Meeting of the Bicycle Pedestrian Advisory Committee

Wednesday, March 10, 2021, 5:30 – 7:30 p.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 Chris English at (813) 836-7380.

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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 e-mail to reynoldsw@plancom.org

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

I. Call to Order

II. Members’ Interests

III. Public Comment - 3 minutes per speaker, please

IV. Approval of Minutes – February 10, 2021

V. Status Reports

A. HC School Route Program Development Process and SRTS Projects
   (Diana Ramirez, Public Works Dept., Hillsborough County)
B. In-road Safety Lights (Wael Majdalawi)
C. Flamingo Fares Update (Lynda Crescentini, HART)
D. Florida Department of Health – Hillsborough Community Health Assessment (Allison Nguyen, FDOH)

VI. Old Business & New Business

VII. Adjournment

VIII. Addendum

A. MPO Meeting Summary & Committee Report
B. MPOAC
C. Tampa “Listen First” Meetings
D. RRFB Bills

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

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I. Call to Order

Chair Forbes called the meeting to order at 5:32 p.m. The meeting was held via GoToWebinar and a quorum was present.


Others Present: Alberto Camacho, Alex Henry, Albert Marrero, Christopher English, Christopher Fellerhoff, David Aylesworth, Jarad Garlesky, Wade Reynolds, Nicole McCleary, Victoria Klug

II. Members Interest

With recent resignations, there are some parties interested in replacing the resignation. Mr. Reynolds stated that Alberto Camacho, David Aylesworth, and Victoria Klug were in the meeting and would like to introduce themselves as potential committee members for the vacancies.

III. Public Comments

Mr. Camacho stated that he is very interested in joining the group. He is an avid walker and bike rider and is wanting to be part of this committee’s process to further make Tampa a safer place. Mr. Camacho is currently an employee of Hillsborough Community College. Chair Forbes thanked Mr. Camacho for his time and for introducing himself. Unfortunately, due to the meeting being held virtually, no actions can be taken at this time to have Mr. Camacho join the committee but Chair Forbes encouraged him to keep attending the meetings until any action can be taken. Chair Forbes asked Mr. Aylesworth to introduce himself to the committee. Mr. Aylesworth stated that he is a 20-year resident of Tampa and has attended a couple of meetings through the years and gave this committee a brief presentation last fall on some technology product ideas as it concerns to bicycle and pedestrian safety. Mr. Aylesworth is an avid bicyclist. Mr. Aylesworth is eager to join this committee to improve bicycle and pedestrian infrastructure as well as being an advocate for safety. Chair Forbes stated that he also encourages Mr. Aylesworth to continue to attend these meetings until action can be taken. Ms. Klug stated that she is interested in joining this committee. Ms. Klug is a school teacher and spends a lot of time near busier roads in different parts of Tampa and is wanting an active role in ensuring safety for all travelers on the roads. Ms. Klug is looking forward to speaking to the committee in person. Chair Forbes also reiterated to Ms. Klug to participate until action can be taken. There were no further comments.
IV. Approval of Minutes – January 13, 2021

Chair Forbes asked the committee if any changes or edits were needed to be made. Hearing no answer, Chair Forbes stated that no adjustments will be made to the minutes.

