Hybrid Virtual & In-Person Meeting of the
Citizens Advisory Committee
Wednesday, March 3, 2021 at 9:00 AM

The County Center and Plan Hillsborough offices continue to be closed to the public in response to the pandemic. A minimum number of board members will meet in person at the County Center on the 18th Floor, and all other participation will continue to be virtual. For technical support during the meeting, please contact Michael Rempfer at 813-273-3774.

To view presentations and participate your computer, tablet or smartphone:
https://attendee.gotowebinar.com/register/685543232403986191

Register in advance to receive your personalized link, which can be saved to your calendar.

Dial in LISTEN-ONLY MODE: (562) 247-8422 Access Code: 818-392-035

Agenda packet, presentations, and supplemental materials posted here.

Please mute yourself after joining the conference call to minimize background noise

I. Call to Order & Introductions 9:00

II. Chairman’s Request: Per the MPO Bylaws, all speakers are asked to address only the presiding Chair for recognition; confine their remarks to the question under debate; and avoid personalities or indecorous language or behavior.

III. Public Comment - 3 minutes per speaker, please 9:05
Public comments are welcome, and may be given at this virtual meeting by logging into the website above and clicking the “raise hand” button. Staff will unmute you when the chair recognizes you.

IV. Members’ Interests 9:15

V. Approval of Minutes – February 3, 2021 9:30
Updated to include revision under Section VI. A.

VI. Action Items 9:35
A. Nomination of At-large Business Representative

VII. Status Reports 10:00
A. Port Tampa Bay Master Plan Update (Matt Floyd, Port Tampa Bay)
B. Hillsborough County School Route Program Development Process & Safe Routes to Schools Projects (Hillsborough County Representative)
C. Flamingo Fares Update (HART Representative)
D. History of Discriminatory Planning in Hillsborough County 11:10
   (Joshua Barber, MPO Staff)

VIII. Unfinished Business & New Business 11:30
A. Selmon South Project Development & Environment Study – comments due by March 8th
B. TBARTA CAC Report (Rick Richmond)
C. Status of Charter County Surtax (Johnny Wong, MPO Staff)
D. Status of I-275 Boulevard Concept (Rich Clarendon, MPO Asst. Dir.)
E. Response to Questions regarding Turnpike Projects
F. Next Meeting: April 7, 2021

IX. Adjournment

X. Addendum
A. Links to Articles of Interest to Members:
   i. 4 Factors that can Make Affordable Housing not so Affordable
   ii. Florida Senator Seeks Dissolution of TBARTA
B. Flyer: Tampa “Listen First” Meetings
C. MPO Meeting Summary & Committee Report
D. Florida MPOAC Legislative Update

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 Joshua Barber, (813) 576-2313 or barberj@plancom.org, three business days in advance of the meeting. If you are only able to speak Spanish, please call the Spanish helpline at (813) 272-5940 or (813) 273-3774 and dial 1.

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I. CALL TO ORDER & INTRODUCTIONS

Chair Bill Roberts called the hybrid virtual/in-person meeting to order at 9:01 a.m. After a roll-call count by Rich Clarendon, there was a quorum present, 19-0.

Virtual Members present:  David Bailey, Carolyn Brown, Vivienne Handy, Nicole Rice, Christine Acosta, Artie Fryer, Edward Mierzejewski, Jeff Lucas, Beatriz Zafra, Cliff Reiss, Terrance Trott, Rick Richmond

In-person members present:  Bill Roberts, Ricardo Fernandez, Hoyt Prindle, Steven Hollenkamp, Alexis Boback, Amy Espinosa, and Barbara Kennedy Gibson

Others virtually present:  Rich Clarendon, Allison Yeh, Matt Floyd, Nicole McCleary, Justin Hall, Siaosi Fine, Alex Henry, and Debbie Guest

Absent members:  Letecia Walker, Don Skelton, Jr.

II. CHAIRMAN'S REQUEST

Per the MPO Bylaws, all speakers were asked to address only the presiding Chair for recognition, confine their remarks to the question under debate, and avoid personalities or indecorous language or behavior.

III. PUBLIC COMMENT

There were no public comments.

IV. MEMBERS’ INTERESTS

Some of the members commented on the increase of pedestrian areas and the restriction of vehicles in certain areas of Downtown Tampa during the Super Bowl and how some of those changes might be considered on a more permanent basis in the long-range planning of downtown. There was also discussion
about an upcoming virtual conference, Micromobility World, a first-of-its-kind digital gathering concerning the rebuilding of transportation systems globally.

The suggestion was made to go with more of a summary document for the minutes, along with results of the voting, and the creation of a list of the different plans and their relevance. It was noted in regards to the minutes that a full-time staffer will be hired and will be responsible for the meeting minutes. Updates were requested on the Boulevard Tampa study, on the sales tax, and the Cross Bay Ferry. It was noted that there was an article in “Strong Towns,” Four Factors That Make Affordable Housing Not So Affordable, with the number one factor being transportation costs.

V. APPROVAL OF MINUTES – December 16th, 2020 and January 6th, 2021

The Chair asked the Committee to approve the minutes along with the corrections requested by Mr. Fernandez. (Page 10: “roadways” to lanes; “valid reasons”, strike “valid”; “streets” to lanes; “master arms” to mast arms. Page 14: “point of the order” to point of order.) The Committee approved the minutes unanimously by voice vote.

VI. ACTION ITEMS

A. Review and Send Letter of Comments to FDOT Tentative Work Program

Roger Roscoe, FDOT, and Justin Hall spoke about the Five-Year Work Program, FY 2022 to FY 2026. The two deferral projects are the I-275 Westshore Interchange and I-275 Section 5 (Westshore Interchange to Downtown). If funding allows it, they will be brought back into the five-year program.

The studies and projects for FY 2022 to FY 2026 were reviewed, including pedestrian projects; lighting projects for safety; resurfacing projects, all having an intersection project or complete streets project along with it; bridge repair and rehabilitation.

The work program’s total funding over five years is $1.1 billion in Hillsborough County, and a PowerPoint presentation was shown outlining the next steps in the process from January 2021 to the adoption on July 1st, 2021, with Governor DeSantis signing the budget.

Right-of-way acquisition was brought up. Mr. Hall mentioned that outside of the Westshore interchange, he wasn’t sure of any but would look into it. Considering the deferrals on Sections 4
and 5, it was asked if there is anything in the five-year work plan that addresses Section 6, specifically the downtown interchange. Mr. Hall stated this presentation covers additions, deletions or deferrals.

Christine Acosta inquired about the bicycle and pedestrian overpass over 275 at Dale Mabry and the Bypass Canal as to why it was postponed. Mr. Hall responded, as to the Bypass Canal, they received their PD&E schedule and that they would not be ready for design in FY 2022 when the funds were programmed and moved it to 2025 because there were several other projects they were able to move into 2022. Mr. Hall was unsure as to the exact details of the bicycle overpass over Dale Mabry and will look into it.

Hoyt Prindle had a question about the resurfacing budget number of $220 million and asked what cost benefit analysis FDOT uses to determine whether to use asphalt travel lanes or concrete travel lanes for a road project. Mr. Hall responded that there are a couple of metrics that go into that decision: maintenance history; K-value, which is the number of trucks going through the intersections; base clearance. Mr. Fine, the Turnpike MPO liaison, discussed the Suncoast Parkway at Ridge Road interchange. Nicole Rice also made comments on the resurfacing budget numbers.

Mr. Hollenkamp inquired about the FRAME/Connected Vehicle Project, which is funded through a large grant. Mr. Hall replied that they plan to bring this to the CAC. Regarding the Connected Vehicle Project, Ms. Zafra also asked if FDOT is working under the assumption of a certain saturation by a certain year when making the projects. Mr. Hall stated that he would get back to her on the assumptions made.

Chair Roberts suggested the CAC recommend to the MPO support in moving the Westshore interchange project back up as soon as funds are available.

Chair Roberts sought a motion, Christine Acosta so moved that the CAC request that FDOT pursue the bicycle-pedestrian and micromobility facilities as a portion of each of these projects, so the community is aware of what is actually being spent on these improvements; Steven Hollenkamp seconded the motion. Motion passed unanimously 19-0.

Terrance Trott made a motion that the Gibsonton Drive/I-75 interchange project be moved up; Cliff Reiss seconded the motion. Motion passed unanimously 19-0.

B. Unified Planning Work Program & Transportation Improvement Program
Allison Yeh, MPO Staff, conducted a presentation on the FY 2021 & FY 2022 Unified Planning Work Program Amendment, a two-year program that begins on July 1st. The amendment is for updating FY 2021 FTA 5305 budget for the UPWP, an update budget for Tasks 1, 2, 3, and 6, and clarifying text in Tasks 2, 3, and 5.

The Recommended Action is to approve amendments to FY 2021 & FY 2022 UPWP: Fiscal year 2021 budget adjustments and task changes.

Chair Roberts sought a motion to recommend to the MPO board the recommended changes. Steven Hollenkamp so moved. Alexis Boback seconded the motion. Motion passed 18-1, Ricardo Fernandez voting nay.

VII. STATUS REPORTS

A. School Siting Coordination in South Hillsborough County

This report was deferred.

B. Port Tampa Bay General Update

This report was deferred.

C. HART Transit Oriented Development Study

Nicole McCleary, HART, gave an update on the Transit Orientated Development Pilot Project. It focuses on the future of communities along the planned routes for HART’s Arterial BRT project and the City of Tampa’s Streetcar Extension project.

Ms. McCleary went over the background of their project team, the issues and ideas in the study, and the HART TOD working group, showing a listing of those participants already in the group. They are currently working on the context assessment, looking at existing market conditions; looking at opportunities for new development, redevelopment, and incremental infill; understanding the goals of each community; assessing affordability and equity; and evaluating access to transit.

The study projections show significant growth along the project corridor, and project recommendations will be tailored to the specific area. Overall, there are just over 52,000 people living within the study area, with the largest group located in the USF/Fowler area. The study will take 18 months to complete, and it is scheduled to be completed by September 2021.
Amy Espinosa asked how the 52,000 number was determined and was told it was via census data. Christine Acosta mentioned a term gentle density where single-family home zoning is modified to support the community, asking if this land use is being examined through the policy research. Ms. McCleary replied that they are examining a breadth of various policies of what may or may not work.

