under the law.

- **Can a public agency hold closed meetings?**
  There are a limited number of exemptions which would allow a public agency to close a meeting. These include, but are not limited to, certain discussions with the board’s attorney over pending litigation and portions of collective bargaining sessions. In addition, specific portions of meetings of some agencies (usually state agencies) may be closed when those agencies are making probable cause determinations or considering confidential records.

- **Can a citizen’s right to speak at a meeting be restricted?**
  Public agencies are allowed to adopt reasonable rules and regulations which ensure the orderly conduct of a public meeting and which require orderly behavior on the part of the public attending. This includes limiting the amount of time an individual can speak and, when a large number of people attend and wish to speak, requesting that a representative of each side of the issue speak rather than everyone present.

- **Can a private citizen videotape a public meeting?**
  A public board may not prohibit a citizen from videotaping a public meeting through the use of nondisruptive video recording devices.

- **Can a board vote by secret ballot?**
  No. The Sunshine law requires that meetings of public boards or commissions be “open to the public at all times.” Thus, use of preassigned numbers, codes or secret ballots would violate the law.

- **Can two members of a public board attend social or professional functions together?**
  Members of a public board are not prohibited under the Sunshine law from meeting together socially or attending the same functions, provided that those members do not discuss with each other any matters that may come before their public board.

- **Can members of a public board communicate with each other via proxy about board business?**
  No, members of a public board cannot communicate with each other in any way about a matter that is, or may come before, their board. This includes communication through intermediaries.

- **What is a public record?**
  The Florida Supreme Court has determined that public records are all materials made or received by an agency in connection with official business which are used to perpetuate, communicate or formalize knowledge. They are not limited to traditional written documents. Tapes, photographs, films and sound recordings are also considered public records subject to inspection unless a statutory exemption exists.

- **Does an agency have to explain why it denies access to public records?**
A custodian of a public record who contends that the record or part of a record is exempt from inspection must state the basis for that exemption, including the statutory citation. Additionally, when asked, the custodian must state in writing the reasons for concluding the record is exempt.

- **When does a document sent to a public agency become a public document?**
  As soon as a document is received by a public agency, it becomes a public record, unless there is a legislatively created exemption which makes it confidential and not subject to disclosure.

- **Can an agency refuse to allow public records to be inspected or copied if requested to do so by the maker or sender of the documents?**
  No. To allow the maker or sender of documents to dictate the circumstances under which documents are deemed confidential would permit private parties instead of the Legislature to determine which public records are public and which are not.

- **Is an agency required to give out information from public records or produce public records in a particular form as requested by an individual?**
  The Sunshine Law provides for a right of access to inspect and copy existing public records. It does not mandate that the custodian give out information from the records nor does it mandate that an agency create new records to accommodate a request for information.

*Source: Florida Attorney General’s Office*  
Board & Committee Agenda Item

Agenda Item
2018 Election of Officers

Presenter
Wade Reynolds, MPO Staff

Summary
The MPO By-Laws require that officers are to be elected each year. There are no term limits for officers, therefore they can be re-elected and serve indefinitely. The By-Laws state:

Officers of Standing Committees: The committee shall hold an organizational meeting each year for the purpose of electing a committee chair, a committee vice-chair, and, at the discretion of the committee chair, an officer-at-large. Officers shall be elected by a majority vote of a quorum of the members.

The current BPAC officers are:

- Chair  Patrick Thorpe
- Vice Chair  Tony Monk
- Officer-at-large  Jim Shirk

Members can nominate themselves or any other member. No second is needed, and each nomination is voted on individually until one member receives a majority of votes for an officer’s position.

Recommended Action
Hold BPAC Election of Officers

Prepared By
Wade Reynolds, AICP

Attachments
None
Board & Committee Agenda Item

Agenda Item
Transportation Improvement Program (TIP) Amendment – Safety Performance Measures

Presenter
Johnny Wong, PhD (MPO Staff)

Summary
The Federal Highway Administration (FHWA) has made a push toward performance-based planning and recently added a requirement for each MPO to adopt safety performance targets. This amendment is to update the narrative of the TIP to include the five safety performance measures required by FHWA, and provide a baseline by which to track progress toward improving safety.

In 2017, the Florida Department of Transportation (FDOT) set a statewide target of zero traffic deaths. Whereas achieving zero traffic deaths is the long-term aspirational goal of the Hillsborough MPO, the FHWA has encouraged MPOs to select realistic targets based on data analysis. Staff has worked with other regional partners to establish a methodology for projecting safety targets through calendar year 2018. Baseline targets were developed as follows:

- Number of Fatalities: 184
- Number of Serious Injuries: 1,618
- Number of Nonmotorized Fatalities and Serious Injuries: 243
- Rate of Fatalities per 100 MVMT: 1.40
- Rate of Serious Injuries per 100 MVMT: 12.35

The MPO Board prioritizes projects for funding, many of which meet the criteria for safety projects under the Reduce Crashes & Vulnerability category of the 2040 Long Range Transportation Plan (LRTP). The 2017-18 TIP has numerous funded projects that enhance the safety of facilities including: sidewalks connecting to schools, complete streets along Collins Street, George Road and Floribraska Avenue, the Green Spine Cycle Track extension, the Heights Mobility Plan, and road diets along Himes Avenue, 46th Street and 34th Street. These projects will make progress toward improving safety in future years.

Recommended Action
Recommend Approval of CY2018 Baseline Safety Performance Targets

Prepared By
Johnny Wong, PhD (MPO Staff)

Attachments
Safety Performance Measure Text to be added to the TIP
Background

The Moving Ahead for Progress in the 21st Century Act (MAP-21) requires State DOTs and MPOs to conduct performance-based planning by tracking performance measures and setting data-driven targets to improve those measures. Performance-based planning ensures the most efficient investment of federal transportation funds by increasing accountability, transparency, and providing for better investment decisions that focus on key outcomes related to seven national goals:

- Safety;
- Infrastructure preservation;
- Congestion reduction;
- System reliability;
- Freight movement and economic vitality;
- Environmental sustainability; and,
- Reduced project delivery delays.

The Fixing America’s Surface Transportation (FAST) Act supplements the MAP-21 legislation by establishing timelines for State DOTs and MPOs to comply with the requirements of MAP-21.

Safety is the first national goal identified in the FAST Act. In March of 2016, the Highway Safety Improvement Program and Safety Performance Management Measures Rule (Safety PM Rule) was finalized and published in the Federal Register. The rule requires MPOs to set targets for the following safety-related performance measures and report progress to the State DOT:

- Fatalities;
- Serious Injuries;
- Nonmotorized Fatalities and Serious Injuries;
- Rate of Fatalities per 100M Vehicle Miles Traveled (VMT); and
- Rate of Serious Injuries per 100M VMT.

The Federal Highway Administration (FHWA) requires the Hillsborough MPO to establish safety targets and report progress toward achieving those targets on an annual basis, beginning on February 27, 2018. The Hillsborough MPO may either agree to plan and program projects so that they contribute toward the accomplishment of the FDOT targets or establish its own quantifiable performance targets for the metropolitan planning area for calendar year 2018 (January 1, 2018 – December 31, 2018). State DOTs and MPOs are able, however, to revise and adjust targets on an annual basis.

Florida DOT Safety Targets

In August of 2017, the FDOT declared the State’s safety performance targets as follows:

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<thead>
<tr>
<th>Safety Measure</th>
<th>CY2018 Target</th>
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<tbody>
<tr>
<td>Number of Fatalities</td>
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<td>Number of Serious Injuries</td>
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<td>Rate of Serious Injuries per 100M VMT</td>
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These annual targets are expressed as five-year rolling averages, comprising the five calendar years ending prior to the year the targets are due.

**Hillsborough MPO Safety Targets**

In preparation for the initial safety target-setting effort, to be concluded by February 27, 2018, coordinated target-setting among the FHWA, FDOT, and Hillsborough MPO occurred through a series of webinars, target-setting workshops, teleconferences, and a meeting of the Florida Metropolitan Planning Partnership.

The Hillsborough MPO has committed to a quantifiable target\(^1\) for each of the safety-related performance measures, and are declared as follows:

<table>
<thead>
<tr>
<th>Safety Measure</th>
<th>CY2018 Target</th>
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<tr>
<td>Number of Fatalities</td>
<td>184</td>
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All five targets are linear projections made for CY2018 using five years of historical data on a rolling average, beginning in 2012 and ending in 2016, which is consistent with Federal reporting requirements. The targets apply to all public roads in the designated Metropolitan Planning Area of Hillsborough County.

\(^1\)The VMT estimate is published by the FDOT Office of Transportation Data and Analytics on an annual basis, [http://www.fdot.gov/planning/statistics/mileage-rpts/](http://www.fdot.gov/planning/statistics/mileage-rpts/).

\(^2\)Fatality and serious injury counts are published by the FDOT State Safety Office’s Crash Analysis Reporting (CAR) database. Figures used were current as of October 2, 2017.
**Progress Toward Targets**

The investment priorities of the Hillsborough MPO are outlined in the Transportation Improvement Program (TIP). The TIP Priorities consider candidate projects that fall into one of five investment programs established by the *Imagine 2040 Long Range Transportation Plan*, including *Reduce Crashes & Vulnerability*, which evaluates projects that have the anticipated effect of reducing both total crashes, and fatal and nonmotorized crashes. The MPO’s goal of reducing crashes by 21-50% (to achieve a level comparable to peer cities by 2040) is linked to this investment program.

The Hillsborough MPO has furthermore approved the expenditure of $14.4M in Highway Safety Improvement Program funds to support safety projects in 2018, and has adopted a Vision Zero Action Plan with a long-term goal of achieving zero traffic fatalities.
Safety Performance Measure Text to be added to the TIP
Board & Committee Agenda Item

**Agenda Item**
2017 Attendance Review, Declaration of Vacant Seats

**Presenter**
Wade Reynolds, MPO Staff

**Summary**
The MPO By-Laws require that “at a minimum, committee member attendance will be reviewed annually.” The MPO may review, and consider rescinding, the appointment of any member of any committee who fails to attend three (3) consecutive meetings. Two members have exceeded three absences and staff has contacted them to determine their intentions regarding BPAC membership.

If a seat has been unoccupied for an extended period, then the committee may declare it vacant so that it will not be counted in determining a quorum.

**Recommended Action**
As deemed appropriate by the committee.

**Prepared By**
Wade Reynolds, AICP

**Attachments**
2017 Attendance Report
# Hillsborough County Bicycle Pedestrian Advisory Committee
## Annual Attendance/Participation Report
### January-December 2017

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Hillsborough County Bicycle Pedestrian Advisory Committee
Annual Attendance/Participation Report
January-December 2017

|----------------|-----------|-----------|------------|------------|----------|-----------|-----------|-------------|------------|------------|------------|----------|
| Jonathon Forbes  
City of Temple Terrace | P         | P         | P          | P          | A        | X         | P         | P           | X          | P         | P         | X         |
| Tony Monk (Vice Chair)  
At Large | P         | P         | P          | P          | P        | X         | P         | P           | X          | P         | P         | X         |
| Allison Nguyen  
FDOH | P         | P         | P          | P          | P        | X         | P         | P           | X          | P         | P         | X         |
| Faye Miller  
At Large | P         | A         | P          | A          | P        | X         | P         | P           | X          | P         | P         | X         |
| Karla Price  
Tampa Parks | P         | A         | P          | A          | A        | X         | P         | P           | X          | P         | A         | X         |
| Dave Payor  
At Large | A         | P         | P          | A          | P        | X         | A         | P           | X          | A         | P         | X         |
| Kristy Udagawa  
HCSO | A         | P         | P          | P          | A        | X         | A         | A           | X          | P         | P         | X         |
| Jim Shirk  
| JoAnna Swindell  
Citizen Rep. | A         | A         | P          | A          | P        | X         | A         | A           | X          | A         | A         | X         |
| Calvin Thornton  
City of Tampa | P         | P         | P          | P          | P        | X         | P         | P           | X          | P         | P         | X         |
| Jason Jackman  
CUTR | P         | A         | P          | P          | P        | X         | P         | P           | X          | A         | P         | X         |
### Hillsborough County Bicycle Pedestrian Advisory Committee
### Annual Attendance/Participation Report
### January-December 2017

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*P- Present, *A- Absent, *X- No Meeting
Board & Committee Agenda Item

Agenda Item
Walk Bike Tampa 2017 Goal Review

Presenter
Christine Acosta, Walk Bike Tampa

Summary
Walk Bike Tampa is a 501(c)(3), citizens advocacy organization, working on connecting Tampa neighborhoods to create a more active city. We will update the BPAC on the goals we set out for 2017, how we measured against those goals, and our 2018 plans. We also have new board members and will be introducing them through the presentation.