V. Status Report

A. 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 advised the committee members that if they are interested in joining, to contact her for additional information. Ms. McCleary gave out the website as a resource (www.goharttod.org). The study area consists of 5 different neighborhoods over the span 10.5 miles. These are: 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. Currently they are understanding context of these neighborhoods to be able to identify opportunities for new development, redevelopment, and incremental infill that are inline with the residents of these neighborhoods. 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 in the study area. 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. 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 USF/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. Vinson asked about bike network connectivity and wanted to make sure that was included in the project. Ms. McCleary stated that they are specifically looking at how walkable/bikeable different areas are to transit stops and centers and if there are ways to improve current issues or to introduce potential locations. Mr. Reynolds asked if one of the maps presented showed the areas
where it is or isn’t walkable/bikeable. Ms. McCleary stated that she believes so. Mr. Shirk asked if they will expand the availability of ADUs (Accessory Dwelling Units). Ms. McCleary stated that ADUs make transit more attractive and they will look at those opportunities and make recommendations, but it mainly will be up to the residents of those areas. Chair Forbes asked if there has been any further discussion or consideration concerning equipment that may be used by HART. Chair Forbes gave an example of how current buses allow storage for up to two bikes and what they would do in a situation where there are 3 bikes. Ms. McCleary stated that she would have to come back and follow up to provide additional information. Mr. Sapper asked if they have any information on if they know if there are reduced number of vehicles used in the study area and if they are hoping if people in the study area stay within the area when traveling through HART. Ms. McCleary stated that some of the lower income areas of this corridor are affected in terms of vehicle availability and that the MPO did a study on this that she can provide. Ms. McCleary stated that they do not necessarily expect riders to stay in the area as they provide access both locally and regionally. Chair Forbes thanked Ms. McCleary for her presentation and is looking forward to any updates in regard to this project.

**VI. Old Business & New Business**

Mr. Reynolds thanked the candidates for their time. Additionally, Mr. Reynolds is hopeful that they will be able to establish a quorum in person next month so that the committee may be able to have action on the election of Officers as well as action replacing the vacancies. This will only happen if the committee can return safely.

**VII. Adjournment**

There being no further business, the meeting adjourned at 6:15 p.m.
Hillsborough MPO
Metropolitan Planning for Transportation

Board & Committee Agenda Item

Agenda Item
Hillsborough County School Route Program Development Process and Safe Route to School 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
**Board & Committee Agenda Item**

**Agenda Item**
In-Road Safety Lights

**Presenter**
Wael Majdalaw, PE, PTO, President Lux-Solar

**Summary**
Vision Zero focuses on a safe systems approach. That means making a commitment to zero deaths by addressing safe speeds, safe users, safe vehicles, and lastly, safe roads. Safe roads are designed and operated to prevent crashes and focus on all aspects of the road system included: design construction, maintenance, and operations.

We have been redesigning roads into complete streets that aim to reduce speeding and provide for vulnerable modes to travel safely. Another important roadway feature that plays a significant role in preventing crashes is lighting. An innovative treatment takes lighting beyond the street pole and adds them in-pavement, bringing attention to dangerous curves, to the presence of crossings, or lining a bicycled lane. The FDOT has endorsed the product for its effectiveness at reducing speeds and crashes with lower cost and quicker installation than many countermeasures.

**Recommended Action**
For Information Only

**Prepared By**
Gena Torres

**Attachments**
Lux Solar In-Road Safety Lights Brochure
Lux Solar - Mission
A simple business approach with the SOLe purpose to provide SAFETY with INNOVATION to our ROADWAYS.
To deploy a swift true turnkey solution that saves human lives, and simultaneously helps our planet by reducing the earths carbon footprint with a sustainable product line utilizing renewable energy...

:: SAFETY :: INNOVATION :: TECHNOLOGY ::

Saving Lives we will never meet.

Roadway Innovation

Lux Solar
10891 La Reina Rd Suite 100
Delray Beach FL 33446 USA

† 561 498 2960  ::  f 561 498 2305

www.iiRPM.com
ROADWAY DELINEATION
TRAFFIC CONTROL DEVICE

:: IIRPM’s vs. RPM’s
Rural dark highways now have a viable safety solution, “Internally Illuminated Raised Pavement Markers” lighting the path of the motorist. This allows for extended reaction time vs. typical RPM’s that are dependent on the vehicle lights.

:: BIKE PATH
Delineates vehicle travel accenting a cyclist path, allowing the motorist to visualize the dedicated path for a cyclist safe zone environment.

