Virtual Workshop of the Livable Roadways Committee
Wednesday, February 17, 2021, 9:00 – 11:00 a.m.

The County Center and Plan Hillsborough offices are closed to the public in response to the COVID-19 pandemic. Members of the public may access this meeting and participate via the GoToWebinar link below, or by phoning in.

Technical support during the meeting may be obtained by contacting Jason Krzyzanowski at (813) 272-5940 or jasonk@plancom.org.

To view presentations and participate from your computer, tablet or smartphone, go to: https://attendee.gotowebinar.com/register/3355735189483528975. Register in advance to receive your personalized link which can be saved to your calendar.

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Public comments are welcome and may be given in person at this teleconference meeting by logging into the website above and clicking the “raise hand” button.

Comments may also be provided before the start of the meeting:
- by leaving a voice message at (813) 273-3774 ext. 6.
- by e-mailing mpo@plancom.org
- by visiting the event posted on the MPO Facebook page.

Written comments will be read into the record, if brief, and provided in full to the committee members.

I. Call to Order

II. Public Comment - 3 minutes per speaker, please

III. Approval of Minutes – December 16, 2020 and January 20, 2021

IV. Discussion Items- As this is a non-voting workshop, members are asked to individually identify any concerns or objections to these items.

A. New Member – Christian Leon, Alternate, Advocate for Livable Communities (Lisa Silva, MPO staff)

B. Florida Department of Health – Hillsborough County Health Assessment (Grisel Cisneros, FDOH)

C. Selmon Expressway South PD&E (Anna Quinones, THEA)

V. Old Business & New Business

A. Bylaws Amendment, TAC School District representative (Lisa Silva, MPO Staff)

VI. Adjournment
VII. Addendum

A. MPO Meeting Summary & Committee Report
B. MPOAC Legislative News
C. Tampa MOVES Listening Sessions Flyer
D. FL Transportation Plan: Policy and Performance Elements

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

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Se recomienda a las personas que necesiten servicios de interpretación o adaptaciones por una discapacidad para participar en esta reunión, o ayuda para leer o interpretar los temas de esta agenda, sin costo alguno, que se pongan en contacto con Joshua Barber, (813) 576-2313 o barberj@plancom.org, tres días hábiles antes de la reunión. Si sólo habla español, por favor llame a la línea de ayuda en español al (813) 272-5940 o (813) 273-3774 ext. 1.

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CALL TO ORDER

Chair Citro called the meeting to order at 9:01 a.m. The meeting was held via GoToWebinar and a quorum was present at the start of the meeting. The Pledge of Allegiance took place.

Members Present: Joseph Citro, Cal Hardie, Christine Crespo Valentin, Mark Hudson, Michael Maurino, Melissa Collazo, David Hey, Emily Hinsdale, Karen Cashon, Larry Josephson, Karen Kress, Matthew Lewis, Justin Willits, Roger Menendez, Jason Jackman, Catherine Coyle, Arizona Jenkins, Carlos Ramirez, Anna Quinones, Gus Ignas, Sara Hendricks, Anna Quinones, Sandra Piccirilli

Others Present: Albert Marrero, Alex Henry, Beth Alden, Brad Flom, Chris Deannuntis, Edward McKinney, Jamal Wise, Jeffrey Drapp, Lisa Silva, Mark Hudson, Mary Lou Godfrey, Roger Roscoe, Sarah McKinley, Tim Heberlein, Vishaka Raman, Wade Reynolds

II. PUBLIC COMMENT

There were no public comments.

III. DISCUSSION ITEMS

A. 2021 Safety Performance Targets (Johnny Wong, MPO)

Dr. Wong started by giving a brief background context on the safety performance measures. There are 5 performance measures that must be tracked for the Highway Safety Improvement Program (HSIP). These are: number of fatalities, number of serious injuries, number of motorized fatalities and serious injuries, rate of fatalities per 100M vehicle miles traveled (MVMT), and rate of serious injuries per 100MVMT. In addition to these performance measures, the Hillsborough MPO also measures year end fatality totals and motorcycle fatalities. The MAP-21 legislation requires both state DOTs and MPOs to report performance and set targets every year. The MPO has been doing it for 5 years and counting. For the previous four years, FDOT has set all its targets to zero. This past April, the Federal Highway Administration (FHWA) determined that the state has not made significant progress towards achieving those targets. Currently, they are working together to help the state select more appropriate targets, however no targets have been made. As such, the MPO is taking the lead for the first time. The MPO plan to have their targets adopted no later than February 26, 2021. At a date not yet established, the FHWA will review the targets and see if significant progress is being made towards achieving them. Dr. Wong stated that although it is the fifth-year forecasting safety performance and setting targets, this year Dr. Wong and his team feel less than confident in their ability to set targets due to drastic changes because of the pandemic. Before stating the targets, Dr. Wong went over the methodology he and his team use to forecast performance and set targets. This methodology is considered best practice by FHWA. They look at 10 years of historical crash data and then generate a lineal projection. They also have some assumptions. Surtax funds will not be released in time to program. Another assumption is that while in 2020, vehicles miles traveled decreased by 10%, they are assuming that the vehicles miles traveled will increase as we rebound form the pandemic.
Lastly, they assume that the state economic recovery will accelerate. Dr. Wong then went over the targets. The first target that was discussed was the annual fatalities target which was requested by the MPO board. Dr. Wong stated that they are predicting no more than 190 deaths for 2021, however their goal is to be less than that. The next target was the MAP-21 required fatalities target with a 5-year rolling average. They are predicting 195 fatalities by years end and would like to be less than that. The next target discussed was one that also requested by the MPO board which was the motorcycle fatalities target over a 5-year rolling average. They are predicting 34.95 fatalities by year end and would like to come in less than that. The next target was serious injuries. The target is to come in at less than 1,201 serious injuries over a 5-year rolling average. The next target was nonmotorized fatalities and serious injuries over a 5-year rolling average. The target is to be less than 230. The next target was fatality rate per 100MVMT over a 5-year rolling average. The target rate is to be less than 1.38. The last target discussed was serious injury rate per 100MVMT target over a 5-year rolling average. The target rate is to not exceed 8.49. Lastly, Dr. Wong went over a report card that went over the 2020 targets vs the actual result. Targets were met on 4 of the seven performance targets set. Ms. Silva said that they may only discuss the item and cannot take any action on the item. Since currently no action can be taken on approving the targets, Dr. Wong asked the committee for any feedback they may have. Ms. Hendricks stated that it is questionable as to why the state’s DOT goals must be changed from zero instead of finding more ways to strive and achieve zero. Ms. Hendricks stated that reducing fatalities is important to our transportation system and to our economic development when it comes to valuing a statistical life. Dr. Wong stated that since the very beginning of setting these targets, they felt that more realistic goals should be set, although their ultimate goal is to be at zero across the board. Additionally, having these realistic goals would hold public accountability. In addition, budget limitations also have an impact on these targets.

