Meeting of the Intelligent Transportation Systems Committee
Thursday, January 11, 2018, 1:30 p.m.

I. Call to Order

II. Public Comment - 3 minutes per speaker, please

III. Approval of Minutes – October 12, 2017

IV. Action Items
   A. Attendance Review (Gena Torres, MPO Staff)
   B. Election of Officers (Gena Torres, MPO Staff)

V. Status Reports
   A. THEA’s Tampa Connected Vehicle Pilot (Stephanie Veraghen, THEA)
   B. Pasco County Connected City (Ernie Monaco, Pasco County)
   C. Ride Flag (Mike Papineau, RideFlag Technologies)

VI. Old Business & New Business

VII. Adjournment

VIII. Addendum
   A. MPO Meeting Summary & Committee Report
   B. Gulf Coast Safe Streets Summit Flyer
   C. Summary of 2018 Legislative Issues
   D. Traffic Management as a Service Handout

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:

Mr. Vik Bhide called the meeting to order at 1:30 p.m. The meeting was held in the Plan Hillsborough Committee room.

II. PUBLIC COMMENT:

There were no public comments.

MEMBERS PRESENT:

- Vik Bhide ................... City of Tampa
- Michael Flick ............. Hillsborough County Public Works
- Fred Baxter ............... City of Plant City
- Chris Cochran............ HART
- Jeff Sims ................... EPC

OTHERS PRESENT:

Rich Clarendon, Johnny Wong, Gena Torres, Wanda West, Allison Yeh, Hillsborough MPO; Roger Roscoe, Vinny Corazza, Chester Chandler, FDOT; Kris Milster, TTS; Vanico Antonov, Brian Pessaro, CUTR; Joe Molinaro, Albeck Gerken, Inc; Nathan Poole, VIBE; Illegible Name, GF; Swara Farheen, Bob Campbell, HC-PW; Nigel Joseph, HCPC.

III. APPROVAL OF MINUTES:

Mr. Flick made a motion to approve the April 13, 2017 and July 13, 2017 ITS meeting minutes. The motion was seconded by Mr. Sims and carried unanimously.

IV. ACTION ITEMS

A. 2018 ITS Meeting Calendar (Johnny Wong, MPO Staff)

Dr. Wong presented the 2018 ITS meeting calendar. Mr. Cochran made a motion to approve the 2018 ITS Meeting calendar. The motion was seconded by Mr. Sims and carried unanimously.

V. STATUS REPORTS

To accommodate Mr. Milster's schedule, his presentation was moved to earlier in the meeting.

A. Connected Vehicle Technology Over Cellular Networks (Kris Milster, TTS)

Mr. Milster presented the Connected Vehicle Technology Over Cellular Networks. Their business is predicting traffic control. The benefits of the connected vehicle technology include saving fuel and energy, saving time by changing the route, comfort and improved safety.
Traffic Technology Services (TTS) is an international firm, headquartered in Portland, OR. Staff includes traffic engineers, data scientists, computer programmers and software developers, trying to integrate traffic signal systems with vehicles. They also have a European subsidiary based in Munich, Germany.

Mr. Milster presented the Audi Traffic Light Information, which alerts the driver and vehicle when the light will change. He reviewed the key highlights of TTS: they are a cloud based information supplier, they bridge the gap between infrastructure and vehicle, they predict the signal change, industry standard product, customers implement connect vehicle applications and something in return – suppliers receive performance metrics back from customers. Their product predicts the signal switch times.

Mr. Milster explained the relationships between TTS, suppliers, partners, customers and the end users (consumers) and the communication flow. He showed the maps for Las Vegas, Portland (OR) and Walnut Creek (CA). Gainesville (FL) will be online by early 2018 and Tampa is starting the pilot program along the Courtney Campbell (SR 60). Mr. Milster reviewed the many applications, what is required and the next step which is a data agreement.