:: WRONG WAY DRIVER PREVENTION
A Major issue throughout the world, Wrong Way crashes have claimed many lives. They are a serious concern because they are more likely to result in fatality or serious injuries. Many solutions were implemented unsuccessfully therefore FDOT request for experimentation to use Internally Illuminated Solar Road Markers to prevent motorists of wrong way entry has been approved by The Federal Highway Administration. This is a new innovative solution to warn wrong way drivers for this ever growing danger that we all face.

ROADWAY WARNING

:: SOLAR POWERED LED WARNING LIGHTS
A dynamic easy and quickly installed solution that warns motorists of roadway changes ahead and furthermore helps navigate thru areas safely.

ROADWAY WARNING

:: CROSSWALKS

:: Innovative Technology
- WHITE STEADY IIRPM’s Highlight crosswalks all night.
- YELLOW FLASHING Activated day or night when pedestrian at crosswalk.

:: HIGHLIGHTED CROSSWALK

:: MADE IN USA
Board & Committee Agenda Item

Agenda Item
Flamingo Fares Update

Presenter
Lynda Cresentini, 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
Agenda Item: Community Health Assessment

Presenter: Allison Nguyen (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
MPO Board Meeting of Wednesday, February 10, 2021

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 Members
- Florida Department of Health Hillsborough Community Health Assessment
- Selmon Expressway East PD&E

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
Overview

Greetings everyone!! This week wrapped up the pre-session weeks of committee meetings and we are on to the regular session which begins March 02, 2021. Yes, your calendar is not deceiving you, there is a one-week break in between and thus there will not be a newsletter next Saturday. Also, we will not have the meeting schedule for committees during the first week of regular session until about 4 or 5 days before the committees are actually meeting, so no updates to that section of the newsletter this week. We have removed from the newsletter the list of pre-session weeks since that data is now in the past. With the start of regular session, now the process will begin to heat up and we are off to the races. Let’s dive into what has happened this week around our capitol.

Senate President Wilton Simpson stated his support for the M-CORES legislation and the associated projects. This is interesting in that an earlier MPOAC newsletter shared with you that a pair of bills had been filed to undo the M-CORES legislation. We now know that the Senate version of that repeal bill is not going to be heard in committee.

The mid-block crossing bills are back again this year. This year’s bills are similar to last year, the mid-block crossings with flashing yellow lights will be a problem for all government entities in Florida if the bills are passed. The bills originate from a horrible tragedy that occurred and the intent is to protect any other family from having to endure the pain and heartbreak of losing a loved one. That my friends is a very noble cause, hats off for taking on a bill to prevent another loss of life. The fear among transportation professionals last year was that the content of the bill would actually make mid-block pedestrian crossings more dangerous. Expect this set of bills to be modified during session and expect that Representative Fine will push this bill aggressively. The incident that brought this bill forward occurred in his district and he is determined to help this family. Rep Fine has a huge heart and that is admirable.

Representative Andrade advanced his Transportation bill through the House Tourism, Infrastructure & Energy Subcommittee. It took some explaining, particularly when it came to allowing blue flashing lights on large pieces of construction equipment, but he expertly handled each question and got the vote to advance his bill. Each year Representative Andrade has brought forward a transportation bill and our MPO community has noticed. It is great to have legislators that have an interest in transportation, thank you Representative Andrade.

Interesting fact, during the last election Florida had 4.8 Million votes cast by mail. To say that COVID had nothing to do with elevating this number would be silly of me, but we have to admit that is an impressive number. The legislature is looking at changes to the vote by mail requirements, the proposed change would require a voter to request a vote by mail ballot for each election rather than allowing for a standing order for a
mail ballot each election. Let’s see how that goes over with voters, might see some fireworks. I will bring the lemonade and popcorn.

The legislature is looking seriously at passing legislation to pass business liability protections related to COVID, this is not new news to you I am sure. Surprisingly the bill stalled in a Senate Committee this week. The details help though. Senator Brandes, the Senate Bill sponsor, was held up in another committee meeting. Expect to see it in committee on March 2nd, which is also the first day of regular session.