Recommended Action
For Informational Purposes Only

Prepared By
Wade Reynolds, MPO Staff

Attachments
None
Board & Committee Agenda Item

Agenda Item
2045 Plan: Hillsborough & TMA Issues for Exploration

Presenter
Rich Clarendon, MPO staff

Summary
The MPO prepares a long-range plan that looks out at least 20 years. The plan takes stock of our transportation needs and sets priorities for spending state and federal dollars to meet those needs.

The current plan is known as the Imagine 2040 Long Range Transportation Plan. Federal rules require that the plan be updated every five years, which in our case means the next update must occur by December 2019.

The attached presentation lays out some of the key policy considerations to be explored as we update the plan and extend the planning horizon to 2045.

Recommended Action
None; for information only.

Prepared By
Rich Clarendon, AICP

Attachments
Presentation
2045 Long Range Transportation Plan: Issues for Exploration

July 2017

Hillsborough MPO
Metropolitan Planning for Transportation

Why does the Long Range Plan Matter?

- Identifies priority projects now being funded, for example:
  - Howard Frankland Bridge
  - I-275/SR 60 Interchange
  - Replacement Buses
  - Advanced Traffic Management Systems
  - South Coast Greenway & other trails
- Conveys our priorities for federal & state funding to Washington, DC & Tallahassee
How does it fit with other efforts?

Where will growth be?

What facilities will be needed?

Who builds or operates what, & starting when?

Local Comprehensive Plans

Long Range (20-year) Transp. Plan

FDOT 5-year WP

Local Governments’ 5-year CIP’s

HART 10-year TDP

THEA Program

TBARTA Program

Population Growth Trends, Countywide

- Actual population
- 10-year forecast
- 20-25 year forecast
Transportation Trends Countywide, 2010-2040

- Congestion Grows 182%
- Driving Trips Grow 63%
- Population Grows 48%
- Road Supply Grows 11%

Growth Scenarios for 2045

- For population & jobs
- Tri-county coordination
- Scenarios should respond to Major Studies…
  - ‘Business as usual’ trend
  - Regional Transit Feasibility Plan Scenario
  - Tampa Bay Next Concepts Scenario(s)
  - Hybrid Scenario
How are Needs Identified?

**Bottom-up**
- HART Transit Development Plan
- County & City plans
- MPO planning (e.g., Vision Zero, Freight Logistics Zone, corridor studies, greenways & trails plans)
- TMA priorities (e.g., buses in express lanes on I-4 & I-75)
- Public comments & requests

**Top-down**
- Florida Strategic Intermodal System (SIS) Plan
- Freight Mobility Plan
- Regional Transit Feasibility Plan
- Tampa Bay Next

What Else is New?

- Connected Vehicles & Automated Vehicles
- Shared Ride Services
- Market penetration by 2045?
  - FDOT to draft statewide scenarios
- Implications for…
  - Safety performance: better?
  - Road capacity: higher?
  - Vehicle miles of travel: more & longer driving trips?
  - Vehicle affordability? Ownership?
  - Less need for parking, but more need for staging areas & circulation?
  - Public transit: refocus on core?
Key drivers of change for the Atlanta Region

- Autonomous Vehicles
- Spatial, Racial and Economic Equity
- Climate Change Regulations
- Aging of the Population
- Transportation Finance Structure
- Water Supply
- Intelligent Infrastructure & Technology
- Ridehailing Services
- Port Traffic

New Federal Requirements

- Performance targets must be set for ....
  - Safety: crash numbers and rates
  - Bridge, pavement, & transit state of good repair
  - Travel time reliability
- New stakeholders must be consulted:
  - Private transportation providers
  - Tourism interests
Performance Outcomes with Current Funding*

Preserve the System
- Level 1: Roads repaved every 50 years on average
- Level 2 ½: Aging bridges replaced on time, buses every 16 years

Reduce Crashes & Vulnerability
- Level 1: Continue today’s programs: crashes drop ~10%
- Level 1: Low-lying major roads usable 8 weeks after a Cat. 3 storm

Minimize Traffic for Drivers & Shippers
- Level 1: Intersections work 10% better than they otherwise would in 2040
- Level 1: Continue today’s truck “quick fix” program (lengthen turn lanes, etc.)

Real Choices when Not Driving
- Level 2: Add 140 miles of trails & sidepaths by 2040
- Level 1: Frequent bus service for one in six people & jobs, somewhat frequent service (every ½-hour) for two in five

*Hillsborough County’s $812 million in new funding will help the unincorporated county with repaving; intersection traffic; & sidewalks & other safety features.

2045 Funding Forecasts

- State & federal funding forecasts provided by FDOT
- Local funding forecasts by MPO:
  - Existing sources will be projected to 2045
  - New source(s) for transportation improvements?
Allocable Revenues in Present Day Dollars (2014 estimate)

Existing Funding Sources
- Metropolitan Funds: $331
- State “Other Arterials” & Maint/Op/Safety: $2,054
- Current Local Gas Taxes: $1,044
- Impact Fees & Prop. Share: $123
- Current Transit Revenue: $1,806
- CIT in Cities (8 years): $147
- Unlevied 5-cent Gas Tax: $502
- Unlevied 1-cent Sales Tax: $834
- CIT 12 more years, cities & county: $4,083

Potential New Funding Sources
- State “Other Arterials” & Maint/Op/Safety: $2,054
- Current Local Gas Taxes: $1,044
- Impact Fees & Prop. Share: $123
- Current Transit Revenue: $1,806
- CIT in Cities (8 years): $147
- Unlevied 5-cent Gas Tax: $502
- Unlevied 1-cent Sales Tax: $834
- CIT 12 more years, cities & county: $4,083

- FDOT Strategic Intermodal System (SIS) Program not shown here; priorities are set in Tallahassee
- Most current funding is spoken for. Some room for new projects:
  - FDOT “Other Arterials” (non-SIS hwys) $465m
  - Metro (MPO) Grants, ~$15m per year, top priority = presv. & safety
  - Tampa CIT – all funds allocated thru 2026?

2012 Phone Survey: Support for Funding Sources

Receptivity to gas tax, impact fees, & property tax fluctuates somewhat with gas prices and economy.

Sales tax has remained on the table through many years & surveys.
Setting Priorities

• Continue performance-based funding categories?

• For major capacity and regionally significant projects, continue focusing on key economic spaces?

Regional Coordination

• What decisions are appropriate at the regional level? And/or at the TMA level?
  - Agreeing on growth scenarios
  - Prioritizing regionally-significant projects
    (currently being done by 3-county TMA and by 8-county CCC/TBARTA)
  - Jointly adopting a regional component of the Plan with other MPOs?
Atlanta Region’s Plan: online gaming beta test results

What might scenarios for the Tampa Bay TMA look like?

- **Full Steam Ahead**: 43%
- **Technology Reigns**: 31%
- **Fierce Headwinds**: 10%
- **Ecotopia**: 16%

MORE LIKELY

LESS LIKELY

Tampa Bay TMA Role

- Build 2045 Growth Scenarios
- Create Public Survey Tools
- Develop Funding & Cost Sharing Strategies for Hybrid Scenario

Hybrid Scenario
Schedule – Part 1: Growth Concepts

Create Initial Scenarios (with Pasco & Pinellas, Sept 2017 – Feb 2018)

2045 Population & Employment based on:
- Business as Usual (Trend) with TBX
- Transit-Oriented with:
  - Other Tampa Bay Next Concepts, ex. Beltway

Evaluate Scenarios (Mar – Sept 2018)

- Travel Demand Model Runs
- Cost Estimates
- Revenue Forecasts
- Environmental Impacts
- Other impacts, ex. Health?

Public Engagement (May – Sept 2018)

- Create Public Survey/Tool/Game
- Outreach using Survey Tool
- Survey Results: Likes/Dislikes in each Scenario

Schedule – Part 2: Funding & Affordability

Create Hybrid Scenario (with Pasco & Pinellas, Nov – Dec 2018)

- Combine Best Elements of the Growth Scenarios (Hybrid Scenario)
- Further develop funding strategies, build Cost Feasibility Scenario(s)
- Calculate Performance Outcomes

Public Engagement on Funding Strategies (Jan – May 2019)

- Create Tool/Survey
- Allow choice of "No new funding"
- Survey Results
- Set Performance Targets
- SEIS Public Hearing

Review & Adoption (Oct – Dec 2019)

- Public Review Period
- Hold Public Hearing
- Adopt Plan
- Document
Key Policy Questions

1. Continued focus on key economic spaces?
2. Local funding assumptions?
3. Jointly adopted regional component?
Board & Committee Agenda Item

**Agenda Item**
Hillsborough County Health Atlas

**Presenter**
Brandon Berry, MPO Staff

**Summary**
The Hillsborough County Health Atlas is a public mapping tool produced by Plan Hillsborough staff to support the work of the Hillsborough Metropolitan Planning Organization and Planning Commission. Technical support was provided by the Florida Department of Health. This tool provides planners and communities a baseline profile of chronic disease within Tampa neighborhoods, as well as demographic, transportation, health care access, food environment, emergency preparedness, and environmental indicators which span Hillsborough County.

Data collection for the Health Atlas began with community input from Hillsborough County’s Garden Steps. Garden Steps is a project, focused in the City of Tampa, which aims to establish community gardens in food deserts and improve walking and bicycling access to them. Garden Steps is one of 50 projects funded by the Healthiest Cities & Counties Challenge, a partnership between the Aetna Foundation, American Public Health Association and the National Association of Counties.

The Health Atlas’ first phase offers individuals the ability to explore a snapshot of their community’s health. The second phase of this tool, slated for 2018, will expand the range and extent of chronic disease indicators to Unincorporated Hillsborough County, Temple Terrace, and Plant City, as well as introduce data to compare incidence of premature mortality across the county.

Staff envisions that the Health Atlas will be expanded and updated periodically as new data becomes available. In addition, Plan Hillsborough will collaborate with other agencies to sustain this tool in coming years.

The Hillsborough County Health Atlas may be accessed at http://www.planhillsborough.org/health-atlas/.

**Recommended Action**
None. Information Only.

**Prepared By**
Brandon Berry, MPO Staff

**Attachments**
None.
MPO Board Meeting Summary
Tuesday, December 5, 2017

CALL TO ORDER, PLEDGE OF ALLEGIANCE & INVOCATION

Chairman Les Miller called the meeting to order at 9:00 a.m. He led the pledge of allegiance and gave the invocation. The meeting was convened on the 26th floor of the County Center.

