Meeting of the Policy Committee
Tuesday, January 30, 2018, 9:00 AM
18th Floor, Plan Hillsborough Room

I. Call to Order
II. Public Comment - 3 minutes per speaker, please
III. Approval of Minutes – November 28, 2017
IV. Election of Committee Officers for 2018 (Cameron Clark, MPO Attorney)
V. Action Items
   A. Transportation Improvement Program Amendment: I-4 Resurfacing (Joe Price, MPO Staff)
   B. General Planning Consultant Agreement Amendment: Kittelson & Associates (Beth Alden, MPO Executive Director)
   C. MPO Chairs Coordinating Committee Interlocal Agreement Update (Beth Alden, MPO Executive Director)
VI. Status Reports
   A. Process for Executive Director Annual Review (Cameron Clark, MPO Attorney)
VII. Old Business & New Business
   • TMA Leadership Group Next Meeting
   • Legislative Update
   • Other Old or New Business
VIII. Adjournment
IX. Addendum
   A. MPO Meeting Summary & Committee Report
   B. MPOAC Legislative Update for Week Ending 1/19/2018
   C. Gulf Coast Safe Streets Summit Flyer
   D. Commuter Challenge Flyer
   E. How Washington DC Built a Bike Boom

The full agenda packet is available on the MPO’s website, www.planhillsborough.org, or by calling (813) 272-5940.
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Persons needing interpreter services or accommodations for a disability in order to participate in this meeting, free of charge, are encouraged to contact Johnny Wong, 813-273-3774 x370 or wongj@plancom.org, three business days in advance of the meeting. Also, if you are only able to speak Spanish, please call the Spanish helpline at (813) 273-3774, ext. 211.

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

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If a person decides to appeal any decision made by the board, he or she will need a record of the proceedings, and for such purpose may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.
The Metropolitan Planning Organization (MPO) Policy Committee, Hillsborough County, Florida, met in Regular Meeting, scheduled for Tuesday, November 28, 2017, at 9:00 a.m., in the Plan Hillsborough Committee Room, 18th Floor, Frederick B. Karl County Center, Tampa, Florida.

The following members were present:

Harry Cohen, Chairman
Pat Kemp
Guido Maniscalco

The following members were absent:

Sandra Murman
Joseph Waggoner

I. CALL TO ORDER

Chairman Cohen called the meeting to order at 9:00 a.m. and led in the pledge of allegiance to the flag.

II. PUBLIC COMMENT - None.

III. APPROVAL OF MINUTES – OCTOBER 31, 2017

Chairman Cohen sought a motion for approval of the MPO Policy Committee minutes from October 31, 2017. Commissioner Kemp so moved, seconded by Councilman Maniscalco, and carried three to zero. (Members Murman and Waggoner were absent.)

IV. ACTION ITEMS

A. 2018 MPO BOARD AND COMMITTEE MEETING CALENDAR

After relaying Commissioner Murman’s concern that the meeting was scheduled during a Board of County Commissioners’ meeting-free period, Chairman Cohen wanted to address end-of-year scheduling conflicts. Ms. Beth Alden, MPO Executive Director, shared options for November and December 2018 meetings. Senior Assistant County Attorney Cameron Clark gave input on dates. Following Chairman Cohen’s suggestion to cancel the November and December 2018 MPO Policy meetings, Commissioner Kemp was hesitant about
running behind and favored canceling only one month. Ms. Alden stated the February 2018 meeting would be the 2018 Gulf Coast Safe Streets Summit. Noting the discussion items, Chairman Cohen sought a motion for approval of next year’s calendar. Commissioner Kemp so moved, seconded by Councilman Maniscalco, and carried three to zero. (Members Murman and Waggoner were absent.)

B. Transportation Improvement Program (TIP) Amendments – West Hillsborough Avenue Complete Street Project and Interstate 75 at State Road 60 On-Ramp Improvement

Ms. Sarah McKinley, MPO, shared a presentation contained in background material and recommended approval of the TIP amendments presented. Commissioner Kemp so moved, seconded by Councilman Maniscalco, and carried three to zero. (Members Murman and Waggoner were absent.) Commissioner Kemp highlighted bus stop shelter shortcomings and advocated for advanced planning.

C. Brandon Corridors and Mixed-Use Centers Pilot Study

Mr. Jay Collins, PC, and Ms. McKinley gave a presentation shown in background material. Commissioner Kemp asked about morning versus evening commute times, afternoon congestion, whether ferries had been considered to alleviate Brandon traffic, and Lumsden Road widening costs and recommended dedicated bus lanes. In answer to Chairman Cohen, Ms. McKinley and Ms. Alden explained why Lumsden and Lithia Pinecrest Roads should be addressed together. Commissioner Kemp sought clarity on the joint nature of the projects and confirmed road widening would only exacerbate problems in other areas, which Ms. McKinley and Mr. Collins addressed. Chairman Cohen highlighted past public opposition to widening Lithia Pinecrest Road. Commissioner Kemp suggested a dedicated reversible lane. Ms. McKinley requested the MPO Policy Committee accept the project at that time. Commissioner Kemp so moved, seconded by Councilman Maniscalco, and carried three to zero. (Members Murman and Waggoner were absent.)

V. STATUS REPORTS

A. MPO Surface Transportation Vulnerability Assessment Update

Ms. Allison Yeh, MPO, shared a presentation. Referencing a Tampa City Council hurricane preparedness workshop, Chairman Cohen asked Ms. Yeh attend
and share the presentation; Ms. Yeh agreed. Commissioner Kemp mentioned a new sustainability planner, believed the PC should be involved with the new sustainability committee, highlighted increased stormwater funding and improvement impacts, and wondered about MPO/County coordination. Discussion continued on Tampa stormwater improvement/cleaning efforts and plastic bag impacts.

VI. OLD BUSINESS AND NEW BUSINESS

A. Legislative Policy Positions

Ms. Alden touched on information in background material, posited legislative positions toward specific legislation, and confirmed the stances would be provided to the full MPO for approval. Regarding the school sidewalk and safety enhancement project, Commissioner Kemp and Chairman Cohen wanted stronger language. Ms. Alden relayed education ramifications. Chairman Cohen suggested changing the verbiage to “requesting additional state funding.” Talks ensued on texting while driving legislation. In answer to Commissioner Kemp, Ms. Alden explained House Bills (HB) 575 and 984. Dialogue continued on proportional representation on possible combined MPO structures.

VII. ADDENDUM

A. MPO Meeting Summary and Committee Report
B. MPO Advisory Council Legislative Update for Week Ending November 17, 2017
C. HB 575, MPOs
D. HB 535, Statewide Alternative Transportation Authority
VIII. ADJOURNMENT

There being no further business, the meeting was adjourned at 10:16 a.m.

READ AND APPROVED: ______________________________

CHAIRMAN

ATTEST:
PAT FRANK, CLERK

By: _______________________
Deputy Clerk

lm
Board & Committee Agenda Item

**Agenda Item**
Transportation Improvement Program (TIP) Amendment – I-4 Resurfacing from East of 50\(^{th}\) St to East of McIntosh Rd

**Presenter**
Joe Price, MPO Staff

**Summary**
The TIP is an active document, effective October 1\(^{st}\) thru September 30\(^{th}\), and is amended throughout the fiscal year to update costs, add, remove, and/or move forward projects. The document reflects all the projects within the 5-year work program, detailing phases and funding.

The following TIP amendment was initiated by Florida Department of Transportation to update the total funding amount for the resurfacing of I-4 from east of 50\(^{th}\) St to east of McIntosh Rd. This project is currently in the TIP with construction funded in 2018 at $22.3 million. The cost has been updated based on current construction costs to $27.4 million, a net change of about $5.1 million. This project is for resurfacing only and does not add any lanes or other capacity to the facility.

**Recommended Action**
Recommend approval of the TIP amendment to increase the funding to resurface I-4 from East of 50\(^{th}\) St to East of McIntosh Rd.

**Prepared By**
Joe Price, MPO Staff

**Attachments**
STIP/TIP Report
Comparative Report
The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code.

The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

Transportation Improvement Program Amendment
FY2017/18 - 2021/22
** This STIP is in an MPO Area **

STIP Amendment Number:
TIP Page Number: Attached

On Tuesday, February 06, 2018, the Hillsborough MPO Metropolitan Planning Organization amended the Transportation Improvement Program that was developed and adopted in compliance with Title 23 and Title 49 in a continuing, cooperative and comprehensive transportation planning process as a condition to the receipt of federal assistance. By signature below, the MPO representative certifies that the TIP amendment was adopted by the MPO Board as documented in the supporting attachments. This amendment will be subsequently incorporated into the MPOs TIP for public disclosure.

The amendment does not adversely impact the air quality conformity or financial constraints of the STIP.

The STIP Amendment is consistent with the Adopted Long Range Transportation Plan. (Page Number: tbd)

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<th>Status</th>
<th>#436588-1 I-4/SR 400 FROM E OF 50TH ST TO E OF MCINTOSH</th>
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<td>I-4/SR 400 FROM E OF 50TH ST TO E OF MCINTOSH</td>
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| Funding Source After Change | Status  | 190437-1 AD STATEWIDE CONTINGENCY FUND |
|                            | Description | MANAGED BY FDOT |
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|                            | 0.00 27,411,333.00 |
|                            | 0.00 27,411,333.00 |
|                            | 0.00 27,411,333.00 |

| Funding Source Balance Before Change | Status  | 190437-1 AD STATEWIDE CONTINGENCY FUND |
|                                      | Description | MANAGED BY FDOT |
|                                      | *SIS*         |                 |
| Fund Phase                           | < FY 2018 | FY 2018 | FY 2019 | FY 2020 | FY 2021 | FY 2022 | > FY 2022 | All Years |
| Funding Source Balance Before Change | 0.00 54,387,199.00 | 40,380,823.00 | 23,093,355.00 | 18,000,000.00 | 52,931,505.00 | 229,515,674.00 | 418,308,556.00 |
| Funding Source Balance After Change  | -2,771,327.00 | 59,537,763.00 | 40,380,823.00 | 23,093,355.00 | 18,000,000.00 | 52,931,505.00 | 229,515,674.00 | 420,687,793.00 |
| Net Change to Funding Source         | 2,771,327.00 | -5,150,564.00 |
| Proposed Project Before Change       | 2,771,327.00 | 22,260,769.00 |
| Proposed Project After Change        | 27,411,333.00 | 27,411,333.00 |

STIP amendment criteria:
F - The change results in a cost increase that is greater than 20% AND greater than $2 million.
E - The MPO is not in an air quality non-attainment or maintenance area.