The E-fairness bill passed Senate Finance and Tax Committee this week. The bill would require online retailers to collect sales tax and remit it to Florida. Florida is one of the rare states that does not force online retailers to collect sales tax and local brick-and-mortar retailers have been asking for this legislation, so have several powerful groups in Florida. Revenue estimates point to local sales tax collections increasing by $229.5M. The combined impact to both state and local revenues would be about $1.3B. That is a lot of new money available to the state and local governments. The bill sponsor in the Senate, Senator Gruters, has vowed to make this bill revenue neutral by offering tax relief elsewhere.

In other news, the bill repealing the Constitutional Revision Commission passed the final committee stop and will be ready to be heard on the full Senate floor.

A pair of bills I want to bring to your attention this week are titled Growth Management. The companion bills are HB 59 and SB 496. They are largely out of the realm of transportation except for a section that details how the Florida DOT will get rid of surplus land. The bill requires that if Florida DOT wishes to get rid of land that is no longer needed, they must first make an offer to sell at fair market value to the owner that the land was originally acquired from and that previous owner has 30 days to accept. This does not account for owners that cannot be located due to any variety of circumstances. Why bring this up in the MPOAC Legislative Newsletter? There is a larger issue for our members, the implication to counties and municipalities is that when the Florida DOT disposes of unneeded land it may not be available to local units of government. There are somewhat regular occurrences where the Florida DOT transfers title to property to a county, municipality or other local government, sometimes for free. This may block local officials from getting land for local projects. There was a recent example of land being given to a county from Florida DOT and that land became a dog park. The other consideration is that if land was used for a transportation facility and there is a remaining sliver of land, that remaining piece may be better suited as an access point to an adjacent parcel rather than going back to the original owner. This provision in both bills could be problematic for our local officials and you need to be aware of this detail in each bill.

Key dates for the 2021 Florida Legislative Session are shown immediately below. All new bills and any updates to bills shown in the last section of the newsletter 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.

### 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.
This is a summary of transportation related bills filed and published on the legislature’s website as of February 19, 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. Passed Government Operations Subcommittee.

**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. Passed Judiciary; 7 YEAS, 2 NAYS. Now in Rules.

**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. Passed Tourism, Infrastructure & Energy Subcommittee.

**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. Passed Civil Justice & Property Rights Subcommittee.

**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 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. 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. Passed Tourism, Infrastructure & Energy Subcommittee. Now in Commerce Committee.

**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
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; 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. Passed Transportation; 8 YEAS, Zero NAYS. Now in Rules.

HB 389: Tampa Bay Area Regional Transit Authority – (Mariano) – Identical to SB 422 By Rouson - Renames Tampa Bay Area Regional Transit Authority Metropolitan Planning Organization Chairs Coordinating Committee as Chairs Coordinating Committee; removes requirement that authority provide administrative support & direction; authorizes mayor's designated alternate to be member of governing board of authority; requires that alternate be elected member of & approved by city council; requires alternate to attend meetings in mayor's absence & have full voting rights; revises quorum requirements; requires simple majority of members present for action to be taken; deletes requirements for authority to present regional transit development plan & updates to TBARTA Metropolitan Planning Organization Chairs Coordinating Committee, coordinate plans & projects with committee, & participate in regional M.P.O. planning process. Referred to Tourism, Infrastructure & Energy Subcommittee; Local Administration & Veterans Affairs Subcommittee; Commerce Committee. Now in Tourism, Infrastructure & Energy Subcommittee.

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) – Identical to HB 389 by Mariano - 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. Passed Transportation; 8 YEAS, Zero NAYS. Now in Community Affairs.

**SB 426: State Preemption of Seaport Regulations – (Bovd)** – 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 Committee agenda-- Environment and Natural Resources, 02/15/21, 3:30 pm, 37 Senate Building. Passed Environment and Natural Resources; 6 YEAS, Zero NAYS. Now in Appropriations Subcommittee on Agriculture, Environment, and General Government.

