Meeting of the Livable Roadways Committee
Wednesday, January 24, 2018, 9:00 a.m.

I. Call to Order

II. Public Comment - 3 minutes per speaker, please

III. Approval of Minutes – December 13, 2017

IV. Action Items
   A. TIP Amendment for Performance Measure Target-Setting: Safety (Johnny Wong, MPO Staff)
   B. Attendance Review & Declaration of Vacant Seats (Lisa Silva, MPO)

V. Status Reports
   A. Bike Share 2017 Update and Dockess Bicycle Sharing (Eric Trull, Coast Bike Share)
   B. Complete Streets Corridor Screening (Stephen Benson, FDOT Staff)
   C. Hillsborough County Health Atlas (Brandon Berry, MPO Staff)

VI. Old Business & New Business
   A. LRC Next Meeting: February 21, 2018

VII. Adjournment

VIII. Addendum
   A. MPO Meeting Summary & Committee Report
   B. Gulf Coast Safe Streets Summit Flyer
   C. Summary of 2018 Legislative Issues
   D. MPO Comments to FY19-23 Tentative Work Program
   E. Commuter Challenge Week Flyer

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

The MPO does not discriminate in any of its programs or services. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Learn more about our commitment to non-discrimination.

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

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

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

If a person decides to appeal any decision made by the board, he or she will need a record of the proceedings, and for such purpose may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.
I. CALL TO ORDER

A quorum being established, Vice Chair Hey called the meeting to order at 9:04 a.m. and the Pledge of Allegiance took place. The meeting was held in the Plan Hillsborough room on the 18th Floor of the County Center Building.

Members Present: Nina Mabilleau, Chris Weber, Grayson Silver, David Hey, Karla Price, Mike Williams, Karen Kress, Charles White, Christopher Cochran, June Farrell, Jason Jackman, Catherine Coyle, and Anna Quinones.

Others Present: Lisa Silva - MPO staff; Sharon Snyder - Planning Commission Staff; Chris Speese - FDOT; Allen Howell – Hillsborough County Public Works; Stephanie Veraghen – THEA; Christina Kopp – WSP

II. PUBLIC COMMENT

There were no public comments.

III. APPROVAL OF MINUTES

Ms. Mabilleau made a motion to approve the November 29, 2017 minutes. The motion was seconded by Ms. Coyle and carried unanimously.

IV. ACTION ITEMS

A. Election of Officers (Lisa Silva, MPO)

Ms. Silva stated that Chair Green had been reappointed by the MPO Board at December 5, 2017 meeting.

Mr. Weber made the motion to re-elect David Hey as Vice Chair and elect Cathy Coyle as Member-at-Large. The candidates accept the nominations. The motion was seconded by Ms. Kress and carried unanimously.

V. STATUS REPORTS

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

Mr. Clark presented on the Sunshine Law and Public Records Requirements. Any document controlled by a public entity is controlled by the public records law, which means it needs to be disclosed upon request within a reasonable time. The only exception is if there is litigation taking place on an issue, and that is determined by legal staff.

Per the Sunshine Law, if there is a meeting of two or more Board members, the meeting needs to be publicly noticed, open to the public and minutes must be taken and made available, upon request, within a reasonable amount of time. Outside of a meeting, members of the same Board
can’t discuss issues that are before or could come before the Board. This includes communication by proxy. An example given was an aide of one Board member can’t reached out to an aide of another Board member to talk about certain issues.

A discussion ensued regarding how to handle the situation if members of this Board are also on Boards for other organizations. Mr. Clark replied if both Boards adhere to the Sunshine Law, then members can listen and ask questions, but can’t have discussions. Members do not need to disclose to the MPO if they serve on other Boards. Mr. Clark invited Board and committee members to contact him with questions.

B. THEA’s Tampa Connected Vehicle Pilot (Stephanie Veragher, THEA)

Ms. Veragher is a Consultant with Global-5 Communications which is responsible for the outreach portion of the Tampa Connected Vehicle Pilot program. In 2015, THEA was awarded a grant to test connected vehicle technology in downtown Tampa. Benefits of the connected vehicle program are improved safety, enhanced mobility and reduction in the environmental impact of surface transportation in downtown Tampa. Ms. Veragher reviewed the testing area and how many vehicles and pedestrians are being recruited to participate. The use case and applications are collision avoidance at the downtown exit of the Selmon Reversible Express Lanes (REL), wrong-way entry prevention at the west (downtown) entrance of the REL, pedestrian safety, transit signal priority for the buses, streetcar safety on Channelside Drive, and traffic flow.