An air conformity determination must be made by the MPO on amended projects within the non-attainment or maintenance areas

This document has not been approved

Metropolitan Planning Organization Chairman or Designee
Hillsborough MPO

This document has not been approved

FDOT District Representative or Designee District 07

This document has not been approved

Federal Aid Management Manager or Designee

This document has not been approved

Federal Authorization

This document has not been approved

FDOT OWPB - STIP Amendments; Update Amendments
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### FDOT

**5 Year TIP**

**Hillsborough County, District 7**

**HIGHWAYS**

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**Contribution**

- **PRELIMINARY ENGINEERING - MANAGED BY FDOT**
  - **DS:** $383,234
  - **DIH:** $22,034
  - **DDR:** $150,000
  - **ACNP:** $2,771,327

- **CONSTRUCTION - MANAGED BY FDOT**
  - **ACNP:** $22,260,769

**Amendment**

- **Amended:** 12/5/2017
- **Amendment Number:** 25

**Summary**

- **Item Number:** 436588 1
- **Description:** I-4/SR 400 FROM E OF 50TH ST TO E OF MCINTOSH
- **Related Project:** 4365881
- **Extra Description:** 6 LANES
- **Project Length:** 24.762
- **Type of Work:** RESURFACING
- **Type of Work:** PRELIMINARY ENGINEERING - MANAGED BY FDOT
- **Fund:** <2018, 2018, 2019, 2020, 2021, 2022, >2022, All Years
- **Status:** Adopted
- **PS:** Adopted Date: 6/22/2016
- **Amendment Date:** 12/5/2017
- **Amendment Number:** 25
- **LRTP:** System preservation, p. 161
- **Type of Work:** RESURFACING
- **Project Length:** 24.762
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Board & Committee Agenda Item

**Agenda Item**
General Planning Consultant (GPC) Agreement Amendment: Kittelson & Associates

**Presenter**
Beth Alden, MPO Director

**Summary**
One of the MPO’s general planning consultants, Kittelson & Associates, has notified the MPO of the loss of key personnel; specifically, Mr. Bill Oliver has left the firm in order to begin a private practice.

It is proposed that the MPO’s contract with Kittelson & Associates be amended in order to add W.E. Oliver, PE, LLC as a sub-consultant, thereby maintaining the personnel available to the MPO.

The MPO attorney has advised that this requires a board action, and has reviewed the draft amendment which is attached.

**Recommended Action**
Support the proposed amendment

**Prepared By**
Beth Alden and Rich Clarendon, MPO Staff

**Attachments**
- Second Amendment to Hillsborough County MPO Professional Services Agreement with Kittelson & Associates (draft)
- Letter of request from proposed subconsultant
SECOND AMENDMENT TO
HILLSBOROUGH COUNTY METROPOLITAN PLANNING ORGANIZATION
PROFESSIONAL SERVICES AGREEMENT

On this 6th day of February, 2018, the Hillsborough County Metropolitan Planning Organization (hereinafter, the "MPO") and Kittelson & Associates, Inc (hereinafter, the "CONSULTANT") hereby agree to amend the Professional Services Agreement (hereinafter, the “Agreement”) that was entered into on October 6, 2015, by and between the MPO and the CONSULTANT.

WHEREAS, on October 6, 2015, the MPO and the CONSULTANT entered into the Agreement; and

WHEREAS, since the execution of the Agreement, the CONSULTANT has notified the DIRECTOR of the loss of certain key personnel listed in the CONSULTANT’s written proposal; and

WHEREAS, the CONSULTANT desires to subcontract with W.E. Oliver, P.E., LLC to replace the key personnel; and

WHEREAS, the agreement identifies the CONSULTANT’s subcontractors and their Approved Hourly Rates per Classification and Additive Percentages in Exhibit “C”;

NOW, THEREFORE, in consideration of the mutual terms, covenants and conditions contained herein, and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, it is mutually agreed as follows:

1. Exhibit “C” of the Agreement is amended to include W.E. Oliver, P.E., LLC, attached

2. Except as expressly modified as provided herein, the remainder of the Agreement shall remain unchanged.

IN WITNESS WHEREIN the parties hereto have executed this Second Amendment to the Agreement this 6th day of February, 2018.

ATTEST:

Hillsborough County
Metropolitan Planning Organization

By:

_____________________________
MPO Chairman
LEGAL REVIEW:

By: ________________________________  
MPO Attorney

ATTEST:

CONSULTANT

By: ________________________________  By: ________________________________

____________ (title) __________________________ (witness)

STATE OF FLORIDA
COUNTY OF HILLSBOROUGH

On this ____ day of _____________________, ____, before me, the undersigned authority, personally appeared ______________________________, to me known to be the individual described in and who executed the foregoing instrument as ________________________, of ______ ______________________________, a __________ corporation, and who severally and duly acknowledged the execution of such instrument as such an officer aforesaid, for and on behalf of and as the act and deed of said corporation, pursuant to the powers conferred upon said officer by the corporation’s Board of Director’s or other appropriate authority of said corporation, and who, having knowledge of the several matters stated in said foregoing instrument, certified the same to be true in all respects. He/she is personally known to me or has produced ________________________ as identification and did (did not) take an oath.

WITNESS my hand and official seal the date aforesaid.

____________________________________
(Signature of Person Taking Acknowledgment)

_________________________________
(Name of Acknowledger Typed, Printed or Stamped)

________________________________ (Title or Rank)

________________________________ (NOTARY’S SEAL)
Exhibit “C”
APPROVED HOURLY RATES PER CLASSIFICATION
AND ADDITIVE PERCENTAGES

W.E. Oliver, P.E., LLC
(Name of Consultant/Subconsultant)

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(1) Unburdened, does not include overhead, fringe benefits, facility capital cost of money, operating margin or out-of-pocket expenses

(2) Future year rates will become effective February 1\(^{st}\) of each year and will be escalated based on the annual percent increase of the CPI-W, all items, as published by the Bureau of Labor Statistics mid-January each year.

Additive Percentages:

- Salary: 100%
- Overhead: + 147.1%
- FCCM: + 0%
- Operating Margin: + 12%
- Burdened Salary\(^3\): = 259.1%

(3) Burdened Salary not to exceed: $189.40/hr.
Ms. Jennifer Musselman, EI, Project Manager
Kittelton and Associates, Inc.
100 North Tampa Street, Suite 2670
Tampa, Florida 33602

Re: Addition to Hillsborough County MPO General Services Contract

Dear Ms. Musselman,

I am pleased to submit this letter in support of adding my firm, W.E. Oliver, P.E., LLC, (WEO-PE) to Kittelson’s Hillsborough County Metropolitan Planning Organization (MPO) General Services Contract. For your use, I have attached my resume, letter of pre-qualification from Florida DOT, and a justification worksheet for my proposed hourly rate of $189.40.

I am looking forward to working with you and the consultant team. Should you have any questions regarding the attached materials, please do not hesitate to contact me.

Sincerely,

W.E. Oliver, P.E., LLC

William E. Oliver, P.E., PTOE
President

Enclosures:
Resume
Florida DOT Letter of Pre-Qualification
Hourly Rate Justification Worksheet

F:\WEO-PE\Projects\106.03 KAI-Hillsborough MPO\1. Admin\WEO-PE Contract Addition Letter.docx
William E. (“Bill”) Oliver, P.E., PTOE

Bill Oliver has practiced professional traffic engineering and transportation planning in Florida since 1978, earning a reputation for versatility, sound transportation analyses, practical solutions to client issues, and an understanding of Florida's growth management processes. He has built strong relationships with his clients, whether private or public sector, and has worked effectively with neighborhood groups and agency staff to find practical solutions to transportation issues that meet the needs of interested parties.

Bill’s areas of practice and project management include:
- long-range transportation systems planning,
- sub-area transportation network planning,
- development of growth management policies and regulations relating to development impacts on the transportation system,
- land use plan amendments,
- development of regional impact (DRI), rezoning, concurrency, and site access permitting,
- developing transportation mobility and impact fees,
- roadway improvement design traffic and traffic operations analysis,
- roadway typical section development, including “complete streets”,
- access management,
- safety and street lighting analyses, and
- intersection conceptual design (traffic signals, roundabouts).

He has supplemented these activities with expert testimony at public hearings, certificate of need proceedings, and neighborhood meetings; presentations at professional organization conferences; providing input to legislative task forces; and by publishing related articles – demonstrating excellent communications skills.

Education:
- B.S. Civil Engineering, University of Virginia, 1978, with high distinction
- M.S. Civil Engineering, University of Virginia, 1979

Professional Registrations:
- Professional Engineer, Florida, 31157
- Professional Traffic Operations Engineer, 129

Member:
- Institute of Transportation Engineers
Previous Employment:
1/2015 – 11/2017 Senior Principal Engineer, Kittelson and Associates, Inc.  Opened branch office for Kittelson in Tampa, secured multiple MPO and private sector contracts, directed roadway PD&E study, impact/mobility fee studies, land development planning studies.

2/1989 – 2/2014 Senior Vice-President, Tindale-Oliver and Associates, Inc.  Directed traffic engineering and transportation staff of up to 9-10 fte staff supporting land development, transportation planning, roadway project development and design studies.  Responsible for business development, employee development, and production for the group.


10/1978-7/1981 Traffic Engineer, City of Tampa, Florida.  Served as City representative to MPO Technical Advisory Committee, reviewed land development proposals.