**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. Referred to Tourism, Infrastructure & Energy Subcommittee, Infrastructure & Tourism Appropriations Subcommittee, Commerce Committee. Now in Tourism, Infrastructure & Energy Subcommittee.
SB 684: Department of Transportation – (Brandes) – Identical to HB 707 by Chaney - Requires the Department of Transportation to allow persons to purchase certain commuter passes for their motor vehicles; requiring that funds collected from the sale of the commuter passes be deposited in specified trust funds and used for the operation and maintenance of the Pinellas Bayway System; requiring the department or the enterprise, as appropriate, to use a specified portion of funds collected from the sale of commuter passes during a specified period of time for landscaping and beautification, etc. Referred to Transportation; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations.

HB 707: Department of Transportation – (Chaney) – Identical to SB 684 by Brandes - Requires DOT to allow persons to purchase commuter passes for motor vehicles; requires funds collected from sale of commuter passes be deposited in specified trust funds & used for operation & maintenance of Pinellas Bayway System; requires DOT or Florida Turnpike Enterprise to index annual commuter pass costs to inflation indicators; requires DOT or Florida Turnpike Enterprise to use specified portion of funds collected from sale of commuter passes during specified periods of time for landscaping & beautification. Referred to Tourism, Infrastructure & Energy Subcommittee; Infrastructure & Tourism Appropriations Subcommittee; Commerce Committee. Now in Tourism, Infrastructure & Energy Subcommittee.

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. Referred to Civil Justice & Property Rights Subcommittee, Insurance & Banking Subcommittee, Judiciary Committee. Now in Civil Justice & Property Rights Subcommittee.

HB 729: Transportation Projects – (Gregory) – Identical Bill SB 1364 by Brodeur. 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. Referred to Tourism, Infrastructure & Energy Subcommittee, Infrastructure & Tourism Appropriations Subcommittee, Commerce Committee. Now in Tourism, Infrastructure & Energy Subcommittee.
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. Passed Transportation; 8 YEAS, Zero NAYS. Now in Community Affairs.

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. Referred to Criminal Justice & Public Safety Subcommittee; PreK-12 Appropriations Subcommittee; Judiciary Committee. Now in Criminal Justice & Public Safety Subcommittee.

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. Referred to Tourism, Infrastructure & Energy Subcommittee; Infrastructure & Tourism Appropriations Subcommittee; Commerce Committee. Now in Tourism, Infrastructure & Energy Subcommittee.

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,
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; 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.

HB 1113: Traffic and Pedestrian Safety – (Fine) – Similar to SB 1412 by Perry - Requires study to be conducted which recommends installation of specified pedestrian crosswalk before installation occurs; requires pedestrian crosswalk on public highway, street, or road which is located at point other than at intersection with another public highway, street, or road to conform to specified requirements; provides coordination requirements for such devices & signals; requires entity with jurisdiction over public highway, street, or road with certain pedestrian crosswalk to ensure that crosswalk conforms to specified requirements or authorizes entity to remove any such crosswalk; requires DOT to submit certain request for authorization to Federal
Government; requires applicable entities to replace or remove specified traffic control devices within specified timeframe after date of federal authorization or denial, as applicable; authorizes retrofitting. Filed in the House.

**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. Referred to Transportation; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations.

**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. Referred to Transportation; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations.

**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. Referred to Transportation; Criminal Justice; Rules.

**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. Referred to Transportation; Finance and Tax; Appropriations.

**SB 1332: Electric Vehicle Charging Stations – (Brandes)** – Urging Congress to authorize installation of electric vehicle charging stations in rest areas on the interstate highway system and to allow charging station providers to charge a fee for public use of charging stations installed in such rest areas, etc. Filed in the Senate.