There are three ways to participate: as a driver, pedestrian or fan. To sign up to be a driver, individuals complete a short online questionnaire. If eligible, the participant will be contacted via email to schedule a time to have the equipment installed in his/her vehicle, which takes about two hours and is done at Hillsborough Community College’s Ybor campus. Drivers will also receive an extensive training, a manual and are eligible for a 30% rebate on their Crosstown tolls. Ms. Veragher reviewed the schedule of installation times and the equipment that will be installed.

Pedestrian participants also sign up online. It is currently available to Android users only, and the only other requirement is to walk in the downtown testing area. Users will download an interactive app that will “talk” to certain downtown crosswalks to help users cross safely.

If someone wishes to participate as a fan, all he/she need to do is complete the online questionnaire and spread the word. Fans have access to exclusive updates, behind-the-scenes tours and other special events. Fans will also have access to a fan tool kit to share information about the pilot.

There is also a program for organizations that would like to partner with THEA on this project. THEA will provide a news release and recognize the organization on their website, newsletter and social media. The organization will be invited to the media event to kick off the pilot in 2018 and will be recognized at the awards and recognition program at the end of the pilot. The organization will be invited to special events during the pilot and various online and offline activities for a chance to win prizes. Employees will also benefit from this program. THEA can come speak to your employees and sign them up to participate so they can sign up to share their stories and be eligible for the 30% toll rebate.

Ms. Veragher shared the websites to sign up (www.tampacvpilot.com\driver; www.tampacvpilot.com\pedestrian; or www.tampacvpilot.com\fan). Participants can sign up for one or more.
A discussion was held regarding if the test area includes the exit ramps of Selmon Expressway, particularly at Kennedy Blvd. a pedestrian crosswalk exists.

C. Regional Scenario Planning Survey (Beth Alden, MPO Executive Director)

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 convey 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. As Tampa Bay is one of the fastest growing areas in the United States, 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 which should be completed in January 2018 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. The automated vehicle shuttle has been launched in downtown Tampa and there is a possibly of an automated vehicle shuttle on the USF campus. Another option is to reuse the CSX Rail Corridors to connect to Tampa to Land O’ Lakes, Clearwater or St. Petersburg. The conversion of I-275 to a Boulevard conversion is also being explored for the 65% of trips along the corridor that aren’t regional.

When the LRTP was last updated, there were three very different scenarios: expand out (Suburban Dream), create a transit oriented scenario (Bustling Metro) and add express lanes to interstates (new Corporate Centers). 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?

D. School Transportation Update and School Safety Study (Lisa Silva, MPO Staff)

Ms. Silva provided the School Transportation Update and School Safety Study. She provided the background of how the School Transportation Working Group (STWG) was formed when an intern stated the need for such a group. The MPO was determined to be a logical host for this working group when it was formed in February 2016. In April 2016, the group started having monthly meetings with communication between school departments/divisions and local governments/agencies. They defined and prioritized a list of issues and provided big picture solutions for school related transportation issues.
In 2017, the group identified and resolved issues related to transportation on/around schools, performed studies to inform solutions where there is currently no data and conducted the MPO School Safety Study. 2018 will be the last year in the school transportation working group format. The school district will take over the detailed, refined list of issues and the MPO will continue planning support and participate in the school district committee.

Ms. Silva reviewed the purpose and expected outcomes, which includes identify and resolve issues related to transportation on or around schools. She also reviewed the Bellwether Education Partners and revised bell times for 2018-2019.

Ms. Silva discussed State funded busing, the technical/data team meetings that were held to coordinate and share data and the changes to FDOT speed zonings.