Professional Affiliations/Task Advisory Committees:
- Institute of Transportation Engineers (National and Florida Section)
- Tampa Bay Applications Group

Representative Projects and Clients:
- Multi-Modal Mobility Fee Studies, Pasco County, Lake County, City of Orlando, Florida
- Long Range Transportation Plan, Charlotte County MPO/Florida DOT
- Long Range Transportation Plan, Volusia County MPO
- Livingston Road PD&E Study, Collier County, FL
- Goodlette-Frank Road PD&E Study, Collier County, FL
- Golden Gate Boulevard PD&E Study, Collier County, FL
- Bonita Beach Road Design Study, Lee County, FL
- US 41 Roundabouts Study, City of Sarasota, FL
- US 19: 66th Avenue North to 118th Avenue North PD&E Update Study, HW Lochner/Florida DOT
- Morrison Avenue Area Traffic Calming Study, City of Tampa, FL
- 22nd Avenue North Multi-Modal Corridor Study, Pinellas County MPO
- Development Site Due Diligence Reviews, TaylorMorrison
- Tampa Palms DRI, Lennar Homes
- Tampa Downtown DRI, Tampa, FL
- St. Petersburg Times Forum ("Ice Palace") DRI, Lightning Partners
- DRI analysis for over 170 million s.f. and 150,000 dwellings of development.
Board & Committee Agenda Item

Agenda Item
MPO Chairs Coordinating Committee (CCC) Interlocal Agreement Update

Presenter
Beth Alden, MPO Director

Summary
In 2017, the Florida legislature amended the statute establishing a MPO Chairs Coordinating Committee for west central Florida. The previous year, also by statute, the CCC was merged with the Tampa Bay Regional Transportation Authority (TBARTA) and renamed as the TBARTA CCC. In 2017, the word “transportation” in the name was replaced with “transit,” in both the CCC statute and the TBARTA statute. TBARTA's geographic area was also changed, but not the CCC’s.

An interlocal agreement among the region’s MPOs provides more detail than the statute about the CCC’s goals, procedures, and financial arrangements. Among other things, it establishes the ability for MPOs to share the cost of regional projects, such as contracting with a neutral facilitator for TMA Leadership Group meetings, or hiring a public outreach coordinator for the upcoming tri-county long range transportation plan growth scenarios project. Jointly-funded regional projects must be listed in each contributing MPO’s Unified Planning Work Program.

On December 1, the CCC reviewed and approved the attached update to its interlocal agreement. The TBARTA Board is slated to review it on January 26. The next step is for each member MPO to individually approve and sign the updated agreement.

Recommended Action
Support updating the Interlocal Agreement for Regional Transportation Planning Coordination in West Central Florida to reflect the legislature’s nomenclature change

Prepared By
Beth Alden, MPO Director

Attachments
Interlocal Agreement for Regional Transportation Planning and Coordination in West Central Florida (draft update)
THIRD FOURTH AMENDED AND RESTATED INTERLOCAL AGREEMENT
FOR
REGIONAL TRANSPORTATION PLANNING AND COORDINATION
IN WEST CENTRAL FLORIDA

This THIRD FOURTH AMENDED AND RESTATED INTERLOCAL AGREEMENT
(herein the “Agreement” or “Third Amended and Restated Agreement”) is made and
entered into by and between the Hernando/Citrus Metropolitan Planning Organization, an
entity created and operated pursuant to Interlocal Agreement and Section 339.175,
Florida Statutes (herein, the Hernando/Citrus MPO); the Hillsborough County
Metropolitan Planning Organization, an entity created and operated pursuant to Interlocal
Agreement and Section 339.175, Florida Statutes (herein, the Hillsborough MPO); the
Pasco County Metropolitan Planning Organization, an entity created and operated pursuant to Interlocal Agreement and Section 339.175, Florida Statutes (herein, the Pasco MPO); the Pinellas County Metropolitan Planning Organization, an entity created and operated pursuant to Interlocal Agreement and Section 339.175, Florida Statutes (herein, the Forward Pinellas MPO); the Polk Transportation Planning Organization, an entity created and operated pursuant to Interlocal Agreement and Section 339.175 Florida Statutes (herein the Polk TPO); and, the Sarasota/Manatee Metropolitan Planning Organization, an entity created and operated pursuant to Interlocal Agreement and Section 339.175, Florida Statutes (herein, the Sarasota/Manatee MPO).

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

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

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

WHEREAS, after the initial 5-year term the parties to the original Agreement and
Citrus County examined the terms of the original Agreement, as amended, and agreed to
amend the provisions of the original Agreement, as amended, consistent with Section 10
of the original Agreement; and
WHEREAS, on July 8, 2010 the Citrus County TPO was created by virtue of an interlocal agreement between the Florida Department of Transportation, Citrus County, the City of Inverness, and the City of Crystal River to participate in a coordinated and comprehensive transportation planning process; and

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

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

WHEREAS, the CCC on December 13, 2013 voted to merge into and consolidate its transportation planning activities with those of the Tampa Bay Area Regional Transportation Authority, for a streamlined and unified regional planning process; and

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

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

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

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

NOW, THEREFORE, in consideration of the covenants made to by each Party to the other and of the mutual advantages to be realized by the Parties hereto, the Hernando Citrus MPO, the Hillsborough MPO, the Pasco MPO, the Forward Pinellas MPO, the Polk TPO, and the Sarasota/Manatee MPO agree as follows:

Section 1. Authority – This Interlocal Agreement is entered into pursuant to the general authority of Sections 339.175, 339.155 and 163.01, Florida Statutes, relating to Interlocal Agreements.
Section 2. Purpose – The purpose of this Agreement is to provide a forum for continuing coordination and communication among the member CCC Metropolitan Planning Organizations, District One and District Seven Offices of the Florida Department of Transportation, the Florida Turnpike Enterprise, the Tampa Bay Area Regional Transportation Transit Authority (TBARTA), and the affected Regional Planning Councils and to address those tasks necessary to conduct an ongoing regional transportation planning process in accordance with Sections 339.175, 339.155 and 339.2819, Florida Statutes, and in accordance with the requirements under the Moving Ahead for Progress in the 21st Century Act, or successor legislation.

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

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

Section 3. Name of Entity – The entity created pursuant to this Interlocal Agreement shall be called the TBARTA Metropolitan Planning Organization Chairs Coordinating Committee (herein the CCC).

Section 4. Organization and Membership

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

(b) Nonvoting Partner Entities: The Secretaries for Districts One and Seven of the Florida Department of Transportation; representatives of the Florida Turnpike Enterprise and of the Tampa Bay Area Regional Transportation Transit Authority; and Chairs (or designees) of the Tampa Bay, Withlacoochee, Southwest Florida, and Central Florida Regional Planning Councils shall be nonvoting partner entities of the CCC. It is the intent of the CCC to enter into separate agreements to define the roles and responsibilities of these nonvoting entities to the CCC.
Section 5. Conduct of Meetings – Meetings shall be held at least annually on a rotating basis with the meeting Host rotating each year among the CCC voting members. The order of rotation shall be the Hernando/Citrus MPO, the Pasco MPO, the Hillsborough MPO, the Polk TPO, the Sarasota/Manatee MPO, and the Forward Pinellas MPO. Responsibility for serving as the Chair of each meeting shall alternate among the CCC members. The Chair of the meeting shall conduct the meetings but have no extraordinary membership powers or responsibilities. At the last meeting of the calendar year, meeting date(s) shall be approved for the following year. Meeting dates shall be posted on the CCC website. Special meetings may be called by a majority of the members. The Host for all special meetings will follow the rotational order. Reasonable notice must be provided to all members for special meetings. The Host member shall be responsible for ensuring that notice requirements of §286.011 have been met, and that meetings are held in a facility accessible to persons with disabilities in compliance with Title II of the Americans with Disabilities Act.

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

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

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

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

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

Section 9. Risk of Loss – The Parties acknowledge that as a mere administrative entity, the CCC cannot sue, be sued, nor bear any legal liability. Therefore, the Parties agree that each shall continue to maintain such insurance coverage as may be required to cover the additional risks associated with membership and participation in the CCC entity. Members covered by a self-insurance program shall notify their respective covering-entities of this agreement so that any added risk may be factored. The Parties further agree that under no circumstances shall any member of the CCC seek to recover against any other member for any loss associated with this Agreement or the work of the CCC.

Section 10. Duration of Agreement – This Agreement shall have a term of five years from the effective date and shall automatically renew at the end of said five years for another five-year term and every five years thereafter. At the end of the five-year term and at least every five years thereafter, the Parties hereto shall examine the terms hereof and agree to amend provisions or reaffirm the same. However, the failure to amend or to reaffirm the terms of this Agreement shall not invalidate or otherwise terminate this Agreement.

Section 11. Termination – This Agreement shall continue in force until terminated with or without cause by a unanimous vote of the MPOs.
Section 12. Modification – This Agreement may only be modified by a unanimous vote of the MPOs. Amendments or modifications to the Agreement shall not become effective until executed and recorded in the public records of the counties of each participating MPO.

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

Section 14. Filing and Recording – As required by §163.01(11), Florida Statutes, this Interlocal Agreement shall be filed with the Clerks of the Circuit Courts of Hernando, Hillsborough, Manatee, Pasco, Pinellas, Polk, and Sarasota and Citrus Counties, Florida. This Third Amended and Restated Agreement does not become effective until recorded in each county and shall continue to be effective thereafter in accordance with Section 10 of this Agreement. Until the Third Amended and Restated Agreement becomes effective, the Second Amended and Restated Interlocal Agreement shall remain in effect.
IN WITNESS WHEREOF, the Parties herein have executed this Agreement by their duly authorized officials as of the day and year written.

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

By: ________________________________

Les Miller, Chairperson

The foregoing instrument was acknowledged before me this ________ day of ________, 2017, by Les Miller, as Chairperson of the Hillsborough County Metropolitan Planning Organization, an entity created and operated pursuant to interlocal agreement and Section 339.175, Florida Statutes, who is personally known to me or has produced __________________ as identification.
IN WITNESS WHEREOF, the Parties herein have executed this Agreement by their duly authorized officials as of the day and year written.