B. Tentative Work Program Highlights & MPO Comments (Alex Henry, FDOT)

Mr. Henry started the presentation by going over what a five-year work program consists of. Generally, they consist of public transit, seaport, airport, and rail projects. On top of that, FDOT also looks at transportation planning, intelligent transportation, highway design, right of way acquisition, and construction activities. Mr. Henry stated that every year on June 30, the current year of the work program ends and on July 1, year 2 moves up to become the new current year. At this time, a new fifth year is added to the program and funding is allocated to the next phase of projects programmed in the four prior years. New projects are added into the new fifth year based on Florida Transportation Plan Goals, statewide programs, and local priorities. Right now, they are in the middle of their work program public hearings. Once the public hearings are done, the proposed work program is submitted to the Florida Legislature for review and then to the Governor for review and signature. Once it signed by the Governor, it goes from a tentative five-year work program to an adopted five-year program. Mr. Henry went on to describe how projects get determined. Mr. Henry stated that first they look to preserve existing programs (deliver on unfunded phases). After, they cover cost increases. Finally, they add new projects. New projects usually consist of any of the following: safety and security, system preservation, multimodal enhancements, operational improvements, and capacity improvements. These projects are based on MPO priorities, regional priorities, and SIS/FDOT priorities. Due to budget reduction some projects had to be deferred. I-275 Westshore Interchange was deferred from FY 24 to FY 26. I-275 Section 5 (Westshore Interchange to Downtown) was deferred from FY 24 to out of the five-year work program. MPO Transportation Planning was added in FY 26. A study of SR 574 (MLK Blvd) from US 301 to Turkey Creek Rd. was added to FY 23. Another study of SR 574 (MLK Blvd.) from Dale Mabry to 40th St. was added to FY 26. Some projects related to transit include HART bus replacements (added in FY 26), HART bus stop capital repairs (added in FY 26), and TBARTA...
Vanpool (added in FY 26). A Fowler Avenue PD&E study was added to FY 22. $1.1 million for ROW acquisition in FY 25 was added for Busch Blvd. from Dale Mabry to Nebraska Ave. Construction for US 41B/N Tampa St. and Florida Ave. from Tyler St. to Columbus Dr. was deferred from FY 24 to FY 25 (split out half of the project). Construction for US 41B/N Tampa St. And Florida Ave. from Columbus Dr. to MLK Blvd. was added to FY 26 (new project – split from previous project). Design and construction for Tampa St./Highland Ave. and Florida Ave. from MLK Blvd. to S of Waters Ave. was deferred to outside of the five-year work program. Construction for N. Highland Ave. from W. Violet St. to Hillsborough Ave. was deferred to outside of the five-year work program. Construction for the Green Spine Cycle Track 3B – 7th St. to 13th Ave. was advanced from FY 24 to FY 22. Construction of the Green Spine Cycle Track 2A – Howard Ave. to Willow Ave. was deferred from FY 22 to FY 25 due to a local agency request. Design of the Tampa Bypass Canal Trail from 34th St. to Bruce B. Downs Blvd. was deferred from FY 22 to FY 25. Design for the Park Rd. intersection at Coronet Rd. and E. Alsobrook St. was deferred from FY 22 to FY 25. Design for E. Alexander St. at Jim Johnson Rd. was deferred from FY 22 to FY 25. Design, ROW, and construction for Palm River Rd. at US 41/50th St. was added to the five-year work program. Design will take place in FY 22, ROW in FY 23, and construction in FY 25. The capital phase for the Tampa Downtown Streetcar Extension and Modernization was added to FY 22. The operating phase for HART Service Development Route 11 (Westshore) was added to FY 22. ROW for I4 Truck Parking Facility was added to FY 22 (Freight). ROW for Reo St. from Gray St. to Cypress St. was added to FY 22 with construction to begin in FY 23. Construction for the I4 FRAME from Polk County was added to FY 22. Construction for SR 60 from Channelside Dr. to Dover Rd was added to FY 22. This is also part of the I4 FRAME CAV Network. Construction for I4 from Mango Rd to WB Weigh Station On-Ramp was advanced to FY 22. Design from I4 WB auxiliary lane from 50th St. to MLK Jr. Blvd. was advanced to FY 22. Design for I4 EB exit ramp to I75 from Tampa Bypass Canal to I75 was added to FY 23 with construction beginning in FY 26. A series of Lighting Projects were added to FY 22. Resurfacing projects were also added to the five-year work program. These are expected to occur between FY 22 and FY 24. Bridge repair and rehabilitation has been added to the five-year work program. The total funding for this five-year program is $1.1 Billion. Ms. Crespo had a question regarding landscape architecture projects and landscape improvements. Ms. Crespo stated that she didn’t see any new landscape architecture improvement programs, so she inquired about how the district is including those improvement programs into the work program. Mr. Henry stated that a percentage of the overall budget for the work program is allocated specifically towards landscape improvements, often time these landscape improvements are included within larger projects. Additionally, local governments may apply to grant programs to help with landscape improvements. Chair Citro noted that many times he is travelling towards I-4, there is debris scattered throughout. He inquired if there is a resource where complaints can be submitted. Mr. Henry stated that he suggests calling the district 7 headquarters number. The number is 813-975-6000. Chair Citro asked if on and off ramps can be reported as well. Mr. Henry stated that usually they can help but calling will point to the right direction. Ms. Hendricks asked if this tentative work program responds to the existing FTP 2040. Mr. Henry stated that this program is based on the existing FTP 2040. Ms. Hendricks asked if the TBARTA vanpool project was the only request by TBARTA for commuter assistance. Mr. Henry was unsure and would find out.
C. Review of attendance and declarations of vacant seats (Lisa Silva, MPO)

Ms. Silva stated that there is no seat of concern or any seats to vacate. Ms. Silva stated that Sharon Snyder was promoted to office manager and that Albert Marrero will take over as the new meeting administrator and will be in charge of updating the roster and keeping the attendance.