Alexis Boback inquired into how much representation is coming from the Sulphur Springs neighborhood. Ms. McCleary informed her they have reached out to their association and doesn’t believe anyone is attending the meetings. Nicole Rice asked if the Tampa Building Department is involved in this study. Ms. McCleary relayed that they are partnering with the City, Hillsborough County, and the MPO as well, so that they work with offices within their domain.

D. CAC Vacancies for Hispanic and Business Representatives

Rich Clarendon stated David Bailey was reappointed as Commissioner Overman’s representative at the last MPO Meeting. He also noted that the packet contains several applicants for membership and could be nominated by the CAC to fill at-large seats for the Hispanic and business representatives. Mr. Clarendon was asked to invite them to introduce themselves at the next CAC meeting. Discussion ensued about nominating Mr. Fernandez as the Hispanic representative.

Hoyt Prindle so moved a motion to have Ricardo Fernandez seated as the Hispanic representative; Nicole Rice seconded the motion. The motion passes unanimously 19-0.

VIII. OLD BUSINESS & NEW BUSINESS

E. Fowler Avenue TIP Amendment Follow-up

Vishaka Shiva Raman, MPO Staff, yielded to Alex Henry, FDOT Planning Office Staff, who presented a PowerPoint regarding the Fowler Avenue at 56th Street Updated Concept of adding truck aprons, green bike lane markings, and installation of median islands.

Ed Mierzejewski commented that it had been previously suggested that there be the possibility of a post-mounted traffic signal to stop people from making the channelized right-turn movement when there is pedestrian activation. Mr. Henry replied that it causes issues with compliance and is generally not considered a best practice.
Chair Roberts commented that it was also suggested previously to install post-mounted signs that say: “Yield to Pedestrians.” Mr. Henry acknowledged that that is a standard they do on all their intersection projects now and will include that as part of the design.

F. TBARTA CAC Report

Rick Richmond exited the meeting at noon and will give his TBARTA Report at the next meeting.

G. Next Meeting: March 3rd, at 9:00 a.m.

IX. ADJOURNMENT

There being no further business, the meeting adjourned at 12:04 p.m. A video recording of this February 3rd, 2021 will be available online.
Board & Committee Agenda Item

**Agenda Item:**
Nomination of At-large Business Representative

**Presenter:**
Rich Clarendon, MPO Asst. Executive Director

**Summary:**
The Citizens Advisory Committee has a vacancy for an at-large member representing the business community. Applications from several individuals were included in last month's agenda packet and discussed at your meeting of February 3rd.

As requested, staff contacted the applicants and invited them to attend this month's meeting and introduce themselves under the public comment portion of your agenda.

The CAC can then decide on who they would like to nominate to fill the seat for the at-large business representative.

**Recommended Action:**
Nominate an individual to fill the CAC vacancy for an at-large business representative.

**Prepared By:**
Rich Clarendon, AICP

**Attachments:**
None
Agenda Item
Port Tampa Bay General Update

Presenter
Matt Floyd, PTB staff

Summary
In December 2016, Port Tampa Bay unveiled a bold new look into the future of infrastructure, cargo planning, real estate and port operations with its Vision 2030. The Master Plan provides an overview of the port by including its market position now and projected, facility conditions, capacities and requirements, navigation, transportation, environmental action plan, capital improvements program and strategic directives. This presentation will be a general update of Port Tampa Bay's implementation activities.

Port Tampa Bay is Florida’s largest and most diverse port. Accounting for over 80,000 direct and indirect jobs and over a $17 billion economic impact, Port Tampa Bay strives to meet the growing demand in Tampa Bay and along the I-4 corridor.

Recommended Action
None-Information only

Prepared By
Lisa K. Silva, AICP, PLA

Attachments
None
Board & Committee Agenda Item

Agenda Item
Hillsborough County School Route Program Development Process and Safe Routes to Schools projects

Presenter
Diana Ramirez, Hillsborough County Staff

Summary
The Hillsborough County’s Engineering & Operations staff, working with school administrators and local law enforcement officials, have developed a Safe Routes to School (SRTS) Initiative. The program is based on evidence that physical upgrades help provide for students’ safety, reduce motor vehicle traffic and encourage exercise.

Two changes helped spur the initiative. In 2017, Hillsborough County Public Schools ended courtesy (non-funded) busing for middle and high school students who live within 2 miles of their schools and do not meet state hazardous walking conditions criteria. In 2018, the school district changed starting (bell) times for elementary, middle, and high school students. The changes meant more students had to find their own way to and from campus, and elementary school students began some school days in the dark.

All county schools were prioritized by their access needs, staff are developing plans to improve walk/bike safety to and from each school. Improvements can be physical features such as sidewalks, lighting, crosswalks, turn lanes or signage, which will be implemented in phases.

Three schools in northwest Hillsborough County will be the first to see changes under the SRTS program, Pierce Middle and Alexander Elementary schools are adjacent campuses just north of Hillsborough Avenue. Leto High is less than 1 mile north on Sligh Avenue. After these initial improvements are made, staff will make similar safety enhancements at other schools in Hillsborough County.

Recommended Action
For Information Only

Prepared By
Lisa K. Silva, AICP, PLA

Attachments
None.
Agenda Item
Flamingo Fares Update

Presenter
Lynda Crescentini, HART

Summary
Hillsborough Transit Authority (HART) partnered with the Pinellas Suncoast Transit Authority (PSTA) as the two lead agencies that developed a contactless regional fare collection system for the Tampa Bay area. This new system allows riders in 5 participating transit systems (Pasco, Pinellas, HART, Hernando and Sarasota) to use one Smartcard and mobile app to pay their fares. Fares can be purchased via smartphone, current transit centers, website, future retail network and is valid on HART, PCPT, SCAT, Thebus, PSTA bus services and Jolley Trolley.

Recommended Action
For Information Only

Prepared By
Gena Torres

Attachments
None.
Board & Committee Agenda Item

**Agenda Item:**
The History of Discriminatory Planning Hillsborough County

**Presenter:**
Joshua Barber – MPO Staff

**Summary:**
A major component of Plan Hillsborough’s equity work is examining the history of discrimination in urban planning in Hillsborough County and its local jurisdictions. As a government agency, it is important for us to acknowledge the specific and intentional ways that racist urban planning policies and decisions altered and shaped our County – specifically for Black people and other communities of color.

In addition to acknowledgement, an important component of the process for addressing these legacies is providing a public process and place to discuss this history, and how it relates to current challenges our community faces. Furthermore, we must, as an agency have a vision for how to overcome this legacy and its impacts through an ongoing conversation with our community.

These efforts are being made in support of our Title VI and Nondiscrimination Plan update, which is being expanded to include the entirety of Plan Hillsborough this year. The presentation topics will include Tampa’s White Municipal Party, early zoning and comprehensive plans, urban renewal, and highway construction.

**Recommended Action:**
No Action.

**Prepared By:**
Joshua Barber – MPO Staff

**Attachments:**
Presentation
The History of Discriminatory Planning in Hillsborough County

A brief summary of some key political parties, policies, and displacement patterns from 1900 – 1964

How did Planning get us Here? (1900 – 1964)

- Local, State, National Law and Politics
- Public and Private Housing
- Comprehensive Planning and Zoning
- Urban Renewal
- Highway Construction
Disclaimer and Content Warning

• Quotes and images from historical documents use language and depictions which are bigoted, inappropriate, and insensitive by today’s standards.

Local, State and National Politics

• End of Reconstruction – 1876
• Florida State Poll Tax – 1889 - 1936
• Establishment of “Separate but equal” – Plessy v. Ferguson in 1896
• Florida State Democratic Party declared only whites could hold party membership – 1902
Tampa’s White Municipal Party

- **1908** - Tampa’s “White Municipal Party” established
- **1910** - Tampa had a whites-only primaries
- **1931** – whites-only primaries state-wide, and WMP only recognized political party in City of Tampa
- **1910 – 1956** – Every Tampa Mayor was WMP member
  - Donald B. Mckay; Horace C. Gordon; Charles H. Brown; Perry G. Wall; Thomas N. Henderson; Robert E. Lee Chancey; Curtis Hixon

Party Goal: “…prevent the future operation of the Negro vote as a balance of power in municipal elections.”

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A Study of Negro Life in Tampa (1927)

- “Except for the area in Ybor City where the Cubans, irrespective of color, live intermixed, there is a general separation of the white and negro races.
- “The problem of health is inevitably a part of housing, sanitation, recreation, hospitalization, employment, wages and hours.”
- “For a colored population of 23,000, Tampa provides a Branch Library and a salaried playground supervisor. The City of Tampa provides no public park for Negroes: it provides no playgrounds, except unequipped school grounds: it provides no public pool or beach. The private recreation and amusements are of such a nature that the Negro public received no benefit therefrom. The Commercial recreation and amusement is of such a nature and so poorly supervised, that is perchance is more harmful than beneficial.”
Public and Private Housing

• Deed restrictions
• Public housing projects
• Homeowners Loan Corporation (1933)

Comprehensive Planning and Zoning
Tampa Major Street Plan (1941)

- Demographics: 29% Latin descent; 21% Black
- “Within the past two years since the completion of Boulevard Homes – the colored housing project – on Spruce Street in the former West Tampa section – many of the colored population have been migrating thereto. These several colored areas act as directives in considering the growth and development of the city.”
- First proposed routing of Interstate 275 beside Central Avenue, which states that such a project, “…would do much towards clearing up a blighted slum north of Cass Street on both sides of Central Ave.”

Tampa Zoning Plan (1942)

- What is zoning?
- on slums: “There are several other, but smaller areas, occupied now by colored people that should be eliminated and moved to other areas.”
- “With the establishment of North Boulevard Homes in West Tampa, a new locality was opened for the colored population. That development should be expanded either by public or private enterprise. Those colored residents now in Hyde Park area should be shifted to the West Tampa site. The whole “Scrub” area should be rehabilitated by the construction of a new housing development there – either publicly or privately financed. Other small areas occupied by colored people should be eliminated and those residents be transferred to other areas.”
Tampa Comprehensive Plan (1945)

- Parks and Recreation – reflects segregation
- On the Scrub, “...an economic barrier to the most healthful, wholesome development of the city...the “Scrub” is a cancerous infection ripe for a major operation to transform it into something economically sounds and worthwhile from a civic standpoint.”
- “As a source of crimes, immorality, delinquency and other evil influences the “Scrub” is an unnecessary and excess burden of expense to the taxpayers.”

