Virtual Meeting of the MPO Board  
Wednesday, March 10, 2021, 10:00 AM

The County Center and Plan Hillsborough offices continue to be closed to the public in response to the COVID-19 pandemic. All participation at this meeting will be virtual, and no actions will be taken.

This meeting may be viewed on Hillsborough Television (HTV) by visiting Spectrum: 637, Frontier: 22 or live stream from Hillsborough County’s Live YouTube Channel or the County website’s Live Meetings link, also found in the County Newsroom. The agenda packet, presentations, and any supplemental materials are posted on the MPO’s online calendar.

Public comment opportunities:
To speak during the meeting - No later than 30 minutes before the meeting, please sign up here or phone 813-756-0371 for assistance. Provide the phone number you will call in from, so that we can recognize your call in the queue. You will receive an auto-reply confirming we received your request, along with instructions.

Comments may also be given up to 5pm the day before the meeting:
- by leaving a voice message at (813) 756-0371
- by e-mail to mpo@plancom.org
- by visiting the event posted on the MPO Facebook page.

Advance comments will be provided in full to the board members and verbally summarized during the meeting by MPO staff.

Agenda

I. Call to Order & Pledge of Allegiance

II. Roll Call (Clerk)

III. Presentation of Awards for MPO Speed Management Action Plan
- 2020 Tampa Bay ITE Project of the Year Award (Jodi Godfrey, President, Institute of Transportation Engineers, Greater Tampa Section)
- John W. Barr Transportation Achievement Award (Vishal S. Kakkad, President, Inst. of Transportation Engineers Florida-Puerto Rico District)
- Receiving on behalf of the MPO: project co-managers Paula Flores, GPI, MPO Consultant, and Gena Torres, MPO Staff

IV. Review of Minutes: February 10, 2021 – As no action will be taken today, members are asked to individually identify any corrections needed.

V. Public Comment - 3 minutes per speaker please. Staff will unmute you when the chair recognizes you.

VI. Committee Reports & Advance Comments (Bill Roberts, CAC Chair, Davida Franklin, MPO Staff, and Beth Alden, MPO Director)
VII. Status Reports
   A. Near Road Air Quality (Jason Waters, EPC and Amy Stuart, USF) – Requested by Technical Advisory Committee
   B. Community Health Assessment (Grisel Cisneros, Florida Department of Health – Hillsborough County)
   C. FDOT Safety Program News: Busch Blvd (Ginger Regalado, FDOT)
   D. Plan Hillsborough Annual Report (Melissa Zornitta, Planning Commission Director)
   E. Bylaws Amendment for Policy and Livable Roadways Committees (Lisa Silva, MPO Staff)

VIII. Executive Director’s Report
   • Legislative developments
   • Transportation system performance in the status-quo funding scenario
   • Tampa Bay TMA Leadership Group Meeting: March 12, 9:30am – organizational name change to be discussed: Gulfcoast Transportation Planning Council
   • Next Policy Committee meeting: April 14, workshop on TIP Priorities

IX. Old Business & New Business

X. Adjournment

XI. Addendum
   A. Announcements
      • Public Comment Period for FDOT Strategic Safety Plan Open Until March 10
      • Tampa “Listen First” Meetings
   B. Project Fact Sheets & Other Status Reports
      • Summary of Supreme Court Opinion on Transportation Sales Surtax
      • FL MPO Advisory Council Legislative News (state legislation)
      • AMPO Legislative Brief/ Policy Alert (national legislation)
   C. Correspondence
      • To City of Tampa City Council Re: Support code revision for installation of additional sidewalks
      • To Secretary of Transportation Re: 2021 INFRA Grant Application for Tampa’s Westshore Interchange
      • From FDOT Re: FY 2022-2026 Tentative Work Program
D. Articles Related to MPO Work

- **Hillsborough transportation planners: State work plan will prolong gridlock** | Tampa Bay Times | 02.10.21
- **Designing communities for health equity** | 83 Degrees | 02.09.21
- **Hillsborough to extend south county growth moratorium** | Tampa Bay Times | 02.05.21
- **Tampa considers new rules on development in high-risk coastal areas** | Tampa Bay Times | 02.05.21
- **Tampa Bay transit projects are stuck in limbo as Florida Supreme Court mulls Hillsborough surtax decision** | Tampa Bay Business Journal | 01.29.21
- **Plan Hillsborough named a Gold Level Bicycle Friendly Business by the League of American Bicyclists** | Tampa Bay Newswire | 01.28.21
- **Hillsborough County faces a $233 million deficit for long-term transportation projects** | Tampa Bay Business Journal | 01.28.21
- **Ashley Drive will be transformed into a boulevard to provide more walkability in Downtown Tampa** | ABC Action News | 01.27.21
- **Several Hillsborough County roads have speed limits higher than national recommendations** | ABC Action News | 01.15.21

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

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Persons needing interpreter services or accommodations for a disability in order to participate in this meeting, free of charge, are encouraged to contact Joshua Barber, (813) 576-2313 or barberj@plancom.org, three business days in advance of the meeting. If you are only able to speak Spanish, please call the Spanish helpline at (813) 272-5940 or (813) 273-3774 and dial 1.