D. North Downtown Grid Multimodal Improvements – Ashley Drive (Danni Jorgenson, City of Tampa)

Ms. Jorgenson stated that in partnership with FDOT, they are re-envisioning Ashely Drive south of the interstate. They would like to make the area more approachable. FDOT created the initial concept based on InVision. FDOT also had a preliminary traffic and feasibility review. The City of Tampa’s Mobility Department is leading the effort to finalize the vision and concept, while FDOT will manage design and construction. Ms. Jorgenson stated that they would like to bring Ashley Dr. to grade more quickly, as well as reduce speed of traffic entering downtown. Additionally, they hope this project will increase crossing opportunities and access to the Hillsborough River in north Downtown. Lastly, they hope to create additional developable land in Downtown. Ms. Jorgenson went over the existing conditions. Currently, Ashely Dr. exists as a freeway ramp deep into the downtown core, effectively cutting off meaningful access to the Hillsborough River from the north downtown. Ms. Jorgenson said currently they are planning to meet with the public and stakeholders to help envision what Ashley Dr. could look like. Once they finish with Stakeholder outreach and vision, they will move on to establish goals, objectives, and best practices. Ms. Jorgenson opened it up for questions or comments. Ms. Crespo had a question regarding the off ramp onto Ashley Drive. She inquired about looking at the ramp and how it meets North Tampa Street. Ms. Jorgenson stated that there will be some ramp modifications as part of the Tampa Bay Next project, but this project is mainly focused on Ashley Drive. Chair Citro asked how much land is going to become available for development, who will own the land, and if FDOT owns it, can the City of Tampa seek to buy it and use it for workforce development. Ms. Jorgenson stated that the area would be city owned and it consists of nearby land near the off ramp of Ashley Drive merging onto North Tampa St. and recently purchased parcels. Currently they are looking for potential uses for this land.

E. HART TOD Pilot Project Update (Nicole McCleary, HART)

Ms. McCleary started the presentation by giving an overview of the TOD Pilot project. The project is focused on the future of the communities along the planned routes for HART’s Arterial Bus Rapid Transit (BRT) project and the City of Tampa’s Streetcar Expansion project. The project will result in recommendations for land use/development, economic development, anti-displacement/affordable housing, neighborhood conservation, and multimodal mobility. This project is designed to advance these goals: encourage a diverse mix of transit-supportive uses, protect and improve community character, livability, and resilience, create complete, safe, walkable, and bikeable street networks, ensure context sensitive buildings and public spaces, and improve access to local and regional destinations.
Ms. McCleary went over the project team which consists of a study team, a working group, and a consultant team. This 18-month long project is organized in 3 phases. Currently, they are in the middle of the second phase which consists of reviewing and determining gaps and developing policies and strategies supportive of TOD features. When discussing with the working group they looked at specific issues and ideas including new uses, scale and character of development, affordability, transit use, development opportunities, neighborhood impacts, and economic development. The working group purpose is to be a sounding board for the project team and a forum for information sharing. Additionally, this working group is an informal, non-voting body. Membership of this work group consists of representatives from neighborhoods, business associations, major property owners, major institutions, developers, and builders active along the corridor. Ms. McCleary gave out the website as a resource (www.goharttod.org). The study area consists of 5 different neighborhoods: Downtown, Tampa Heights, Seminole Heights, North Florida/Nebraska, and Fowler/USF. The final phase of the project will focus on the Palm Avenue Station Area. The project team projects that from 2020 to 2045, there will be a 71% increase of jobs as well as an 88% increase of residents. Project recommendations will be tailored to address diverse conditions along the project corridor. Currently there are 52,800 people that live within the study area with most of the population coming from the Fowler/USF area. The average income of those in the study area is $31,400 compared to $69,200 for all of Hillsborough County. They found that Tampa Heights was the most diverse of the neighborhoods. The TOD project was able to put these neighborhoods into 3 different categories in terms of market potential. It was weaker market, emerging market, and stronger market. Downtown is a stronger market, while Tampa Heights and Seminole Heights are considered emerging markets, and North Florida/Nebraska and UDF/Fowler are considered weaker markets. There next steps include listening sessions (direct contact), context report finalization, affordable housing workshop, winter/spring engagement planning, and policy development. Ms. McCleary opened it up for questions or comments. Ms. Hendricks asked if they are considering the possibility of transit benefit ordinance which can give a boost to transit ridership. Ms. McCleary stated that are considering it. They are working closely with the MPO, city, and county to come up with recommendations to put in place to really help support transit increase transit ridership.