**SB 1364: Transportation Projects – (Brodeur)** – Identical Bill HB 729 by Gregory. Limiting the amount of State Transportation Trust Fund revenues to be committed for certain public transportation projects; revising the amount of funding allocated by the Department of Transportation to transportation construction projects for the purchase of plant materials; removing a requirement that a certain amount of such allocation be for the purchase of large plant materials; requiring purchased plant materials to be grown in this state; authorizing the
department to enter into certain contracts without advertising and receiving competitive bids under certain circumstances, etc. Filed in the Senate.

SB 1412: Traffic and Pedestrian Safety – (Perry) – Similar Bill HB 1113 by Fine. Citing this act as the “Sophia Nelson Pedestrian Safety Act”; requiring a traffic engineering study to be conducted which recommends installation of a specified pedestrian crosswalk before such installation occurs; requiring a pedestrian crosswalk on a public highway, street, or road which is located at any point other than at an intersection with another public highway, street, or road to conform to specified requirements; providing coordination requirements for certain devices and signals; requiring that traffic control signal devices at adjacent intersections be taken into consideration, 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 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

What is Tampa MOVES?
Tampa MOVES (Mobility, Opportunity, Vision, Equity, and Safety) is a citywide plan that will outline transportation objectives and initiatives for the next 30 years.

Project Manager:
Danni Jorgenson, P.E., AICP,
Chief Transportation Planning Engineer,
Mobility Department, City of Tampa.
For more information visit,
www.tampa.gov/tampaMOVES
A bill to be entitled
An act relating to traffic and pedestrian safety;
providing a short title; creating s. 316.0756, F.S.;
specifying pedestrian crosswalks that may be
controlled by yellow rectangular rapid flashing beacon
traffic control devices; requiring removal of such
devices from, and authorizing retrofitting of, certain
crosswalks; requiring the Department of Transportation
to request that the Federal Government allow
replacement of yellow rectangular rapid flashing
beacon traffic control devices with red rectangular
rapid flashing beacon traffic control devices;
providing requirements for such replacement if such
request is granted; providing requirements for
installation of and signage for a pedestrian crosswalk
on a public highway, street, or road which is located
at any point other than at an intersection with
another public highway, street, or road; providing a
declaration of important state interest; providing an
effective date.

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

Section 1. This act may be cited as the "Sophia Nelson
Pedestrian Safety Act."
Section 2. Section 316.0756, Florida Statutes, is created to read:

316.0756 Traffic control devices at crosswalks.—
(1) Notwithstanding any law to the contrary, only a pedestrian crosswalk that is located on a public highway, street, or road that has no more than two lanes and for which the speed limit is 35 miles per hour or less may be controlled by yellow rectangular rapid flashing beacon traffic control devices.

(2) Yellow rectangular rapid flashing beacon traffic control devices that are located on a pedestrian crosswalk on a public highway, street, or road that does not meet the requirements of subsection (1) must be removed from such crosswalk by October 1, 2024. The entity with jurisdiction over such crosswalk may retrofit the crosswalk with legally acceptable equipment.

(3) No later than October 1, 2020, the Department of Transportation must submit to the Federal Government a request for authorization to allow yellow rectangular rapid flashing beacon traffic control devices to be replaced by red rectangular rapid flashing beacon traffic control devices. If the Federal Government grants such request, all yellow rectangular rapid flashing beacon traffic control devices at each crosswalk described in subsection (1) or subsection (2) must be replaced by red rectangular rapid flashing beacon traffic control devices.
within 12 months after the date of federal authorization.

(4)(a) Before the installation of a pedestrian crosswalk on a public highway, street, or road which is located at any point other than at an intersection with another public highway, street, or road, a traffic engineering study must be conducted by a Florida licensed professional engineer which recommends the installation of such crosswalk.

(b) Notwithstanding any law to the contrary, a pedestrian crosswalk on a public highway, street, or road which is located at any point other than at an intersection with another public highway, street, or road must include a pedestrian-facing sign containing language stating duties applicable to a pedestrian.

Section 3. The Legislature finds and declares that this act fulfills an important state interest.