Plant City Comprehensive Plan (1956)

“All the non-white dwelling units of the city are located south of the Atlantic Coast Line track east and west of Collins Street. The greatest concentration of negroes is east of Collins Street. In these areas dilapidation and substandard housing prevails.”

“All constructive thought has been given to park and recreation facilities for negroes nothing constructive has yet been accomplished.”
Urban Renewal

- 1949 Federal Housing Act funded “slum” clearance throughout country
  - Federal loans used to purchase, condemn, and clear “blighted” areas – land was sold to developers to pay off the loan.
  - Expectation of public subsidized housing
- Four Urban Renewal projects in Hillsborough County:
  - The Scrub/Maryland Avenue (Tampa)
  - Riverfront (Tampa)
  - Ybor City (Tampa)
  - Plant City

The Scrub/Maryland Avenue (1962)

- 60 acres with 376 families
- NAACP and Robert Saunders statement,

“It is clear that the development of a program of improvement for this City has not been done for minority groups and not with Negroes. It is clear that if this program continues as it is now progressing, Negroes in Tampa will be relegated to a continuous pattern of racially segregated housing for the next fifty to one hundred years.”

Source: Good and Bad Housing – Tampa Housing Authority (1951)
Riverfront (1963)

- 1961 Survey:
  - 10 white families
  - 670 Black families (97 owner occupied)
  - 176 businesses and 6 institutions
- Land sold to:
  - University of Tampa
  - City of Tampa
  - Private developers
- City assurances to Federal Government on subsidized public housing

Ybor City (1964)

- ~900 buildings identified – 708 demolished and 193 rehabilitated
- Redevelopment expectations never materialized
  - Hillsborough Community College (50+ acres)
  - County Sheriff's Operation Center
- Major loss of residents, coupled with displacement from I-4 construction
Highway Construction

• 1956 Federal Aid Highway Act
  • I-275 (formerly I-75)
  • I-4
• South Crosstown Expressway

Master Highway Transportation Plan (1957)
Outcomes by late 1960s

- Destruction of major Black and Latin neighborhoods
  - Dobyville
  - Roberts City
  - The Scrub
  - Ybor City
- Displacement for economic development and highway construction
- Further segregated neighborhoods
  - East Tampa
  - North Boulevard and West Tampa
  - Progress Village
- Exclusion from housing market and wealth generation
- Exclusion from political office and planning efforts
Where are we Today?

- **Home Ownership** - White (73.3%) versus Black (40.8%)
- **Air Quality** - Hillsborough County’s adult asthma rate of 9.2% ranks the highest among large counties in Florida. 1/5th of us live within 300m of high-volume roadway, and the proportion is 13% higher if you’re a COC resident.
- **Transportation Safety** - If you are in a COC, you are 20% more likely to be in a severe crash.
- **Neighborhood Safety** - 1 in 5 parents with household income less than $25,000 report feeling unsafe in their neighborhood compared to less than 1 in 10 parents with household incomes of $50,000 or over.
Where do we go Next?

• How do we address:
  • Continued geographic segregation
  • Disparities in wealth, home ownership, access, and community health indicators
  • Underrepresentation in government decision-making processes and authorities
UNFINISHED & NEW BUSINESS
The Tampa Hillsborough Expressway Authority (THEA) is conducting a Project Development and Environment (PD&E) Study to evaluate the best way to add additional capacity within the existing Selmon Expressway right-of-way. The study area is from Himes Avenue to the overpass at Whiting Street, approximately 4.5 miles.

A continuous community outreach process is integrated into every step of the Study to ensure that the corridor residents, businesses, the traveling public and other interested parties have meaningful participation in the process.
The South Selmon PD&E Study is exploring options to improve the expressway to reduce congestion while improving safety and better connecting communities and destinations within the Tampa Bay Region. The Purpose & Need of the study is explained below under each of the three topics.

**How many lanes are needed in the future?**

**WHEN ARE 6 LANES NEEDED?**

**2019 Congestion Levels (4 lanes)**

<table>
<thead>
<tr>
<th>Project Limits</th>
<th>Not Congested</th>
<th>At Capacity</th>
<th>Congested</th>
<th>Heavily Congested</th>
</tr>
</thead>
</table>

**2027**

**WHEN ARE 8 LANES NEEDED?**

**2046 Congestion Levels (6 lanes)**

<table>
<thead>
<tr>
<th>Project Limits</th>
<th>Not Congested</th>
<th>At Capacity</th>
<th>Congested</th>
<th>Heavily Congested</th>
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</thead>
</table>

**2046**

In the last ten years, traffic on the Selmon Expressway has almost doubled. The southern section of the expressway is currently at capacity. Future traffic models and predicted 38% population growth (700,000 new residents by 2045) show that traffic will continue to grow and therefore congestion will get worse.
The South Selmon provides a vital link between Downtown Tampa and several densely populated areas and regional attractors. The expressway serves as an important alternative to I-275 during road closures, hurricane evacuations, and regional trips in Tampa Bay.

**EVACUATION ROUTE**
Key part of the region’s Strategic Intermodal System (SIS) and a designated emergency evacuation route.

**IMPORTANT ALTERNATE**
Serves as the alternative route to I-275 during road closures and back-ups.

**CONNECTIVITY**
Provides regional connection between Downtown Tampa and other major population centers, key destinations, and major employment areas in Tampa Bay.

Within the study limits, the South Selmon has numerous on and off ramps in close distance to each other. Many of the ramps have shorter acceleration and deceleration lanes that create safety conflict points and bottlenecks where drivers are merging and weaving to get on and off the expressway.

Merge and weave areas along the Selmon Expressway create safety conflict points causing backups onto the expressway.

Frequent bottlenecks occur on EB lanes due to deficient acceleration and deceleration lanes.
WHAT IS OUR PROCESS?

THEA identified Alternative 6 as the Preferred Alternative based on data from the study evaluation results and public input. The Preferred Alternative is the most cost affordable in the short-term, adds needed capacity and addresses traffic congestion well into the future. Compared to other alternatives that were studied, the Preferred Alternative focuses near-term construction to the outside and minimizes future reconstruction, and provides walls full length of the project on both sides of the roadway.

IDENTIFY PRELIMINARY ALTERNATIVES

Five preliminary alternatives were developed based on the purpose and need for the project and with an understanding of the existing conditions and constraints along the corridor. The alternatives were developed to limit the need to expand out of the existing right-of-way and impact adjacent neighborhoods and CSX railroad while maintaining the same access at existing ramp locations.
Based on a preliminary evaluation of future traffic needs for 2046 and cost, Alternatives 3, 4, and 5 were eliminated from consideration. Since future traffic (2046) shows a need for 8 lanes, Alternative 1 was modified and a new Alternative 6 was developed to provide an interim 6 lane condition and an ultimate 8 lane condition. In the interim (near-term) phase, Alternative 1 widens to the inside first and Alternative 6 widens to the outside first.

### Screen Preliminary Alternatives

<table>
<thead>
<tr>
<th>Alternative</th>
<th>Reason for Elimination</th>
</tr>
</thead>
<tbody>
<tr>
<td>3, 4, 5</td>
<td>Included elevated lanes over the roadway median which results in no access to the elevated lanes between Himes Avenue and Downtown.</td>
</tr>
<tr>
<td>3, 4</td>
<td>Traffic analysis indicated a need for six lanes at grade to accommodate the future volume of traffic getting on and off between Himes Avenue and Willow Street.</td>
</tr>
<tr>
<td>5</td>
<td>Too costly.</td>
</tr>
<tr>
<td>1</td>
<td>This option would require demolition of prior improvements and significant reconstruction to widen to the outside.</td>
</tr>
</tbody>
</table>

Based on a preliminary evaluation of future traffic needs for 2046 and cost, Alternatives 3, 4, and 5 were eliminated from consideration. Since future traffic (2046) shows a need for 8 lanes, Alternative 1 was modified and a new Alternative 6 was developed to provide an interim 6 lane condition and an ultimate 8 lane condition. In the interim (near-term) phase, Alternative 1 widens to the inside first and Alternative 6 widens to the outside first.

**2a**

- **Alternative 1**: 6 Lanes Interim, 8 Lanes Ultimate
- **Alternative 2**: 8 Lanes
- **Alternative 3**: 4 Lanes, 2 Elevated Lanes
- **Alternative 4**: 4 Lanes, 4 Elevated Lanes
- **Alternative 5**: 6 Lanes, 4 Elevated Lanes Eliminated (Too Costly)
- **Alternative 6**: 6 Lanes Interim, 8 Lanes Ultimate

**2b**

Alternative 1 was eliminated because it would require demolition of interim improvements and significant reconstruction to widen to the outside in the ultimate phase.
The two remaining build alternatives (Alternatives 2 and 6) were further developed and refined based on preliminary study analysis results. Details on each alternative and how they compare with the existing South Selmon Expressway are shown below and in the following pages. These two alternatives were presented at an Alternatives Update held on September 11, 2020.

**Existing Typical Sections**

**Alternative 2 Typical Sections**

**ROADWAY**

**BRIDGE**

**ROADWAY**

**BRIDGE**
Based on the results of the study analysis and public input at the Alternatives Update meeting, THEA identified Alternative 6 as the Preferred Alternative.
WHAT ALTERNATIVES WERE CONSIDERED?

ALTERNATIVE 2

Description
8 lanes (adds 2 lanes in each direction, inside and outside widening)

Linear Feet of Noise Walls
1,428 LF per noise analysis

Estimated Total Cost: $211M

POTENTIAL WALL LOCATIONS:
See map for the potential wall locations for each alternative.

- Barrier Mounted Noise Walls on Shoulder (14ft per the noise analysis)
- Ground Mounted Noise Walls at Right-of-Way (16-22ft per the noise analysis)
- Barrier Mounted Noise Wall on Retaining Walls or Bridge (8ft per the noise analysis)
- Additional commitment by THEA Sound/Safety Walls (8ft)
- 3D illustrations location viewpoint
WHAT ALTERNATIVES WERE CONSIDERED?