F. TBARTA Service and Innovation Grant Update (Chris DeAnnuntis, TBARTA)

TBARTA partnered with UZURV on an innovation and service development grant awarded by CTD (FL. Commission for the Transportation Disadvantaged). The primary focus are trips to the transportation disadvantaged between TBARTA’s five county region. Currently there are no limits to trip purposes. Their service is provided weekdays from 5:00 a.m.-10:00 p.m. and on weekends from 7:30 a.m.-7:30 p.m. For the month of December, they provided 70 trips and in January they have provided 120 trips so far. Most of those trips are medical or for employments. Ms. Silva gave a brief sidenote that this is a follow up request by Mr. Jenkins to let everyone know about this great program. Mr. DeAnnuntis stated that program participants must apply and be approved as TD eligible under similar CTC requirements. The website is www.tdtampabay.com. TBARTA role is to provide marketing which includes a November media release, the website, marketing materials for CTCs, and outreach to advocates for Persons with Disabilities. The website has frequently asked questions as well
as specific information for county specific CTCs and what their requirements are. TBARTA provided flyers, emails, newsletter information, and robocalls as part of their marketing strategy. Mr. DeAnnuntis opened it up for any questions or comments. Mr. Jenkins thanked MR. DeAnnuntis for the update and presentation and went over procedures and policies of the program. Mr. Jenkins stated that this a great program to provide Persons with Disabilities more independence. There was a question in the chat that asked if someone could provide the definition of Transportation Disadvantaged. Mr. Jenkins stated that it is for People with Disabilities who may need assistance to transport themselves for various needs and the county can find ways to help them through various program. Ms. Silva asked if MR. DeAnnuntis could state the official definition. It is defined as people with disabilities, older adults, and people with lower income who don’t have access to transportation. Ms. Silva reminded the committee that there is a transportation disadvantage coordinating board if there is any interest into tuning into their meeting. Mr. Jenkins asked for the five counties that are being served. The counties are Hillsborough, Pinellas, Pasco, Hernando, and Manatee. Mr. Jenkins asked how someone may ask for a driver. Mr. DeAnnuntis stated that they may call the UZURV number. Mr. Jenkins asked how many wheelchair providers there are. There are 4 wheelchair providers.

G. HART Airport Service Changes Briefing (Justin Willits, HART)

Mr. Willits stated that Route 35 would be combined into Route 30 for a one-seat trip north of Tampa International Airport to Northwest Transfer Center via Town N’ Country. Route 45 will be extended north of Busch Blvd. to UATC via 15th St. to create one-seat trip and would no longer serve Yukon Transfer Center to reduce trip duration. Route 60LX would no longer be in service. Route 275LX would no longer serve TIA. Route 10 and 30 would be alternatives between MTC and TIA. Route 275LX would shorten to only serve between Wiregrass, park-n-ride, UATC, and MTC on weekdays, and only serve between Wiregrass, park-n-ride, and UATC on weekends. Mr. Willits showed a map with what will be the new modifications.

IV. OLD BUSINESS & NEW BUSINESS

Ms. Hinsdale brought up an issue that WalkBikeTampa has been working on and is hoping this committee would encourage the MPO Board to write a letter in support of this effort to the Tampa City Council. On February 18th, WalkBikeTampa is invited to present to the City Council. At the presentation they will ask the Council to revise city ordinances 22-103 and 22-104 governing new sidewalk installations. Tampa has 1300 miles of roads that need sidewalks and currently they are installing one mile per year, which is a huge deficit and is problematic. WalkBikeTampa will ask the Council to revise the code governing sidewalk installation for new construction. The current code includes so many opportunities to opt out of building sidewalks and even out of paying into the sidewalk trust fund. The code is not useful and does not reflect the City’s commitment to Vision Zero. Ms. Hinsdale went over their proposed language they will submit to the City Council. Ms. Silva stated that if this receives support from this committee, then it can go to the MPO Board for consideration. A question was asked if the sidewalk trust fund payment is still proceeding or if it is being removed. Ms. Hinsdale stated they are keeping the trust fund in place. A question was asked if this would create sidewalks in front of new construction even if adjacent properties don’t have them. Ms. Hinsdale answered yes and that the idea is to build a network of sidewalks to allow them to come in, in the future and complete the sidewalks. Ms. Coyle stated that she noticed that some of the options were removed when it relates to trees and drainage or stormwater facilities. This could
be competing with city’s plans to put in 10,000 affordable units as the cost of piping a ditch and installing a sidewalk as required would be astronomical. There may need to be a partnership with city. Additionally, the city has a very strong tree ordinance to protect and preserve them. Ms. Hinsdale stated that there proposed language wouldn’t completely remove the ability to opt out of installing sidewalks. Ms. Hinsdale went on to state that there should be priority in trying to meet Vision Zero goals and making the city more walkable is a step towards that. Mr. Hey asked if Ms. Coyle if detached single family homes require driveways. Ms. Coyle stated yes. Mr. Hey stated that the cost could be offset for installing sidewalks by having on street parking be required instead. Ms. Coyle stated that it could, but then that would have to be looked at a lot of streets in the city have a width of 18-20 feet. Mr. Hey stated that while he supports these changes, he said active discussion should also be done. Mr. Maurino stated that he supports what Ms. Hinsdale put forward. He stated that there should not be such an easy way to avoid installing sidewalks. He supports bringing it to the City Council. Mr. Willits stated that he agrees with the intent, but by making more sidewalks mandatory in lieu of prioritizing the places of greatest need, he doubts we’ll have the impact on safety we are hoping for. Allowing more flexibility for paying into the trust fund, and then streets of highest priorities will have the biggest changes. Mr. Willits stated that there may be some minor streets where sidewalks may not be needed at all compared to other busier streets. Ms. Kress stated that she thinks this is a great first step, but there are some nuances to this, and it will need further conversation with the appropriate resources. Ms. Hinsdale stated that they have met with city staff but agrees that more conversations are needed. Ms. Silva stated that she would be able to draft a letter that supports the intent of installing more sidewalks if there is no opposition from the committee. There was none. Chair Citro stated that he is glad this committee is going to send a recommendation to the MPO Board.

A. Hybrid Meeting February 17, 2021 with Quorum In Person, 18th Floor Training Room (bring headphones) (Lisa Silva, MPO)

Ms. Silva stated that 12 committee members will need to be physically present to hold a quorum for next month’s meeting. She stated all the safety protocols that will be in place and procedures that will be followed. Ms. Silva stated that although they will have clean headphones, the committee members may bring their own. Ms. Silva stated that it is very important for members for the volunteers to show up as if the quorum is not met, no actions can be taken.