PUBLIC COMMENT

Mr. Sam Gibbons commented on the expansion of the interstate and the Tampa Heights Community Garden. Mr. Gibbons requested the MPO Board consider what FDOT is doing with the interstate expansion and the effects that it will have on neighborhood preservation for generations.

Mr. Chris Vela requested removal of toll revenue set-asides referenced in IV. D of the Consent Agenda (Legislative Positions recommended by Policy Committee). He expressed concerns regarding deriving transit money from tolls and feels that it will create less of an opportunity for local public buy-in.

Chairman Miller requested Ms. Bet Alden, MPO Executive Director, to address Mr. Vela’s comments. Ms. Alden stated that the recommendation from the MPO Policy Committee was about working together to find new funding sources to implement new regionally significant transit. The concern was that longer distance express bus service that crosses county boundaries is expensive, and because of the limited availability of funding for bus service, the group did not want the creation of new regional transit service to come at the expense of the local bus routes which are also needed. The board previously heard from the Director of the Miami-Dade TPO that toll revenue set-aside is something they have used, and it was identified for consideration. There are other funding options to look at, such as inclusion of regional transit in the State’s Strategic Intermodal System, so that those services would qualify for those types of funds. There is also a bill that is currently being circulated that would provide a new matching grant program for regional transit, through TBARTA.

Mr. Vela wanted to know if the MPO Board or the Board of County Commissioners have considered an additional tax to Uber and Lyft rides as a source of revenue? Commissioner Miller stated there has been no discussion.

COMMITTEE REPORTS, ONLINE COMMENTS

Ms. Gena Torres, MPO staff, presented information from the various MPO committee meetings and online comments. The CAC, Technical, BPAC, and Policy Committees approved the consent items: 2018 calendar and the Brandon Corridors & Mixed-Use Centers Study. There were comments about the study: endorsing the transit improvements; not supporting the reversible lane on Bloomingdale; attention needed for Lithia Pinecrest and north-south movements; and there were questions on how development could be incentivized to implement the recommendations for mixed use centers.

The other consent item was proposed by the Policy Committee and there were several recommendations for the Legislative Policy positions.
The TIP Amendment, which is listed as a roll-call vote today, was supported by the committees. The BPAC members emphasized the importance of complete streets and noted the imbalance of funding for capacity projects over safety.

The committees approved the Vision Zero Action Plan that was listed as an Action Item on the board agenda.

The Florida MPOAC Advisory Council met and agreed to create a new working group to improve MPO training opportunities. This group was briefed on: Department of Transportation major projects to be funded by 2045; next steps for the SUNTrail program; State-MPO coordination in setting performance targets; and Florida State Study of Transit Applications for autonomous vehicles.

At the TBARTA MPO Directors’ meeting, several items were discussed for the upcoming MPO Chair’s Coordinating Committee meeting on December 1st: an update on the regional priority projects reflecting the TMA’s and other changes; Measures of Effectiveness report for the Regional Public Participation Program; regional short-term targets for crash reduction; a minor administrative update of the interlocal agreement creating the CCC; and a special meeting on the Regional Planning Best Practices study. The consultant for that study is looking at existing organizational relationships, and describing future options, noting what may or may not require law changes.

Staff did not receive any Facebook comments regarding today’s meeting; however, there was a comment on the Vision Zero page regarding the Bicycle Safety Action Plan and what’s been accomplished since that study was completed several years ago. Staff will follow up on the inquiry. Staff were copied on an email, addressed to Mayor Buckhorn and several others, from Mauricio Rosas regarding hit and run crashes and speeding in Seminole Heights. Staff also received an email from Robert Sawallesh expressing concerns regarding Bruce B. Downs and the entrance to the VA Hospital. Mr. Sawallesh is circulating a petition that is requesting streetlights, crosswalks, signals, and turn lanes. Seven emails were received from Dale Tindall regarding Howard Frankland Bridge congestion extending through downtown and beyond. All online comments were provided in the board folders.

**CONSENT AGENDA**

A. Approval of Minutes – November 8, 2017
B. 2018 MPO Board & Committees Meeting Calendar
C. Brandon Corridors & Mixed-Use Centers Study
D. Legislative Positions Recommended by Policy Committee

A motion was made by Commissioner Sandra Murman to approve the Consent Agenda. The motion was seconded by Commissioner Pat Kemp and carried unanimously.

**ROLL-CALL VOTE**

A roll-call vote took place on the TIP Amendments - West Hillsborough Avenue Complete Street Project and I-75 at State Road 60 On-Ramp Improvement.

There was no discussion on the item.

A motion was made by Commissioner Sandra Murman for approval of the TIP Amendments. The motion was seconded by Councilmember Cohen. Motion carried 15-0. (Note: Mayor Rick Lott was not present during the vote.)
ACTION ITEMS

A. Election of Officers for 2018

Cameron Clark, MPO Attorney, led the election of officers; all seats were relinquished, and no seconds were required for nominations.

Councilman Cohen nominated Commissioner Les Miller for Chair of the MPO. Commissioner Murman nominated Councilman Cohen for Vice-Chair.

There were no other nominations for Chair and Vice-Chair. Mr. Clark congratulated Commissioner Miller and Councilman Cohen on their appointments.

Committee appointments were as follows:

Policy Committee (5 members minimum): Councilman Cohen, Commissioner Kemp, Commissioner Murman, Mr. Waggoner, and Councilman Maniscalco; Alternates: Mr. Anderson and Ms. Stuart.

Tampa Bay TMA Leadership Group: Councilman Cohen, Commissioner Kemp, Commissioner Murman; Alternates: Mr. Anderson and Mr. Lopano.

Transportation Disadvantaged Coordinating Board Chair: Councilman Viera

Livable Roadways Committee Chair: Mr. Green

School Transportation Working Group Chair: Ms. Stuart

Florida MPO Advisory Council: Mr. Klug (alternate for Mr. Anderson)

Commissioner Miller thanked members for volunteering and serving for another year.

B. Vision Zero Action Plan and Pledge Drawing

Ms. Gena Torres, MPO staff, provided information on the results of the development of the Vision Zero Action Plan, and thanked the board for their role with the plan. Support has been received from other jurisdictions, but it’s going to take the entire community and even more to implement strategies and get the word out about Vision Zero. There are several people interested in participating in the Speakers Bureau to help get the word out. Ms. Torres recommended members view the One Message, Many Voices Vision Zero video that is available online http://www.planhillsborough.org/vision-zero/ which highlights the lives of victims.

This year, the Vision Zero group painted a bike lane over the bridge in Temple Terrace, and marched for recognition for Alexis Miranda, who was killed while walking to school. The group also obtained maps highlighting the highest crash corridors. A lot of that data is available on the Vision Zero web page. The four action tracks were: (1) One Message Many Voices – outreach and forging relationships; (2) Consistent and Fair – the law enforcement group working with the Community Traffic Safety Team; (3) Paint Saves Lives – pop-up treatments on roads; and (4) Future Not Like the Past – reviewing manuals and operating procedures that could be changed to implement Vision Zero ideas.

Once the board approves the plan, it will be provided to additional organizations within the community.
Commissioner Kemp offered suggestions to be included in the action plan. She would like to see more awareness of the fatality rate in Hillsborough County since it is a continual issue, and we have the second highest fatality rate in the nation. She would like the board to have quarterly updates on the crash data. The Commissioner wants awareness or discussion to take place, twice a year, on vehicles miles traveled and how it’s impacting transportation. She would like to see coordination with the land development code, the MPO, and the FDOT on bus stops in right-of-way; skinny stops are not adequate. In addition, she would like to see coordination between the County, the City, and land development code on crosswalks and mid-street crossing issues. There seem to be agency coordination problems. Gena Torres stated that everything the Commissioner suggested was in line with Vision Zero and is included in the Action Plan.

Commissioner Murman thanked Ms. Torres for her hard work and dedication to Vision Zero. She stated that County staff are already incorporating Vision Zero concepts into major road improvements. She also said that she recognizes changes with the City too, based on newly created bike lanes.

Councilman Cohen voiced concerns about texting while driving, and texting while walking along and crossing the street. There seems to be a view that it’s not going to be possible to get a texting while driving ban through the legislature and he doesn’t understand why. He feels that the board needs to do a better job reminding people to discipline themselves when texting.

Trent Green wanted to know why universities and community colleges were not identified as partners on the coalition page. Ms. Torres stated that the MPO did not intend to forever be the home of the Vision Zero Coalition and in the future another board or a nonprofit would take over and continue to move the project forward. Until that time, she will be the contact person. She stated that she will add USF’s logo and any agency’s logo that would like to be part of the plan. For example, once she officially presents in January to HART and they sign a resolution, their logo will be added as well.

**A motion was made by Commissioner Kemp for approval of the Vision Zero Action Plan. The motion was seconded by Ms. Stuart and carried unanimously.**

To inform the community about the Vision Zero movement, an ad was placed in the Tampa Bay Buccaneers yearbook, at a rate discounted by the Bucs. That purchase included two tickets to the December 18, 2017 football game. A drawing for the two tickets was held, during the meeting, from individuals who earlier completed the Vision Zero pledge. Margaret Kubilins was the winner.

**STATUS REPORTS**

**A. School Transportation Working Group (STWG) Update With Jurisdictions**

A motion was made at the November 8, 2017 board meeting to postpone discussion of this status report to today, and to invite County and City representatives to provide updates on their school safety projects as well. Lisa Silva, the STWG Liaison, provided updates on the progress and successes since the creation of the working group in 2016. The STWG has requested the MPO continue to provide staff support for one more year. After 2018, the intention is to take the working group and institutionalize it as a School District committee.

Commissioner White wanted to know if the structure of the group will be the same when the STWG transitions to the School District. Chris Farkas informed the group that district staff will be included, and they will invite necessary attendees based on planned discussions. They will involve County staff, MPO staff, the Sheriff Department, and will involve municipalities and other jurisdictions as needed. The plan will be to have the right group of people at the table so that decisions can be made quickly. Commissioner White would like for the group to be mindful of the logistical issues around schools as well as the safety of kids; he expressed concerns of cars spilling out onto arterial roads and collector roads near schools and creating major safety issues.
Commissioner Kemp stated that the group should be boisterous with the legislature regarding funding, because of the proposed bill to reduce the 2-mile “parental responsibility” radius to 1.5 miles, so that some of the traffic can be taken off the roads. Commissioner Kemp expressed concerns regarding Florida being the second highest fatality rate in the nation and yet only very few locations are considered as hazardous school walking conditions. Mr. Farkas clarified and stated that he was only providing two examples hazardous locations, and can provide a full list of the different locations.

Chris Keller, MPO Consultant, provided an update on the School Safety Study. The study was a data driven approach to improve safety for all students of Hillsborough County getting to and from school. Based on objective criteria, ten school areas were identified for a detailed safety review.

Ms. Silva informed the group that the City of Tampa’s representative, Milton Martinez, had a scheduling conflict and sent his apologies; however, he provided his PowerPoint slides, available in the board folders. The Cities of Plant City and Temple Terrace have been working with the STWG, but were unavailable to attend as well.