Discussions ensued about how TTS preserves the privacy of drivers, if this technology will be limited to specific vehicle manufacturers, examples of human and machine inner-face use cases, if vehicle manufacturers will have the ability to stop a car from running red lights and making wrong moves on the interstate, and is there an application process to identify partnerships.

VI. ACTION ITEMS (CONTINUED)

B. FDOT Work Program Highlights (Roger Roscoe, FDOT)

The FDOT Work Program is a five-year plan that includes public transit, seaport, airport and rail projects, transportation planning, intelligent transportation, engineering and design, right of way acquisition, and construction activities. The Work Program covers the upcoming fiscal year as well as anticipated project funding for the four following years. The work programs include FDOT projects and local projects with FDOT involvement. FDOT’s current adopted work program runs from FY18 (which began July 1) until FY22 (which ends on June 30, 2022). Mr. Roscoe reviewed the acronyms used to indicate the funded phases, the Work Program Update Process, new projects not previously included in the Work Program, new phases in existing projects, and selected projects of interest. The official work program document is available at www.d7wpfh.com.

Mr. Roscoe noted the Online Public Hearing dates are October 23 – 27; October 23 is also District 7’s Work Program Open House from 9 AM – 6 PM. Public Comments are due by November 6 and MPO Objections are due November 20. The Legislature and FTC will review the Work Program from January – March 2018 and Adoption of the Work Program will be July 1, 2018.

Mr. Roscoe also presented the Howard Frankland Bridge project. In 2019, FDOT plans to rebuild the existing northbound bridge, originally built in 1960. The new bridge will improve incident management, improve express bus service, better accommodate the possibility of future transit, better prepare for autonomous vehicles, anticipate future demand, will be cost effective and have a bike/pedestrian facility. Key design features of the bridge include four (4) general purpose lanes in each direction, two (2) express lanes in each direction, a bicycle/pedestrian trail on the north side and reinforced structure to support future light rail in the center. Mr. Roscoe announced the two Howard Frankland Bridge public hearings on November 14th at the Tampa Marriott Westshore and November 16th at the Hilton-St. Pete Carillon Park.

Mr. Roscoe briefly discussed the Citizens Transportation Academy offered by the FDOT.
Dr. Wong stated the action item was to provide comments or concerns, if any, to the MPO.

C. Vision Zero Action Plan (Gena Torres, MPO)

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 will be presented to all four jurisdictions and other agencies for support.

Discussions were held about if HART has drafted a resolution.

Mr. Cochran made a motion to support the Vision Zero Action Plan. The motion was seconded by Mr. Sims and carried unanimously.

V. STATUS REPORTS (CONTINUED)

B. Tampa’s Smart Cities Initiatives (Vik Bhide, City of Tampa)

Mr. Bhide stated the Smart Cities Initiative is more Regional, than just for the City of Tampa. One of the items being worked on is the partnership with TTS. The City already provides data to another firm called Connected Signals. The benefit of these services is to reduce delay (drivers looking at cell phones while at a red light, causing delays when the signal changes) and increase safety by vehicles communicating with the infrastructure.

Mr. Bhide discussed the Connected Vehicle (CV) Pilot Project, a THEA project. Most of the equipment will be operated and maintained by the City of Tampa and the City is hoping to expand this project to the entire downtown area, making Tampa the first CV ready downtown in the country. The City is in the deployment phase of the project. Initial deployment will be complete early next year and they will start testing a few of the twelve apps. Recruitment is on-going for drivers and pedestrians.

Mr. Bhide discussed the HART autonomous shuttle service which kicked off yesterday. This is the first of its kind in the country (an autonomous shuttle service on public rights of way without a dedicated lane).

The City is also working in collaboration with Ohio State, USF, Tampa Lighthouse for the Blind and USF Disability Services on a Smart Paint project, an intelligent material that can store digital information. The use case the City is targeting is people with visual disabilities. This technology stores digital information that can be read by a smart cane to keep the visual impaired pedestrian within the crosswalk. The City is working with HART on another use case to assist visually impaired riders with boarding or disembarking from a bus by marking the pavement with clear or invisible paint that can also be read by a smart cane.