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, 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 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 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 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 to send to city council. Commissioner Kemp made one comment to keep pedestrian language 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 was deferred to the next meeting.

Executive Director’s Report

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

OLD & NEW BUSINESS

Old/ new business was not discussed due to time constraint.

ADJOURNMENT

The meeting adjourned at 10:40am
Committee Reports

Meetings of the Technical Advisory Committee (TAC) on March 1

On March 1, the committee held status reports on:

- Flamingo Fare Update
- In-Road Safety Lights
- Hillsborough County School Route Program Development Process and SRTS Projects
- Selmon Expressway Project Development & Environment Studies
- Port Tampa Bay Master Plan

Meeting of the Citizens Advisory Committee (CAC) March 3

On March 3, the committee nominated the At-large business Representative. Sharon Gaumond was nominated, with Eric Lam as her alternate.

The committee heard status reports on:

- Port Tampa Bay Master Plan Update; several members were concerned about recent state legislative proposals to preempt decision-making by local port authorities.
- Hillsborough County School Route Program Development Process and SRTS Projects
- Flamingo Fares Update

Under new and unfinished business, the CAC discussed THEA’s proposed expansion of the South Selmon Expressway. Several members echoed comments made by a member of the public questioning the need for the expansion, concerns about traffic impacts to the surrounding community, and reactions received from nearby neighbors.

The Chairman also appointed an ad hoc subcommittee to dig into the Transportation Improvement Program, to make sure members understood the process as well as the substance of the TIP’s projects and priorities.

Committee (BPAC) on February 10

The BPAC heard status reports on:

- HART Transit Oriented Development Study – Members asked if bike-sheds were being considered around station areas as well as safe bicycle parking at stations. Members also commented on necessary densities to support transit, including the allowance of Accessory Dwelling Units as a strategy. Members also mentioned the need to allow greater numbers of bicycles on buses (they currently hold two each).
• 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

On Feb 17, the committee heard status reports on:

• 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
Gloria Mills was reelected as Vice Chair and Mark Harshbarger was elected as Officer at Large

• CTC Evaluation
The TDCB adopted the 2019-2020 FY Community Transportation Coordinator Evaluation. While not required for this FY, staff in coordination with the CTC decided to conduct an evaluation this to evaluate the impact of COVID-19 on CTC operations and performance standards.

• CTC Designation
The Community Transportation Coordinator is designated every 5 years. The Hillsborough County Board of Commissioners has served as the CTC for Hillsborough County since 1990. The next designation is due by June 2021. The Board approved a motion to recommend that the MPO Board approve the re-designation as the Hillsborough Board of County Commissioners as the CTC and the Sunshine Line as the operator, and forward this recommendation to the Commission for the Transportation Disadvantaged and approve MPO Resolution 2021-1.

• Coordination Contract for Life Concepts, Inc.
The Board approved a renewed contract with Life Concepts, Inc d/b/a Quest. This is in line with Section 5310 program requirements and Board processes.

• TDSP Subcommittee
Glenn Brown and Kristina Melling volunteered to serve on the Transportation Disadvantaged Service Plan Subcommittee.

The TDCB heard status reports on:

• Florida Department of Health Hillsborough Community Health Assessment
• Sunshine Line Update
Agenda Item:
Near Road Air Quality

Presenter:
Jason Waters, EPC Staff and Dr. Amy Stuart, USF

Summary:
Hillsborough County Environmental Protection Commission (EPC) Staff will provide an overview of the air quality data in Downtown Tampa near the I-275 roadway, as measured by the EPC operated and maintained Munro Air Monitoring Station. In addition, USF Professor of Environmental & Occupational Health and Civil & Environmental Engineering, Dr. Amy Stuart, will provide a national overview of the types of pollutants, health impacts, exposures, and potential mitigation measures to reduce exposures near roadways. The presentation will also include an overview of the use of low-cost community-based personal air monitors that are in use to measure air quality.