Lucia Garsys, Chief Development and Infrastructure Services Administrator for Hillsborough County, provided an update on their efforts that coincide with Vision Zero and the school safety initiatives. She informed the group that they are working on ensuring that they have staff to attend the multiple committee meetings of the MPO so that ideas continue to be incorporated with their efforts. Commissioner White requested that Ms. Garsys provide specifics on what the County has been doing in conjunction with the School Board and where funding is coming from. In some cases, physical improvements have been funded by the County, and others have been worked on with School Board staff. An item will be presented to the BOCC in January or February regarding funding additional improvements. Commissioner White noted that the MPO does not implement things and that they hand things off to applicable agencies.

Commissioner Miller wanted to know what efforts are taking place with law enforcement regarding School zone violators near Middleton, Ferrell, Young, and Chamberlain? Ms. Silva stated that one effort that is taking place is a State requirement that is making school zones more uniform and easier to identify. She also noted that there is law enforcement staff on the committee and that they will continue to address the issue.

A motion was made by Commissioner Murman to send a letter to the Hillsborough County Sheriff and the City of Tampa’s Police Chief requesting additional support with enforcement of school speed zones. The motion was seconded by Councilman Cohen and carried unanimously.

Chris Farkas, School District staff, provided an update on challenges and coordination efforts on solving school transportation issues. Mr. Farkas informed members that the School District receives forty-five cents of the dollar we get refunded for state funded busing, and this amount is declining. Several board members expressed that they were appalled by the situation in our state. Following Mr. Farkas’s presentation, board members inquired about school capacity and projections.

Commissioner Miller wanted to know if school district staff has been planning for the possible impact if the additional $25,000 homestead exemption passes. Mr. Farkas stated that the school levy is not part of the homestead exemption and it will not impact them as much it will impact other government agencies.

Ms. Stuart thanked the MPO Board for allowing the working group to continue to work for one more year. She also thanked the municipalities, the presenters, and Ms. Silva for the work that she has done for the group.
EXECUTIVE DIRECTOR’S REPORT

Ms. Beth Alden thanked board members for their time in service this year. She also thanked Councilman Cohen, Commissioner Kemp, and Commissioner Murman for their work on the regional planning process and attending the regional MPO Chair’s Coordinating Committee meeting along with the Tampa Bay Transportation Management Leadership Group; these regional groups’ roles are in a state of flux as the role of TBARTA continues to evolve.

The next meeting board was scheduled for January 3, 2018; however, it was recently changed to Wednesday, January 10.

The next Tampa Bay TMA Leadership Group meeting is scheduled for January 19, 2018 at 9:30 a.m. at the Pinellas Suncoast Transit Authority’s administrative office, located at 3201 Scherer Drive in St. Petersburg.

OLD BUSINESS & NEW BUSINESS

Temple Terrace Mayor Mel Jurado expressed concerns regarding an FDOT initiative on elevated lanes over Fowler Avenue. Temple Terrace’s emails and phones have been very busy because their Council was not briefed, and they are not happy. This would divide the City of Temple Terrace in half and would devastate business on the Fowler Corridor. The mayor requested that the initiative cease and that her city is very opposed to the idea.

Ms. Alden stated that she briefed Mayor Jurado on preliminary, exploratory conversations with FDOT about this idea, during the Mayor’s board orientation. She also asked the Mayor for her feedback, and the feedback of her constituents through her, on this idea. Creating elevated lanes similar to what will be built on Gandy could be a way to road-diet the ground level and make it more livable and community-friendly.

Several board members stated that this idea has never been endorsed by the MPO Board. Chairman Miller suggested the City of Temple Terrace have a discussion with FDOT. Mayor Jurado stated that she has met with FDOT and that the concept was shared with the MPO Board at the November 8th meeting, which was her first meeting. Ms. Alden stated that this was mentioned very generically at the board meeting, as FDOT is exploring elevated lanes in general for Tampa Bay Next. Commissioner White requested that FDOT representatives present on the Fowler Avenue concept.

A motion was made by Commissioner White directing staff to schedule a presentation for the February 2018 MPO meeting by FDOT that focuses on the Fowler Avenue/Temple Terrace concept. The motion was seconded by Councilman Maniscalco and carried unanimously.

Ms. Stuart suggested that when FDOT presents new ideas to the board that it should be highlighted to bring to the board’s attention.

A motion was made by Commissioner Kemp for FDOT to present on the Busch Boulevard Corridor as well. The motion was seconded by Councilman Maniscalco and carried unanimously.

Commissioner Miller wished the board a Merry Christmas and Happy Holidays!

ADJOURNMENT

A quorum was maintained for the duration of the meeting. There being no further business, the meeting adjourned at 11:05 a.m.
Committee Reports

Joint meeting of the Citizens and Technical Advisory Committees (CAC - TAC) on December 13

The TAC and CAC

The CAC held its annual election of officers with the following members elected

- David Wilson continuing as Chairman
- Bill Roberts continuing as Vice Chairman
- Rick Fernandez as Officer at Large

Hillsborough County Public Works Director John Lyons gave an update on the County's ten-year transportation plan. CAC members asked about support for transit, how it relates to development entitlements, lane width standards, boulevard designs, and the need for basic signal timing.

MPO attorney Cameron Clark briefed the committees about the requirements of the sunshine and public records laws.

In response to a CAC request, Brandon Campbell with the City of Tampa provided an overview of smart traffic signals. The City bases its signal timing on the time required for pedestrians to cross, and is developing signal timing plans for all 535 intersection that it controls. CAC members highlighted problem intersections such as US 301 and Bloomingdale Ave, Hillsborough Ave and Florida Ave, and Meridian and Twiggs St.

Meeting of the Livable Roadways Committee (LRC) on December 13, 2017

The LRC held its annual election of officers with the following members elected

- David Hey continuing as Vice Chairman
- Cathy Coyle as Officer at Large

MPO attorney Cameron Clark briefed the committees about the requirements of the sunshine and public records laws.

The committee heard presentations on THEA’s Tampa Connected Vehicle Pilot, and the School Transportation Update and School Safety Study. They also participated in the Regional Scenario Planning Survey. During new business the committee gave stakeholder input on THEA’s request to remove the pedestrian crosswalk at the Selmon Expressway exit ramp at Kennedy Blvd. The committee gave several strong reasons, most safety based, for retaining and improving the crosswalk, which staff will share with FDOT.

Meeting of the School Transportation Working Group-The working group recessed during the month of December.
Transportation Disadvantaged Coordinating Board Meeting of December 9, 2017

The TDCB elected its officers for 2018, reelecting Gloria Mills as Vice Chair and Dr. Fred Barja as Member At Large.

Transportation Disadvantaged Legislative Awareness Day will be held on February 14, 2018 in Tallahassee. This is an opportunity to show support for the Transportation Disadvantaged Program. The TDCB’s annual Legislative Message is included on the MPO Board’s consent agenda.

Finally, the TDCB remind the MPO that a growing aging population supports the continued creation of age friendly communities in Hillsborough County. The Board supports the creation of age-friendly walking spaces. This means a focus on improved crosswalk timing and markings, good lighting, places to rest, and sidewalks that are easy to navigate for school children, person with disabilities and our seniors. The Transportation Disadvantaged Coordinating Board further supports the Vision Zero plan to create spaces that are good for people of all ages and abilities.

Meeting of the TBARTA CCC on December 1, 2017

The TBARTA MPO Chairs’ Coordinating Committee

Meeting of the TBARTA MPO Directors on December 8, 2017

The MPO Directors
Encouraging the implementation of Complete Streets that are safe and accessible for all!

This event brings people from across the Gulf Coast to learn about transportation safety from one another and from national leaders. As we elevate our individual efforts, sister communities will work together to create cohesive linkages and make a difference in the region.

All modes.

All ages.

All abilities.

Register for $60
tinyurl.com/gulfcoastsummit
Join us for the first-ever
Gulf Coast Safe Streets Summit!

Speakers include:

Rick Kriseman, Mayor, St. Petersburg, FL
Leah Shahum, President, Vision Zero Network
Ryan Gravel, Founder, Atlanta Beltline
David Gwynn & L. K. Nandam
FDOT District Secretaries
Melissa Wandall, President, National Coalition for Safe Roads
Laura Cantwell, AARP Florida

Schedule:

08:30 - Optional Walk/Cycle on the Riverwalk, led by Tampa By Bike (TampaByBike.com)
10:00 - Opening Address
10:30 - Mayors Panel
12:00 - Lunch and Keynote
01:30 - Advocates Panel
02:45 - Secretaries Panel
05:00 - Reception & Awards at Franklin Manor, 912 N Franklin Street

planhillsborough.org/gulf-coast-safe-streets-summit
December 13, 2017

Dear Committee Members,

For several years, I have collected and shared with members of the various advisory committees of the MPO information that provides some insight on mass transit in Tampa and Hillsborough County. I hope to continue providing informative reports into the future, especially as our community continue to grapple with how to provide necessary financial support to ensure continued transit service and to expand service to a level that our community has needed for many years. While 2017, did produce much talk about the need for more transit, no progress was made on providing substantially more financial resources to expand transit service. In fact, HART reduced service starting on October 8, by eliminating several routes, modifying several remaining routes and adding more service on a handful of routes that came at the expense of thousands of existing transit users whose routes were eliminated. Therefore, the information regarding bus route ridership in this report will not be entirely comparable in next year’s report due to vast amount of changes that HART initiated in October 2017.

HART fixed route ridership by classification:

<table>
<thead>
<tr>
<th>Mode</th>
<th>2015-2016</th>
<th>% of total</th>
<th>2016-2017</th>
<th>% of total</th>
<th>Change</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local Bus</td>
<td>13,743,821</td>
<td>95.66%</td>
<td>12,591,891</td>
<td>95.52%</td>
<td>-1,151,930</td>
<td>-8.38%</td>
</tr>
<tr>
<td>Express Bus</td>
<td>248,655</td>
<td>1.73%</td>
<td>226,283</td>
<td>1.72%</td>
<td>-22,372</td>
<td>-9.00%</td>
</tr>
<tr>
<td>Flex Bus</td>
<td>88,784</td>
<td>0.62%</td>
<td>83,004</td>
<td>0.63%</td>
<td>-5,780</td>
<td>-6.51%</td>
</tr>
<tr>
<td>Streetcar</td>
<td>286,685</td>
<td>1.99%</td>
<td>280,601</td>
<td>2.13%</td>
<td>-6,084</td>
<td>-2.12%</td>
</tr>
<tr>
<td>Total</td>
<td>14,367,945</td>
<td>100.00%</td>
<td>13,181,779</td>
<td>100.00%</td>
<td>-1,186,166</td>
<td>-8.26%</td>
</tr>
</tbody>
</table>

HART ended its 2016 - 2017 fiscal year on September 30 and fixed route ridership was down 8.26% over the previous fiscal year. The effect of lower gas prices canceled out any gain in ridership that may have generated by increased local employment from improved economic conditions and closure of the HART transit network due to Hurricane Irma in September resulted in a fixed route ridership decline of 21.6% just for September 2017. The table below details ridership by route.