Mr. Bhide stated a very powerful use of this technology that isn’t ready to be tested yet is more accurate GPS tracking for pedestrians. Pavement markings or monuments along the rights of way are read as the device passes and the coordinates are recalculated for better accuracy. This is very important for pedestrian safety so vehicles will know exactly where a pedestrian is.
The City is working with TECO on creating a footprint for smart streetlights as part of a LED conversion. TECO has a five-year plan to convert as streetlights, which will also have an onboard computer with sensors to detect and monitor various types of data. This technology is currently available but a critical mass of smart streetlights is needed before this is useful to the general public. They are also working with a start-up company for a mobility platform that uses a machine learning algorithm to analyze real time and historical data of volume, speeds, weather, etc. to predict traffic conditions and incidents in a certain time frame. This will help with traffic control planning and resources.

The City is also providing use cases to Dream It Ventures, an IT accelerator working to bring urban tech start-ups to the Tampa area. The City is also starting a regional Smart Cities Alliance, kicking off in early December. Agencies will receive invitations to participate in this public/private academic forum of practitioners focusing on deployment. With a strong planning element, they are asking the MPOs to inform them of regional priorities.

C. USF Campus Autonomous Transit Feasibility Study (Brian Pessaro, CUTR)

Mr. Pessaro, Senior Research Associate, presented the USF Campus Autonomous Transit Feasibility Study, which is just getting underway and is funded by the Hillsborough County MPO. He showed a brief video of the University of Michigan Driverless Shuttle program which began this fall with two (2) 15 passenger electric shuttles covering a 2-mile route on the University’s roads.

The three tasks of the study are to identify areas of the USF campus that could be served by a driverless shuttle, identify legal and insurance restrictions to operating a driverless shuttle on campus and identify two to three service options. The areas of campus will be determined using existing data sources to understand student travel patterns. The legal and insurance restrictions may require an attendant to be on-board for safety or restrict the maximum allowable speed. The possible service options include campus circulator, parking shuttle, first mile/last mile connector to BullRunner, on-demand evening shuttle, transportation for students with disabilities, medical campus service or special event shuttle. CUTR will also survey the students to find out what they would like. The contract with the MPO goes through June.

Discussions ensued about whether this will work in conjunction with the BullRunner to fill in gaps in service, what are the initial thoughts on what this service will provide, if the vehicle is ADA compliant, will the route have fixed stops or will riders be able to select another drop off location, is there a difference between the Google car and this vehicle, and what is the objective of this study to showcase new technology or to establish performance measures.

VII. OLD/NEW BUSINESS

A. Regional Big Data Working Group Update

Dr. Wong provided two updates on the Regional Big Data Working Group update. The meeting on October 26th has been rescheduled to November 2nd, due to the Long Range Transportation Meeting also scheduled. Location TBD. He also stated the group is moving forward with constructing the Big Data portal, which began in January 2016. The data business plan draft recommendations were created in April and now the group is building on the shared data portal. Four presenters were invited to the Big Data Working Group kick off meeting to share their ideas and visions for what the portal would look like and what type of performance measures would be adopted, and what it would look like on a consumer end. The Group decided to work with the Center for Urban Transportation Research (CUTR) due to the number of efficiencies related to the partnership. The first being they
already have a grant to build a data portal so any monies received from the partner agencies will be matched in kind. The Group had meetings with Pinellas and Pasco Counties MPOs last week; Pasco County agreed to fund part of the project. Hillsborough County has committed funds and Pinellas County MPO is identifying their budget. The Group is hoping to divide the region and bring on City partners. The Group is hoping to begin scoping and finalizing the contract before the end of the year and will bring back to the ITS Committee.

Chair Bhide is very happy to hear the three MPOs have all agreed to participate financially because if the tool isn’t regional, it won’t be successful.