Section 4. This act shall take effect July 1, 2020.
A bill to be entitled
An act relating to traffic and pedestrian safety;
providing a short title; creating s. 316.0756, F.S.;
requiring a traffic engineering study to be conducted
which recommends installation of a specified
pedestrian crosswalk before such installation occurs;
requiring a pedestrian crosswalk on a public highway,
street, or road which is located at any point other
than at an intersection with another public highway,
street, or road to conform to specified requirements;
providing coordination requirements for certain
devices and signals; requiring that traffic control
signal devices at adjacent intersections be taken into
consideration; requiring, by a specified date, the
entity with jurisdiction over a public highway,
street, or road with a certain pedestrian crosswalk to
ensure that the crosswalk conforms to specified
requirements; authorizing such entity, alternatively,
to remove any such crosswalk; requiring, by a
specified date, the Department of Transportation to
submit a certain request for authorization to the
Federal Government; requiring applicable entities to
replace or remove specified traffic control devices
within a specified timeframe after the date of federal
authorization or denial, as applicable; authorizing
retrofitting of crosswalks with legally acceptable equipment; providing a declaration of important state interest; providing an effective date.

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

Section 1. This act may be cited as the "Sophia Nelson Pedestrian Safety Act."

Section 2. Section 316.0756, Florida Statutes, is created to read:

316.0756 Traffic control signal devices and pedestrian control signals at crosswalks other than at intersections.—

(1)(a) Before the installation of a pedestrian crosswalk after October 1, 2021, on a public highway, street, or road which is located at any point other than at an intersection with another public highway, street, or road, a traffic engineering study must be conducted by a Florida licensed professional engineer which recommends the installation of such crosswalk.

(b) Notwithstanding any law to the contrary:

1. A pedestrian crosswalk on a public highway, street, or road that has a posted speed limit of 30 miles per hour or more which is located at any point other than at an intersection with another public highway, street, or road must conform to the requirements of chapters 4D and 4E of the most recent Manual on Uniform Traffic Control Devices and other applicable Department...
of Transportation standards, manuals, and specifications and must include a pedestrian-facing sign containing language stating duties applicable to a pedestrian, as provided in this chapter.

2. A pedestrian crosswalk on a public highway, street, or road that has a posted speed limit of 29 miles per hour or less which is located at any point other than at an intersection with another public highway, street, or road must include a pedestrian-facing sign containing language stating duties applicable to a pedestrian, as provided in this chapter.

(c) Traffic control signal devices and pedestrian control signals at crosswalk locations described in subparagraph (b)1. must be coordinated with traffic control signal devices at intersections adjacent to the crosswalk, and such traffic control signal devices at intersections adjacent to the crosswalk must be taken into consideration as provided in the most recent Manual on Uniform Traffic Control Devices and other applicable Department of Transportation specifications.

(2) By October 1, 2024, the entity with jurisdiction over a public highway, street, or road with a crosswalk described in subsection (1) which is in existence on October 1, 2021, shall ensure that such crosswalk is controlled by coordinated traffic control signal devices and pedestrian control signals as required under subsection (1). Alternatively, the entity with jurisdiction may remove any such existing crosswalk.
(3) By October 1, 2022, the Department of Transportation shall submit to the Federal Government a request for authorization to allow yellow rectangular rapid flashing beacon traffic control devices to be replaced by red rectangular rapid flashing beacon traffic control devices. If the Federal Government grants the request, the applicable entity must replace all yellow rectangular rapid flashing beacon traffic control devices at each crosswalk described in subsection (1) or subsection (2) with red rectangular rapid flashing beacon traffic control devices within 12 months after the date of federal authorization. If the Federal Government denies the request, the applicable entity must remove all yellow rectangular rapid flashing beacon traffic control devices from each crosswalk described in subsection (1) or subsection (2) by October 1, 2025. The entity with jurisdiction over such crosswalk may retrofit the crosswalk with legally acceptable equipment.