Sorted by 2016-2017 ridership Top ten routes listed in **bold**: next ten routes listed in *italics.*

<table>
<thead>
<tr>
<th>Route</th>
<th>2015-2016</th>
<th>2016-2017</th>
<th>Change</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Route 6 – 56th Street</td>
<td>1,280,053</td>
<td>1,203,150</td>
<td>-76,903</td>
<td>-6.01%</td>
</tr>
<tr>
<td>Route 1 – Florida Avenue</td>
<td>1,115,102</td>
<td>996,259</td>
<td>-118,843</td>
<td>-10.66%</td>
</tr>
<tr>
<td>Route</td>
<td>Fridays</td>
<td>Weekends</td>
<td>Ridership Decrease</td>
<td></td>
</tr>
<tr>
<td>-------------------------------</td>
<td>---------</td>
<td>----------</td>
<td>--------------------</td>
<td></td>
</tr>
<tr>
<td>Route 12 – 22nd Street</td>
<td>845,999</td>
<td>813,364</td>
<td>-32,635</td>
<td>-3.86%</td>
</tr>
<tr>
<td>Route 34 – Hillsborough Avenue</td>
<td>870,119</td>
<td>801,155</td>
<td>-68,964</td>
<td>-7.93%</td>
</tr>
<tr>
<td>Route 39 – Busch Boulevard</td>
<td>836,398</td>
<td>780,441</td>
<td>-55,957</td>
<td>-6.69%</td>
</tr>
<tr>
<td>Route 2 – Nebraska Avenue</td>
<td>814,987</td>
<td>747,737</td>
<td>-67,250</td>
<td>-8.25%</td>
</tr>
<tr>
<td>Route 9 – 15th Street</td>
<td>728,202</td>
<td>635,837</td>
<td>-92,365</td>
<td>-12.68%</td>
</tr>
<tr>
<td>Route 30 – Town 'N' Country/Airport</td>
<td>682,013</td>
<td>634,950</td>
<td>-47,063</td>
<td>-6.90%</td>
</tr>
<tr>
<td>Route 36 – Dale Mabry Highway/Himes Ave</td>
<td>540,059</td>
<td>501,829</td>
<td>-38,230</td>
<td>-7.08%</td>
</tr>
<tr>
<td>Route 400 Nebraska Fletcher Rapid</td>
<td>570,124</td>
<td>497,076</td>
<td>-73,048</td>
<td>-12.81%</td>
</tr>
<tr>
<td>Route 32 – MLK Boulevard</td>
<td>483,882</td>
<td>441,538</td>
<td>-42,344</td>
<td>-8.75%</td>
</tr>
<tr>
<td>Route 5 – 40th Street</td>
<td>464,043</td>
<td>436,818</td>
<td>-27,725</td>
<td>-5.87%</td>
</tr>
<tr>
<td>Route 8 – Progress Village/Brandon</td>
<td>467,441</td>
<td>428,108</td>
<td>-39,333</td>
<td>-8.41%</td>
</tr>
<tr>
<td>Route 18 – 30th Street</td>
<td>451,485</td>
<td>405,969</td>
<td>-45,516</td>
<td>-10.08%</td>
</tr>
<tr>
<td>Route 45 – UATC/Rome Ave/Westshore Plz</td>
<td>474,236</td>
<td>404,807</td>
<td>-69,429</td>
<td>-14.64%</td>
</tr>
<tr>
<td>Route 7 – West Tampa/Citrus Park</td>
<td>471,356</td>
<td>396,296</td>
<td>-75,060</td>
<td>-15.92%</td>
</tr>
<tr>
<td>Route 15 – Columbus Drive</td>
<td>419,469</td>
<td>384,592</td>
<td>-34,877</td>
<td>-8.31%</td>
</tr>
<tr>
<td>Route 19 – Port Tampa</td>
<td>411,419</td>
<td>373,039</td>
<td>-38,380</td>
<td>-9.33%</td>
</tr>
<tr>
<td>Route 37 – West Brandon/Netp@rk</td>
<td>395,694</td>
<td>361,236</td>
<td>-34,458</td>
<td>-8.71%</td>
</tr>
<tr>
<td>TECO Streetcar</td>
<td>288,131</td>
<td>280,601</td>
<td>-7,530</td>
<td>-2.61%</td>
</tr>
<tr>
<td>Route 33 – Fletcher Ave</td>
<td>277,531</td>
<td>271,301</td>
<td>-6,230</td>
<td>-2.24%</td>
</tr>
<tr>
<td>Route 16 – Waters Ave</td>
<td>245,187</td>
<td>225,767</td>
<td>-19,420</td>
<td>-7.92%</td>
</tr>
<tr>
<td>Route 57 – UATC/Temple Terrace/Netp@rk</td>
<td>222,267</td>
<td>205,513</td>
<td>-16,754</td>
<td>-7.54%</td>
</tr>
<tr>
<td>Route 46 – Davis Islands/West Brandon</td>
<td>153,475</td>
<td>163,110</td>
<td>9,635</td>
<td>6.28%</td>
</tr>
<tr>
<td>Route 14 – Armenia Ave</td>
<td>146,372</td>
<td>137,832</td>
<td>-8,540</td>
<td>-5.83%</td>
</tr>
<tr>
<td>Route 41 – Sligh Ave</td>
<td>110,968</td>
<td>106,758</td>
<td>-4,210</td>
<td>-3.79%</td>
</tr>
<tr>
<td>Route 4 – Palma Ceia/MacDill AFB</td>
<td>105,842</td>
<td>97,320</td>
<td>-8,522</td>
<td>-8.05%</td>
</tr>
<tr>
<td>Route 31 – South Hillsborough County</td>
<td>61,682</td>
<td>56,684</td>
<td>-4,998</td>
<td>-8.10%</td>
</tr>
<tr>
<td>Route 10 – Cypress Street</td>
<td>65,867</td>
<td>55,532</td>
<td>-10,335</td>
<td>-15.69%</td>
</tr>
<tr>
<td>Route 24X – Fishhawk/Riverview/MacDill AFB</td>
<td>56,175</td>
<td>52,700</td>
<td>-3,475</td>
<td>-6.19%</td>
</tr>
<tr>
<td>Northdale Flex</td>
<td>41,102</td>
<td>37,972</td>
<td>-3,130</td>
<td>-7.62%</td>
</tr>
<tr>
<td>Route 25X – South Brandon/MacDill AFB</td>
<td>44,834</td>
<td>37,461</td>
<td>-7,373</td>
<td>-16.45%</td>
</tr>
<tr>
<td>Route 53LX – South County/Branch via 301</td>
<td>24,062</td>
<td>26,780</td>
<td>2,718</td>
<td>11.30%</td>
</tr>
<tr>
<td>Route 96 – Dtwn Trolley – Purple Line</td>
<td>26,899</td>
<td>22,822</td>
<td>-4,077</td>
<td>-15.16%</td>
</tr>
<tr>
<td>Route 27X – Fishhawk/South Brandon Exp</td>
<td>20,086</td>
<td>18,948</td>
<td>-1,138</td>
<td>-5.67%</td>
</tr>
<tr>
<td>Route 47LX – Southshore Limited Exp</td>
<td>16,738</td>
<td>14,730</td>
<td>-2,008</td>
<td>-12.00%</td>
</tr>
<tr>
<td>Route 20X – Lutz Express</td>
<td>16,359</td>
<td>14,528</td>
<td>-1,831</td>
<td>-11.19%</td>
</tr>
<tr>
<td>Brandon Flex</td>
<td>15,967</td>
<td>14,489</td>
<td>-1,478</td>
<td>-9.26%</td>
</tr>
<tr>
<td>South Tampa Flex</td>
<td>14,477</td>
<td>13,461</td>
<td>-1,016</td>
<td>-7.02%</td>
</tr>
<tr>
<td>Route 200X – Clearwater Express</td>
<td>15,216</td>
<td>12,058</td>
<td>-3,158</td>
<td>-20.75%</td>
</tr>
<tr>
<td>Route 21LX – UATC Downtown via 56th Str</td>
<td>11,475</td>
<td>11,151</td>
<td>-324</td>
<td>-2.82%</td>
</tr>
<tr>
<td>Route 22X – Dover/Brandon Express</td>
<td>12,860</td>
<td>10,949</td>
<td>-1,911</td>
<td>-14.86%</td>
</tr>
<tr>
<td>Route 51X – New Tampa Express</td>
<td>12,150</td>
<td>10,444</td>
<td>-1,706</td>
<td>-14.11%</td>
</tr>
<tr>
<td>Town 'N' Country Flex</td>
<td>10,330</td>
<td>9,532</td>
<td>-798</td>
<td>-6.76%</td>
</tr>
<tr>
<td>Route 61LX – Northwest Limited Express</td>
<td>9,273</td>
<td>9,060</td>
<td>-213</td>
<td>-2.30%</td>
</tr>
<tr>
<td>Route 28X – East County Express</td>
<td>9,417</td>
<td>7,474</td>
<td>-1,943</td>
<td>-20.63%</td>
</tr>
<tr>
<td>South County Flex</td>
<td>6,908</td>
<td>7,450</td>
<td>542</td>
<td>7.85%</td>
</tr>
<tr>
<td>999 – Public Service</td>
<td>5,650</td>
<td>3,360</td>
<td>-2,290</td>
<td>-40.53%</td>
</tr>
<tr>
<td>Route 97 – Downtown Trolley – Saturday</td>
<td>0</td>
<td>1,691</td>
<td>1,691</td>
<td>#DIV/0!</td>
</tr>
</tbody>
</table>

Only 4 routes posted an increase in ridership between FY2015-2016 and FY 2016-2017, while 22 routes and the TECO Streetcar posted a ridership decrease of less than 8.26%.
### Bus Route Ridership Change from 2015-2016

<table>
<thead>
<tr>
<th>Route</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Route 46 - Davis Islands/West Brandon</td>
<td>9,635</td>
</tr>
<tr>
<td>Route 531X - South County/Brandon via 301</td>
<td>2,718</td>
</tr>
<tr>
<td>Route 97 - Downtown Trolley - Saturday</td>
<td>1,691</td>
</tr>
<tr>
<td>South County Flex</td>
<td>542</td>
</tr>
<tr>
<td>Route 611X - Northwest Limited/Express</td>
<td>-213</td>
</tr>
<tr>
<td>Route 211X - UATC Downtown via 56th Str</td>
<td>-324</td>
</tr>
<tr>
<td>Town 'N' Country Flex</td>
<td>-698</td>
</tr>
<tr>
<td>South Tampa Flex</td>
<td>-1,016</td>
</tr>
<tr>
<td>Route 27X - Fishhawk/South Brandon Exp</td>
<td>-1,138</td>
</tr>
<tr>
<td>Brandon Flex</td>
<td>-1,478</td>
</tr>
<tr>
<td>Route 51X - New Tampa Express</td>
<td>-1,716</td>
</tr>
<tr>
<td>Route 20X - Lutz Express</td>
<td>-1,831</td>
</tr>
<tr>
<td>Route 22X - Dover/Brandon Express</td>
<td>-1,911</td>
</tr>
<tr>
<td>Route 28X - East County Express</td>
<td>-1,943</td>
</tr>
<tr>
<td>Route 47LX - Southshore Limited Exp</td>
<td>-2,008</td>
</tr>
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</tr>
<tr>
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</tr>
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</tr>
<tr>
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</tr>
<tr>
<td>Route 14 - Armenia Ave</td>
<td>-8,540</td>
</tr>
<tr>
<td>Route 10 - Cypress Street</td>
<td>-10,335</td>
</tr>
<tr>
<td>Route 57 - UATC/Temple Terrace/Netp@rk</td>
<td>-16,754</td>
</tr>
<tr>
<td>Route 16 - Waters Ave</td>
<td>-19,470</td>
</tr>
<tr>
<td>Route 5 - 40th Street</td>
<td>-27,225</td>
</tr>
<tr>
<td>Route 12 - 22nd Street</td>
<td>-32,635</td>
</tr>
<tr>
<td>Route 37 - West Brandon/Netp@rk</td>
<td>-34,458</td>
</tr>
<tr>
<td>Route 15 - Columbus Drive</td>
<td>-34,877</td>
</tr>
<tr>
<td>Route 35 - Dale Mabry Highway/Himes Ave</td>
<td>-38,230</td>
</tr>
<tr>
<td>Route 19 - Port Tampa</td>
<td>-38,380</td>
</tr>
<tr>
<td>Route 8 - Progress Village/Brandon</td>
<td>-39,333</td>
</tr>
<tr>
<td>Route 32 - MLK Boulevard</td>
<td>-42,344</td>
</tr>
</tbody>
</table>