ALTERNATIVE 6

**Description**
Interim - 6 lanes (adds 1 lane in each direction on the outside)
Ultimate (2033) - 8 lanes (adds another lane in each direction on the inside)

**Linear Feet of Noise Walls**
2,284 LF per noise analysis

**Additional commitment by THEA Sound/Safety Walls**
43,163 LF

**Estimated Total Cost:** $244M
Interim: $179M
Ultimate (2033): Additional $65M

**POTENTIAL WALL LOCATIONS:**
See map for the potential wall locations for each alternative.

- Barrier Mounted Noise Walls on Shoulder (14ft per the noise analysis)
- Ground Mounted Noise Walls at Right-of-Way (16-22ft per the noise analysis)
- Barrier Mounted Noise Wall on Retaining Walls or Bridge (8ft per the noise analysis)
- Additional commitment by THEA Sound/Safety Walls (8ft)

3D illustrations location viewpoint
# How do the alternatives compare?

<table>
<thead>
<tr>
<th>ALTERNATIVE CHARACTERISTICS</th>
<th>NO BUILD ALTERNATIVE</th>
<th>ALTERNATIVE 2</th>
<th>ALTERNATIVE 6</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Key Project Details</strong></td>
<td>Congestion will continue to increase. Potential increase in neighborhood cut-through traffic.</td>
<td>Most expensive in the short term. Eight lanes are not needed until 2033. Noise walls not in key locations. Builds to the inside and outside.</td>
<td>Relieves congestion in the short term (Interim), but would require additional lanes in the future to keep pace with growth. Builds to the outside first. Walls provided along full length of project limits. Walls will contain construction noise/debris. Leaves median open at most bridge locations until Ultimate configuration. Minimal reconstruction required for Ultimate.</td>
</tr>
<tr>
<td><strong>Number of Lanes</strong></td>
<td>4 lanes</td>
<td>8 lanes</td>
<td>Interim – 6 lanes</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Adds 2 lanes in each direction</td>
<td>Adds 1 lane in each direction on the outside</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Ultimate (2033) – 8 lanes</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Adds another lane in each direction on the inside</td>
</tr>
<tr>
<td><strong>Congestion Relief</strong></td>
<td>None</td>
<td>Short and Long Term</td>
<td>Interim – Short Term</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Adds 1 lane in each direction</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Ultimate (2033) – Long Term</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Adds 2 lanes in each direction</td>
</tr>
<tr>
<td><strong>Noise &amp; Sound/Safety Walls</strong></td>
<td>None</td>
<td>Linear Feet of Noise Walls</td>
<td>Linear Feet of Noise Walls</td>
</tr>
<tr>
<td></td>
<td></td>
<td>1,428 LF per noise analysis</td>
<td>2,284 LF per noise analysis</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Additional Commitment by THEA for Sound/Safety Walls</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>43,163 LF</td>
</tr>
<tr>
<td><strong>Distance from Edge of Roadway to Property Line</strong></td>
<td>22.5 feet</td>
<td>13.6 feet</td>
<td>13.6 feet</td>
</tr>
<tr>
<td><strong>Widens Roadway &amp; Bridges to Outside</strong></td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td><strong>Widens Bridges to Inside</strong></td>
<td>No</td>
<td>Yes</td>
<td>Interim – No Ultimate – Yes</td>
</tr>
<tr>
<td><strong>Estimated Total Cost (Paid by Toll Revenue &amp; Toll Bonds)</strong></td>
<td>None</td>
<td>Total: $211M</td>
<td>Total: $244M</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Interim: $179M Ultimate (2033): Additional $65M</td>
</tr>
<tr>
<td><strong>Social, Environment &amp; Cultural Resources</strong></td>
<td>No right of way impacts or relocations. No impacts to historical or archaeological sites.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Natural Resources Wetlands/Habitat</strong></td>
<td>None</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
WHAT IS THE PREFERRED ALTERNATIVE?

THEA chose Alternative 6 as the Preferred Alternative based on data from the study evaluation results and public input. The Preferred Alternative provides additional capacity, addresses congestion through 2033 and beyond, and is the most cost affordable in the short-term. The estimated interim cost is approximately $197 Million. The Ultimate 8-lane configuration would cost an additional $68 Million. Compared to other alternatives that were studied, the Preferred Alternative will limit the amount of construction needed on the outside of the roadway, require minimal reconstruction, and provide walls along the full length of the project on both sides of the roadway.
WE WANT TO HEAR YOUR FEEDBACK.
There are several ways to provide feedback. To become part of the public hearing record, comments must be postmarked or sent by email by March 8, 2021.

**COMMENT FORM**
ON THE PROJECT WEBSITE
www.southselmonpde.com

**EMAIL**
COMMENTS
Info@selmonstudies.com

**MAIL**
Communications Department
Tampa Hillsborough Expressway Authority
1104 East Twiggs Street
Suite 300
Tampa, FL 33602

The Tampa Hillsborough Expressway Authority (THEA) is a public agency of the state, created by the Florida Legislature, to provide local, user-financed transportation services that reinvest customer-based revenues back into the Tampa Bay community. THEA owns and operates the Lee Roy Selmon Expressway, Brandon Parkway, Meridian Avenue, and the Selmon Greenway; designed and operates the world’s first reversible all-electronic toll road; and provides over 100,000 daily travelers with safe, reliable and financially sustainable transportation solutions. For more information on how THEA is moving transportation forward, visit www.tampa-xway.com.
The City of Tampa Mobility and City Planning Departments invite you to

BE PART OF TRANSFORMING TAMPA’S TOMORROW

- Join one of our Listen First Meetings and help us shape a vision for Tampa’s future.
- Ten (10) one-hour meetings will be held online for different neighborhoods across the City between February and April.
- Visit www.tampa.gov/tampaMOVES to see when we’ll be meeting with people from your area.
The City of Tampa is kicking off a plan to shape transportation, growth, and development now and in the future. The Listen First Meetings are a first step to identifying opportunities and challenges facing the City and developing solutions for the future.

Ten meetings will be held for different neighborhood groups across the City. One meeting will be hosted in Spanish and open to all Spanish speakers throughout the City.

The City needs your input on key issues to create a vision for Tampa’s future:

- Vision Zero (Roadway Safety)
- Technology Solutions
- Trails & Greenways
- Traffic Calming & Speed Management
- Micromobility (Bike Share, Scooters, etc.)
- Parking Policy
- Ride-sharing Services (Uber, Lyft, etc.)
- Public Transit (Rail & Bus)
- Land Use, Urban Design, & Future Development
- Growth Management and more

Meeting Agenda

- Introduction to current planning efforts across the entire City
- Updates on transportation projects currently underway in specific areas of the City
- Current challenges and opportunities to improve transportation, growth, and development
- Opportunity for citizens to provide input on planning issues and craft the vision for Tampa’s future
- Open question & answer session

Project Manager:
Danni Jorgenson, P.E., AICP,
Chief Transportation Planning Engineer,
Mobility Department, City of Tampa.
For more information visit,
www.tampa.gov/tampaMOVES
CALL TO ORDER, PLEDGE OF ALLEGIANCE & INVOCATION

The MPO Chairman, Commissioner Harry Cohen called the meeting to order at 10:00 a.m., led the pledge of allegiance. The regular monthly meeting was held in-person and virtual via Webex.

The following members were present in person:

Commissioner Harry Cohen, Commissioner Pat Kemp, Cheri S. Donohue, Melanie Williams, Councilman Joseph Citro, Commissioner Gwen Myers, Derek Doughty, Joe Waggoner, Charles Klug and Joe Lopano.

The following members were present via teleconference:

Commissioner Kimberly Overman, Commissioner Mariella Smith, Councilman Guido Maniscalco and Jessica Vaughn.

A quorum was met in person.

APPROVAL OF MINUTES – January 13, 2021

Chair Commissioner Cohen sought a motion to approve the January 13, 2021 minutes. Councilman Citro so moved; it was seconded by Commissioner Pat Kemp. On a roll-call 14-0. Motion passes.

PUBLIC COMMENT

Josephine Amato, Director for the Safe Bus for Us, commented on vision zero and pointed out the school bus is critical for the safety of the students.

COMMITTEE REPORTS and ADVANCE COMMENTS

Committee Reports are in the packet for review and the advance comments were sent to the board members via email. There were no online comments.

ACTION ITEMS

A. Unified Planning Work Program Amendment

Allison Yeh, MPO Staff, presented the UPWP Amendment. The Amendment items are to update FY2021 FTA 5305 budget for the UPWP. The Update budget for Task 1 is in planning management, Task 2 is in System Planning, Task 3 is in the Long Range Transportation Plan & Data Monitoring and Task 6 is in the Regional Coordination. The task text changes for Task 2 changes to add end products for the Non-Discrimination Plan. The change in Task 3 is to remove consultant reference for Data Sharing Analytics Portal end product and Task 5 change is to clarify the language to “comply” with Title VI/Nondiscrimination and Limited English Proficiency Plans. Ms. Yeh reviewed the budget adjustments for FY 2021. The
recommended action is to approve amendments to the FY 21 & FY22 UPWP fiscal year 2021 budget adjustments and task changes. There were no questions. Joe Waggoner thanked FDOT for funding.

Chair Cohen sought a motion to approve Unified Planning Work Program Amendment. Commissioner Overman so moved; it was seconded by Commissioner Myers. On a roll-call vote of 14-0, the motion was approved.

B. Safety Performance Targets for 2021

Johnny Wong, MPO Staff, presented Performance Management Measures for the Highway Safety Improvement Program (HSIP). The measures are number of fatalities, number of serious injuries, number of nonmotorized fatalities and serious injuries, rate of fatalities per 100M Vehicles Miles Traveled and rate of serious injuries per 100MVMT. All measures calculated using a 5-yr rolling average. The TIPS and LRTPs adopted or amended after February 26, 2021 are required to report safety targets. The date of the next FHWA review has not yet been established. Since the 2020 safety target adoption we have experience a pandemic, vision zero corridor studies, vision zero speed management action plan and the transportation surtax litigation is still pending. Dr. Wong provided a forecast for future performance ’26-’45. It's time survey suggested to provide alternatives to driving (use technologies) to reduce congestion. The projected performance for CY 2021 is the surtax funds will not be released in time to program, 2020 vehicle miles traveled decreased by 10 percent and the state economic recovery will accelerate. The annual fatalities target projected thru 2021 is 190, 5-yr rolling average is 195, motorcycle fatalities target 5-yr rolling average is 34.95, serious injuries target 5-yr rolling average is 1201, nonmotorized fatalities and serious injuries target 5-yr rolling average is 230, fatality rate per 100MVMT target 5 -yr rolling average is 1.38, and the serious injury rate per 100MVMT target 5-yr rolling average is 8.49. Mr. Wong provided a report card with the performance measures and if the they met their target. The recommended action is based on the adopted methodology approve the CY2021 safety targets.