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

By: __________________________________

Ronald Kitchen, Jr., Chairperson

The foregoing instrument was acknowledged before me this ________day of _________, 2017, by Ronald Kitchen, Jr., as Chairperson of the Hernando/Citrus Metropolitan Planning Organization, an entity created and operated pursuant to interlocal agreement and Section 339.175, Florida Statutes, who is personally known to me or has produced __________________ as identification.
IN WITNESS WHEREOF, the Parties herein have executed this Agreement by their duly authorized officials as of the day and year written.

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

By: _______________________________

Camille Hernandez, Chairperson

The foregoing instrument was acknowledged before me this ________ day of ______________, 2017, by Camille Hernandez, as Chairperson of the Pasco County Metropolitan Planning Organization, an entity created and operated pursuant to interlocal agreement and Section 339.175, Florida Statutes, who is personally known to me or has produced ______________ as identification.
IN WITNESS WHEREOF, the Parties herein have executed this Agreement by their duly authorized officials as of the day and year written.

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

By: _______________________________

John Morroni, Chairperson

The foregoing instrument was acknowledged before me this ______day of ________, 2017, by John Morroni, as Chairperson of the Pinellas County Metropolitan Planning Organization, an entity created and operated pursuant to interlocal agreement and Section 339.175, Florida Statutes, who is personally known to me or has produced ______________ as identification.
IN WITNESS WHEREOF, the Parties herein have executed this Agreement by their duly authorized officials as of the day and year written.

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

By: _______________________________

Don Selvage, Chairperson

The foregoing instrument was acknowledged before me this ________ day of _________, 2017, by Don Selvage, as Chairperson of the Polk County Transportation Planning Organization, an entity created and operated pursuant to interlocal agreement and Section 339.175, Florida Statutes, who is personally known to me or has produced ______________ as identification.
IN WITNESS WHEREOF, the Parties herein have executed this Agreement by their duly authorized officials as of the day and year written.

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

By: __________________________________

Willie Shaw, Chairperson

The foregoing instrument was acknowledged before me this ________ day of _________, 2017, by Willie Shaw, as Chairperson of the Sarasota/Manatee Metropolitan Planning Organization, an entity created and operated pursuant to interlocal agreement and Section 339.175, Florida Statutes, who is personally known to me or has produced __________ as identification.
Board & Committee Agenda Item

**Agenda Item**
Process for Executive Director Annual Review

**Presenter**
Cameron Clark, MPO Attorney

**Summary**
Last spring, the board asked its attorney to conduct the next performance review of the executive director. Mr. Clark will provide a board-member questionnaire he has used for such purposes in the past. The anticipated timetable includes distribution of the questionnaire in late February, and reporting the results at the March 27 Policy Committee meeting.

**Recommended Action**
None; for information and discussion

**Prepared By**
Beth Alden, MPO Director

**Attachments**
To be distributed at meeting
MPO Board Meeting Summary
Wednesday, January 10, 2018

CALL TO ORDER, PLEDGE OF ALLEGIANCE & INVOCATION

Vice Chairman Cohen called the meeting to order at 9:03 a.m. and led the pledge of allegiance. In lieu of
an invocation, a moment of silence was held. The meeting was convened on the 26th floor of the County
Center.

Councilman Cohen read into the record two memorandums: 1) Chairman Miller was not feeling well and
would not be in attendance; 2) Commissioner Sandra Murman will arrive late due to another appointment.

PUBLIC COMMENT

Mr. Sam Gibbons thanked board members for their efforts and commented on the BRT Proposal being
predicated on Tampa Bay Next. He also stated that “Lexus Lanes” will not solve regional transportation
problems.

COMMITTEE REPORTS, ONLINE COMMENTS

Ms. Gena Torres, MPO staff, read the various MPO Committee reports. Most of the committees held their
annual elections and were briefed on the requirements of Government in the Sunshine and Public Records
Laws by MPO Attorney Cameron Clark.

There was one Facebook comment that was received from Ms. Amanda Brown encouraging the MPO
Board to push for increased spending on transit in 2018. Mr. Robert Sawallesh emailed expressing
concerns about the intersection of Bruce B. Downs and the Veterans’ Hospital. His email was forwarded
to Hillsborough County Public Works. Emails were received from Mr. Jose Menendez tracking local
pedestrian and bicyclist fatalities. Mr. John McMahon, a hit and run victim, emailed wanting to get involved
in changing road systems to protect people. Ms. Torres will reach out to him regarding Vision Zero efforts.

It was previously requested by Commissioner Kemp that staff provide quarterly crash data. Ms. Torres
provided information and will be back in March for an update.

Commissioner Kemp pointed out that Vision Zero in New York is one of the only places in the nation where
pedestrian deaths have decreased at a big rate. She suggested looking at what other locations are doing
to improve their situations.

CONSENT AGENDA

A. Approval of Minutes – December 5, 2017
B. Committee Appointments
C. Legislative Message for Transportation Disadvantaged Day

A motion was made by Mr. Trent Green to approve the Consent Agenda. The motion was seconded
by Commissioner Pat Kemp and carried unanimously.
STATUS REPORTS

A. St. Petersburg Central Avenue BRT Project

Cassandra Borchers, Chief Development Officer at PSTA, provided information on the Bus Rapid Transit (BRT) service project in St. Petersburg’s Central Avenue corridor from downtown to the Gulf beaches. The 25% local match is coming from three local sources. Ms. Borchers recommended spending an evening in downtown St. Petersburg and taking the trolley that goes to St. Petersburg Beach. With BRT, they will be able to attract new events to the area, and it will cut the trip time from downtown to the beach to 35 minutes.

During the presentation, members inquired about the level of shielding from the climate in the station, the wait at the station, platform level of the station, and a real-time tracking application. Ms. Borchers stated there would be air conditioning and details have not been worked out regarding the stations. In addition, service would operate every fifteen minutes. The platform level would at the curb. A transit tracking application is not part of the project, but is being implemented separately.

There were additional questions regarding capacity and wi-fi on the bus. There will be wi-fi and PSTA is working with the City of St. Petersburg on capacity; it could be up to 40, since they are wanting to have bicycles on the bus instead of in front of the bus. They are hoping to open the service by the end of 2020. Ms. Borchers thanked the Department of Transportation for their funding support and help with the design.

B. MPO Regional Coordination & Best Practices Research

Ray Chiaramonte, Executive Director of TBARTA, provided an update on the phases of the MPO Regional Coordination and Best Practices Research project which TBARTA is managing. The study, funded by FDOT, builds on the May 2017 Collaborative Labs workshop on regional transportation planning that was sponsored by the Hillsborough, Pinellas, and Pasco MPOs. A second Collaborative Labs workshop is tentatively scheduled for May 18, 2018.

Beth Alden informed board members that a summary of their responses to the MPO Coordination and Regional Planning Best Practices Study questionnaire was included in the agenda packet, and has been provided to the consulting team.

C. Freight Logistics Zone Follow-Up

- FDOT Freight Program Overview - Brian Hunter, FDOT District 7 Coordinator, provided an update on the freight program. In-depth information on the Comprehensive Freight Improvement Database is available at tampabayfreight.com.

- U.S. 41 Improvement Project – Lilliam Escalera, FDOT Project Manager, provided information on the U.S. 41 at CSX Railroad Crossing and U.S. 41 at Pendola Point intersection improvement projects.

Commissioner Murman thanked FDOT for their progress on the CSX rail crossing overpass project and stated that she feels that the Freight Logistics Zone Plan has put us in a good position for federal and state funding.

Commissioner Kemp echoed Commissioner Murman’s comments and mentioned that HART cannot operate bus service on US 41 today because of the significant frequent delays at the rail crossing.

Mr. Charles Klug stated that the project is significant to Port Tampa Bay and thanked Ms. Alden for her leadership and working with the Polk TPO to develop the Freight Logistic Zone.

Commissioner Murman wanted to know if FDOT is working on a PD&E to widen U.S. 41 in some areas. Ed McKinney stated that a PD&E Study is being completed on U.S. 41 and it starts on the county line.
D. 2045 Growth: Forecasts & Scenario Planning

Shawn College, Planning Commission Staff, introduced the joint project between the Planning Commission and the MPO which develops population and employment forecasts for 2045. The MPO uses the information to develop its Long Range Transportation Plan and the Planning Commission uses it for land use recommendations. Local jurisdictions and county staff use it for planning infrastructure improvements.

Kevin Tilbury, the project’s consultant with Cambridge Systematics, provided the update. The project is an opportunity to see what Hillsborough County will look like in 30 years.

Following the presentation, Councilman Maniscalco commented on maintaining our infrastructure to handle capacity with continued growth.

Commissioner Kemp inquired about coordination and findings with other studies, such as the ULI and Tampa Bay Partnership Regional Competitiveness Study.

EXECUTIVE DIRECTOR’S REPORT

Ms. Beth Alden invited board members to attend an upcoming PlanHillsborough 2018 Strategic Planning Retreat. It will help to shape priorities for long range planning. The half day workshop is tentatively scheduled for the morning of March 30th. Additional information will be provided on the event.

Ms. Alden also invited members to attend the Gulf Coast Safe Streets Summit, which is scheduled for February 27, 2018 at the Glazer Children’s Museum. Staff is available to register members who are interested in attending.

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.

The next board meeting is scheduled for Tuesday, February 6, 2018 at 9:00 a.m. on the 26th Floor of the County Center.

OLD BUSINESS & NEW BUSINESS

There was no old or new business conducted.

ADJOURNMENT

A quorum was maintained for the duration of the meeting. There being no further business, the meeting adjourned at 10:13 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 Plan Hillsborough planhillsborough.org planner@plancom.org 813 - 272 - 5940 601 E Kennedy Blvd 18th floor Tampa, FL, 33602
Bivd. 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.
Legislative Update for the week ending 01/19/2018

Overview

We began the second week of full session and are 49 days away from Sine Die. That is a lot of time in the legislative world and there is much to be done between now and the end of session. Namely, a budget needs to be built by each chamber, differences worked out and the final product of those compromises sent to the Governor for final approval. Of course, the Governor has already announced his vision for a state budget and both chambers have indicated that the budget proposed by the Governor is larger than what both the House and Senate are going to propose. This makes for some interesting dynamics leading into the budgetary process which has a lot of components. It could get interesting.