### Bus Route Ridership % Change from 2015-2016

<table>
<thead>
<tr>
<th>Route</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Route 531X - South County/Brandon via 301</td>
<td>11.30%</td>
</tr>
<tr>
<td>South County Flex</td>
<td>7.85%</td>
</tr>
<tr>
<td>Route 46 - Davis Islands/West Brandon</td>
<td>6.28%</td>
</tr>
<tr>
<td>Route 33 - Fletcher Ave</td>
<td>-2.24%</td>
</tr>
<tr>
<td>Route 611X - Northwest Limited/Express</td>
<td>-2.30%</td>
</tr>
<tr>
<td>TECO Streetcar</td>
<td>-2.61%</td>
</tr>
<tr>
<td>Route 211X - UATC Downtown via 56th Str</td>
<td>-2.82%</td>
</tr>
<tr>
<td>Route 41 - Sligh Ave</td>
<td>-3.79%</td>
</tr>
<tr>
<td>Route 12 - 22nd Street</td>
<td>-3.86%</td>
</tr>
<tr>
<td>Route 27X - Fishhawk/South Brandon Exp</td>
<td>-5.67%</td>
</tr>
<tr>
<td>Route 14 - Armenia Ave</td>
<td>-5.83%</td>
</tr>
<tr>
<td>Route 5 - 40th Street</td>
<td>-5.87%</td>
</tr>
<tr>
<td>Route 6 - 56th Street</td>
<td>-6.01%</td>
</tr>
<tr>
<td>Route 24X - Fishhawk/Riverview/MacDill AFB</td>
<td>-6.19%</td>
</tr>
<tr>
<td>Route 39 - Busch Boulevard</td>
<td>-6.69%</td>
</tr>
<tr>
<td>Town 'N' Country Flex</td>
<td>-6.76%</td>
</tr>
<tr>
<td>Route 30 - Town 'N' Country/ Airport</td>
<td>-6.90%</td>
</tr>
<tr>
<td>South Tampa Flex</td>
<td>-7.02%</td>
</tr>
<tr>
<td>Route 36 - Dale Mabry Highway/Himes Ave</td>
<td>-7.08%</td>
</tr>
<tr>
<td>Route 57 - UATC/Temple Terrace/Netp@rk</td>
<td>-7.54%</td>
</tr>
<tr>
<td>Northdale Flex</td>
<td>-7.62%</td>
</tr>
<tr>
<td>Route 15 - Waters Ave</td>
<td>-7.92%</td>
</tr>
<tr>
<td>Route 34 - Hillsborough Avenue</td>
<td>-7.93%</td>
</tr>
<tr>
<td>Route 4 - Palma Ceia/MacDill AFB</td>
<td>-8.05%</td>
</tr>
<tr>
<td>Route 31 - South Hillsborough County</td>
<td>-8.10%</td>
</tr>
<tr>
<td>Route 2 - Nebraska Avenue</td>
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<td>Route 15 - Columbus Drive</td>
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<tr>
<td>Route 8 - Progress Village/Brandon</td>
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<td>Route 37 - West Brandon/Netp@rk</td>
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<tr>
<td>Route 32 - MLK Boulevard</td>
<td>-8.75%</td>
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<tr>
<td>Brandon Flex</td>
<td>-9.76%</td>
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<tr>
<td>Route 19 - Port Tampa</td>
<td>-9.93%</td>
</tr>
<tr>
<td>Route 18 - 30th Street</td>
<td>-10.08%</td>
</tr>
<tr>
<td>Route 1 - Florida Avenue</td>
<td>-10.66%</td>
</tr>
<tr>
<td>Route 20X - Lutz Express</td>
<td>-11.19%</td>
</tr>
<tr>
<td>Route 47LX - Southshore Limited Exp</td>
<td>-12.00%</td>
</tr>
<tr>
<td>Route 9 - 15th Street</td>
<td>-12.68%</td>
</tr>
<tr>
<td>Route 400 Nebraska Fletcher Rapid</td>
<td>-12.81%</td>
</tr>
</tbody>
</table>
Top ten ridership routes listed in **bold**; next ten routes listed in *italics*.

Ridership between downtown Tampa and the University Area Transit Center (Routes 1, 2, 5, 6, 9, 12, 18, 21LX, 400) totaled 5,747,361 in FY 2016 – 2017, a change of -534,109 (-5.72%) over FY 2015 – 2016 and accounted for 43.60% of all bus (local, express and flex) ridership, compared with 44.61% of all bus (local, express and flex) in FY 2015-2016.

### Top ten bus routes by ridership FY2012 - 2013 to 2016 - 2017

<table>
<thead>
<tr>
<th>Rank</th>
<th>Route 1</th>
<th>Route 2</th>
<th>Route 3</th>
<th>Route 4</th>
<th>Route 5</th>
<th>Route 6</th>
<th>Route 7</th>
<th>Route 8</th>
<th>Route 9</th>
<th>Route 10</th>
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<tbody>
<tr>
<td></td>
<td>1-Florida Ave</td>
<td>6-56th Street</td>
<td>2-Nebraska Ave</td>
<td>12-22nd Street</td>
<td>34-Hillsborough</td>
<td>39-Busch Blvd</td>
<td>9-15th Street</td>
<td>30-T’N’C/Airport</td>
<td>36-Dale Mabry</td>
<td>7-West Tampa</td>
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<td>1-Florida Ave</td>
<td>6-56th Street</td>
<td>2-Nebraska Ave</td>
<td>12-22nd Street</td>
<td>34-Hillsborough</td>
<td>39-Busch Blvd</td>
<td>9-15th Street</td>
<td>30-T’N’C/Airport</td>
<td>36-Dale Mabry</td>
<td>400-Metro Rapid</td>
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<td>1-Florida Ave</td>
<td>6-56th Street</td>
<td>2-Nebraska Ave</td>
<td>12-22nd Street</td>
<td>34-Hillsborough</td>
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<td>400-Metro Rapid</td>
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<td>400-Metro Rapid</td>
</tr>
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<table>
<thead>
<tr>
<th>Rank</th>
<th>Route 11</th>
<th>Route 12</th>
<th>Route 13</th>
<th>Route 14</th>
<th>Route 15</th>
<th>Route 16</th>
<th>Route 17</th>
<th>Route 18</th>
<th>Route 19</th>
<th>Route 20</th>
</tr>
</thead>
</table>

HART’s top ten ridership routes, continues the be the same list of routes, although four routes (12 and 34; 36 and 400) switched rankings. The introduction of Route 400 - Metro Rapid in May 2013, caused Route 7 - West Tampa to drop out of the top ten routes.

As a group, the top ten routes dropped in ridership by 671,258 (-8.10%) from FY 2015-2016 to FY 2016-2017 and still represented 59.00% of all bus ridership.

Separately, paratransit ridership decreased to 153,982 trips in FY 2016-2017, a change of -0.7% over the previous year. The tax voucher program, which started halfway through FY 2015-2016, recorded 66,940 trips for FY 2016-2017, increase of 140.6%.

Autonomous Vehicles—HB 353 (Reps. Fischer/Brodeur) and SB 712 (Senator Brandes) Although these bills are not identical, SB 712 would exempt an autonomous vehicle being operated in autonomous mode from a certain prohibition on the operation of a motor vehicle if the vehicle is actively displaying certain content that is visible from the driver’s seat while the vehicle is in motion; authorize a fully autonomous vehicle to operate in this state regardless of whether a licensed human operator is physically present in the vehicle; authorize the Secretary of Transportation to enroll the state in any federal pilot program or project for the collection and study of data for the review of automated driving systems. **HB 353 has passed the House Transportation and Infrastructure Subcommittee and will be considered next by the full Appropriations Committee.**

Budget—Governor Scott’s Recommended Budget includes: $1 Billion for Transportation System Expansion; $1 Billion for Maintenance and Operations; $616 Million for Resurfacing; $568 Million for Transit Program Improvements; $67.7 Million for Bridge Repairs and Replacement; $186 Million for Safety Initiatives; $151.3 Million for Bicycle & Pedestrian Trails.

Charter County & Regional Transportation System Surtax—HB 243 (Reps. Avila/Perez) and SB 688 (Senator Garcia) While 31 counties are eligible to levy the surtax, it is only levied in Duval and Miami-Dade counties. **HB 243 would allow Miami-Dade County to use surtax proceeds for specified purposes related to fixed guideway rapid transit systems and bus systems; would authorize use of surtax proceeds for refinancing existing bonds; and would prohibit use of such proceeds for non-transit purposes. To date, both bills have passed by the first referenced committees.**

Community Redevelopment Agencies—HB 17 (Rep. Raburn) and SB 432 (Senator Lee) Although these bills are not identical, **HB 17 would provide reporting requirements; revise requirements for operating community redevelopment agencies; prohibit creation of community redevelopment agencies after date certain; would provide phase-out period; create criteria for determining whether community redevelopment agency is inactive; provide hearing procedures; authorize certain financial activity from inactive community redevelopment agencies; revise requirements for use of redevelopment trust fund proceeds; revise county and municipal government reporting requirements. SB 432 would prohibit a person from lobbying a community redevelopment agency until he or she has registered as a lobbyist with that agency; authorize community redevelopment agencies to adopt rules to govern the registration of lobbyists; and would require ethics training for community redevelopment agency commissioners. **HB 17 has passed all referenced committees and has been placed on the House Calendar.**
Developments of Regional Impact (DRIs)—SB 1244 (Senator Lee) would revise statewide guidelines and standards for DRIs, specifying that amendments to a development order for an approved development may not alter the dates before which a development would be subject to downzoning, unit density reduction, or intensity reduction, except under certain conditions; and would require local governments to file a notice of abandonment under certain conditions.

Growth Management—HB 207 (Rep. McClain) and SB 362 (Senator Perry) These bills would require local governments to address the protection of private property rights in their comprehensive plans; requiring the comprehensive plan to include a private property rights element that sets forth principles, guidelines, standards, and strategies to achieve certain objectives; provide a deadline by which each local government must adopt a private property rights element; require the state land planning agency to approve the private property rights element adopted by each local government if it is substantially in a specified form.

Impact Fees—HB 697 (Rep. Miller) and CS/SB 324 (Senator Young) CS/SB 324 was amended to specify that a local government may not collect impact fees prior to the issuance of a building permit and to codify existing case law on the validity of impact fees. CS/SB 324 will next be considered by the Senate Appropriations Subcommittee on Finance and Tax.

Local Tax Referenda—HB 317 (Rep. Ingoglia) and SB 272 (Senator Brandes) Although these bills are not identical, SB 272 would revise the voter approval threshold required to pass a referendum to adopt or amend local government discretionary sales surtaxes to at least 60% of the electors voting on the ballot when the referendum is held at any date other than a general election. HB 317 is now in House Ways and Means Committee, and SB 272 is in the Senate Subcommittee on Finance & Tax.