V. ADJOURNMENT

There being no further business, the meeting adjourned at 11:09 a.m.
Board & Committee Agenda Item

Agenda Item
Selmon Expressway South Project Development and Environment (PD&E)

Presenter
Anna Quinones, Tampa Hillsborough Expressway Authority (THEA) staff

Summary
The Tampa Hillsborough Expressway Authority (THEA) is presenting the South Selmon Project Development and Environment (PD&E) Study. The purpose of the study is to evaluate how 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.

THEA will host a Public Hearing on Thursday, February 25, 2021 to present the Preferred Alternative. The hearing will allow attendees to have one-on-one discussions with study team members at information stations and view a pre-recorded presentation. The public is invited and encouraged to attend the meeting at the Tampa Convention Center, 333 S. Franklin St, Tampa, FL 33602. There will be an open house from 5:00 - 6:00 pm, where attendees may review project displays and documents, speak with project team members, and make public comments. The presentation will start at 6:00 pm. Following the presentation, the open house will resume and continue until 7:00 pm.

Recommended Action
For discussion.

Prepared By
Lisa K. Silva, AICP, PLA

Attachments
None
Board & Committee Agenda Item

Agenda Item:
Community Health Assessment

Presenter:
Grisel Cisneros (Florida Dept. of Health – Hillsborough)

Summary:
The Florida Department of Health in Hillsborough County (DOH-Hillsborough) completes a Community Health Assessment (CHA) and Community Health Improvement Plan (CHIP) every five years. The CHA includes assessing the Community Health Status, the Community Strengths and Themes, the Forces of Change, and the Local Public Health System to determine the health of the community using primary and secondary data sources including input from the residents in Hillsborough County. The results are used to determine priority areas for the county. A CHIP is created with action plans for partners to work on over a three to five year period, to address the priority areas identified in the CHA and to improve the public’s health. The National Association of County and City Health Official’s Mobilizing for Action through Planning and Partnerships Model (MAPP) guides how the CHA and CHIP are completed.

Healthy Hillsborough was formed in October 2015 as a collaboration between DOH–Hillsborough, Florida Hospital, Moffitt Cancer Center, St. Joseph’s Hospitals and South Florida Baptist Hospital, Shriner’s Hospital for Children-Tampa, Suncoast Community Health Centers, Tampa Family Health Centers, and Tampa General Hospital. Healthy Hillsborough was established to complete a comprehensive Community Health Assessment (CHA)/Community Health Needs Assessment (CHNA) and to identify opportunities for collaboration to collectively impact and improve the health of Hillsborough County.

The three Priority Areas identified by Healthy Hillsborough for the County include: Behavioral Health, Access to Health Services, and Exercise, Nutrition & Weight. Behavioral Health will be addressed through the newly formed All4HealthFL collaborative. The remaining areas will be addressed through implementation plans developed by the Healthy Hillsborough collaborative.

Recommended Action:
None, for information only.

Prepared By:
Wade Reynolds (MPO Staff)

Attachments:
Community Health Assessment
Agenda Item
Selmon Expressway South Project Development and Environment (PD&E) Study

Presenter
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Recommended Action
For discussion.

Prepared By
Lisa K. Silva, AICP, PLA

Attachments
None
CALL TO ORDER, PLEDGE OF ALLEGIANCE & INVOCATION

The MPO Chairman, Commissioner Harry Cohen called the meeting to order at 10:05 a.m., led the pledge of allegiance. The regular monthly meeting was held in-person and virtual via Webex. There was a moment of silence for Hillsborough County Corporal Brain Lavigne and U.S. Capitol Police Officer Brian D. Sicknick.

Commissioner Cohen welcomed new member Jessica Vaughn who was attending virtually and the City of Temple Terrace alternate Cheri Donohue who was attending in-person.

The following members were present in person:

Commissioner Harry Cohen, Commissioner Pat Kemp, Cheri S. Donohue, Melanie Williams, Councilman Joseph Citro, Gina Evans Commissioner Gwen Myers and Derek Dought. Charles Klug arrived at 10:25 am.

The following members were present via teleconference:

Commissioner Kimberly Overman, Commissioner Mariella Smith, Councilman Guido Maniscalco, Jessica Vaughn, Bob Frey and Mayor Rick Lott. Councilman John Dingfelder arrived virtually at 10:05am.

A quorum was met in person.

Recognition of Commissioner Miller and Cindy Stuart

Chair Commissioner Cohen recognized Commissioner Les Miller for his outstanding leadership and service to the Citizens of Hillsborough County as Chairman of the MPO Board 2015-2020 and Cindy Stuart for her outstanding leadership and service to the Citizens of Hillsborough County as the founding Chair of the School Transportation Working Group.

PUBLIC COMMENT

Chris Vela thanked Commissioner Miller for allowing him to participate and Cindy Stuart for her service. Mr. Vela reviewed the figures for the Transportation budget and recommended to reject Tampa Bay Next and to talk to State leaders to boost funds.

COMMITTEE REPORTS and ADVANCE COMMENTS

CAC Chair Bill Roberts reported that the CAC and TAC met virtually and took no actions, however they heard status reports on Near Road Air Quality. Jason Waters from the Environmental Protection Commission of Hillsborough County and Dr. Amy Stuart, USF Professor of Civil and Environmental Engineering, updated the committees on evolving federal regulations governing air quality monitoring
and potential exposure and risks to human health and welfare. We also heard about low-cost community-based personal air monitors that are becoming more widely available and could provide more air quality data in urban settings near busy roads. Committee members asked about specific measures such as roundabouts and alternative fueled buses that could mitigate harmful emissions. The TAC will take this topic up at its January meeting. There was a status report on Tampa Vision Zero Projects and Speed Reduction Program where City staff presented an array of multimodal, complete street and road diet projects taking place in Tampa. Several of our members expressed strong support and a desire to see such thinking extend to the unincorporated areas and other jurisdictions in Hillsborough County. There was an update on the Tampa International Airport Master Plan where Danny Valentine updated us on all the improvements taking place as the Aviation Authority implements its master plan. We’re excited to see TIA maintain its preeminent status among airports in the U.S.