Rich Clarendon, MPO Executive Director, and liaison to the Citizens Advisory Committee (CAC), was asked to request an update or short presentation on smart signals. Chair Bhide stated the City of Tampa will provide an update. He feels one issue is funding of new equipment and the other issue is philosophical, meaning cities are thinking more multimodal and how traffic grids are built in downtown areas to handle peak periods. Mr. Clarendon will share the CAC’s meeting schedule with Dr. Wong. A committee member asked who to contact to request signal adjustments, such as Highway 60 and Kingsway in Brandon. That corridor is maintained by the County (635-5400) or via the county’s website.

The next ITS Committee Meeting is January 11, 2018.

VIII. ADJOURNMENT

There being no further business, the meeting adjourned at 3:08 pm.
Board & Committee Agenda Item

Agenda Item
2017 Attendance Review, Declaration of Vacant Seats

Presenter
Gena Torres, 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. Three members of the ITS committee had three absences in 2016 and have been contacted by staff to determine their intentions regarding ITS membership.

There were no committee members with three consecutive absences in 2017. There is a temporary vacancy for the Temple Terrace designee, which is to be filled by the City shortly.

Recommended Action
As deemed appropriate by the committee.

Prepared By
Johnny Wong, PhD, MPO Staff

Attachments
2017 Attendance Report.
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<th>July 2017</th>
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*P- Present, *A- Absent, *X- No Meeting
Agenda Item
2018 Election of Officers

Presenter
Gena Torres, MPO Staff

Summary
The MPO By-Laws require that officers are to be elected at the first meeting of 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 CAC officers are:
- Chairman          Mr. Vik Bhide
- Vice Chair        Mr. Mike Flick
- Officer-at-large  Mr. Pierre Valles

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 ITS Election of Officers.

Prepared By
Johnny Wong, PhD, MPO Staff

Attachments
None.
Board & Committee Agenda Item

**Agenda Item**
THEA's Tampa Connected Vehicle Pilot

**Presenter**
Stephanie Veraghen, Tampa – Hillsborough Expressway Authority (THEA)

**Summary**
Tampa is one of the first cities in the nation to deploy connected vehicle technology on real city streets. Tampa was one of just three sites in the nation to be selected for the U.S. Department of Transportation (USDOT) Connected Vehicle Pilot Deployment Program, which seeks to spur innovation among early adopters of connected vehicle applications. The other two sites are New York City and the Interstate 80 corridor in Wyoming.

The four-year effort began in September 2015, when the USDOT awarded THEA a $17 million contract to implement its winning proposal. In 2016, the project entered its second phase, which includes design, testing and deployment. The third and final phase, expected to begin in mid-2018, will involve the full-scale operation of connected vehicle technology throughout downtown Tampa.

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

**Prepared By**
Gena Torres, MPO Staff

**Attachments**
Tampa Connected Vehicle Fact Sheet
Tampa, Florida, is one of the first cities in the nation to deploy connected vehicle technology on real city streets. Tampa’s deployment is uniquely multimodal, encompassing pedestrians, buses, streetcars and privately owned automobiles.

**GOALS**

The Tampa Connected Vehicle Pilot aims to transform the experience of automobile drivers, transit riders and pedestrians in the downtown Tampa area by preventing crashes, enhancing traffic flow, improving transit trip times and reducing emissions of greenhouse gases.

**BACKGROUND**

The Tampa Connected Vehicle Pilot began in 2015, when the U.S. Department of Transportation (USDOT) awarded the Tampa Hillsborough Expressway Authority (THEA) a $17 million contract as part of its Connected Vehicle Pilot Deployment Program. In 2016, USDOT authorized THEA and its partners to proceed with design, testing and deployment. The final phase of the project, which is expected to begin in mid-2018, involves the full-scale operation of connected vehicle technology throughout downtown Tampa.