Commissioner Smith pointed out what we could have done with the surtax money. Commissioner Smith noted these goals are determined on how much money we can spend and if we could have spent the surtax last year we would have reduced these crashes considerably. Commissioner Kemp recognized the 230 fatalities of bike and pedestrian went up. Commissioner Cohen commented that this data is not what we want them to be but goals to reduce the numbers.

Chair Cohen sought a motion to approve the Safety Performance Targets for 2021. Commissioner Kemp so moved; it was seconded by Commissioner Myers. On a roll-call vote of 14-0, the motion was approved.

C. FDOT Tentative Work Program: MPO Comments

Rich Clarendon, MPO Staff, noted the FDOT slides and Tentative Work Program highlights are in the agenda packet. Justin Hall, FDOT and Victoria Williams, Florida Turnpike, were present virtually for questions. The draft letter of comment that was also included in the MPO packet. Mr. Clarendon pointed out the tentative work program was presented to the MPO Committees for review and comment. The comments received on the Tentative Work Program include the I-275 Westshore Interchange which has been deferred by two years to FY26 due to funding shortfalls related to the pandemic and the us 41/CSX Grade Separation that serves freight and good to and from Port Tampa Bay as well as, relieving delays for commuters. This funding has been moved out of the Tentative Work Program. They are strongly disappointed these projects have been moved out and urge the State to restore funding to these projects as quickly as possible. Recommended action is to approve transmittal of the letter of comment on the FY 2022-2026 Tentative Work Program. Commissioner Kemp was disappointment that the US 41/CSX Grade Separation will not be moving forward. Commissioner Cohen is equally concerned about this area for commuters.
Chair Cohen sought a motion to approve the FDOT Tentative Work Program: MPO Comments. Commissioner Kemp so moved; it was seconded by Myers. On a roll-call vote of 14-0, The motion was approved.

D. Letter requested by Livable Roadways Committee

Lisa Silva, MPO Staff, noted during new business at the Livable Roadways Committee meeting, member Emily Hinsdale requested by LRC support for changing the City of Tampa ordinance governing new sidewalk construction, Sections 22-103 and 22-104, to help build a more walkable community. The Walk Bike Tampa is scheduled to present this Code request at the February 18th, 2021 City Council Meeting. The Hillsborough Metropolitan Planning Organization (MPO) and its Livable Roadways Committee, serving the City of Tampa, City of Plant City, City of Temple Terrace, and unincorporated Hillsborough County, are aware of Walk Bike Tampa’s citizen-advocate group’s effort to encourage an update of the City of Tampa’s Code regarding sidewalk installation and funding, in particular, within a two miles of a school. The letter to be sent to City Council was provided to the board members.

Mr. Waggoner provided a few comments to clarify the language. Councilman Citro agreed with the changes and he supports vision zero and send to city council. Commissioner Kemp made one comment to keep additional pedestrian instead of saying we believe.

Chair Cohen sought approval of the Letter requested by Livable Roadways Committee. Councilman Citro made the motion and it was seconded by Commissioner Kemp. On a roll-call vote of 14-0, the motion was approved.

E. Committee Appointments

Committee Appointments were deferred to the next meeting.

STATUS REPORT

A. FDOT Safety Program News: Busch Blvd

FDOT Safety Program News: Busch Blvd was deferred to the next meeting.

B. Plan Hillsborough Annual Report

Plan Hillsborough Annual Report was deferred to the next meeting.

C. Bylaws Amendment for Livable Roadways & Policy Committees

Bylaws Amendment for Livable Roadways and Policy Committees were deferred to the next meeting.

Executive Director’s Report

The next policy meeting is March 10 at 8:30am and it will be on the workshop on MPO Nondiscrimination Plan. The next TMA Leadership Group Meeting is March 12 at 9:00am which will be held virtually.

OLD & NEW BUSINESS

Old or new business was not discussed due to time restraint.

ADJOURNMENT

The meeting adjourned at 10:40am
Committee Reports

Meeting of the Technical Advisory Committee (TAC) on February 1

The TAC discussed:

- Review and Send Letter of Comments on Tentative Work Program
- UPWP and TIP Amendment
- Florida Department of Health Hillsborough Community Health Assessment

Meeting of the Citizens Advisory Committee (CAC) on February 3

On February 3rd, the Citizens Advisory Committee met in hybrid fashion, with an in-person quorum and virtual attendance, to act on three topics:

By unanimous vote, approved the following requests on FDOT’s Tentative Five-Year Work Program:

- That FDOT to identify all funding allocated to bicycle/pedestrian projects, particularly funding for bicycle, pedestrian and micro-mobility improvements accomplished as part of capacity and resurfacing projects; and
- That FDOT advance the interchange project on I-75 at Gibsonton Rd to address this critical need sooner (than the design phase shown in the work program for FY 24/25).

Approved an amendment to the Unified Planning Work Program to reflect the new FTA grant for the MPO and make budget adjustments (approved 18 to 1).

Nominated Rick Fernandez to fill the at-large seat for a person of Hispanic origin on the CAC (approved unanimously).

The CAC was also briefed on HART's Transit Oriented Development Study and got a follow-up report on the Fowler Ave intersection projects that came forward last month as an amendment to the Transportation Improvement Program.

At our next meeting, scheduled for March 3rd, we’re looking forward to hearing the report on School Siting Coordination that was on your Policy Committee’s agenda earlier today.

Meeting of the Bicycle/Pedestrian Advisory Committee (BPAC) on February 10

The BPAC heard status reports on:

- HART Transit Oriented Development Study

- The committee also heard from interested potential members but did not take action to approve membership due to lack of an in-person quorum.
Meeting of the Livable Roadways Committee (LRC) on February 17

The LRC discussed:

- New Member
- Florida Department of Health Hillsborough Community Health Assessment
- Selmon Expressway PD&Es

Meeting of the Transportation Disadvantaged Coordinating Board (TDCB) on February 26

Under Action items, the TDCB approved:

- Election of Officers
- CTC Evaluation
- CTC Designation
- Coordination Contract for Life Concepts, Inc.
- TDSP Subcommittee

The TDCB heard status reports on:

- Florida Department of Health Hillsborough Community Health Assessment
- Sunshine Line Update
Greetings everyone!! It is another Saturday in Tallahassee and up here we are enjoying some liquid sunshine this morning. As always, it is good to be with you for another update.

This legislative session has been completely different and that is not a surprise to you. It is the odd colliding of events that has made this session so very odd. Committee meetings are held with an audience either in a meeting room about a ¼ mile away which by itself is not difficult or watching a video from their personal computer. What we are missing is the ability to watch the body language and interactions of the individual legislative members with each other and their staff. Reading the mood in the room is key to getting a context as to how strong a bill might or might not be and if it is going to ultimately pass in the 2021 session. Watching the committee meetings on a camera only allow us to see what the camera is broadcasting, those side conversations and interactions are lost. You don’t get to see your legislators in action and figure out the unofficial pecking order of the two chambers. Layered over the top of all of this are the national events taking place this past week, and in the weeks leading up to this point in time. Media attention has turned their focus on the national events and it appears there is less attention on our own state politics. Maybe that is a good thing, after all who wants to read about another “Florida Man” article in national news……

So, what is happening at our capital you ask? Here are a few details for you to mull over. This week we crossed a landmark event, there are now 1000 bills filed for the 2021 legislative session. For all of last year there were 3518 bills filed. Also, as of Monday, members had filed 863 earmarks and the cumulative sum of those requests is $947 Million. In the bill subject index those earmark requests take up 11 pages of small font print. Folks, that is a lot of earmarks. I will remind readers that last year the Governor line item vetoed all earmarks that made it through the House and Senate Appropriations processes. This is probably a good time to point out that some earmarks are better than others. Transportation earmarks are the bad kind of earmarks. When a member puts in a transportation project as an earmark two things happen. One, that earmark bypasses the entire quantitative evaluation process at your Metropolitan Planning Organization (MPO) where all projects are evaluated at one time to determine what is the best use of our limited dollars. Good transportation planning at your MPO results in money wisely spent. Essentially that earmark project is saying that it is going to skip your evaluation and move to the top of the funding list. That brings us to the second problem, a transportation earmark takes dollars away from your locally generated funding priorities, there is only so much money to go around. Your District office of Florida DOT has to now find money for the earmark and take money away from other projects so the earmark can be funded. You might have to lose your top priority to fund an earmark. If that is not bad enough, then the really bad part rears it’s ugly head. If the earmark is line item vetoed, the project and the money for the project are gone. That money which was taken from other projects and set aside
to fund the now defunct transportation earmark does not come back, it was part of the budget and that line item is simply gone. That means your district office has less money to work with in the coming year. Remember **ALL earmarks were line-item vetoed last year**. I simply ask, if you feel the need to pursue an earmark, please request a community pool, a library, a park, something that comes from general revenue. **Do Not request transportation projects**, ask for more money to go to transportation – that would be very welcome. Alright, I have shouted from my soapbox long enough on this topic. Please don’t ask me to repeat this funding lesson, just ask for a new fire station from general revenue.

So what have been some of the hot bills this week. Well, the vacation rentals bill was heard in committee and it would preempt local governments from regulating AirBNB and similar rentals. This would be handled by the Department of Business and Professional Regulation. How many new employees would the Department need to oversee this program? That is a good question, let me know when you hear an answer. Another set of bills are being brought forward this year. The proposed legislation would place term limits on School Board members and a separate bill would eliminate salaries for School Board members. On a bright note, Senator Hooper filed a bill that considers fees for electric and hybrid vehicles when the combination of the two reaches 5% of the total number of vehicles registered in Florida. Thank you Senator Hooper for filing SB 1276, we appreciate your efforts.