Background: On February 9, 2010, the U.S. Environmental Protection Agency (EPA) promulgated new minimum monitoring requirements for the nitrogen dioxide (NO2) monitoring network in support of a newly revised 100 ppb 1-hour NO2 National Ambient Air Quality Standards (NAAQS), while retaining the 53 ppb annual National Ambient Air Quality Standard (NAAQS). The new monitoring regulations required state and local air monitoring agencies to install Near-Road NO2 monitoring stations in areas where populations were ≥ 1 million at locations where peak hourly NO2 concentrations were expected to occur within the near-road environment in large urban areas by January 1, 2014. The EPA also required the NO2 monitors be co-located with PM2.5 monitors by January 1, 2015 in areas with populations ≥ 2.5 million and by January 1, 2017 in areas with populations ≥ 1 million.

During the revision, the EPA recognized that roadway-associated exposures account for a majority of ambient exposures to peak NO2 concentrations. In the rulemaking process leading to the recent NO2 NAAQS revision, it was established that the combination of higher urban population densities with increased vehicle miles traveled (VMT), which correspond to on-road mobile source emissions, can result in an increased potential for exposure and associated risks to human health and welfare.

The EPA estimates that over 45 million people in the US live within 300 feet of a major transportation roadway. The near-road NO2 data will provide a clear means to determine whether the NAAQS is being met within the near-road environment throughout a particular urban area. Research has demonstrated that exposure to pollutants emitted from motor vehicles can cause lung and heart problems and premature death.
In response to the revised NO2 NAAQS, EPC has operated and maintained a Near Road Air Monitoring Site in the Downtown Tampa Area since January 2014, and currently operates the Munro Site near I-275 near the University of Tampa. In 2014, the Munro site was 1 of only 52 Near Road Sites in the U. S. and is currently 1 of 6 sites in the State of Florida, with a total of 74 sites nationally.

EPC Staff will present an analysis of the ambient air monitoring data from the Munro Air Monitoring Site, while USF Professor of Civil and Environmental Engineering Dr. Amy Stuart will provide a national overview of the types of pollutants, health impacts, exposures, and potential mitigation measures to reduce exposures near roadways. The presentation will also include an overview of the use of low-cost community-based personal air monitors that are in use to measure air quality.

Air sensor monitors that are lower in cost ($100 - $2,500), portable and generally easier to operate than regulatory-grade monitors ($12,000 - $30,000) are widely used in the United States to understand air quality conditions. The presentation will address the latest advancements in air sensor technology, including types of equipment and systems, as well as their use in near road environments, along with a discussion of the international PurpleAir Personal Air Sensor Network and several community-based projects.

**Recommended Action:**

For information only

**Prepared By:**

Sarah McKinley, MPO Staff

**Attachments:**

- Project Factsheet
- Presentation Slides
AIR MONITORING FOR PUBLIC HEALTH PROTECTION AND RESEARCH

- 11 air monitoring stations
- Continuous monitors for Ozone, NO₂, CO, SO₂ and Particulate Matter
- Near-road monitoring station near I-275 to enhance understanding of mobile source impacts
PurpleAir Personal Air Sensor Network

PurpleAir PA-II-SD PM2.5 Air Sensor - $250
NEAR ROAD AIR QUALITY: HEALTH IMPACTS, EXPOSURES, MITIGATION MEASURES, AND THE POTENTIAL OF LOW-COST MONITORING

Jason Waters, P.E. – Air Monitoring Manager, EPC
Amy Stuart, Ph.D. – USF Professor of Environmental Health

MPO Joint TAC/CAC Meeting
December 16, 2020
# EPA’s Criteria Air Pollutants

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<tr>
<th>Pollutant</th>
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<tr>
<td>Nitrogen Dioxide</td>
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<td>Sulfur Dioxide</td>
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<td>Lead</td>
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FOR IMMEDIATE RELEASE: March 5, 2020
CONTACT: DEP Press Office, 850.245.2112, DEPNews@FloridaDEP.gov

DEP Announces Cleanest Air On Record, Florida Meets All Ambient Air Quality Standards

TALLAHASSEE, Fla. — Today, the Florida Department of Environmental Protection announced that Florida meets all of the National Ambient Air Quality Standards (NAAQS) statewide. This is the culmination of several years of collaborative efforts between DEP, EPA and industry to reduce emissions and improve air quality for Florida’s citizens. These efforts have not only resulted in Florida having the cleanest air on record, but to its being the most populous state in the United States to meet these stringent federal standards.
EPC Air Monitoring Program During COVID-19 Emergency