Gena Torres provided updates of the other committees. The BPAC held a virtual workshop on bicycle and pedestrian facilities maintenance and 2020 construction projects highlights. The LRC heard status reports on the Tampa Vision Zero Projects and Speed Reduction Program, the Selmon PD&E Study Advanced Notification and update on the Tampa International Airport Master Plan. The TDCB heard status reports on UZURV/TBARTA Service and Innovation Grant Update, TDSP Update Kickoff and Sunshine Line Update.

Gena Torres also reviewed the emails received during the last month, including one from Paula Flores congratulating the Hillsborough MPO as recipient of the John W. Barr FLPRITE District Transportation Achievement Award at the ITE Florida Puerto Rico District Annual Meeting Awards Ceremony and a congratulations from Sheila McNamara for the LEED Certification. There was a thank you for support for the 2020 SRTS grant application support letters. A letter from Gary Cloyd who is the administrator from New Life Church, USF MURP achieves accreditation and ITE Tampa Bay Section project of the year.

There were no online comments.

**STATUS REPORT**

**A. FDOT Quarterly Report**

David Gwynn, FDOT Representative, presented the FDOT Quarterly Update for the Five-Year Work Program for fiscal year 2022 to fiscal year 2026. The five-year plan includes public transit, seaport, airport and rail projects along with transportation planning, intelligent transportation, highway design, right of way acquisition and construction activities. Every year on June 30, the current year of the work program ends and on July 2, year 2 moves up to become the new current year. New projects are added into the new fifth year based on Florida Transportation Plan Goals, statewide programs, and local priorities. At this time, a new fifth year is added to the program and funding is allocated to the next phase of projects programmed in the four prior years. New projects are added into the new fifth year based on the Florida Transportation Plan Goals, statewide programs, and local priorities. Currently this is where we are in the process. The proposed work program is submitted to the Florida Legislature later this year for review and then to the Governor for review and signature. After the Governor signs the work program, the first year is included in the state budget and the work program is considered adopted. First, FDOT will preserve existing programs then cover cost increases and finally add new projects. The revenues dropped last spring due to less cars on the road and less travel. The revenue council met and noted they lost significant amount of revenue. The governor signed an executive order to balance their budget. The I-275 Westshore interchange was deferred from FY24 to FY26 and I-275 Section 5 (Westshore Interchange to Downtown) was deferred from FY24 out of the 5 year work program. Secretary Gwynn gave a brief overview of the Hillsborough MPO Priorities, lighting, resurfacing projects, bridge repair and total funding.

Commissioner Cohen inquired if the Revenue Estimation Committee will be meeting again.
APPROVAL OF MINUTES – December 1, 2020

Chair Commissioner Cohen sought a motion to approve the December 1, 2020 minutes. Councilman Kemp so moved; it was seconded by Commissioner Citro. No one opposed. Motion passes.

ACTION ITEMS

A. Committee Appointments

Rich Clarendon, MPO Staff, presented the committee appointments. The BPAC nominated Alana Braiser and Stephen Benson as alternate to represent the City of Tampa Transportation Division, CAC nominated David Bailey to represent Commissioner Overman, Carolyn Brown to represent Commissioner Myers and Beatriz Zafra to represent the at large seat under 30. The TD nominated Luis Viera and Gil Schisler, as alternate to represent HART.

Commissioner Overman wanted to commend all the volunteers for these committees.

Chair Cohen sought a motion to approve the Committee Appointments. Councilman Citro so moved; it was seconded by Commissioner Kemp. There was no one opposed. Motion Carries.

B. Transportation Improvement Program Amendment: Fowler Ave Intersection Improvements

Vishaka Shiva Raman, MPO Staff, presented the Transportation Improvement Program Amendment for Fowler Avenue Intersection Improvements. This an amendment to the Fiscal Year FY 2020/21 – 2024/25 Transportation Improvement Program (TIP). The Florida Department of Transportation (FDOT) has requested this amendment for intersection improvements along SR582/Fowler Avenue. This project was identified as a candidate in the FY 2020/21 -2024/25 TIP as a priority project for new funding under the Vision Zero Category. The amendment will add $1,774.33 as construction funds to FY 2021. The project includes pedestrian safety improvements to the signalized intersections of Fowler Avenue and Nebraska Ave, 15th St, 22nd St, Bruce B Downs Blvd and 56th Street. Improvements include tightening the curb radii at the corners of the intersection, shortening pedestrian crossing distances and promoting lower turning speeds, reducing vehicle/pedestrian conflicts and lighting improvements. In addition to this, potential transit alternatives and circulation enhancements were also evaluated. These improvements were identified based on a short-term safety assessment in conjunction with the larger University Area/Fowler Avenue multimodal feasibility study. This study evaluated potential short-and-longer term corridor improvements along SR 582 (Fowler Avenue) between I-275 and I-75. The Safety Action Plan conducted an in-depth analysis of the pedestrian bicycle crash and volume data and found concentrations of activity and crashes at these intersections. This project will be constructed using an innovative “design build” contract mechanism which will expedite the completion of the project. The recommended action is to approve the TIP Amendment for Intersection Improvements along SR 582/Fowler Ave at Nebraska Ave, 15ht St, 22nd St, Bruce B Downs Blvd and 56th St.

Commissioner Kemp noted thanks to Secretary Gwynn for the improvements on Fowler Avenue and when the project would begin. Commissioner Myers very elated to see improvements in District 3. Commissioner Smith echoes the elation and noted the CAC asked for more time but we don’t have time and if they more board direction. Councilman Citro inquired about the CSX track that runs parallel to Fowler Avenue to divert these funds for the bicycle lane along that path. Commissioner Overman noted this area desperately needs walkability and access to using bicycling and approves of this project.
Chair Cohen sought approval of the Transportation Improvement Program Amendment for Fowler Ave Intersection Improvements. Commissioner Kemp made the motion and it was seconded by Commissioner Myers. On a roll-call vote of 14-0, the motion was approved.