She also shared the Hillsborough MPO School Safety Study, which prioritized school areas for multimodal safety and access review aimed at identifying opportunities to enhance the safety and comfort of getting to and from school. The study grouped the schools by type and defined the school evaluation areas by first identifying a two mile walk zone around each school and then overlaid the school attendance boundaries. The team reviewed the last five year’s crash history of total pedestrian and bicycle crashes and identified the number of students that live within the school areas and attend the area school (screen 1 data). Contributing factors such as arterial road and collector road intersections, the percent of free and reduced lunches, communities of concern, Getting to School survey results, the number of non-funded transportation students, if it’s a traditional school and has there been a recent safety study were reviewed (screen 2 data).

Screen 1 data input was used to develop a school area “short list”. They ranked school areas based on measures, applied weighting to data rankings, summed weighting data rankings into distance scores, applied distance weighting and summed to create a composite ranking. Top school areas were selected from each school type. Then the short-list school areas were evaluated based on the screen 2 data inputs, before being ranked using the same formula as screen data 1. The evaluation results were combined to prioritize school areas for multimodal reviews. Ms. Silva listed the selected school areas for review and explained the next steps of conducting multimodal safety reviews and agency coordination/follow up, feasibility reviews and final recommendations.

One of the main topics for 2018 is school crossing guards, which are currently provided only for elementary schools but middle and high schools have higher crash histories. Ms. Silva reviewed the successes and highlights of STWG, including sponsoring the STEM coordinator, which led to a $250K grant. STWG is also partnering with Vision Zero to add leading pedestrian intervals to signalized intersections, murals at high crash intersections, and engage neighborhood groups to hold events around pop-up treatments for traffic calming. Ms. Silva also highlighted the Sidewalk Stompers at Roosevelt Elementary and stated FDOT sponsored a back to school PSA.

Moving forward, the STWG will finish the top ten field reviews and seek funding to implement recommendations, presenting findings to the school board, follow legislative issues, and create a school district committee to take over school-related transportation. Ms. Silva or the consultant will present the study to the school board and will work on funding to implement their recommendations. They will also address the non-funded courtesy busing for the 12,000-elementary school aged children who live within a two-mile radius of their school and do not meet hazardous walking conditions. Ms. Silva suggested working backwards with the elementary schools that ranked highest for safety in the study, starting with best case scenarios, to give the Committee time to work on plans for the least safe schools.
VI. OLD BUSINESS & NEW BUSINESS

Ms. Silva explained FDOT is asking for feedback on whether to improve or remove the pedestrian crossing at the end of the exit ramp from the Selmon Crosstown onto Kennedy Blvd. An eight-hour mid-day pedestrian count was conducted and three (3) pedestrians were observed using the crossing. FDOT feels removing the crossing is not an option and are recommending adding flashing beacons and signs on the ramp as part of their resurfacing project along Kennedy Blvd.

The same circumstance existed at the Morgan Street exit off the Crosstown and the report completed by CUTR and the City of Tampa earlier this year proposed adding 4 seconds of additional red-light time and installing an advanced warning system on the exit ramp to warn drivers.

A discussion was held about how pedestrians can currently continue on the north side of Kennedy. If the crosswalk were removed pedestrians would need to cross Kennedy Blvd. just east of where the current crossing is and again at East Street. Ms. Mabileau stated it is always a bad idea to have a crosswalk at the end of a ramp. The committee agreed it is worse to cross a multi-lane one-way street (Kennedy) twice at uncontrolled intersections.

THEA feels the crossing is too far up the ramp and is concerned for pedestrian safety and traffic backing up on the Crosstown. Some drivers may not realize there is a pedestrian crossing there.

Chris Speese stated FDOT is proposing adding RRFBs at the crossing and further up the ramp to warn drivers. Many of the Committee members feel pedestrians will still cross even if the crossing is removed. FDOT could look at moving the crossing further down the ramp, but will have to assure it is ADA complaint.

There was a discussion about if THEA has plans to redesign the exit in the near future. Mr. Speese said THEA has stated further improvements will include a two-lane ramp off the expressway.

Ms. Silva also distributed the 2017 HART analysis provided by Pierre Mathurin.

Ms. Silva reminded the committee the January meeting was changed to the 24th, due to the MPO Board meeting being rescheduled.