At Tuesday’s meeting of the Senate Appropriations Subcommittee on Transportation, Tourism and Economic Development the Department of Transportation presented an overview and associated impacts to Transportation funding due to a downturn in revenues compared to anticipated revenues. I thought the department did an excellent job of explaining how the Florida DOT handles money and the implications of cash flow for a transportation project. Watch the meeting for a much more detailed explanation than is in this short paragraph. Just to share with you, the Department operates on a cash flow model and the $437M reduction in this year affects $763M of projects over the 5-year life of the department’s plan. Here is a link to that video of the meeting: [https://flsenate.gov/media/videoplayer?EventID=1_05khpsef-202102091100&Redirect=true](https://flsenate.gov/media/videoplayer?EventID=1_05khpsef-202102091100&Redirect=true)

The schedule of pre-session committee weeks is shown below along with key dates for the 2020 Florida Legislative Session. All new bills and any updates to bills shown below are in **RED** so you can quickly distinguish between updates and old news. A few bills have been filed; many more will be filed over the coming months. Your MPOAC Legislative Update will keep you apprised of newly filed bills and changes to existing bills.

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

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### Important Dates for the 2021 Legislative Session

- August 1, 2020 - Deadline for filing claim bills (Rule 4.81(2))
- January 29, 2021 5:00 p.m. - Deadline for submitting requests for drafts of general bills and joint resolutions, including requests for companion bills.
- February 26, 2021 5:00 p.m. - Deadline for approving final drafts of general bills and joint resolutions, including companion bills.
- March 2, 2021 - Regular Session convenes (Article III, section 3(b), State Constitution) 12:00 noon, deadline for filing bills for introduction (Rule 3.7(1))
- April 17, 2021 - Motion to reconsider made and considered the same day (Rule 6.4.(4)) All bills are immediately certified (Rule 6.8)
- April 20, 2021 50th day – last day for regularly scheduled committee meetings (Rule 2.9(2))
- April 30, 2021 60th day – last day of Regular Session (Article III, section 3(d), State Constitution)
Committee Meeting schedule prior to the official Legislative Session beginning on March 2nd

January 2021 — Week of the 11th
January 2021 — Week of the 25th
February 2021 — Week of the 1st
February 2021 — Week of the 8th
February 2021 — Week of the 15th

Transportation Related Committee Meetings Next Pre-Session Week

Monday – February 15, 2021
Senate Judiciary – 2:30 PM
Senate Commerce and Tourism – 3:30 PM
House Appropriations – 4:00 PM

Tuesday – February 16, 2021
Senate Transportation – 3:30 PM
House Local Administration & Veterans Affairs Subcommittee – 10:00 AM

Wednesday – February 17, 2021
Senate Appropriations on Transportation, Tourism, and Economic Development – 12:30 PM
House Infrastructure & Tourism Appropriations Subcommittee – 10:00 AM

Thursday – February 18, 2021
No transportation related committees today

Friday – February 19, 2021
No Senate Committee Meetings Scheduled
No House Committee Meetings Scheduled
Legislation of interest to the membership

This is a summary of transportation related bills filed and published on the legislature’s website as of February 12, 2021. More bills will be filed during the 2021 session and as they are made available the newly filed transportation bills will be added to this list. The bills are listed in numerical order for your convenience. As the session progresses and the number of bills tracked in this newsletter grows, this ordering of bills will make it easier to follow the status of any bill you are tracking. All new bills and any updates to bills shown below are in RED so you can quickly distinguish between updates and old news.

**HB 35: Legal Notices – (Fine; Co-Introducer: Grieco)** – Provides for website publication of legal notices; provides criteria for such publication; authorizes fiscally constrained county to use publicly accessible website to publish legally required advertisements & public notices; requires government agency to provide specified notice to residents concerning alternative methods of receiving legal notices. Filed in the House. Referred to Civil Justice and Property Rights Subcommittee; Judiciary Committee. On Committee agenda-- Civil Justice and Property Rights Subcommittee, 02/03/21, 4:30 pm, Webster Hall. Passed Civil Justice and Property Rights Subcommittee, now in Judiciary Committee.

**HB 53: Public Works Projects – (DiCeglie)** – Revises definition of term "public works project"; prohibits state or any political subdivision that contracts for public works project from requiring specified acts by certain persons engaged in such project or prohibiting certain persons from receiving information about public works opportunities. Referred to Government Operations Subcommittee; Public Integrity and Elections Committee; State Affairs Committee. Added to Government Operations Subcommittee agenda.

**SB 54: Motor Vehicle Insurance – (Burgess; Co-Introducers: Rouson)** – Related Bill HB 273 by Plakon, SB 420 by Hooper and HB 719 by Grall. Repealing provisions which comprise the Florida Motor Vehicle No-Fault Law; revising the motor vehicle insurance coverages that an applicant must show to register certain vehicles with the Department of Highway Safety and Motor Vehicles; revising financial responsibility requirements for owners or lessees of for-hire passenger transportation vehicles; providing an exception to the circumstances under which a person who is damaged may bring a civil action against an insurer; revising coverages subject to premium discounts for specified motor vehicle equipment; specifying persons whom medical payments coverage must protect, etc. APPROPRIATION: $83,651. Referred to Banking and Insurance; Judiciary; Rules. Passed Banking and Insurance; YEAS 10 NAYS 2. Now in Judiciary. On Committee agenda-- Judiciary, 02/15/21, 2:30 pm, 412 Knott Building.

**HB 57: Transportation – (Andrade)** – Similar Bill SB 1194 by Hooper. Revises provisions relating to motor vehicle sales tax, competitive solicitations, vehicles displaying flashing lights, annual cap on project contracts, airport restrictions, arbitration of contracts by & membership of State Arbitration Board, borrow pit operation, & performance standards for certain extraction locations. Filed in the House. Referred to Tourism, Infrastructure and Energy Subcommittee; Ways and Means Committee; Infrastructure and Tourism Appropriations Subcommittee; Commerce Committee. Added to Tourism, Infrastructure & Energy Subcommittee agenda.

**HB 59: Growth Management – (McClain; Co-Introducer Sabatini)** – Similar Bill SB 496 by Perry. Requires local governments to include property rights element in their comprehensive plans; provides statement of rights that local government may use; requires local government to adopt property rights element by specified date; prohibits local government's property rights
element from conflicting with statutorily provided statement of rights; provides that certain property owners are not required to consent to development agreement changes; prohibits municipality from annexing specified areas; requires DOT to afford right of first refusal to certain individuals; provides requirements & procedures for right of first refusal; authorizes certain developments of regional impact agreements to be amended. Filed in the House. Referred to Local Administration and Veterans Affairs Subcommittee; Civil Justice and Property Rights Subcommittee; State Affairs Committee. On Committee agenda-- Local Administration and Veterans Affairs Subcommittee, 02/04/21, 12:00 pm, Sumner Hall. Passed Local Administration and Veterans Affairs Subcommittee 12 YEAS, 6 NAYS. Added to Civil Justice & Property Rights Subcommittee agenda.

SB 62: Regional Planning Councils – (Bradley) – Revising a requirement for the Executive Office of the Governor to review and consider certain reports, data, and analyses relating to the revision of the state comprehensive plan; eliminating the advisory role of regional planning councils in state comprehensive plan preparation and revision; repealing provisions relating to the Florida Regional Planning Council Act; authorizing local governments to recommend areas of critical state concern to the state land planning agency, etc. RPCs would be able to host MPOs under the bill as currently written. Referred to Community Affairs; Judiciary; Rules. On Committee agenda-- Community Affairs, 01/26/21, 3:30 pm, 37 Senate Building. CS by Community Affairs; YEAS 6 NAYS 3. Now in Judiciary.

HB 91: Use of Wireless Communications Devices While Driving – (Slosberg; Co-Introducer: Grieco) – Revises short title & legislative intent; prohibits operation of motor vehicle while holding or touching wireless communications device; provides exceptions; revises information that may be admissible as evidence in proceeding to determine whether violation has been committed; revises procedures for collection & reporting by DHSMV of information recorded on citation; conforms provisions relating to use of wireless communications devices in school & work zones. Filed in the House. Referred to Criminal Justice and Public Safety Subcommittee; Tourism, Infrastructure and Energy Subcommittee; Infrastructure and Tourism Appropriations Subcommittee; Judiciary Committee.

SB 138: Electric Vehicles – (Brandes) – Related Bill SB 140 by Brandes. Identical Bill HB817 by Toledo. Revising the Department of Transportation's goals relating to mobility; requiring the department to establish the Electric Vehicle Infrastructure Grant Program; providing for the distribution of grants to certain entities to install electric vehicle charging infrastructure; specifying that certain rules adopted by the Department of Agriculture and Consumer Services may not require specific methods of sale for electric vehicle charging equipment used in, and services provided in, this state, etc. APPROPRIATION: $5,000,000. Referred to Transportation; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations.

SB 140: Fees/Electric Vehicles – (Brandes) – Related Bill SB 138 by Brandes. Identical Bill HB819 by Learned. Creating additional fees for electric vehicles; creating a license tax and an additional fee for plug-in hybrid electric vehicles; requiring, on specified dates, the Department of Highway Safety and Motor Vehicles to increase the additional fees, subject to certain requirements; providing that certain vehicles are exempt from specified fees, etc. Referred to Transportation; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations.
**HB 139: Electronic Transactions for Title Certificates and Registrations – (Fernandez-Barquin)** – Authorizes tax collectors to accept applications for motor vehicle & vessel certificates of title by electronic or telephonic means, to collect electronic mail addresses for use as method of notification, & to contract with vendors to provide electronic & telephonic transactions; provides that electronic signature that meets certain requirements satisfies signature required for application for certificate of title; specifies tax collection systems for which certain fees may be used for integration with Florida Real Time Vehicle Information System; requires DHSMV to provide tax collectors & approved vendors with certain data access & interface functionality; specifies authorized uses; requires DHSMV to ensure approved vendors protect customer privacy & data collection. Filed in the House. Referred to Tourism, Infrastructure and Energy Subcommittee; Infrastructure and Tourism Appropriations Subcommittee; Commerce Committee.

**SB 178: Public School Transportation – (Cruz)** – Comparable Bill HB 229 by Salzman. Revising the requirement that district school boards provide transportation for certain students; 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; requiring, rather than authorizing, a district school board to initiate a specified proceeding relating to hazardous walking conditions, etc. Referred to Education; Appropriations Subcommittee on Education; Appropriations.