C. Bylaws Amendment for TDCB

Joshua Barber, MPO Staff, presented the second reading of the Bylaws Amendment for the TDCB. Lowering its requirements to five people. Their members range from elderly and people with disabilities. They would like to conduct business safely. They would like to amend Section 5.7 under quorum in the By-Laws shall constitute a quorum of 5 minutes.

Commissioner Smith is the Chair for the Transportation Disadvantaged Committee Board would like the support from the MPO Board because these members are citizens volunteers. It makes sense to allow people to attend virtually due to the health risks for this committee and all others for that matter.

Chair Cohen sought a motion to approve the Bylaws Amendment for TDCB. Commissioner Kemp so moved; it was seconded by Cheri S. Donohue. On a roll-call vote of 14-0, the motion was approved.

D. Vision Zero Corridor Studies for Hillsborough County

Lisa Silva, MPO Staff, provided a Vision Zero Corridor Study Overview. The Hillsborough MPO adopted its Vision Zero Action Plan in 2017. The data-driven action plan identified 20 High Injury Network (HIN) corridors with the greatest number of fatalities and serious injuries per mile. This study focuses on eight that are the responsibility of Hillsborough County using strategies from “Paint Saves Lives” as a guide, the goal is to recommend short-term, immediately implementable countermeasures to reduce serious injuries and fatalities. The project is co-managed by staff of the Hillsborough County Engineering and Operations Department and the Metropolitan Planning Organization.

The consultants provided a presentation of draft recommendations and public outreach results from the communities surrounding these HIN corridors:

Wiatt Bowers from Atkins Global provided corridor facts and corridor strategies along with crash data for Gibsonton Drive (I-75 to Balm Riverview Road) and 78th Street (Causeway Blvd to Palm River Rd).

Kelly Fearon, Kimley Horn provided the crash history on 15th Street (Fowler Avenue to Fletcher Avenue) and presented CR579/Mango Road (MLK Boulevard to US 92) corridor improvements that includes curb extension and ramps, crosswalks, raised median, signal backplates, lighting, ADA Detectable warning pads roundabout, raised median, left turn lane signal backplates and leading pedestrian interval (LPI) and refresh pavement markings.

Paula Flores from Greenman, Rederson, Inc. (GPI) presented the existing conditions summary, community input summary and initial countermeasures for Sheldon Road (Hillsborough Ave to Waters Ave). Ms. Flores provided a recommendation summary and concept recommendations for Sheldon Road.

Chris Keller from Tindale-Oliver provided corridor and crash trends along with online survey results for W. Fletcher Ave (Armenia Ave to Nebraska Ave). He presented the corridor-wide improvements and site-specific improvements for Fletcher Avenue. Mr. Keller then provided the corridor and crash trends for Lynn Turner (Gunn Highway to Ehrlich Road) with those survey results, corridor-wide improvements and site-specific improvements.
Matt Weaver from Element Engineering provided a corridor description and crash data for Bruce B. Downs (Fowler Ave to Bears Ave). Mr. Weaver also gave a list of upcoming projects and a showed a chart of the public outreach and corridor/spot recommendations.

Commissioner Overman made a comment on CR579/Mango Road and inquired if these recommendations being adopted by FDOT and by our Land Use engineers. Councilman Dingfelder suggested the next study needs to include some City locations. Commissioner Kemp pointed out Hillsborough county is the 2nd highest pedestrian and bicycle deaths. Commissioner Smith noted these are in top 20 corridors and it is a great start. Councilman Citro congratulated Paula Flores who noted no right turns on reds and he would like to know how effective it would be to have more no right on reds. Melanie Williams inquired next steps on evaluations.

Chair Cohen sought a motion to approve the Vision Zero Corridor Studies for Hillsborough County. Commissioner Kemp so moved; it was seconded by Myers. There were no opposed. The motion was approved.

**Executive Director's Report**

Beth Alden noted the annual report is available and copy will be provided to the MPO Board members.

**OLD & NEW BUSINESS**

There was no old or new business to discuss.

**ADJOURNMENT**

The meeting adjourned at 12:04 p.m.
Greetings everyone!! It is Saturday again and it is good to be with you for another update. This was a busy week, especially for so early in the session. You will see a lot of new bills filed and tracked in this edition of your newsletter. To lead off, let us talk about the proposed budget released by the Governor’s office. You will recall that estimates of revenues were for a reduction in the budget of about $2-$3 Billion on a roughly $91 Billion budget for this current state fiscal year. Apparently, Floridians are buying and refinancing a lot of houses which is good for documentary stamp revenues. Also, car sales are going strong which produces a lot of sales tax. So, when the Governor released his budget proposal it was a welcome surprise that it amounted to $96 Billion. While that budget proposal is optimistic about the finances of Florida, hopefully the Governor is right. We could use some good news about the economy, most of the news has been rather gloomy. Naturally, we are interested in the transportation portion of the budget, let’s look at that part. The proposed transportation budget is $10.4B which is more than a $1B increase over current year. Although I must remind everyone that this year’s budget is about $1B lower than the previous year. I would also be remiss if I did not remind you that for every dollar invested in Florida’s transportation system there is a four dollar return on investment. In other words, investing in transportation is going to help Florida’s economy. Some of the highlights from the press release about the transportation budget shows the following investments:

- $2.5 billion for highway construction to include 210 new lane miles.
- $1 billion in resurfacing to include 2,689 lane miles.
- $122.6 million in seaport infrastructure enhancements.
- $331 million for aviation improvements.
- $516 million for scheduled repairs of 89 bridges and replacement of 18 bridges.
- $717 million for rail/transit program advancements.
- $172.2 million for safety initiatives.

Let us hope that the members of the legislature are as pleased with this budget proposal as we are.