**PARTNERS**

THEA has assembled an implementation team that includes HNTB, Siemens, the University of South Florida Center for Urban Transportation Research, Brandmotion and Global-5 Communications. Other key partners include the Florida Department of Transportation, the City of Tampa, the Hillsborough Area Regional Transit Authority (HART) and Hillsborough Community College.

**COMMUNITY**

Pedestrians, transit riders and automobile drivers in downtown Tampa experience transportation challenges on a daily basis. For example, inbound commuters on the Lee Roy Selmon Expressway’s Reversible Express Lanes encounter significant delays and, too often, rear-end crashes during morning peak periods. Vehicle/pedestrian conflicts are commonplace, especially at a busy mid-block crosswalk near the Hillsborough County Courthouse. Drivers and pedestrians also conflict with buses and streetcars that traverse the central business district. The combination of pedestrians, bicyclists, automobiles, streetcars, buses and even a cruise ship terminal make downtown Tampa an environment ripe for new transportation solutions.

**APPROACH**

The Tampa Connected Vehicle Pilot will equip buses, streetcars and privately owned vehicles with connected vehicle technology enabling them to communicate vital information with each other and elements of the transportation infrastructure. Pedestrians may also participate by downloading a smartphone app. Drivers, transit riders and pedestrians in the connected vehicle environment are expected to enjoy a range of safety and mobility benefits.
APPLICATIONS

Emergency Electronic Brake Light Warning – Alerts the driver to hard braking ahead.

End of Ramp Deceleration Warning – Warns the driver to slow down to a recommended speed as the vehicle approaches the end of a queue.

Forward Collision Warning – Warns the driver when a forward collision is imminent.

Intelligent Signal System – Optimizes traffic signal timing based on connected vehicle data.

Intersection Movement Assist – Warns the driver when it is not safe to enter an intersection.

Pedestrian Collision Warning – Warns the driver when a pedestrian is using a crosswalk in the vehicle’s projected path.

Pedestrian in a Crosswalk Vehicle Warning – Identifies potential conflicts between pedestrians in a crosswalk and approaching vehicles.

Pedestrian Mobility – Enables pedestrians to request signal priority when approaching a crosswalk at a signalized intersection.

Pedestrian Transit Movement Warning – Warns pedestrians when a bus or streetcar is starting up or stopping at a nearby intersection.

Probe Data Enabled Traffic Monitoring – Gathers traffic data from connected vehicles to optimize transportation management.

Transit Signal Priority – Gives buses priority at traffic signals to keep them running on schedule.

Vehicle Turning Right in Front of Transit Vehicle – Warns the streetcar operator when a vehicle is turning right at an intersection as the streetcar is approaching.

Wrong Way Entry – Warns the driver of a vehicle that is entering the reversible express lanes in the wrong direction and warns other equipped vehicles that a wrong-way driver is approaching.

THE NUMBERS

1,600 privately owned vehicles equipped with onboard units

10 buses equipped with onboard units

10 streetcars equipped with onboard units

500 or more pedestrian participants

41 roadside units

GET INVOLVED

Website: www.TampaCVpilot.com
Facebook: www.facebook.com/TampaCVpilot
Twitter: @Tampa_CV
Instagram: @TampaCV

For more information, please contact:
Susan R. Chrzan
Director of Public Affairs & Communications
Tampa Hillsborough Expressway Authority
(813) 272-6740
info@tampa-xway.com / www.tampa-xway.com
A new residential development in Pasco County has earned distinction as the first “Smart Gigabit Community,” which will seek to attract technophiles and recruit tech businesses to the community. The Connected City will be constructed as a true model of the live-work-play mantra.

Using a novel approach to zoning, the County hopes to spur innovation in the robotics and transportation spaces. The vision of the future includes driverless vehicles, 360° cameras, and information exchanges among infrastructure, cars, bicycles, and pedestrians.

Recommended Action
None. For information only.