✓ Has continued without interruption

✓ EPA/FDEP declared Air Monitoring “Mission Critical”

✓ EPA/FDEP declared Monitoring Staff “Mission Essential”
NEAR ROAD AIR QUALITY: HEALTH IMPACTS, EXPOSURES, MITIGATION MEASURES, AND THE POTENTIAL OF LOW-COST MONITORING

Jason Waters, P.E. – Air Monitoring Manager, EPC
Amy Stuart, Ph.D. – USF Professor of Environmental Health

MPO Joint TAC/CAC Meeting
December 16, 2020
AIR MONITORING FOR PUBLIC HEALTH PROTECTION AND RESEARCH

- 11 air monitoring stations
- Continuous monitors for Ozone, NO₂, CO, SO₂ and Particulate Matter
- Near-road monitoring station near I-275 to enhance understanding of mobile source impacts
2010 REVISED NO$_2$ NAAQS

Required “Near-Road” Monitoring based on population of Core Based Statistical Area (CBSA)

- Tampa/St. Pete/Clearwater CBSA was 2.8 million in 2012
- NO$_2$ Monitoring by 2014 for CBSA ≥ 1 million
- PM$_{2.5}$ and CO Monitoring by 2015 for CBSA ≥ 2.5 million
- PM$_{2.5}$ Monitoring by 2017 for CBSA ≥ 1 million

EPC operates the Near-Road site at Munro Street to meet these requirements

- 1 of 74 sites in the United States
- 1 of 6 sites in Florida
- 1 of 22 sites in US monitoring for Black Carbon
- 1 of 5 sites in US monitoring for Ultrafine Particulates (<0.1 µm)
EPC 2019 PM2.5 Network Monitoring Values

24 Hour NAAQS = 35 ug/m³
Annual NAAQS = 12 ug/m³
Munro Near Road Site
NO2 - Highest 1-hr Concentration

1-hr National Ambient Air Quality Standard (NAAQS) = 100 ppb

January – December 2019
Munro Near Road Site

1-hr CO NAAQS = 35 ppm
8-hr CO NAAQS = 9 ppm

January - December 2019
Munro Near Road Site
Pm 2.5 and Black Carbon
24-hr NAAQS - 35 µg/m³

January - December 2019
February 18-20, 2020

Hourly Peaks occurring at 0800 and 1900

Concentrations are well below health based 1-Hr standards: 100 ppb for NO₂, 35 ppm for CO, 35 µg/m³ for PM₂.₅
Near road air quality:
health impacts, exposures, mitigation measures, and the potential of low-cost monitoring

Amy Stuart, PhD
Professor, University of South Florida
December 16, 2020
Traffic-related air pollution (TRAP)

• The complex mix of air pollutants that are elevated near roadways
  • highest within a few hundred meters of roadway
  • from fuel combustion, solvent/fuel evaporation, wear of tires, brakes, and road surfaces

• Important pollutants
  • nitrogen oxides (NO\textsubscript{x}, including NO\textsubscript{2})
  • particles
    • ultrafine (PM\textsubscript{0.1}), fine (PM\textsubscript{2.5}), and coarse (PM\textsubscript{10})
    • black carbon (BC/EC)
    • diesel PM
  • carbon monoxide (CO)
  • toxic organics: benzene, 1,3-butadiene, acetaldehyde, formaldehyde
  • metals: Pb, Sb, Mn, Fe, Cu, Zn, Ba

Source: ehsdailyadvisor.blr.com/2015/01/impacts-of-near-roadway-air-pollution/
Health effects of TRAP

- Causal
  - Asthma exacerbation, and onset in children
  - Suggestive of causal link
  - Excess total and cardiovascular mortality
  - Respiratory symptoms and cardiovascular disease
  - Impaired lung function/development in youth
  - Evidence inconclusive (in general-population studies)
  - Some cancers (childhood cancers, lung cancer, breast cancer)
  - Adverse birth outcomes

Source: The Breath Project (from pittsburghsmogblog.blogspot.com/2014/11/health-effects-of-air-pollution.html)
Inequality in health effects of air pollution

• Asthma
  • Prevalence rates are higher for African Americans and people with low incomes
  • Children living in poverty are more likely to develop asthma
  • Black children are 3 times more likely to die of asthma as non-Hispanic whites
  • Hispanic children are 2 times more likely to die of asthma

• Cardiovascular mortality
  • African Americans are 20 percent more likely to die from heart disease than non-Hispanic whites.