This week, the Florida DOT gave a presentation on electric vehicles and their impact on transportation revenues at the Senate Transportation Committee. This presentation was requested by the Committee after their last meeting when the subject of revenues, electric vehicles and the impact to funding transportation was discussed. The presentation did an excellent job of highlighting the dramatic reduction in the costs of batteries to power electric vehicles and the increased range that electric vehicles are achieving now and are expected to reach in the near future. What all of this means is that electric vehicles will soon be very cost competitive with the traditional gasoline powered car. In fact, when looking at the life-cycle costs of owning a car, electric vehicles will soon be more cost effective. The maintenance on an electric vehicle is much less than a gas-powered car.
Senator Harrell chairs the Transportation Committee and our compliments to her for bringing forward this important discussion. Her opening remarks were spot on and the presentation by Brad Thoburn, Assistant Secretary for Strategic Development at the Florida DOT was well done. Members of the committee asked insightful questions and demonstrated that they are taking this impact to our transportation funding seriously. The projections for transportation revenues in the future are scary at best. It is very clear that the transportation system cannot be properly funded and maintained in the future with our current funding system.

On Tuesday Senate Bill 62, which would remove Regional Planning Commissions (RPC) from state statutes, had its first committee stop. The bill ultimately passed the Senate Community Affairs Committee on a 6-3 vote. Testimony was overwhelmingly opposed to the bill. The next committee stop is the Judiciary Committee, it has not yet been scheduled to be heard but we are watching for it. The Senate bill also does not have a companion bill in the House as of writing today. In the last newsletter I incorrectly stated that an RPC would be prohibited from hosting an MPO. As it turns out, the ability of an RPC to host an MPO would depend on the intergovernmental agreement which formulated the individual RPC. In Florida, there are 5 MPOs hosted by RPCs and if this bill were to pass, 2 would be allowed to continue hosting their MPO. That leaves 3 MPOs that still have an uncertain future. At the MPOAC meetings this week, formal opposition to removing RPCs from statutes passed. Stay tuned and watch this bill please.

To wrap this up, I want to turn your attention to the Senate Transportation Committee meeting on Tuesday at 3:30PM. Two presentations will be taking place, the Florida DOT will be sharing their legislative proposals with the committee. There will also be a presentation by the Florida Public Transportation Association (FPTA) on the impact of COVID-19 to transit operations. Our good friend and partner, Lisa Bacot, is the Executive Director of the FPTA and I anticipate she will be making this presentation. Please tune into this committee meeting. Here is a link to their website, on meeting day shortly before the meeting time there will be a link to virtually watch the meeting: [https://flsenate.gov/Committees/Show/TR/](https://flsenate.gov/Committees/Show/TR/)

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.

<table>
<thead>
<tr>
<th>Important Dates for the 2021 Legislative Session</th>
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<tr>
<td>• August 1, 2020 - Deadline for filing claim bills (Rule 4.81(2))</td>
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<tr>
<td>• January 29, 2021 5:00 p.m. - Deadline for submitting requests for drafts of general bills and joint resolutions, including requests for companion bills.</td>
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<tr>
<td>• February 26, 2021 5:00 p.m. - Deadline for approving final drafts of general bills and joint resolutions, including companion bills.</td>
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<td>• 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))</td>
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<td>• April 17, 2021 - Motion to reconsider made and considered the same day (Rule 6.4.(4)) All bills are immediately certified (Rule 6.8)</td>
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<tr>
<td>• April 20, 2021 50th day – last day for regularly scheduled committee meetings (Rule 2.9(2))</td>
</tr>
<tr>
<td>• April 30, 2021 60th day – last day of Regular Session (Article III, section 3(d), State Constitution)</td>
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Committee Meeting schedule prior to the official Legislative Session beginning on March 2\textsuperscript{nd} January 2021 — Week of the 11\textsuperscript{th}
January 2021 — Week of the 25\textsuperscript{th}
February 2021 — Week of the 1\textsuperscript{st}
February 2021 — Week of the 8\textsuperscript{th}
February 2021 — Week of the 15\textsuperscript{th}

Committee Meetings Next Pre-Session Week

\textbf{Monday – February 01, 2021}
No House Committee Meetings Scheduled
No Senate Committees that Transportation is following are meeting today

\textbf{Tuesday – February 02, 2021}
Senate Appropriations – 9:00 AM
Senate Community Affairs – 3:30 PM
Senate Transportation (FDOT and FPTA presentations) – 3:30 PM

\textbf{Wednesday – February 03, 2021}
Senate Appropriations on Transportation, Tourism, and Economic Development – 12:30 PM
House Appropriations Committee – 10:00 AM
House Infrastructure & Tourism Appropriations Subcommittee (FDOT presentation) – 4:30 PM

\textbf{Thursday – February 04, 2021}
Senate Governmental Oversight and Accountability – 8:30 AM

\textbf{Friday – February 05, 2021}
No Senate Committee Meetings Scheduled
No House Committee Meetings Scheduled
This is a summary of transportation related bills filed and published on the legislature’s website as of January 15, 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.

**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.

**SB 54: Motor Vehicle Insurance – (Burgess; Co-Introducers: Rouson)** – Related Bill HB 273 by Plakon and SB 420 by Hooper. 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.

**HB 57: Transportation – (Andrade)** – 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.

**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.

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. This bill would prohibit RPCs from staffing MPOs.
Not yet referred to Committees. 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. 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. 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
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)** – 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 273: **Motor Vehicle Insurance Coverage Exclusions – (Plakon)** – Similar to SB54 by Burgess and SB 420 by Hooper. Provides private passenger motor vehicle policies may exclude identified individuals from specified coverages; provides exceptions. Filed in the House.

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 Subcommittee on Transportation, Tourism, and Economic Development; Appropriations. Now in Transportation.

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.

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.

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.

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.

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.

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.

SB 420: Motor Vehicle Insurance Coverage Exclusions – (Hooper) – Similar to SB54 by Burgess and HB273 by Plakon - 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.

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.

**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)** – Similar to HB365 by Caruso and SB566 by Perry - 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.

**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.

**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.
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.

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.
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](http://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