Prepared By
Johnny Wong, PhD, MPO Staff

Attachments
None.
Board & Committee Agenda Item

Agenda Item
RideFlag Technologies

Presenter
Mike Papineau, RideFlag

Summary
Transportation professionals understand that winners and losers are constantly emerging from the disruptive, dynamic mobility space. Knowing where to play and how to win is key and RideFlag believes that driving innovation in the Dynamic Carpool/Mobility on Demand space is a very important strategy to help address the following transportation stakeholder needs:

1) Leverage the increasing appetite for ride sharing and different ways to own or use a car;
2) Lead and help shape consumer behavior in the digital world and sharing economy;
3) Address transportation and congestion challenges that we face with growing and crowded cities; and,
4) Help government reduce the strain on transportation systems and highways, while also reducing CO₂ and other greenhouse gases.

RideFlag is an innovative carpooling solution which can directly help reduce congestion and resolve other transportation challenges. RideFlag is currently deployed in South Florida in partnership with South Florida Commuter Services/FDOT. RideFlag also offers extensions through an application database that directly supports the following:

1) Parking validation/incentives rewards
2) Digital 3+ Carpool HOT Validation
3) Vanpool on Demand/dynamic tracking
4) School pool initiatives
5) Commuter challenges
6) Intermodal transit integration

RideFlag’s vision is to work with Tampa Bay transportation stakeholders to help reduce single occupancy vehicle use and congestion in the Tampa Bay region. During the presentation, a representative will demonstrate how the company may offer innovative solutions to regional transportation problems, answer any questions, and discuss the potential for collaboration.
**Recommended Action**
None. For information only.

**Prepared By**
Johnny Wong, PhD, MPO Staff

**Attachments**
None
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. Beth 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 could not take any action, due to the lack of a quorum.

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.

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 today.

Finally, the TDCB reminds 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.
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.

February 27, 2018
8:30am - 6:30pm

Register for $60
tinyurl.com/gulfcoastsummit

Glazer Children’s Museum
110 W Gasparilla Plaza, Tampa 33602

planhillsborough.org/gulf-coast-safe-streets-summit
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
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.
Traffic Management As A Service

Challenge.
Traffic Management Centres are mostly working independently and very hardware-oriented: sensors, CCTV camera’s and large rooms filled with screens and people watching them 24/7. There are some disadvantages to this approach:

- Expensive: hardware & staffing. Large investments and takes years to set up.
- Fixed location, not flexible.
- Car-centric, although governments want to stimulate a shift to sustainable transport
- No individual info to citizens, only general communication to the public: radio-news, digital signs, twitter
- Alienation from modern tech industry: huge technology gap – not ready for Mobility As A Service, self-driving cars, ..

Proposed solution.
Virtualize traffic management. Create a central cloud-platform that integrates with local and global information sources. Like Spotify. Authorities can access the platform and manage traffic instantly, instead of investing years in hardware. How it works:

- Get data where they are. Don’t invest in hardware, but collaborate with parties that own real-time data about mobility. Collect that data.
- Go broader than just cars. Collect information about public transport and import social media messages, weather data, ..
- Configure the platform according to city needs & local mobility policies
- Let the platform monitor the data instead of people watching screens. The platform will automatically take actions if things happen that deviate from the expectations.
- The platform matches data from different sources and links causes & effect
- Citizens can define their information needs & preferences
- Citizens get informed automatically and on individually, based on their preferences or actual location. Preferably through social media or messaging applications.
- Citizens are able to answer to messages from the platform. The answers can be used to fine-tune the information

Conclusion: there is no need for large local investments, once central platform is created that contains all the logic and makes tools available for both authorities and citizens. The single platform is always up-to-date and cheap, as it can be used by multiple authorities.

Approach.
Pragmatic! Make something that works for the city of Ghent, in a way that it is useful for citizens, can be re-used by other governments and has value for the market. Ensured by:

- Collecting end-user requirements and needs
- Collecting requirements from traffic mgmt. operators & authorities around the globe
- Investigate what is needed to replicate in radical different context (Africa, South-America, Asia)
- Investigate business model and market disruption