Section 3. The Legislature finds and declares that this act fulfills an important state interest.

Section 4. This act shall take effect October 1, 2021.
A bill to be entitled
An act relating to traffic and pedestrian safety;
providing a short title; creating s. 316.0756, F.S.;
requiring a traffic engineering study to be conducted
which recommends installation of a specified
pedestrian crosswalk before such installation occurs;
requiring a pedestrian crosswalk on a public highway,
street, or road which is located at any point other
than at an intersection with another public highway,
street, or road to conform to specified requirements;
providing coordination requirements for certain
devices and signals; requiring that traffic control
signal devices at adjacent intersections be taken into
consideration; requiring, by a specified date, the
entity with jurisdiction over a public highway,
street, or road with a certain pedestrian crosswalk to
ensure that the crosswalk conforms to specified
requirements; authorizing such entity, alternatively,
to remove any such crosswalk; requiring, by a
specified date, the Department of Transportation to
submit a certain request for authorization to the
Federal Government; requiring applicable entities to
replace specified traffic control devices within a
specified timeframe after the date of federal
authorization; requiring applicable entities to remove
specified traffic control devices by a specified date
under certain conditions; providing a declaration of
important state interest; providing an effective date.
Be It Enacted by the Legislature of the State of Florida:

Section 1. This act may be cited as the “Sophia Nelson Pedestrian Safety Act.”

Section 2. Section 316.0756, Florida Statutes, is created to read:

316.0756 Traffic control signal devices and pedestrian control signals at crosswalks other than at intersections.—

(1)(a) Before the installation of a pedestrian crosswalk after October 1, 2021, on a public highway, street, or road which is located at any point other than at an intersection with another public highway, street, or road, a traffic engineering study must be conducted by a Florida licensed professional engineer which recommends the installation of such crosswalk. (b) Notwithstanding any law to the contrary:

1. A pedestrian crosswalk on a public highway, street, or road that has a posted speed limit of 30 miles per hour or more which is located at any point other than at an intersection with another public highway, street, or road must conform to the requirements of chapters 4D and 4E of the most recent Manual on Uniform Traffic Control Devices and other applicable Department of Transportation standards, manuals, and specifications and must include a pedestrian-facing sign containing language stating duties applicable to a pedestrian, as provided in this chapter.

2. A pedestrian crosswalk on a public highway, street, or road that has a posted speed limit of 29 miles per hour or less which is located at any point other than at an intersection with another public highway, street, or road must include a
(c) Traffic control signal devices and pedestrian control signals at crosswalk locations described in subparagraph (b)1. must be coordinated with traffic control signal devices at intersections adjacent to the crosswalk, and such traffic control signal devices at intersections adjacent to the crosswalk must be taken into consideration as provided in the most recent Manual on Uniform Traffic Control Devices and other applicable Department of Transportation specifications.

(2) By October 1, 2024, the entity with jurisdiction over a public highway, street, or road with a crosswalk described in subsection (1) which is in existence on October 1, 2021, shall ensure that such crosswalk is controlled by coordinated traffic control signal devices and pedestrian control signals as required under subsection (1). Alternatively, the entity with jurisdiction may remove any such existing crosswalk.

(3) By October 1, 2022, the Department of Transportation shall submit to the Federal Government a request for authorization to allow yellow rectangular rapid flashing beacon traffic control devices to be replaced by red rectangular rapid flashing beacon traffic control devices. If the Federal Government grants the request, the applicable entity must replace all yellow rectangular rapid flashing beacon traffic control devices at each crosswalk described in subsection (1) or subsection (2) with red rectangular rapid flashing beacon traffic control devices within 12 months after the date of federal authorization. If the Federal Government denies the request, the applicable entity must remove all yellow
rectangular rapid flashing beacon traffic control devices from each crosswalk described in subsection (1) or subsection (2) by October 1, 2025.

Section 3. The Legislature finds and declares that this act fulfills an important state interest.

Section 4. This act shall take effect October 1, 2021.