In a previous newsletter we had talked about the budget priorities of each chamber’s leaders, this week Senate President Joe Negron stated that he is interested in purchasing more land for the Lake Okeechobee auxiliary reservoir. This is a new spending item as far as can be determined. As readers will remember from last year, funding to clean up water on Florida’s shores which had turned an unpleasant shade of green was a priority of the Senate President. The green, stinky water started with discharges from Lake O which must release water when levels get too high or risk breaching the Herbert Hoover dike surrounding the lake. Remember, the state is still looking at a lot of expense from Hurricane Irma and a projected budget surplus of about $75 Million out of a $82 Billion budget. This is a new wrinkle in the budgetary process.

Let’s take a moment to talk about budgets, transportation project funding and earmarks. A common practice for communities and counties is to submit a request to the legislature for funding. This works well if you are asking for monies to build a library or new fire station since any state money a local government gets is something that the local government was not likely to receive unless requested. Libraries and Fire Stations are projects are commonly built with local funds. Transportation projects are a bit different. Many transportation projects are funded with a combination of federal, state and local funds. The state and federal funds flow through the state budgeting process. If a local community puts in an earmark request for a transportation project, two things happen. First, if the request is included in the final budget sent to the Governor, the funding for overall transportation projects in that FDOT district is reduced by the amount of the earmark. The second thing that happens is the project goes in front of the Governor’s veto pen. This is the risky part. It the Governor line item vetoes the transportation earmark then the project does not get the requested funding and because of the veto the project cannot have state dollars (or federal dollars flowing through the state) spent on it during the state fiscal year because the Governor specifically vetoed the project and has, through the veto, declared that the project is not to receive funding. This brings another problem, the Florida DOT district office has already had the funds removed from their district allocation, or share, of the transportation funding and it does not come back. Thus, earmarks have the potential to create a situation where there is no project, no funding from the state is allowed for one year and the Florida DOT district loses funds. All of this is brought up to remind members that earmarks for transportation projects

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can be risky and this budget year is not a good one to pursue earmarks. This particular year, the math just doesn’t add up to a good idea.

On the minds of MPOAC membership is HB 575 and it’s companion bill SB 1516. Earlier this week I had an opportunity to sit down with Representative Beshears and talk about the MPO bill he introduced. First and foremost, a huge thank you to Representative Beshears for taking the time from his busy schedule to meet with me and chat. At the last committee stop he mentioned that he was willing to consider changes to the bill based upon what he heard from his fellow Representatives. With that said, we must keep in mind that this bill has advanced through two committees rapidly and with only one no vote in the two committee meetings. HB 575 has the momentum of a locomotive and may see a full vote of the House.

Representative Beshears and I had a great visit about the features of the bill and the operations of MPOs. Obviously, the bill would affect how MPOs operate and could result in a re-designation if board membership is changed by the bill. In a few years the 2020 census may have some MPOs looking at revising their board membership again based upon the revision of the census defined urbanized area(s). Since changing the make-up of an MPO board and the re-designation process is a time-consuming effort we talked about aligning the effective date of the bill with the census effort. That would push the effective date of the legislation out to late 2023 and I am not sure that will sit well with the members of our legislature who like to see results quickly. I must reiterate that we had a great visit and I look forward to working with Representative Beshears. He did not commit to specific changes and I am certain this is because he has other individuals to meet with before crafting any changes to his bill. The bill has one more committee stop before going to the House floor. I would bet on an amendment to the bill at the last committee stop.

The Senate companion bill SB 1516 has been introduced and assigned to committees however it has not yet been scheduled to be heard in committee. If the Senate companion is not advanced then the changes in HB 575 and SB 1516 will not happen, however we may see a set of similar bills next year. Your MPOAC Legislative Newsletter will keep you up to date on these two bills. Here is an update on the other bills we are tracking…….

Grab a cup of coffee and enjoy this edition of the MPOAC Legislative Update.

<table>
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<th>Important Dates for the 2018 Legislative Session</th>
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<tr>
<td>o August 01, 2017 – Deadline for filing claim bills</td>
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<td>o November 17, 2017 - Deadline for submitting requests for drafts of general bills and joint resolutions, including requests for companion bills</td>
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<tr>
<td>o January 5, 2018 – Deadline for approving final drafts of general bills and joint resolutions, including companion bills</td>
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<tr>
<td>o January 9, 2018 - Regular Session convenes, deadline for filing bills for introduction</td>
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<td>o February 24, 2018 - All bills are immediately certified, motion to reconsider made and considered the same day</td>
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<tr>
<td>o February 27, 2018 - 50th day, last day for regularly scheduled committee meetings</td>
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<td>o March 9, 2018 - 60th day, last day of Regular Session</td>
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Legislation of interest to the membership

This is a summary of bills filed and published on the legislature’s website as of January 19, 2018. The bills are listed in numerical order for your convenience. As the session and bills progress, this ordering of bills will make it easier to follow the status of any particular bill you are tracking.

Changes from last update are shown in RED

HB 33: Texting While Driving – (Toledo; Slosberg – Co-Introducers: Ahern; Burgess; Fitzenhagen; Jacobs; Metz; Stark; Altman; Asencio; Berman; Beshears; Boyd; Clemons; Cortes, J.; Cruz; Daniels; Diaz, M.; Donalds; Drake; Duran; Edwards-Walpole; Grant, M.; Gruters; Hager; Harrell; Harrison; Ingoglia; Killebrew; Leek; Mariano; McClain; McClure; Miller, M.; Moskowitz; Olszewski; Payne; Perez; Plasencia; Raschein; Russell; Smith; Spano; Stevenson; Stone; Watson, C.; White; Willhite; Williams) – Similar Bill SB 90. Revises legislative intent; requires law enforcement officer to inform motor vehicle operator of certain rights; prohibits certain actions by such officer; removes requirement that enforcement be accomplished as secondary action. The bill has added many cosponsors and gained the support of the Speaker of the House. Referred to Transportation and Infrastructure Subcommittee; Judiciary Committee; Government Accountability Committee. Passed the Transportation and Infrastructure Subcommittee; YEAS 14 NAYS 0, now in Judiciary Committee.

SB 72: Use of Wireless Communications Devices While Driving – (Garcia – Co-Introducers: Rodriguez; Mayfield;) – Withdrawn. Identical to SB 90.

CS/SB 90: Use of Wireless Communications Devices While Driving – (Perry – Co-Sponsor: Garcia; Mayfield; Rodriguez; Campbell; Baxley Stewart; Taddeo) – Identical to SB 72. Similar to HB 33. Revising 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; requiring deposit of fines into the Emergency Medical Services Trust Fund, etc. Referred to Communications, Energy, and Public Utilities; Transportation; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations. Committee Substitute (amendment) and passed by Communications, Energy and Public Utilities (Yeas 7, Nays 1). This bill also picked up three more co-sponsors. Now in Transportation. The bill now has seven co-sponsors. The bill passed the Transportation Committee with a vote of 5 Yeas, 0 Nays. The bill now moves to the Appropriations Subcommittee on Transportation, Tourism, and Economic Development. On the Committee Agenda for Appropriations Subcommittee on Transportation, Tourism, and Economic Development, 01/18/2018, 9:00AM 110 Senate Office Building.

SB 116: Operation of Vehicles – (Baxley – Co-Introducers: Passidomo; Book) - Requiring drivers to vacate lanes closest to, or reduce speed and pass, vulnerable road users, authorized emergency, sanitation, and utility service vehicles or workers, and wrecker operators under certain circumstances, subject to certain requirements, etc. Referred to Transportation; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations.

HB 117: Operation of Vehicles – (Stone – Co-Introducers: Hahnfeldt; Jacobs; Killebrew; Stark) - Companion Bill to SB 116. Referred to Transportation and Infrastructure Subcommittee; Government Accountability Committee. Committee Substitute passed Transportation and Infrastructure Subcommittee on a vote of 11 Yeas, 0 Nays. Pending review of Committee Substitute. Now in Government Accountability Committee.

HB 121: Texting While Driving – (Slosberg; Stark) – Similar to SB 72 and SB 90. Revises short title & legislative intent; revises penalties for violations of provisions re: texting while driving; provides enhanced
penalties for violations committed in school zones & crossings; requires law enforcement agencies to adopt policies prohibiting racial profiling in enforcement; removes requirement that enforcement be accomplished as secondary action. Referred to Transportation and Infrastructure Subcommittee; Judiciary Committee; Government Accountability Committee. This bill was withdrawn and the bill sponsor (Slosberg) is a cosponsor of the newly filed HB 33: Texting While Driving bill.

**SB 176: Traffic Infraction Detectors – (Hutson)** – Similar to HB 6001 - Repealing provisions 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 the distribution of penalties collected for specified violations, etc. Referred to Transportation; Community Affairs; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations.

**SB 182: Small Business Roadway Construction Mitigation Grant Program – (Rodriguez)** – Similar Bill HB 567. Requiring the Department of Transportation to create a Small Business Roadway Construction Mitigation Grant Program; requiring the program to disburse grants using funds allocated to the department by the Legislature to certain qualified businesses for the purpose of maintaining the businesses during a construction project of the department, etc. Referred to Transportation; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations.

**SB 188: Public School Transportation – (Steube)** – Companion bill is HB 1299. Requiring district school boards to provide transportation to certain students; revising the speed and road conditions that meet the requirements for a hazardous walking condition; requiring 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, etc. Referred to Education; Appropriations Subcommittee on Pre-K - 12 Education; Appropriations.