Metropolitan Planning Organizations—HB 575 (Rep. Beshears), SB 984 (Brandes), HB 807 (Rep Diamond) HB 575 would reduce the maximum number of MPO voting members from 25 to 15 for those MPO’s with populations over 500,000, with the exact number determined on an equitable geographic-population ratio basis, based on an agreement among the affected units of general-purpose local government and the Governor, as required by federal regulations. All MPO’s would be required to comply with changes by July 1, 2019. SB 984 would provide an incentive to merge MPO’s by removing the cap on the maximum number of voting members (currently twenty-five) while maintaining the base number of voting members (currently five members) serving on the MPO, after July 18, 2018; and would preserve current law with the number determined on an equitable geographic-population ratio basis. HB 807 is similar to SB 984, and would provide an incentive to merge MPO’s by removing the cap on the maximum number of voting members (currently twenty-five) while maintaining the base number of voting members (currently five members) serving on the MPO, after July 18, 2018; would preserve current law with the number determined on an equitable geographic-population ratio basis. HB 575 has passed by the House Transportation and Infrastructure Subcommittee.
Private Property Rights—SB 292 (Senator J. Rodrigues) would exempt from the definition of “public utility” a property owner who owns and operates on that property a renewable energy source device with a capacity of up to 2.5 megawatts and who produces and provides or sells renewable energy from that device to users located on the property.

School Hazardous Walking Conditions—SB 188 (Senator Steube) would require district school boards to provide transportation to certain students; revise the speed and road conditions that meet the requirements for a hazardous walking condition; require a district school superintendent to request a review of a hazardous walking condition upon receipt of a written request from a parent of a student.

Smart City Challenge Grant—SB 852 (Senator Brandes) and HB 633 (Rep. Fischer) would create a new program within the Department of Transportation with an appropriation of $15 million to encourage communities to implement technology solutions to the most pressing mobility challenges; would qualify any governmental agency responsible for the movement of goods and services in Florida, including local governments, transportation planning organizations (TPOs) and state universities as eligible for receiving funding. **HB 633 is now in the House Transportation and Infrastructure Subcommittee.**

Statewide Alternative Transportation Authority—CS/HB 535 (Reps. Avila and J. Grant) and SB 1200 (Senator Young) would rename the Florida Rail Enterprise (FRE) as the Statewide Alternative Transportation Authority; would revise annual allocations for the Transportation Regional Incentive Program (TRIP) beginning FY 2021-22 from FRE to provide the first $60 million in documentary stamp taxes for alternative transportation systems, of which $25 million would be allocated to TBARTA for the design and construction of alternative transportation systems on a local or private fund 50/50 matching basis; and $35 million to the Statewide Alternative Transportation Authority, of which $25 million would be used in Miami-Dade County. The remaining $10 million would be available for use in any county or counties. **HB 535 was substantially amended and passed the House Transportation and Infrastructure Subcommittee.**

Strategic Intermodal System (SIS)—SB 1188 (Senator Rouson) would authorize rapid bus service operating in express toll lanes on the interstate highway system as an eligible expenditure for SIS funding; would not increase SIS funding for Tampa Bay but would provide a new opportunity to access greater capacity and faster service from existing transportation assets.

TBARTA—HB 2451 (Rep. Gruters) would provide a non-recurring appropriations of $1 million to TBARTA from the State Transportation Trust Fund. **HB 2451 is now in the House Transportation and Tourism Appropriations Subcommittee.**
Texting While Driving—HB 33 (Rep. Toledo) would strengthen the current ban on texting, emailing, and instant messaging while driving, by changing the current enforcement of the ban from secondary to primary. Any violation of the ban that causes a crash would result in the addition of six points to the offender’s driver license record. HB 33 is comparable to SB 90 (use of wireless communication devices).

Tourist Development Tax—SB 658 (Senator Brandes) and HB 585 (Rep. Fine) would authorize counties imposing the tourist development tax to use revenues from the tax to acquire, construct, extend, enlarge remodel, repair, improve, maintain, operate or finance public facilities if the public facilities are needed to increase tourist-related business activities and are recommended by the county tourist development council. SB 658 is now in the Senate Appropriations Subcommittee on Finance and Tax.

Traffic Infraction Detectors—SB 176 (Senator Hutson), HB 6001 (Rep. Avila), SB 548 (Senator Campbell) would repeal provisions relating to the definitions of “local hearing officer” and “traffic infraction detector,” respectively and relating to the installation and use of traffic infraction detectors to enforce specified provisions when a driver fails to stop at a traffic signal, provisions that authorize the Department of Highway Safety and Motor Vehicles, a county, or a municipality to use such detectors and that cap fines and provide for the deposit and use of fines, and the distribution of penalties. HB 6001 has passed all referenced committees and has been placed on the House Calendar.

Transportation Disadvantaged—SB 770 (Senator Garcia) would authorize community transportation coordinators, in cooperation with the coordinating board, to plan for and use regional fare payment systems under certain circumstances which enhance cross-county mobility for specified purposes for certain persons who are unable to transport themselves or to purchase transportation.

Using Wireless Communication Devices While Driving—SB 90 (Senator Perry) is similar to HB 33 (texting while driving) and would revise the legislative intent relating to the authorization of law enforcement officers to stop motor vehicles and issue citations to persons who are texting while driving; would require deposit of fines into the Emergency Medical Services Trust Fund. SB 90 is now in the Senate Transportation Committee.
The Honorable Lesley “Les” Miller, Chairman
Hillsborough Metropolitan Planning Organization
601 E. Kennedy Blvd, 18th Floor
Tampa, FL 33602

RE: MPO Comments on FY 2019-2023 Tentative Work Program

Dear Chairman Miller:

Thank you for your November 8 letter regarding the Tentative Work Program for Fiscal Years 2019-2023. The purpose of this letter is to address your comments and questions in the order presented in your November 8 letter.

**US 41 from Pendola Point to S of Causeway Blvd (Project Number 430056-2):** This project consists of improvements to the intersection at Pendola Point to improve traffic operations and enhance freight movement. While the project is primarily an operational improvement, it involves widening to extend the 6-lane section south from Denver Street for approximately one-half mile to tie into the intersection at Pendola Point. The short gap between Denver Street and Pendola Point that is currently 4 lanes will be widened to 6 lanes to be consistent with the 6-lane section up to Causeway Boulevard. This will eliminate a merge-weave condition near Denver Street associated with the change in number of lanes. The Pendola Point intersection will also provide a more logical terminus of the 6-lane section. We will be working closely with the MPO to confirm that this project is accurately represented in the LRTP during the upcoming update cycle.

**Davis Road Extension from Harney Rd to Maislin Dr (Project Number 439413-1):** The legislative appropriation for this project had the requirement that all funding needed to be in place prior to execution of the contract. The City of Temple Terrace was not able to provide documentation of full funding prior to the end of Fiscal Year 2017 and the appropriation expired on July 1, 2017. We will look at funding the PD&E for this project during the next programming cycle, based on the MPO’s priority list. The project is #22 on the MPO Priority List.

**US 41/SR 45 over Alafia River Long Bridge Repair (Project Number 441467-1):** The scope of this project is to rehabilitate the existing bridge structure. No changes to the typical section will be made. The Gulf Coast Trail is on the “Sun Trail” network and is eligible for those funds however an application for this segment of the Gulf Coast Trail has not been submitted. We would encourage the MPO to prioritize this multi-use bridge and trail connections on the CCC Regional Multi-Use Trail Priority List and submit the project for SunTrail funding.

**Estimation of walk/bike facilities in other projects:** The specific costs associated with including walk/bike facilities in other projects cannot be estimated at a program-level because the costs can vary greatly. FDOT project managers do not separate costs associated with walk/bike improvements when developing project costs because it is FDOT policy to include minimum standard facilities - such as sidewalks and bike lanes - during both resurfacing and reconstruction projects.
For some projects, walk/bike associated costs can be as high as 50% of the total cost of the project. For example, this could be a project where the roadway work is limited to repaving, but drainage and utility modifications are required to make room for the walk/bike facility.

For other projects the cost could be as low as 5% of the total project. For example, this could be a project where the roadway is being reconstructed and the only walk/bike expense is the direct cost of the sidewalk or additional pavement.

We are pleased to share that this Work Program provides approximately $10 Million for Walk/Bike standalone projects, $11 Million for safety standalone projects, and $6 Million for complete streets projects, in addition to walk/bike facilities incorporated into other projects such as resurfacing and reconstruction.

The department would like to encourage the MPO to continue to prioritize and move forward viable projects that are supported by local implementing agencies.

We appreciate of the partnership that we have developed with the MPO and look forward to working together to improve safety and mobility in Tampa Bay.

Sincerely,

[Signature]

David Gwynn, P.E.
District Seven Secretary

cc: Stephen Benson, Government Liaison Administrator, FDOT
    Kelli Bradley, Program Management Administrator, FDOT
This series, supported by the Volvo Research and Educational Foundations, discusses walking and cycling in cities with a special focus on low- and middle-income countries.

Many cities have streets that make life difficult for pedestrians in ways that are not always obvious – uneven and disconnected sidewalks, dangerously long crosswalks, and pathways too close to fast-moving traffic, to name a few. To remedy this, a movement has emerged to encourage a new way of designing urban roadways called “complete streets.”

The concept of complete streets places the same priority on pedestrians, bicyclists and public transport users as on motorists. The initiative aims to improve the quality of life for all users by designing streets that are both safe public spaces and enable high-performance, sustainable transportation networks.

The U.S. states of Oregon and Florida were among the first to elevate the needs of cyclists and pedestrians during roadway projects in the 1970s and 80s. Later, the Federal Highway Administration and U.S. Department of Transportation included elements of complete streets...
in its guidance. The National Complete Streets Coalition was founded by a coalition of advocacy groups, as well as the AARP, American Planning Association and American Society of Landscape Architects. They launched the complete streets movement in 2004, to promote the development and implementation of relevant policies and professional practices.

To date, more than 1,140 agencies at the local, regional, and state levels have adopted complete streets policies in the United States, totalling more than 1,200 policies nationwide. The success of these initiatives, in terms of promoting more active transport modes, more functional and attractive streetscapes, and reducing traffic fatalities, has led other countries to adopt similar concepts. They are the so-called calles completas in Mexico, ruas completas in Brazil, and “streets for all” in India.

So, what do complete streets, in their various forms, look like? While the approach varies from place to place and it is crucial to understand a roadway in the context of the area around it, there are key elements that tend to appear in the mix.

1. An Active Streetscape
A community where people share experiences and interact on a day-to-day basis tends to be a safer community. A mix of interactive uses such as commercial, retail and food service can encourage an active streetscape. Commercial and retail facades not only encourage foot traffic but add colour and diversity to the street. Residential and office spaces, which receive less foot traffic, are better situated above the first floors.

Plazas can also attract crowds and encourage pedestrian use. In terms of specific design features, transitions between sidewalks and plazas should allow easy access for all users, and in an era where people rely on smartphones for navigation, communication and socializing, public wi-fi can be a boon.

2. Pedestrian-Scale Lighting

Well-lit environments are just as important, if not more so, for pedestrians and cyclists as for motorists. Street lighting provides a safer and more secure environment in terms of both traffic safety and crime. Lighting also affects the way spaces are experienced. The lighting and ambience it contributes to can vary substantially for a plaza compared to an outdoor café or green walkway, for example, just as their users do.

Public lighting adds to a city’s total energy consumption, so energy costs and sustainability should factor into designs. Many newer projects, like the Boulder Plaza in downtown Las Vegas, use solar panel technology and motion sensors to save energy and reduce environmental impact.