**HB 205: Requirements for Establishing or Increasing Tolls – (Borrero)** – Requires increase of current toll or development of new toll collection facility in county with certain population to be approved by board of county commissioners. After July 01, 2022 a toll increase or new toll in a county of over 1 million population will require a two-thirds vote of board of county commissioners at a regularly scheduled meeting. Filed in the House. Referred to Tourism, Infrastructure and Energy Subcommittee; Ways and Means Committee; Commerce Committee.

**HB 229: Hazardous Walking Conditions for K-12 Students – (Salzman)** – Comparable Bill SB 178 by Cruz. Requires DOT to develop & adopt standards & criteria to identify hazardous walking conditions; Revises provisions relating to the transportation of students subjected to hazardous walking conditions & funding for such students. Filed in the House. Referred to Early Learning and Elementary Education Subcommittee; Tourism, Infrastructure and Energy Subcommittee; Appropriations Committee; Education and Employment Committee.

**HB 267: State Preemption of Seaport Regulations – (Roach; Sirois)** – Identical Bill SB 426 by Boyd. Preempts to state regulation of commerce in state seaports; provides exceptions; provides construction. Referred to Tourism, Infrastructure & Energy Subcommittee; Local Administration & Veterans Affairs Subcommittee; Commerce Committee. Now in Tourism, Infrastructure & Energy Subcommittee.

**HB 273: Motor Vehicle Insurance Coverage Exclusions – (Plakon)** – Similar to SB54 by Burgess, SB 420 by Hooper and HB 719 by Grall. Provides private passenger motor vehicle policies may exclude identified individuals from specified coverages; provides exceptions. Filed in the House. Referred to Insurance & Banking Subcommittee; Commerce Committee. Now in Insurance & Banking Subcommittee.

**SB 278: Traffic Offenses – (Baxley)** - Creating the “Vulnerable Road User Act”; providing criminal penalties for a person who commits a moving violation that causes serious bodily injury to, or causes the death of, a vulnerable road user; requiring that the person who commits the moving violation pay a specified fine, serve a minimum period of house arrest, and attend a driver improvement course; requiring that the court revoke the person’s driver license for a minimum specified period, etc. Filed in the Senate. Referred to Transportation; Appropriations
HB 297: **Child Restraint Requirements – (Hinson)** – Identical Bill SB380 by Perry - Increasing the age of children for whom operators of motor vehicles must provide protection by using a crash-tested, federally approved child restraint device; increasing the age of children for whom a separate carrier, an integrated child seat, or a child booster seat may be used, etc. Filed in the House. Referred to Tourism, Infrastructure & Energy Subcommittee; Children, Families & Seniors Subcommittee; Commerce Committee. Now in Tourism, Infrastructure & Energy Subcommittee.

HB 337: **Impact Fees – (DeCeglie)** – Identical to S750 by Gruters - Specifying instances when a local government or special district may collect an impact fee; requiring local governments and special districts to credit against the collection of impact fees any contribution related to public facilities; providing annual limitations on impact fee rate increases; requiring school districts to report specified items regarding impact fees, etc. Referred to Community Affairs; Finance and Tax; Appropriations. Now in Local Administration & Veterans Affairs Subcommittee.

SB 342: **Vehicle and Vessel Registration – (Diaz)** – Requiring tax collectors to determine service charges collected by privately owned license plate agents for motor vehicle titles; requiring that additional service charges be itemized and disclosed to the person paying them; requiring a license plate agent to enter into a contract with the tax collector for a certain purpose; requiring tax collectors and approved license plate agents to enter into a memorandum of understanding with the department for a certain purpose, etc. Filed in the Senate. Referred to Transportation; Finance and Tax; Rules.

HB 353: **Bicycle Operations Regulations – (Hage)** – Identical to SB738 by Baxley - Providing an exception to the requirement that a person operating a bicycle ride upon or astride a seat attached thereto, etc. Filed in the House. Referred to Tourism, Infrastructure & Energy Subcommittee; Commerce Committee. Now in Tourism, Infrastructure & Energy Subcommittee. **Added to Tourism, Infrastructure & Energy Subcommittee agenda.**

HB 357: **Photographic Enforcement of School Zone Speed Limits – (Duran and Rodriguez)** – Authorizes county or municipality to contract with vendor to install cameras in school speed zones to enforce speed limits; provides civil penalty for violation found through recording of photographic images; provides for disposition & use of funds; provides for determination of liability; provides nonapplication of violation to driver license points assessment, conviction, driving record, or provision of motor vehicle insurance coverage; requires referral to DHSMV resulting in prohibition of motor vehicle registration renewal & transfer of title; provides for removal of penalties. Filed in the House. Referred to Criminal Justice & Public Safety Subcommittee; Tourism, Infrastructure & Energy Subcommittee; Justice Appropriations Subcommittee; Judiciary Committee. Now in Criminal Justice & Public Safety Subcommittee.

HB 365: **Motor Vehicle Rentals – (Caruso)** – Similar to SB 566 by Perry and S 708 By Brandes - Provides requirements for sales taxes & surcharges on motor vehicle leases & rentals by motor vehicle rental companies & peer-to-peer car-sharing programs; specifies insurance requirements for shared vehicle owners & shared vehicle drivers; provides for liability; provides for exclusions; provides right of contribution to shared vehicle owner's insurer for certain claims; requires provision of certain information regarding liens; specifies recordkeeping, record-sharing, disclosure, & driver license verification & data retention requirements; provides for consumer protections. Filed in the House. Referred to Tourism, Infrastructure & Energy Subcommittee.
Subcommittee; Ways & Means Committee; Commerce Committee. Now in Tourism, Infrastructure & Energy Subcommittee.

SB 376: Jacksonville Transportation Authority Leases – (Gibson) – Related Bill HB 6015 by Duggan. Removing a limitation on the term of a lease into which the authority may enter, etc. Filed in the Senate. Referred to Transportation; Community Affairs; Rules. Favorable by Transportation; YEAS 8 NAYS 0. Now in Community Affairs.

SB 380: Child Restraint Requirements – (Perry) – Identical Bill HB297 by Hinson - Increasing the age of children for whom operators of motor vehicles must provide protection by using a crash-tested, federally approved child restraint device; increasing the age of children for whom a separate carrier, an integrated child seat, or a child booster seat may be used, etc. Referred to Children, Families, and Elder Affairs; Transportation; Rules. On Committee agenda- Children, Families, and Elder Affairs, 02/03/21, 9:00 am, 37 Senate Building. Favorable by Children, Families, and Elder Affairs; YEAS 8 NAYS 0. Now in Transportation. On Committee agenda-- Transportation, 02/16/21, 3:30 pm, 110 Senate Building.

SB 420: Motor Vehicle Insurance Coverage Exclusions – (Hooper) – Similar to SB54 by Burgess, HB273 by Plakon and HB 719 by Grall - Providing that private passenger motor vehicle policies may exclude certain identified individuals from specified coverages under certain circumstances; providing that such policies may not exclude coverage under certain circumstances, etc. Referred to Banking and Insurance; Judiciary; Rules.

SB 422: Tampa Bay Area Regional Transit Authority – (Rouson) – Renaming the Tampa Bay Area Regional Transit Authority Metropolitan Planning Organization Chairs Coordinating Committee as the Chairs Coordinating Committee; providing that a mayor’s designated alternate may be a member of the governing board of the authority; revising a provision requiring the authority to present the regional transit development plan and updates to specified entities, etc. Filed in the Senate. Referred to Transportation; Community Affairs; Rules. On Committee agenda-- Transportation, 02/16/21, 3:30 pm, 110 Senate Building.

SB 426: State Preemption of Seaport Regulations – (Boyd) – Identical Bill HB 267 by Roach. Preempting to the state the regulation of commerce in state seaports; providing exceptions, etc. Referred to Transportation; Community Affairs; Rules.

SB 496: Growth Management – (Perry) - Similar to HB 59 by McClain. Specifying requirements for certain comprehensive plans effective, rather than adopted, after a specified date and for associated land development regulations; requiring local governments to include a property rights element in their comprehensive plans; prohibiting a local government’s property rights element from conflicting with the statement of rights contained in the act; providing that the consent of certain property owners is not required for development agreement changes under certain circumstances; requiring the Department of Transportation to afford a right of first refusal to certain individuals under specified circumstances, etc. Filed in the Senate. Referred to Community Affairs; Judiciary; Rules.

SB 514: Resiliency – (Rodrigues) - Establishing the Statewide Office of Resiliency within the Executive Office of the Governor; creating the Statewide Sea-Level Rise Task Force adjunct to the office; authorizing the Department of Environmental Protection to contract for specified services, upon request of the task force; requiring the Environmental Regulation Commission to take certain action on the task force’s recommendations, etc. APPROPRIATION: $500,000. Filed in the Senate. Referred to Environment and Natural Resources; Appropriations Subcommittee on Agriculture, Environment, and General Government; Appropriations. On
SB 566: Motor Vehicle Rentals – (Perry) – Similar to HB365 by Caruso and SB708 by Brandes - Specifying the applicable sales tax rate on motor vehicle leases and rentals by motor vehicle rental companies and peer-to-peer car-sharing programs; specifying the applicable rental car surcharge on motor vehicle leases and rentals by motor vehicle rental companies and peer-to-peer car-sharing programs; specifying insurance requirements for shared vehicle owners and shared vehicle drivers under peer-to-peer car-sharing programs; providing an exemption from vicarious liability for peer-to-peer car-sharing programs and shared vehicle owners, etc. Filed in the Senate. Referred to Banking and Insurance; Transportation; Appropriations.

HB 605: Bicycle and Pedestrian Safety – (Hunschofsky) – Identical to SB950 by Book - Revising and providing requirements for the driver of a motor vehicle overtaking a bicycle or other nonmotorized vehicle, an electric bicycle, or a pedestrian; requiring the Department of Highway Safety and Motor Vehicles to provide an awareness campaign, and include information in certain educational materials, regarding certain safety precautions; exempting a motor vehicle driver from certain provisions relating to no-passing zones when overtaking a bicycle or other nonmotorized vehicle, an electric bicycle, or a pedestrian; revising requirements for vehicles turning at intersections; prohibiting persons riding bicycles in a bicycle lane from riding more than two abreast, etc. Filed in the House.