**SB 206: Highway Memorial Markers – (Perry)** – Requiring the Department of Transportation to establish a process, including the adoption of any forms deemed necessary by the department, for submitting applications for installation of a memorial marker; authorizing the department to install a certain sign at no charge to an applicant; authorizing an applicant to request an emblem of belief not specifically approved by the United States Department of Veterans Affairs National Cemetery Administration for incorporation in a memorial marker, subject to certain requirements, etc. Referred to Transportation; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations.
HB 215: Autocycles – (Payne) – Related bill SB 504 (Perry). Defines "autocycle" & revises definition of "motorcycle"; requires safety belt usage by autocycle operator/passenger; authorizes autocycle operation without motorcycle endorsement; provides applicability. Definition of an autocycle: A three-wheeled motorcycle that has two wheels in the front and one wheel in the back; is equipped with a roll cage or roll hoops, a seat belt for each occupant, anti-lock brakes, a steering wheel, and seating that does not require the operator to straddle or sit astride it; and is manufactured in accordance with the applicable federal motorcycle safety standards provided in 49 C.F.R. part 571 by a manufacturer registered with the National Highway Traffic Safety Administration. Not knowing from the description what an autocycle looks like, I thought it best to share with you a picture of one. The image of an autocycle is shown below. Bill referred to Transportation and Infrastructure Subcommittee; Transportation and Tourism Appropriations Subcommittee; Government Accountability Committee. Bill passed the Transportation and Infrastructure Subcommittee (Yeas 12, Nays 2) and is now on the Transportation and Tourism Appropriations Subcommittee agenda for 11/15/2017. Bill passed the Transportation and Tourism Appropriations Subcommittee, now in Government Accountability Committee. The bill passed the Government Accountability Committee with 19 Yeas, 2 Nays. The Bill has now been placed on the Calendar for a full House vote on 01/24/2018.

HB 243: Charter County and Regional Transportation System Surtax – (Avila; Perez) – Companion Bill is SB 688. Requires certain counties to use surtax proceeds for specified purposes related to fixed guideway rapid transit systems & bus systems; authorizes use of surtax proceeds for refinancing existing bonds; prohibits use of such proceeds for certain purposes. Referred to Transportation and Infrastructure Subcommittee; Ways and Means Committee; Government Accountability Committee. The bill was amended by the Transportation and Infrastructure Subcommittee to define eligible uses of surtax monies. The bill as written does not allow for surtax monies to be used for salaries or other personnel expenses. The bill passed 12 Yeas, Zero Nays. The bill has passed the Ways and Means Committee with a vote of 14 Yeas, 6 Nays. It is now in the Government Accountability Committee.

SB 272: Local Tax Referenda - (Brandes) – Companion bill HB 317. Revises the voter approval threshold required to pass a referendum to adopt or amend local government discretionary sales surtaxes when the referendum is held at any date other than a general election. During a general election a simple majority would be required to pass a change to a sales tax, in a non-general election the threshold would be 60 percent. Referred to Community Affairs; Appropriations Subcommittee on Finance and Tax; Appropriations; and Rules. Passed Community Affairs, now in Appropriations Subcommittee on Finance and Tax. On the Committee agenda for 01/16/2018 at 10:00AM in room 401 Senate Office Building. Passed Appropriations Subcommittee on Finance and Tax with an amendment, 6 Yeas, Zero Nays, now in Appropriations.
HB 317: Local Tax Referenda – (Ingoglia) – Companion bill SB 272. Requires local government discretionary sales surtax referenda to be held on specified dates & approved by specified percentage of voters. During a general election a simple majority would be required to pass a change to a sales tax, in a non-general election the threshold would be 60 percent. Referred to Local, Federal and Veterans Affairs Subcommittee; Ways and Means Committee; Government Accountability Committee. Passed Local, Federal and Veterans Affairs Subcommittee. Bill is now in Ways and Means Committee. Bill passed Ways and Means Committee, 18 Yeas, Zero Nays. Now in Government Accountability Committee. An amended version of the bill passed Government Accountability Committee with 17 Yeas, 3 Nays. The amendment removes the ability to hold a local tax referenda item on a non-general election ballot.

SB 346: Motorcycle and Moped Riders – (Perry) – Increasing the age (from age 16 to age 21) at which persons who are operating or riding upon a certain motorcycle are exempt from protective headgear requirements, etc. Bill referred to Transportation; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations. On Transportation Committee agenda for 11/14/2017. Passed Transportation Committee, now in Appropriations Subcommittee on Transportation, Tourism and Economic Development.

HB 353: Autonomous Vehicles – (Fisher; Brodeur – Co-introducers: Jacobs; Payne) – Related to SB 712. Authorizes person to operate, or engage autonomous technology to operate, autonomous vehicle in autonomous mode; provides that autonomous technology is deemed operator of autonomous vehicle operating in autonomous mode; provides construction & applicability; defines "human operator." Referred to Transportation and Infrastructure Subcommittee; Appropriations Committee; Government Accountability Committee. Passed Transportation and Infrastructure Subcommittee, now in Appropriations Committee. On Appropriations Committee agenda for 01/22/2018, 3:00PM, Webster Hall.

SB 384: Electric Vehicles – (Brandes) – Companion bill is HB 981. Requiring the Florida Transportation Commission to review all sources of revenue for transportation infrastructure and maintenance projects and prepare a report to the Governor and the Legislature when the commission determines that electric vehicles make up a certain percentage or more of the total number of vehicles registered in this state; requiring a long-range transportation plan to consider infrastructure and technological improvements necessary to accommodate the increased use of autonomous technology and electric vehicles, etc. Bill referred to Transportation; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations. Bill was amended to add hybrid vehicles, when hybrid and electric vehicles comprise 2% of the total number of vehicles registered in the state, the Florida Transportation Commission must conduct a study of the fiscal impact to transportation funding. Bill as amended passed Transportation Committee 7 Yeas, Zero Nays.

SB 504: Autocycles – (Perry) – Related bill HB 215 (see HB 215 for an image of an autocycle). Defining the term “autocycle”; requiring safety belt or, if applicable, child restraint usage by an operator or passenger of an autocycle; including an autocycle in the definition of the term “motorcycle”; authorizing a person to operate an autocycle without a motorcycle endorsement, etc. Referred to Transportation; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations. On agenda for Transportation Committee 11/14/2017. Passed Transportation Committee, now in Appropriations Subcommittee on Transportation, Tourism and Economic Development.

HB 525: High-Speed Passenger Rail – (Grall; Magar) – Similar bill SB 572. Requires railroad companies operating high-speed passenger rail system to be responsible for certain maintenance, improvement, & upgrade costs; specifies that governmental entity is not responsible for such costs unless it consents in writing. Referred to Transportation and Infrastructure Subcommittee; Transportation and Tourism Appropriations Subcommittee; Government Accountability Committee.
HB 535: Statewide Alternative Transportation Authority – (Avila) – Companion bill is SB 1200. Please see the 11/17/2017 MPOAC Legislative Update Newsletter Overview for more information on this bill. Renames Florida Rail Enterprise as Statewide Alternative Transportation Authority; revises annual allocations for Transportation Regional Incentive Program; specifies annual allocations to TBARTA & authority for certain purposes; provides requirements for use of funds provided to authority; requires enterprise contracts to remain with authority; provides requirements for funding requests & county matching funds; revises & provides definitions; replaces powers & duties of enterprise re: high-speed rail system with powers & duties of authority re: alternative transportation system; exempts proposed projects funded under authority from certain development requirement. The bill was referred to Transportation and Infrastructure Subcommittee; Transportation and Tourism Appropriations Subcommittee; Government Accountability Committee. Bill was amended by Transportation and Infrastructure Subcommittee, passed 13 Yeas, Zero Nays.

SB 542: Public Financing of Construction Projects – (Rodriguez) – Prohibiting state-financed constructors from commencing construction of certain structures in coastal areas without first conducting a sea level impact projection study and having such study published and approved by the Department of Environmental Protection; requiring the department to publish such studies on its website, subject to certain conditions, etc. Referred to Environmental Preservation and Conservation; Governmental Oversight and Accountability; Appropriations Subcommittee on the Environment and Natural Resources; Appropriations.

SB 544: Procurement Procedures – (Brandes) – Specifying the applicability of procedures for the resolution of protests arising from the contract solicitation or award process for certain procurements by specified transportation, expressway, and bridge authorities, etc. Referred to Transportation; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations. On Transportation Committee agenda for 11/14/2017. Was Temporarily Postponed. Passed Transportation, now in Appropriations Subcommittee on Transportation, Tourism, and Economic Development.

SB 548: Traffic Infraction Detectors – (Campbell) – Companion Bill is HB 6001. Repealing 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 specified penalties, respectively, etc. Referred to Transportation; Community Affairs; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations.

HB 567: Small Business Roadway Construction Mitigation Grant Program – (Richardson) – Similar Bill SB 182. Requires DOT to create Small Business Roadway Construction Mitigation Grant Program; requires disbursement of grants to qualified businesses; limits grant amount; provides application & eligibility requirements; requires assistance by DEO; provides for award prioritization; requires report & rulemaking. Referred to Transportation and Infrastructure Subcommittee; Transportation and Tourism Appropriations Subcommittee; Government Accountability Committee. Bill was amended by Transportation and Infrastructure Subcommittee, passed 12 Yeas, Zero Nays.
SB 572: High-Speed Passenger Rail – (Mayfield; Co-Introducer: Gainer) – Similar bill HB 525. Designating the "Florida High-Speed Passenger Rail Safety Act"; providing powers and duties of the Florida Department of Transportation; requiring the Florida Division of Emergency Management to offer, under certain circumstances, the local communities and local emergency services located along the rail corridor training specifically designed to help them respond to an accident involving rail passengers or hazardous materials; requiring a railroad company operating a high-speed passenger rail system to be solely responsible for certain maintenance, improvement, and upgrade costs, etc. Referred to Transportation; Community Affairs; Appropriations. On Transportation Committee agenda for 11/14/2017. Passed Transportation Committee 6 Yeas, Zero Nays. Now in Community Affairs. The bill will be presented in a workshop forum at the Community Affairs Committee on 01/23/2018 at 5:00PM, Room 301, Senate Office Building.