ADJOURNMENT

There being no further business, the meeting adjourned at 10:31 a.m.
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 of 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:

<table>
<thead>
<tr>
<th>Safety Measure</th>
<th>CY2018 Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Fatalities</td>
<td>0</td>
</tr>
<tr>
<td>Number of Serious Injuries</td>
<td>0</td>
</tr>
<tr>
<td>Nonmotorized Fatalities and Serious Injuries</td>
<td>0</td>
</tr>
<tr>
<td>Rate of Fatalities per 100M VMT</td>
<td>0</td>
</tr>
<tr>
<td>Rate of Serious Injuries per 100M VMT</td>
<td>0</td>
</tr>
</tbody>
</table>
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\(^1,2\) for each of the safety-related performance measures, and are declared as follows:

<table>
<thead>
<tr>
<th>Safety Measure</th>
<th>CY2018 Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Fatalities</td>
<td>184</td>
</tr>
<tr>
<td>Number of Serious Injuries</td>
<td>1,618</td>
</tr>
<tr>
<td>Nonmotorized Fatalities and Serious Injuries</td>
<td>243</td>
</tr>
<tr>
<td>Rate of Fatalities per 100M VMT</td>
<td>1.40</td>
</tr>
<tr>
<td>Rate of Serious Injuries per 100M VMT</td>
<td>12.35</td>
</tr>
</tbody>
</table>

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.
Annual Serious Injury Count, projected to CY2020

Nonmotorized Fatal and Serious Injury Counts, projected to CY2020

Fatality Rate per 100MVMT, projected to CY2020
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.
Board & Committee Agenda Item

Agenda Item
2017 Attendance Review, Declaration of Vacant Seats

Presenter
Lisa Silva, 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. One member exceeded three absences. That member resigned in December and his alternate took over as member. Staff has contacted City of Temple Terrace to determine their intentions regarding LRC 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. Until we have an assigned member from City of Temple Terrace that seat will be declared vacant.

Recommended Action
As deemed appropriate by the committee.