SB 708: Peer-to-peer Car Sharing – (Brandes) – Identical to HB 785 by Busatta Cabera - Specifying motor vehicle insurance requirements for peer-to-peer car-sharing programs; authorizing peer-to-peer car-sharing programs to own and maintain certain policies of motor vehicle insurance; requiring peer-to-peer car-sharing programs to assume certain liability; authorizing motor vehicle insurance policies to exclude specified coverages under certain circumstances; authorizing specified insurers to seek contributions against indemnifications under certain circumstances, etc. Referred to Banking and Insurance; Transportation; Appropriations.

HB 719: Motor Vehicle Insurance – (Grall) – Similar to SB54 by Burgess, HB 273 by Plakon and SB 420 by Hooper - Repeals provisions relating Florida Motor Vehicle No-Fault Law; revises garage liability insurance requirements; revises minimum coverage requirements for proof of financial responsibility for motor vehicles; revises amount of certificate of deposit required to elect certain method of proof of financial responsibility; revises excess liability coverage requirements; revises financial responsibility requirements for owners or lessees of for-hire passenger transportation vehicles; revises coverages of motor vehicle policy which are subject to stacking prohibition; revises insurance requirements for transportation network companies or TNC drivers or vehicle owners. APPROPRIATION: $83,651. Filed in the House.

HB 729: Transportation Projects – (Gregory) – Limits amount of State Transportation Trust Fund revenues to be committed for certain public transportation projects; revises amount of funding allocated by DOT to transportation construction projects for purchase of plant materials; revises types of projects receiving allocation; removes requirement that certain amount of allocation be for purchase of large plant materials; requires purchased plant materials to be grown in this state; authorizes DOT to enter into certain contracts without advertising & receiving competitive bids; authorizes DOT to combine certain work phases. Filed in the House.
SB 738: Bicycle Operations Regulations – (Baxley) – Identical to HB353 by Hage - Providing an exception to the requirement that a person operating a bicycle ride upon or astride a seat attached thereto, etc. Referred to Transportation; Community Affairs; Rules. On Committee agenda—Transportation, 02/16/21, 3:30 pm, 110 Senate Building.

HB 745: School Bus Safety – (Slosberg) – Identical to SB1050 by Berman - Authorizes school district to install cameras on school buses; authorizes DHSMV, county, or municipality to authorize traffic infraction enforcement officer to issue & enforce citation for failing to stop for school bus; requires notification to be sent to owner of vehicle involved in violation; prohibits receiving commission or remuneration based on use of camera; requires payment of citation unless certain information is established in affidavit; provides penalties for submitting false affidavit; requires annual reports to DHSMV, Governor, & Legislature; provides hearing procedures; authorizes appeal of final order; provides disposition of civil penalties. Filed in the House.

SB 750: Impact Fees – (Gruters) – Identical to HB337 by DiCeglie - Specifying instances when a local government or special district may collect an impact fee; requiring local governments and special districts to credit against the collection of impact fees any contribution related to public facilities; providing annual limitations on impact fee rate increases; requiring school districts to report specified items regarding impact fees, etc. Referred to Community Affairs; Finance and Tax; Appropriations.

HB 763: Repeal of the Multi-use Corridors of Regional Economic Significance Program and Reversion of Program Funds – (Diamond) – Identical to SB1030 by Polsky - Repeals provisions relating to M-CORES Program & related funding; requires portions of certain annual license tax revenues to be deposited into General Revenue Fund; revises period during which certain revenues shall be transferred to Florida's Turnpike Enterprise. Filed in the House.

HB 785: Peer-to-peer Car Sharing – (Brusatta Cabera) – Identical to SB708 by Brandes - Provides motor vehicle insurance requirements for peer-to-peer car sharing; provides that peer-to-peer car-sharing programs have insurable interest in shared vehicles; authorizes such companies to own & maintain certain policies of motor vehicle insurance; provides primary liabilities; provides exemptions from vicarious liabilities; authorizes insurance policies to exclude specified coverages; authorizes specified insurers to seek contributions against indemnifications; provides requirements for notifications of implications of liens, recordkeeping & specified disclosures to shared vehicle drivers & owners. Filed in the House.

HB 817: Electric Vehicles – (Toledo) – Linked bill HB819 by Learned. Identical to SB138 by Brandes - Authorizes DOT to adopt rules; revises DOT's goals relating to mobility; requires that certain funds be used for specified purposes relating to Electric Vehicle Infrastructure Grant Program; requires that certain funds remain in State Transportation Trust Fund; requires DOT to establish program; provides for distribution of grants to certain entities to install electric vehicle charging infrastructure; provides grant requirements; provides requirements for equipment installed using grant funds; provides duties of DOT; authorizes DOT to develop model plan for local governments; requires DOT to adopt rules; specifies that certain rules adopted by DACS may not require specific methods of sale for electric vehicle charging equipment used in, & services provided in, this state; provides appropriation. APPROPRIATION: $5,000,000. Filed in the House.
**HB 819: Fees/Electric Vehicles – (Learned)** – Linked bill HB817 by Toledo. Identical to SB140 by Brandes - Creates additional fees for electric vehicles; creates license tax & an additional fee for plug-in hybrid electric vehicles; provides for distribution of proceeds from additional fees; requires DHSMV to increase additional fees, subject to certain requirements; exempts certain vehicles from specified fees; provides for future expiration & reversion of specified statutory text. Filed in the House.

**SB 924: Multi-use Corridors of Regional Economic Significance Program – (Hooper)** – Revising the allocation of certain funds, for specified fiscal years, that result from increased revenues to the State Transportation Trust Fund, etc. Referred to Transportation; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations.

**SB 950: Bicycle and Pedestrian Safety – (Book)** – Identical to HB605 by Hunschofsky - Revising and providing requirements for the driver of a motor vehicle overtaking a bicycle or other nonmotorized vehicle, an electric bicycle, or a pedestrian; requiring the Department of Highway Safety and Motor Vehicles to provide an awareness campaign, and include information in certain educational materials, regarding certain safety precautions; exempting a motor vehicle driver from certain provisions relating to no-passing zones when overtaking a bicycle or other nonmotorized vehicle, an electric bicycle, or a pedestrian; revising requirements for vehicles turning at intersections; prohibiting persons riding bicycles in a bicycle lane from riding more than two abreast, etc. Filed in the Senate. Referred to Transportation; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations.

**SB 1030: Repeal of the Multi-use Corridors of Regional Economic Significance Program and Reversion of Program Funds – (Polsky)** – Identical to HB763 by Diamond - Repeals provisions relating to M-CORES Program & related funding; requires portions of certain annual license tax revenues to be deposited into General Revenue Fund; revises period during which certain revenues shall be transferred to Florida's Turnpike Enterprise. Filed in the Senate. Referred to Transportation; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations.

**SB 1050: School Bus Safety – (Berman)** – Identical to HB745 by Slosberg - Authorizes school district to install cameras on school buses; authorizes DHSMV, county, or municipality to authorize traffic infraction enforcement officer to issue & enforce citation for failing to stop for school bus; requires notification to be sent to owner of vehicle involved in violation; prohibits receiving commission or remuneration based on use of camera; requires payment of citation unless certain information is established in affidavit; provides penalties for submitting false affidavit; requires annual reports to DHSMV, Governor, & Legislature; provides hearing procedures; authorizes appeal of final order; provides disposition of civil penalties. Referred to Transportation; Judiciary; Appropriations.

**SB 1126: Department of Transportation – (Harrell)** – Clarifying that the Department of Revenue is responsible for a certain transfer from the State Treasury to the General Revenue Fund of a portion of documentary stamp tax distributions credited to the State Transportation Trust Fund; deleting a requirement that the department provide space and video conference capability at each of the department’s district offices as an alternative to physical appearance by a person requesting a hearing before the Commercial Motor Vehicle Review Board within the department; requiring the department, when proposing any project on the State Highway System which will close or modify an existing access to an abutting property owner, to provide notice to affected property owners, municipalities, and counties at least 180 days before the design phase of the project is completed, etc. Filed in the Senate.
**SB 1194: Transportation – (Hooper)** – Similar to HB57 by Andrade - Providing that certain governmental entities may not prohibit certain vendors from responding to competitive solicitations of certain contractual services; requiring contractors wishing to bid on certain contracts to first be certified by the Department of Transportation as qualified; exempting airports from certain restrictions regarding entities performing engineering and inspection services; revising and providing definitions; revising requirements for arbitration of certain contracts by the State Arbitration Board, etc. Filed in the Senate.

**SB 1248: Racing Motor Vehicles – (Book)** – Revising prohibitions on persons driving motor vehicles in any race, speed competition or contest, drag race or acceleration contest, test of physical endurance, or exhibition of speed, a stunt, agility, or acceleration or for other specified purposes on any highway, roadway, or parking lot; prohibiting a person from coordinating via social media any such race, competition, contest, test, or exhibition; prohibiting persons from operating a vehicle in a manner that would constitute participation in an organized ride, etc. Filed in the Senate.

**SB 1276: Fees – (Hooper)** – Requiring the Department of Highway Safety and Motor Vehicles to publish notice when electric vehicles and hybrid vehicles make up 5 percent or more of the total number of vehicles registered in this state; providing fees for electric vehicles and hybrid vehicles beginning after the department publishes such notice; requiring that the proceeds of certain fees be deposited into the State Transportation Trust Fund, etc. Filed in the Senate.

**HB 6009: Traffic Infraction Detectors – (Sabatini; Co-Introducers: Borrero; D. Smith)** - Repeals provisions relating to Mark Wandall Traffic Safety Program & authorization to use traffic infraction detectors; repeals provisions relating to distribution of penalties, transitional implementation, & placement & installation; conforms cross-references & provisions to changes made by act. Filed in the House. Referred to Tourism, Infrastructure and Energy Subcommittee; Appropriations Committee; Commerce Committee.

**HB 6015: Jacksonville Transportation Authority Leases – (Duggan)** – Related Bill SB 376 by Gibson. Removes limitation on term of lease into which authority may enter. Filed in the House. Referred to Tourism, Infrastructure and Energy Subcommittee; Infrastructure and Tourism Appropriations Subcommittee; Commerce Committee.