HB 575: Metropolitan Planning Organizations – (Beshears) – Revises MPO voting membership requirements according to population; prohibits entire county commission from being members of governing board; revises percentage of membership which may be composed of county commissioners; requires adoption of certain bylaws; revises member reappointment provisions; requires compliance with certain provisions by specified date. MPOs with an urbanized population under 500,000 must have a board of between 5 and 11 members, MPOs with an urbanized population over 500,000 must have a board of between 5 and 15 members. The bill does not affect the Miami-Dade TPO. The bill bans weighted voting and places term limits on Governing Board Members. Referred to Transportation and Infrastructure Subcommittee; Local, Federal and Veterans Affairs Subcommittee; Government Accountability Committee. Passed Transportation and Infrastructure Subcommittee with 13 Yeas, Zero Nays. Now in Local, Federal and Veteran Affairs Subcommittee. The bill passed Local, Federal and Veterans Affairs Subcommittee with a vote of 13 Yeas, 1 Nay. The bill now moves to the Government Accountability Committee.

HB 633: Florida Smart City Challenge Grant Program – (Fischer; Co-Introducer: Jacobs) – Companion bill is SB 852. Creates Florida Smart City Challenge Grant Program within DOT; provides program goals & grant eligibility requirements; requires DOT to issue request for proposals; provides proposal requirements, grant award requirements, & requirements for use of grant funds; requires reports; requires administrative support by DOT; provides appropriation. Annual amount: $15,000,000.00. Referred to Transportation and Infrastructure Subcommittee; Transportation and Tourism Appropriations Subcommittee; Government Accountability Committee. On the Transportation and Infrastructure Subcommittee agenda, 01/23/2018 at 9:00AM, Reed Hall.

SB 688: Charter County and Regional Transportation System Surtax – (Garcia) – Companion bill is HB 243. Requiring counties, except under certain circumstances, to use surtax proceeds only for specified purposes; prohibiting the use of such proceeds for non-transit purposes, etc. Referred to Community Affairs; Appropriations Subcommittee on Finance and Tax; Appropriations. Passed Community Affairs with 5 Yeas, Zero Nays. Now in Appropriations Subcommittee on Finance and Tax.

SB 712: Autonomous Vehicles – (Brandes) – Related to HB 353. Exempting 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; authorizing a fully autonomous vehicle to operate in this state regardless of whether a licensed human operator is physically present in the vehicle; authorizing 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, etc. Referred to Transportation; Banking and Insurance; Rules.
**SB 782: Bollards Grant Program – (Rodriguez)** - Requiring the Department of Transportation to develop the Bollards Grant Program in order to provide grants to municipalities and counties for the installation of bollards in their jurisdictions; requiring a county or municipality to specify in its application the area, which may include private property, where it intends to install bollards and why the installation is needed, etc. Annual amount: $250,000.00. Referred to Transportation; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations.

**HB 807: Metropolitan Planning Organizations – (Diamond)** – Companion Bill is SB 984. Allows MPOs designated after July 01, 2018 as the result of a merger of two or more existing MPOs to have at least 5 Governing Board members. The bill does not place an upper limit on the number of Governing Board members for MPOs designated after July 01, 2018 as a result of the merger of two or more existing MPOs. Assigned to Transportation and Infrastructure Subcommittee; Local, Federal and Veterans Affairs Subcommittee; Government Accountability Committee. On the Transportation and Infrastructure Committee agenda for 01/23/2018 at 9:00AM, Reed Hall.

**HB 815: County and Municipal Public Officers and Employees – (Avila; Co-Introducers: La Rosa)** – Companion bill is SB 1180. This bill does a number of things, of importance to MPOs are two requirements related to travel in the bill. First, out of state travel for public officials must be approved by the full governing body of the county of municipality at a publicly noticed meeting and must be on the meeting agenda with an itemized list detailing all anticipated travel expenses. The public official travel must be approved by a majority vote of the governing body. This may create problems for MPO board members to attend events/conferences and USDOT led events given that short notice travel would be virtually impossible to be approved in advance. The second issue for MPOs is the cap of lodging expenses in excess of $120 per night. For MPOs that are administratively housed within a County or Municipality, the lodging cap of $120 per night would apply to you. Foreign travel by county or municipal officers cannot be paid by their government body. Travel expenses incurred by public officers and employees may only be paid for if it is incurred 24 hours before, during and after the event necessitating the travel. Travel expenses outside those timeframes cannot be paid for by the government entity. The bill has been referred to Local, Federal and Veterans Affairs Subcommittee; Public Integrity and Ethics Committee; Government Accountability Committee. Passed Local, Federal and Veterans Affairs Subcommittee with 12 Yeas and 2 Nays. Now in Public Integrity and Ethics Committee.

**SB 852: Florida Smart City Challenge Grant Program – (Brandes; Co-Introducer: Taddeo)** – Companion bill is HB 633. Creates Florida Smart City Challenge Grant Program within DOT; provides program goals & grant eligibility requirements; requires DOT to issue request for proposals; provides proposal requirements, grant award requirements, & requirements for use of grant funds; requires reports; requires administrative support by DOT; provides appropriation. Annual amount: $15,000,000.00. Referred to Transportation; Transportation, Tourism and Economic Development Appropriations Subcommittee; Appropriations. On the Transportation Committee agenda for 01/18/2018 at 10:00AM in Room 401 of the Senate Office Building. Passed Transportation Committee with 7 Yeas, Zero Nays.

**HB 981: Electric Vehicles – (Olszewski)** – Companion bill is SB 384. Requiring the Florida Transportation Commission to review all sources of revenue for transportation infrastructure and maintenance projects and prepare a report to the Governor and the Legislature when the commission determines that electric vehicles make up a certain percentage or more of the total number of vehicles registered in this state; requiring a long-range transportation plan to consider infrastructure and technological improvements necessary to accommodate the increased use of autonomous technology and electric vehicles, etc. Bill referred to Transportation and Infrastructure Subcommittee; Transportation and Tourism Appropriations Subcommittee; Government Accountability. Bill passed Transportation and Infrastructure Subcommittee 13 Yeas, Zero Nays. Now in Transportation and Tourism Subcommittee.
SB 984: Metropolitan Planning Organizations – (Brandes) – Companion Bill is HB 807. Allows MPOs designated after July 01, 2018 as the result of a merger of two or more existing MPOs to have at least 5 Governing Board members. The bill does not place an upper limit on the number of Governing Board members for MPOs designated after July 01, 2018 as a result of the merger of two or more existing MPOs. The bill has been filed but not yet assigned to committees.

SB 1012: Alligator Alley Toll Road – (Passidomo) – Requiring fees generated from tolls to be used to reimburse, by interlocal agreement effective for a specified period of time, a county or another local governmental entity for the direct actual costs of operating a specified fire station, which may be used by a county or another local governmental entity to provide fire, rescue, and emergency management services to the public, etc. Referred to Transportation; Appropriations Subcommittee on Transportation, Tourism and Economic Development; Appropriations. On Transportation Committee agenda for 01/18/2018 at 10:00AM in room 401 of the Senate Office Building. Passed Transportation Committee with 7 Yeas, Zero Nays. Now in Appropriations Subcommittee on Transportation, Tourism and Economic Development.

HB 1033: Dockless Bicycle Sharing – (Toledo) – Companion bill is SB 1304 by Young. Providing insurance requirements for a bicycle sharing company; providing requirements for dockless bicycles made available for reservation by such company, etc. Bill referred to Careers and Competition Subcommittee; Commerce Committee. On the agenda for Careers and Competition Subcommittee for 01/16/2018 at 3:00PM in room 216 in the Capitol Building. Amended version passed Careers and Competition Subcommittee with 13 Yeas, 1 Nay.

SB 1180: County and Municipal Public Officers and Employees – (Steube) – Companion bill is HB 815. This bill does a number of things, of importance to MPOs are two requirements related to travel in the bill. First, out of state travel for public officials must be approved by the full governing body of the county of municipality at a publicly noticed meeting and must be on the meeting agenda with an itemized list detailing all anticipated travel expenses. The public official travel must be approved by a majority vote of the governing body. This may create problems for MPO board members to attend events/conferences and USDOT led events given that short notice travel would be virtually impossible to be approved in advance. The second issue for MPOs is the cap of lodging expenses in excess of $120 per night. For MPOs that are administratively housed within a County or Municipality, the lodging cap of $120 per night would apply to you. Foreign travel by county or municipal officers cannot be paid by their government body. Travel expenses incurred by public officials and employees may only be paid for if it is incurred 24 hours before, during and after the event necessitating the travel. Travel expenses outside those timeframes cannot be paid for by the government entity. The bill has been referred to Ethics and Elections; Community Affairs; Rules.

SB 1188: Strategic Intermodal System – (Rouson) – Companion Bill is HB 1277. Specifies that the Strategic Intermodal System and the Emerging SIS shall include existing or planned corridors that are managed lanes of transit. Referred to Transportation; Community Affairs; Rules.

SB 1200: Statewide Alternative Transportation Authority – (Young; Co-Introducer: Galvano) – Companion bill is HB 535. Please see the 11/17/2017 MPOAC Legislative Update Newsletter Overview for more information on this bill. Renames Florida Rail Enterprise as Statewide Alternative Transportation Authority; revises annual allocations for Transportation Regional Incentive Program; specifies annual allocations to TBARTA & authority for certain purposes; provides requirements for use of funds provided to authority; requires enterprise contracts to remain with authority; provides requirements for funding requests & county matching funds; revises & provides definitions; replaces powers & duties of enterprise re: high-speed rail system with powers & duties of authority re: alternative transportation system; exempts proposed projects funded under authority from certain development requirement. The bill was referred to Transportation; Transportation, Tourism and Economic Development Appropriations Subcommittee; Appropriations.
HB 1277: Strategic Intermodal System – (Willhite) – Companion Bill is HB 1188. Specifies that the Strategic Intermodal System and the Emerging SIS shall include existing or planned corridors that are managed lanes of transit. Referred to Transportation and Infrastructure Subcommittee; Transportation and Tourism Appropriations Subcommittee; Government Accountability.

HB 1299: Public School Transportation – (Raburn) – Companion bill is HB 188. Requiring district school boards to provide transportation to certain students; revising the speed and road conditions that meet the requirements for a hazardous walking condition; requiring 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, etc. Referred to PreK-12 Innovation Subcommittee; PreK-12 Appropriations Subcommittee; Education.