Prepared By
Lisa K. Silva, AICP, PLA

Attachments
LRC Attendance 2017
<table>
<thead>
<tr>
<th>2017 LIVABLE ROADWAY MEMBER</th>
<th></th>
<th>JAN</th>
<th>FEB</th>
<th>MARCH</th>
<th>APRIL</th>
<th>MAY</th>
<th>JUNE</th>
<th>JULY - RECESS</th>
<th>AUGUST</th>
<th>SEPT.</th>
<th>OCT.</th>
<th>NOV.</th>
<th>DEC.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 LISA MONTELIONE(TRENT GREEN)</td>
<td>Chair</td>
<td>YES</td>
<td>EXCUSED</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>NO</td>
<td>YES</td>
<td>EXCUSED</td>
<td>YES</td>
<td>YES</td>
<td>EXCUSED</td>
<td>EXCUSED</td>
</tr>
<tr>
<td>2 NINA MABILLEAU/BEN MONEY</td>
<td>Officer-at-Large</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
</tr>
<tr>
<td>3 DAVID HORWITZ/TRISTA BROPHY</td>
<td>Liv Comm Adv.</td>
<td>YES</td>
<td>YES</td>
<td>EXCUSED</td>
<td>YES</td>
<td>EXCUSED</td>
<td>YES</td>
<td>YES</td>
<td>EXCUSED</td>
<td>NO</td>
<td>NO</td>
<td>NO</td>
<td>NO</td>
</tr>
<tr>
<td>4 MARK HUDSON/MARA LATORRE</td>
<td>Plant City</td>
<td>YES</td>
<td>YES</td>
<td>EXCUSED</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
</tr>
<tr>
<td>5 CHRIS WEBER</td>
<td>Westshore Al.</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
</tr>
<tr>
<td>6 DAVID HEY/MELISSA LEINHARD</td>
<td>Plan Comm</td>
<td>YES</td>
<td>YES</td>
<td>EXCUSED</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
</tr>
<tr>
<td>7 MIKE WILLIAMS/ROB SUSS</td>
<td>HC Public Works</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
</tr>
<tr>
<td>8 CHARLES WHITE/JOHN PATRICK</td>
<td>HC Dev. Services</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>NO</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
</tr>
<tr>
<td>9 CHRIS THOMPSON/KARLA PRICE</td>
<td>COT Parks Rec.</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
</tr>
<tr>
<td>10 KAREN KRESS</td>
<td>Tpa Dtn Part</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
</tr>
<tr>
<td>11 CHRIS COCHRAN/LINDA WALKER</td>
<td>HART</td>
<td>YES</td>
<td>YES</td>
<td>NO</td>
<td>YES</td>
<td>YES</td>
<td>NO</td>
<td>YES</td>
<td>NO</td>
<td>YES</td>
<td>NO</td>
<td>YES</td>
<td>YES</td>
</tr>
<tr>
<td>12 PIERRE VALLES/HAMZA BOULOUDENE</td>
<td>Temple Terrace</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>NO</td>
<td>YES</td>
<td>YES</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>13 RAYMOND MENSAH/SARA HENDRICKS</td>
<td>NNTA</td>
<td>YES</td>
<td>NO</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
</tr>
<tr>
<td>14 JASON JACKMAN/ACHILLEAS KOURTILLIS</td>
<td>USF</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>EXCUSED</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
</tr>
<tr>
<td>15 ARIZONA JENKINS</td>
<td>ADA</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>NO</td>
<td>EXCUSED</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
</tr>
<tr>
<td>16 ANNA QUINONES/BOB FREY</td>
<td>THEA</td>
<td>YES</td>
<td>NO</td>
<td>YES</td>
<td>EXCUSED</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
</tr>
<tr>
<td>17 JUNE FARRALL</td>
<td>APA</td>
<td>NO</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
</tr>
<tr>
<td>18 CARLOS RAMIREZ/KRIS MILLER</td>
<td>ITE</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>EXCUSED</td>
<td>NO</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
</tr>
<tr>
<td>19 CATHY COYLE</td>
<td>ULI</td>
<td>YES</td>
<td>NO</td>
<td>YES</td>
<td>EXCUSED</td>
<td>YES</td>
<td>EXCUSED</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
</tr>
<tr>
<td>20 GRAYSON SILVER/MELISSA COLLAZO</td>
<td>AIA</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>NO</td>
<td>YES</td>
<td>NO</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>NO</td>
<td>YES</td>
<td>YES</td>
</tr>
<tr>
<td>21 LEA DELTOSTO/NEALE STRALOW</td>
<td>ASLA</td>
<td>YES</td>
<td>EXCUSED</td>
<td>YES</td>
<td>NO</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
<td>YES</td>
</tr>
</tbody>
</table>
Board & Committee Agenda Item

Agenda Item
Bike Share 2017 Update and Dockless Bicycle Sharing

Presenter
Eric Trull, Coast Bike Share

Summary
Coast Bike Share is Tampa's official Bike Share program. The program just celebrated its third year. It features bikes across hubs located in Downtown, Hyde Park, Ybor City, Channelside, Davis Island, and Harbour Island. The program has expanded to include downtown St. Petersburg and University of South Florida.

This presentation will review lessons learned over the past three years, focusing on infrastructure choices of novice bicycle riders, routes through our community, and opportunities for growth utilizing the data assembled in the nation's first large scale smart bike share system.

The presentation will also take a look at the Dockless Bicycle Sharing programs in other countries and states, and the proposed Dockless Bicycle Sharing legislation (House Bill 1033 and Senate Bill 1304).

Recommended Action
None. For information only

Prepared By
Lisa K. Silva, AICPO, PLA, MPO staff

Attachments
HB 1033-Dockless Bicycle Sharing
SB 1304-Dockless Bicycle Sharing
A bill to be entitled
An act relating to dockless bicycle sharing; creating
s. 341.851, F.S.; providing legislative intent;
providing definitions; providing insurance
requirements for a bicycle sharing company; providing
requirements for dockless bicycles made available for
reservation by such company; providing company
responsibilities; providing for preemption; providing
construction; providing an effective date.

Be It Enacted by the Legislature of the State of Florida:

Section 1. Section 341.851, Florida Statutes, is created
to read:

341.851  Dockless bicycle sharing.—
(1)  LEGISLATIVE INTENT.—It is the intent of the
Legislature to provide Florida residents with access to
innovative, environmentally friendly transportation options and
to ensure the safety and reliability of bicycle sharing services
within the state.