3. Green Infrastructure
Areas with trees, shrubs and grasses, often referred to as “greenscapes,” benefit cities environmentally, socially and economically. Rain gardens and bio-swales capture stormwater runoff so it infiltrates into the soil rather than flooding over concrete surfaces. Greenscapes help replenish groundwater reserves, provide relief from the “heat island” effect and filter polluted air. Some plants provide phytoremediative properties that naturally clean hazardous pollutants in the soil.

Green infrastructure also adds visual quality, character and health-restoring properties to a street. Studies show that even a short walk through a green space can reduce stress levels and improve people’s mental well-being.

4. Street Furniture

Street furniture has the potential to improve the experience of a public space and make it more active. It can take shape as benches and chairs or be integrated into walls, buildings, tree beds and planters. It serves as space for pedestrians to relax, enjoy and rest, encouraging foot and sometimes bicycle traffic. Bicycle racks, trash bins, bollards, community kiosks, art installations and transit shelters are forms of street furniture that have additional utility.

5. Bicycle Facilities
Making streets more bicycle-friendly is often a central tenet of complete streets projects. The number of people choosing bicycles for short commutes tends to rise significantly after the introduction of protected bike lanes, for example. Various facilities, like bicycle parking, shelters and repair stations, also help improve the experience for cyclists and broadcast safety and comfort to users. They can also improve density and encourage compact development. In the space occupied by a single car parking space, it is possible to accommodate up to 14 bicycles.

6. Signage

Traffic signs are designed to ensure the safety of all road users – pedestrians, cyclists and motorists alike. They serve as an important traffic management tool and should minimize the potential for errors by users. In terms of priorities for pedestrians, it’s important that signage clearly warns motorists where to expect crossings and indicate preferred crossing locations for pedestrians. Signage for cyclists can ensure they are on the right track if they are sharing a road or have the lane to themselves. It can also prepare users for changes in traffic and road conditions.

7. Accessibility for All

Navigating a busy city can be challenging for anyone, let alone users with disabilities. Like buildings, roads should be designed to accommodate all people, regardless of their ability, disability or age, without the need for special assistance. In addition to accessible sidewalks and crossings, attention should be paid to design details such as guide strips for the visually impaired; sidewalk materials and tactile markings to avoid slips and falls; clearly marked parking bays for people with mobility constraints; compliant Braille signage; wheelchair ramps; and markings for motorists near special needs schools and similar zones.

8. Surface Types
Finally, material selection for streets and public spaces can have an impact on durability, sustainability, safety and the experience of users. In general, permeable paving materials such as porous asphalt, permeable concrete and soft paving are more desirable over non-permeable ones. They aid in reducing stormwater run-off, require less maintenance and improve water quality. They can also provide grip and ensure pedestrian safety even during difficult weather conditions. Other factors include road function, type of traffic, vehicle and pedestrian flows, site topography, type of subsoil, functionality and cost.

Complete streets designs ensure mobility to road users of all types by designing facilities that are safe, accessible, and welcoming. They can improve the efficiency of a space, reduce congestion as well as improve the performance of transport networks. Keep an eye out for elements of complete streets in your neighbourhood – and if you don’t see them, help make cities better for everyone by getting involved or speaking to your local government.

**Nikita Luke** is a Sustainable Transportation Intern with the Health and Road Safety Program of WRI Ross Center for Sustainable Cities.

**Anna Bray Sharpin** is a Transportation Associate in the Road Safety and Health practice area of WRI Ross Center for Sustainable Cities.

**Ben Welle** is the Global Health and Road Safety Manager for WRI Ross Center for Sustainable Cities.
Hillsborough County

Hiking Spree

Nov. 1, 2017 to March 31, 2018

Recharge, Unwind, Relax... Take a Hike

Explore the great outdoors of Hillsborough County.

Hike at least 8 of 20 designated trails to earn a commemorative medallion or patch.

Hike on your own or sign up for a guided event.

Visit HCFLGov.net/HikingSpree to register and for more information, or visit your local Hillsborough County recreation center.
How It Works
Register online for the Hiking Spree at HCFLGov.net/HikingSpree. Complete a minimum of eight designated trails between November 1, 2017 and March 31, 2018. Some sites have entrance and parking fees. Participants may hike on their own, with family and friends, special interest groups, or through one of our guided park staff hikes. Check HCFLGov.net for upcoming hikes.

Access Hikers
Hikers may repeat any trail twice for credit provided hikes occur on different dates. Upon completion, please choose between a medallion or an official Access Hiker Patch.

Safety
Be sure to dress appropriately and bring plenty of water.

Trail Classes: A-All Purpose, B-Basic, C-Primitive
Ratings: 1-Easy, 2-Moderate, 3-Strenuous (could include steep inclines)

Rewards
To receive your medallion or patch, bring your completed form to one of these Hillsborough County Parks Recreation Centers by March 31, 2018:

- All Peoples Life Center
- Brandon
- Gardenville
- Jackson Springs
- Northdale
- Roy Haynes
- Ruskin
- Westchase

Completed forms can also be delivered to Conservation Park Offices at Bell Creek Preserve. To receive your medallion or patch by mail, send your completed form with a self-addressed, stamped envelope to:

HCPRD Hiking Spree
Bell Creek Regional Park Offices
10940 McMullen Road, Riverview, FL 33569

Hiker's Choice – Anywhere, Earth

<table>
<thead>
<tr>
<th>County Park/Preserve</th>
<th>Trail</th>
<th>Miles</th>
<th>Class</th>
<th>Rating</th>
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<tbody>
<tr>
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<td>River Bend Trail</td>
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<td>Alderman’s Ford Conservation Park</td>
<td>Two Rivers Loop</td>
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<td>All People’s Life Center</td>
<td>Enchanted Forest Run (extension from Two Rivers Loop)</td>
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<td>All People’s Fitness Trail</td>
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<td>Central Loop</td>
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<td>Upper Tampa Bay Trail (North to Wilsky Road Trailhead and return)</td>
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<tr>
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<td>Hammock Run or Boardwalk</td>
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<td>Fish Hawk Trail North</td>
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<td>Nature Trail</td>
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<td>Rolling Acres Fitness Trail</td>
<td>.40</td>
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</tbody>
</table>

I certify that I have hiked a minimum of 8 of the trails listed above and would like to receive my (check only one) ___ Brass Medallion or ___ Patch.

Signature __________________________ Date ________________
Hillsborough County moving forward on its plans to make areas of Brandon safer for pedestrians

BY: Heather Leigh
POSTED: 1:42 AM, Dec 7, 2017
UPDATED: 5 mins ago

Share Article

BRANDON, Fla - Brandon is rapidly growing, and heavy traffic is making busy areas unsafe for folks walking and biking.

The is the reason the Hillsborough County Metropolitan Planning Organization and the Planning Commission is studying the area for future changes.

Some neighbors living in the area say crossing Brandon Boulevard is like playing Russian Roulette.

"People crossing the road, running across, it’s just pretty much playing with their lives," said
Priscilla Gonzalez, a 20 year Brandon resident.

Gonzalez says one should expect traffic to be bad at all hours of the day.

"It’s just not built for pedestrians," said Gonzalez.

"Well I think that’s exactly the problem," said Melissa Zornitta, the Planning Commission Executive Director.

Zornitta says the Commission spent the 18 months plotting and planning how to make this corridor of Brandon safer.

"The car is put first before the pedestrian or the bicyclist," Zornitta said.

As part of the study, the groups dug into various transportation options, including floating around the idea of a rapid transit system.

They also looked at re-development in the area, attracting a mix of businesses that create a walk and bike friendly dynamic.

Zornitta says any new development is few and far between these days thanks to growth.

"Every piece of land that’s not protected it’s pretty much being built on," said Gonzalez, who watched crews build up the Plaza at Brandon Town Center.

Another thing the Commission would like to address is the dangerous crosswalks along State Road 60. Standing at the signal puts you just a few feet away from oncoming traffic.

The original plan called for a reversible lane on West Bloomingdale Avenue, but that is now off the table due to public concern and infrastructure challenges.

The planning commission will sign off on the project and push it into the next phase during its meeting on December 11.

Zornitta says the process is still very far from being completed and there will be plenty of opportunities for public feedback in the future.
#StreetFail: When Construction Shuts Down Sidewalks

By David Sachs  Dec 15, 2017  5

With a massive amount of development in Denver comes encroachment by builders into the public right of way. No place is that more evident than on sidewalks, which temporarily disappear all over the city as construction crews build, forcing people on foot to take detours.

According to Denver's municipal code, “A walkway not less than four (4) feet wide, with a railing on the street side shall be maintained on the sidewalk in front of the building site during construction or demolition work.” But developers can pay for special permits to close sidewalks
temporarily.

That’s when you get scenes like this one, at 16th and Blake, where builders are working on a development with 232 homes and space for offices and retail. This block is in probably the most transit-rich, pedestrian-filled part of the city — literally on a pedestrian and transit mall. Nevertheless, people walking on both Blake and 16th are forced to cross over. If crossing is not convenient, people “jaywalk” to get where they need to go. The 16th Street Mall shuttle isn’t stopping here during construction either.

Here’s another idea for this situation and others around the city: Take space typically reserved for cars and give it to people walking. Blake Street is a three-lane, one-way street. There’s more than enough room to build a temporary walkway.

Part of committing to end traffic deaths and serious injuries, as Mayor Michael Hancock has done under the banner of Vision Zero, means prioritizing pedestrians — not pushing them into the street with motorized traffic.

7th and Grant. Photo: David Sachs
Central Park Boulevard and 21st Avenue. Photo: David Sachs

Filed Under: #StreetFail, walking, Promoted
December 11, 2017

Sheriff Chad Chronister
Sheriff's Operations Center
2008 E. 8th Ave
Tampa, FL 33605

Dear Sheriff Chronister:

On December 5, 2017, the Hillsborough Metropolitan Planning Organization (MPO) Board heard an update from its School Transportation Working Group (STWG). The STWG provides a forum for interagency partnerships and problem-solving on a host of topics, from school area traffic circulation to walk/bike safety, school-pools, & transit.

During discussion, board members shared their observations of vehicles exceeding posted speed limits within school zones, and commented on the vulnerability of school age children, and the many contacts and complaints they receive from the public.

The board unanimously approved a motion to request a letter be sent to the Hillsborough County Sheriff and City of Tampa's Police Chief, to request additional support with enforcement of school speed zones.

We appreciate your on-going efforts, and your staff's participation in the Vision Zero Coalition, a vision of zero traffic fatalities. Please contact me or MPO Executive Director Beth Alden if you have questions or would like to discuss this further.

Sincerely,

Lesley "Les" Miller, Jr.
Chairman

Cc: Kenneth R. Albano, Police Chief, City of Temple Terrace
Ed Duncan, Chief of Police, Plant City
Cindy Stuart, Hillsborough County Public School (HCPS) Board Member
Jeff Eakins, HCPS Superintendent
Members of the School Transportation Working Group
December 11, 2017

Chief Brian Dugan
Tampa Police Department Headquarters
One Police Center
411 N. Franklin Street
Tampa, Florida 33602

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[Signature]

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    Jeff Eakins, HCPS Superintendent
    Members of the School Transportation Working Group
Did you know that Tampa offers over 120 miles of on-street bike lanes and 72 miles of greenway and trails? Check out our Tampa Bike Map so you can cycle through the city!
tampagov.net/BikeMap

12:56 PM - 29 Dec 2017

30 Retweets 77 Likes

Erin @redheadshiffer · 30 Dec 2017

Replying to @CityofTampa @tampaRiverwalk and 7 others

We had a great time on Christmas Day cycling along the river walk.