SB 1304: Dockless Bicycle Sharing – (Young) – Companion bill is HB 1033 by Toledo. Providing insurance requirements for a bicycle sharing company; providing requirements for dockless bicycles made available for reservation by such company, etc. Bill referred to Banking and Insurance; Community Affairs; Rules.

SB 1350: Airports – (Perry) – Increasing eligibility for certain funding by the DOT to include airports that have fewer than a specified number of commercial passenger enplanements annually. Bill referred to Transportation; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations.

SB 1516: Metropolitan Planning Organizations – (Perry) – This is a companion bill to HB 575, at this time the two bills are identical – HB 575 is likely to undergo revisions. Revises MPO voting membership requirements according to population; prohibits entire county commission from being members of governing board; revises percentage of membership which may be composed of county commissioners; requires adoption of certain bylaws; revises member reappointment provisions; requires compliance with certain provisions by specified date. MPOs with an urbanized population under 500,000 must have a board of between 5 and 11 members, MPOs with an urbanized population over 500,000 must have a board of between 5 and 15 members. The bill does not affect the Miami-Dade TPO. The bill bans weighted voting and places term limits on Governing Board Members. The bill was filed on 01/04/2018, on 01/12/2018 it was referred to Transportation, Community Affairs and Rules.

HB 6001: Traffic Infraction Detectors – (Avila; Ingoglia) – Similar to SB 176. Companion Bill is SB 548. Repeals provisions relating to installation & use of traffic infraction detectors to enforce specified provisions when driver fails to stop at traffic signal, provisions that authorize DHSMV, county, or municipality to use such detectors, & provisions for distribution of penalties collected for specified violations. Referred to Appropriations Committee, on the Committee agenda for 10/10/2017. Bill passed Appropriations Committee (Yeas 16, Nays 10). Bill has been placed on Calendar for Full House Vote. The Bill passed the full House on a vote of 83 Yeas, 18 Nays.
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

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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

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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!

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How Washington, D.C., Built a Bike Boom

ANDREW SMALL  DEC 26, 2017

The center bike lanes on Pennsylvania Avenue are a key spine of Washington’s downtown network. // Courtesy of the Washington Area Bicyclist Association
The city’s pioneering bike-share program and growing network of lanes was key. So is “human infrastructure.”

Cycling has taken off in the American capital. Nearly 17,000 cyclists regularly rode their bikes to work in Washington, D.C. in 2016, according to Census estimates, which is about 5 percent of the city’s commuters. That’s nearly triple the “mode share” it had in 2006, putting it in second place on the list of top biking cities in the U.S., just behind famously gear-friendly Portland, Oregon.

In absolute numbers, D.C. is still a dwarf compared to, say, New York, where 48,000 people pedal to work every week (which is only one percent of commuters there). But D.C.’s growth has exploded since the city piloted one of the country’s first modern bikeshare programs, and started building an ambitious network of bike lanes.

Cycling numbers may keep climbing, with the recent boom in private companies spreading “dockless” shared bicycles around the city. But there’s no guarantee. Bikes may be a passing trend in a young and transient city. And as housing becomes less affordable, the bike’s advantages as a mode for everyone may have diminishing returns, even as lanes expand.

What shaped D.C.’s bike renaissance? How can it maintain its progress from here?

The planner: Build infrastructure for everyday people

When Jim Sebastian joined D.C.’s Department of Transportation in 2001, the city’s master bike plan hadn’t been updated since the 1970s. But with downtown densifying, gas prices peaking, and traffic worsening, “people wanted more bike facilities,” Sebastian, now the associate director for planning and sustainability at DDOT, said.

To hatch fresh bike plans, Sebastian and his colleagues traveled to famously bike-friendly European cities like Amsterdam and Copenhagen. One takeaway from over the pond: treat cycling as an activity for everybody rather than some specialized hobby for everyone else to drive around. “This whole idea of ‘the cyclist’ is almost passé,” said Sebastian. “What we’ve got is people on bikes.” Treating them accordingly meant building lanes that help everyone feel safe, not just the Spandex-clad few.

“Once some people ride on a separated lane, it gets their confidence up
In 2010, DDOT carved out two key spines of what would become a downtown cycling network: the center bike lanes on Pennsylvania Avenue and a protected cycle track on 15th Street. This created safe routes for day-trippers near the National Mall and forged a path for daily commuters in neighborhoods close to the urban core. Their effect on biking can be felt throughout the city. “Once some people ride on a separated lane, it gets their confidence up and they become able to ride on unprotected lanes or just the streets in the city,” Sebastian said.

Another key project gave an option to commuters who might want the option of, say, riding a bike to work, but taking Metro home. Capital Bikeshare, one of the first modern bikeshare programs in the United States, was launched in 2010, drawing about 115,000 trips in its first year. It ballooned from there: By the end of 2017, the program celebrated its 19 millionth trip.

Meanwhile, the city continued to expand bike lanes at about five miles per year. Some neighborhoods have seen their cycling commute share increase to over 20 percent. With 80 miles of bike lanes built since 2000, the city has a goal of expanding to 136 miles by 2040, the majority of them fully protected.

**The advocate: D.C. built “human infrastructure”**

It takes people to change behavior, according to Nelle Pierson, a longtime D.C. bike advocate—not just infrastructure, not just policy, but feet on the ground, hands on the handlebars, and faces on the sidewalk. “You have to have a network of people who are showing you that this is normal, and connecting you to the knowledge to overcome barriers to access,” she said. She cites Adonia Lugo’s concept of “human infrastructure” to describe the constellation of repeated small interventions that it takes required to get more people on bikes.

In some cases, this comes from the top. Pierson credits the work of Mayor Adrian Fenty between 2007 and 2011 for dedicating time and resources to make bike plans work. Every day, city politicians have to balance a diversity of citizen interests, including those in direct competition to bikes, like protecting parking spots and road space. But Fenty helped push the lanes through, Pierson said.
Some advocates worry the current mayor, Muriel Bowser, isn’t as strongly committed as previous administrations to making D.C. a bike city. They’ve stepped up their work in the meantime: As a former outreach and events coordinator at the Washington Area Bicycling Association, Pierson created initiatives to reach people beyond the urban core where lanes were getting built, especially in lower-income neighborhoods and suburbs. No program drew more acclaim than Women and Bicycles, which uses workshops, rides, and mentoring programs to draw women to cycling. Pierson said that stubborn perceptions, especially surrounding gender, take concerted effort to dislodge. But the cycling gender gap has decreased: In 2006, women made up less than 30 percent of the city’s bike commuters; today they make up nearly 42 percent.

Capital Bikeshare also helped universalize the image of cycling for more District residents, Pierson said, by opening up convenient rides for suited professionals, students, and baristas alike. Now, the District is charting new frontier in open-access cycling, with a six-month trial for five new “dockless” bike-sharing companies. About 1,850 shared bikes are sprinkled around D.C. streets, unconstrained by stations or docks, but still rentable by smartphone or pre-paid account to all. Pierson, who is now working as the director of external affairs for Jump, one of the companies involved in the pilot, believes dockless bikes can speed up the spread of cycling to more neighborhoods and new riders. “This is where we all benefit from the competition,” she said. “Everyone is seeing this.”

The shopkeeper: Bikes are still a cultural battlefield

Clearly, the city has succeeded in getting more bodies on bikes. But there’s one standout statistic that shows D.C.’s cycling boom isn’t reaching everyone: In 2015, only about 2 percent of black commuters biked to work, compared to 8 percent of whites. And surveys show that the city’s black residents are less likely than other groups to view bikes as an ideal mode of transport.
The reasons for this are complicated, and touch on job barriers, class perceptions, and social norms. Sterling Stone thinks it also has something to do with D.C.’s rapid gentrification. “It goes beyond bikes,” he said.

Stone is the executive director of Gearin’ Up Bicycles, a nonprofit shop that refurbishes used bikes to sell and trains local kids as bike mechanics. Bike commuting began to gain prominence in the late 2000s, when an influx of Millennials arrived, he said. Once known as the “Chocolate City” for its majority-black population, D.C. rapidly gentrified during this period, displacing many longtime black families. Bikes became a symbol of the D.C.’s changing demographics, said Stone, who is black and a Pittsburgh transplant himself. New lanes became a rallying point against gentrification for many residents of color. That potent symbolism delayed projects like a protected bike lane in a gentrifying neighborhood, which was vigorously opposed by a local black church.

The city has a ways to go to address the needs of communities of color. African American youth have been especially overlooked, according to Stone, even when riding a bike is a rite of passage for other kids growing up in the city. That doesn’t mean they’re not interested in biking, though. In 2012, as part of the Boys and Girls Club summer program he ran at the time, Stone took a group of local kids a a build-your-own-bike workshop. It was the smash hit of the year.
“It’s still the first thing I hear about when I see the kids,” he said. The idea gave root to Stone’s store, which sits in a former church in the neighborhood of Eckington, near the recently rehabbed Metropolitan Branch Trail. But of the 67 bike shops in the greater Washington region, there are none in the predominately African American Wards seven and eight. This year, Gearin’ Up received a grant from the city to run bike repair clinics in neighborhoods without access to shops.

Stone is encouraged by these kinds of partnerships, but he still worries about the future. The question in his mind is, who will be around by the time a bike network is complete? “It’s hard to tell,” he said. “A lot of the families are already gone. The young people in my store likely won’t be counted later if they can’t afford to live here… even though [it’s where] they learned to bike.”

Displacement touches on race, income, housing access, and many thorny issues—which is to say, it goes way beyond bikes. At the very least, Stone said, if D.C. were more proactive about extending cycling amenities into diverse neighborhoods that aren’t already saturated with Millennials, they might carry less baggage—not to mention reach more people of color. “Advocates are starting to see where there’s more need for infrastructure,” he said. “Once we have a bike trail in one part of the city, people start to say, ‘I want that in my neighborhood, too.’”

About the Author

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Andrew Small is a freelance writer in Washington, D.C. and a former editorial fellow at CityLab.