(2)  DEFINITIONS.—As used in this section:
(a)  "Bicycle sharing company" means an entity that makes
dockless bicycles available for private use by reservation
through an online application, software, or website.
(b)  "Dockless bicycle" means a bicycle, including an
electric bicycle, that is self-locking and that is not connected to a docking station.

(c) "Local governmental entity" means a county, municipality, special district, airport authority, port authority, or other local governmental entity or subdivision.

(d) "User" means a person who reserves a dockless bicycle through a bicycle sharing company's online application, software, or website.

(3) INSURANCE REQUIRED.—A person or entity may not operate a bicycle sharing company in this state unless the person or entity maintains a current and valid combined single-limit policy of commercial general liability insurance coverage in the amount of at least $500,000 per occurrence for bodily injury and property damage.

(4) BICYCLE REQUIREMENTS.—Each dockless bicycle made available for reservation by a bicycle sharing company must:

(a) Meet the requirements for bicycles set forth in 16 C.F.R. part 1512.

(b) Be available for reservation 24 hours a day, 7 days a week.

(c) Prominently display the bicycle company's trade dress.

(d) Display an e-mail address and telephone number at which a user may contact the bicycle sharing company for customer support.

(e) Be lawfully parked when not in use.
(5) COMPANY RESPONSIBILITIES.—

(a) A bicycle sharing company must provide through its online application, software, or website:

1. Notification that a rider of a dockless bicycle must operate the dockless bicycle in compliance with state and local law.

2. An interface that enables a user to notify the bicycle sharing company of an issue relating to the safety or maintenance of a dockless bicycle.

(b) A bicycle sharing company is responsible for the maintenance and rebalancing of each dockless bicycle made available for reservation and for the removal of any such dockless bicycle that is for any reason inoperable.

(6) PREEMPTION.—

(a) It is the intent of the Legislature to provide for uniformity of laws governing dockless bicycles and bicycle sharing companies throughout the state. Dockless bicycles and bicycle sharing companies shall be governed exclusively by state law. A local governmental entity may not:

1. Impose a tax on, or require a license for, a dockless bicycle or a bicycle sharing company relating to reserving a dockless bicycle;

2. Subject a dockless bicycle or a bicycle sharing company to any rate, entry, operation, or other requirement of the local governmental entity;
3. Require a bicycle sharing company to obtain a business license or any other type of authorization to operate within the jurisdiction of the local governmental entity; or

4. Enter into a private agreement containing a provision that prohibits a bicycle sharing company from operating within the jurisdiction of the local governmental entity or that limits the operation of a bicycle sharing company within such jurisdiction. To the extent that a local governmental entity entered into an agreement containing such a provision before July 1, 2018, such provision is unenforceable.

(b) This subsection does not prohibit an airport or seaport from designating locations for staging, pickup, and other similar operations relating to dockless bicycles at the airport or seaport.

Section 2. This act shall take effect July 1, 2018.
A bill to be entitled
An act relating to dockless bicycle sharing; creating
s. 341.851, F.S.; providing legislative intent;
providing definitions; providing insurance
requirements for a bicycle sharing company; providing
requirements for dockless bicycles made available for
reservation by such company; providing company
responsibilities; providing for preemption; providing
collection; providing an effective date.

Be It Enacted by the Legislature of the State of Florida:

Section 1. Section 341.851, Florida Statutes, is created to
read:
341.851 Dockless bicycle sharing.—
(1) LEGISLATIVE INTENT.—It is the intent of the Legislature
to provide Florida residents with access to innovative,
environmentally friendly transportation options and to ensure
the safety and reliability of bicycle sharing services within
the state.

(2) DEFINITIONS.—As used in this section:
(a) “Bicycle sharing company” means an entity that makes
dockless bicycles available for private use by reservation
through an online application, software, or website.
(b) “Dockless bicycle” means a bicycle, including an
electric bicycle, that is self-locking and that is not connected
to a docking station.
(c) “Local governmental entity” means a county,
municipality, special district, airport authority, port
authority, or other local governmental entity or subdivision.

(d) “User” means a person who reserves a dockless bicycle through a bicycle sharing company’s online application, software, or website.

(3) INSURANCE REQUIRED.—A person or entity may not operate a bicycle sharing company in this state unless the person or entity maintains a current and valid combined single-limit policy of commercial general liability insurance coverage in the amount of at least $500,000 per occurrence for bodily injury and property damage.

(4) BICYCLE REQUIREMENTS.—Each dockless bicycle made available for reservation by a bicycle sharing company must:

(a) Meet the requirements for bicycles set forth in 16 C.F.R. part 1512.

(b) Be available for reservation 24 hours a day, 7 days a week.

(c) Prominently display the bicycle company’s trade dress.

(d) Display an e-mail address or a telephone number at which a user may contact the bicycle sharing company for customer support.

(e) Be lawfully parked when not in use.

(5) COMPANY RESPONSIBILITIES.—

(a) A bicycle sharing company must provide through its online application, software, or website:

1. Notification that a rider of a dockless bicycle must operate the dockless bicycle in compliance with state and local law.

2. An interface that enables a user to notify the bicycle sharing company of an issue relating to the safety or
maintenance of a dockless bicycle.

(b) A bicycle sharing company is responsible for the maintenance and rebalancing of each dockless bicycle made available for reservation and for the removal of any such dockless bicycle that is for any reason inoperable.

(6) PREEMPTION.—

(a) It is the intent of the Legislature to provide for uniformity of laws governing dockless bicycles and bicycle sharing companies throughout the state. Dockless bicycles and bicycle sharing companies shall be governed exclusively by state law. A local governmental entity may not:

1. Impose a tax on, or require a license for, a dockless bicycle or a bicycle sharing company relating to reserving a dockless bicycle;

2. Subject a dockless bicycle or a bicycle sharing company to any rate, entry, operation, or other requirement of the local governmental entity;

3. Require a bicycle sharing company to obtain a business license or any other type of authorization to operate within the jurisdiction of the local governmental entity; or

4. Enter into a private agreement containing a provision that prohibits a bicycle sharing company from operating within the jurisdiction of the local governmental entity or that limits the operation of a bicycle sharing company within such jurisdiction. To the extent that a local governmental entity entered into an agreement containing such a provision before July 1, 2018, such provision is unenforceable.

(b) This subsection does not prohibit an airport or seaport from designating locations for staging, pickup, and other
Section 2. This act shall take effect upon becoming a law.
Board & Committee Agenda Item

Agenda Item
Complete Streets Corridor Screening

Presenter
Stephen Benson, FDOT

Summary
FDOT’s goal is to implement a policy that promotes safety, quality of life, and economic development in Florida. Complete Streets serve the transportation needs of users of all ages and abilities, including those walking, bicyclists, transit riders, motorists, and freight handlers. Complete Streets are context sensitive, and the approach provides transportation system design that considers local land development patterns. A transportation system based on Complete Streets principles can help to promote safety, quality of life, and economic development.

In response to the Complete Streets Policy, the recently released Complete Streets Handbook and the FDOT Design Manual (2018) have been developed to provide guidance to planners and engineers in putting the “right street in the right place.” Over the next year, District staff is working to incorporate this approach into existing procedures and project development activities. This presentation is an update on these efforts and discussion on FDOT’s approach to complete streets on the state highway system.

FDOT routinely incorporates standard sidewalks and bike lanes into resurfacing projects and reconstruction projects. In partnership with the MPO, FDOT has expanded the application of complete streets design philosophies into several upcoming key projects (Kennedy Blvd, Hillsborough Avenue and Kennedy Blvd/Jackson Street). FDOT has used these successes to formalize a process for applying complete street design principles to all state administered roadway projects. The goal of this aspect of the Complete Streets program is to generate a greater impact with faster results.

Recommended Action
None. For information only.

Prepared By
Gena Torres, MPO Staff

Attachments
None.
Board & Committee Agenda Item

**Agenda Item**
Hillsborough County Health Atlas

**Prenter**
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. 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 Kubiilins 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...
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.
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
Commuter Challenge Week 2018

Plan Hillsborough invites you to join us for Commuter Challenge Week 2018. Give your car some time off and challenge yourself to use transportation options other than driving alone to get to and from work and meetings. Join in for a trip, a day, or the entire week. Burn some calories, improve air quality, avoid traffic hassles, and save money!

February 19-23

#CommuterChallenge18