• Lung cancer mortality is higher in blacks than whites

• Overall life expectancy is lower for those with lower incomes and for blacks

• Health outcome disparities are a combination of many factors including differences in exposures to hazards including near-road air pollution
Inequality in exposures to TRAP

- Black, low-income, and Hispanic populations typically have higher TRAP exposure levels
- This is true for the Tampa area too

Exposure at elementary schools

Modeled pollutant levels

Measurement campaigns

Sources: Stuart and Zeager, 2011; Yu and Stuart, 2013; Gurram et al., 2019
Mitigating measures

- **Transportation system design**
  - Transit, bicycling, walking
  - Electric vehicles

- **Roadway design**
  - Noise and pollution barriers
  - Vegetation barriers, filters, and buffers
  - Roadway elevation

- **Traffic management**
  - Low emission zones
  - HOV lanes, signal timing

- **Land use specifications**
  - Location of schools/housing
  - Parks and greenways

- **Building specifications**
  - Sealed windows facing highway
  - Placement of intakes away from exhaust
  - Filtration systems

- **Enabling personal choices**
  - Activity away from high TRAP
  - Air Quality Index or other data and advice
Traditional monitoring

• **Pros**
  • accurate and reliable
  • high standard of quality; consistent quality
  • long lifetime equipment (~10 years)

• **Limitations**
  • expensive
  • sparse in spatial and pollutant representation
  • time lag in data availability (not real-time)
  • difficult for non-expert to access and understand
  • people want to know air quality where they live, work and play
  • lack of trust in government data, particularly in disadvantaged communities
Emerging monitoring methods

• Systematic mobile monitoring on government and industry vehicles
• Smart cities sensor systems in government infrastructure

• Promise
  • Could increase spatial granularity of data
  • Systems will be/are expensive

• Limitations
  • Many technological and other issues remain
  • Don’t address aspects of community needs
‘Low-cost’ monitors/sensors

- Grassroots push for local community and personal data
- Growth in miniaturized sensors, monitors, and apps
  - Types
    - Local community monitoring stations
    - Personal stationary monitors
    - Personal mobile monitors with apps
  - Systems
    - Crowd-sourced data
    - AI to estimate levels from shared data
  - Resources
    - USEPA Air Sensor Guidebook
    - www.epa.gov/air-sensor-toolbox
    - www.citizenscience.gov/toolkit/#
Examples of community monitoring

- **Village Green Stations**
  - 8 stations around country (including original in Durham, NC)
  - Located in parks, near libraries, science center, school
  - Measure $O_3$, PM$_{2.5}$, NO$_2$, VOCs, BC, meteorological parameters
  - Solar power; Wireless data transmittal for real-time cellphone access

- **IVAN Air Monitoring Network, Imperial Co., CA**
  - High environmental risk, predominantly Hispanic community
  - 40 monitors in county (schools, near roadways, other)
  - Measure PM$_{2.5}$, PM$_{10}$, temperature, humidity
  - AQ mapping and violation reporting web tool

- **Global Ozone Project and AQTreks**
  - Educational project for monitoring by students and teachers at 100 schools
  - Stationary monitors, mobile monitors, smart phone app, web data sharing
  - $O_3$, PM$_1$, PM$_{2.5}$, PM$_{10}$, CO, CO$_2$, BC, meteorological parameters

- **CLEAR Air Quality Monitoring Network**
  - Coalition for Clean Air
  - 272 PM$_{2.5}$/PM$_{10}$ Purple Air monitors at host residences in So CA
  - Uses Purple Air data sharing web site

Sources: www.epa.gov/air-research/village-green-project; Ellenburg et al., 2019; www.ccair.org
Promise of sensors

- Relatively low cost (many at ~$200), affordable for individuals or local communities
- Highly-resolved data for the location/person of interest for exposure
- Provide real-time data
- Often app enabled with lay communication tools
- Some take advantage of crowd-sourcing; EPA is developing tools/repository (RETIGO)
- May help to educate participants and communities on science concepts
- May help to engage disadvantaged communities and susceptible individuals
- May empower these groups to advocate for changes

Source: www.epa.gov/hesc/real-time-geospatial-data-viewer-retigo
Current challenges of low-cost sensors

- Many still largely unproven, pollutants remain limited
- There are cross-sensitivities and interferences. Can be very inaccurate, unreliable or lose accuracy, sensitivity, and reliability over time
- Typically short lifetimes (1 year); not usually designed for maintenance
- Rarely have diagnostic information with data to validate quality
- Many crowd-sourcing algorithms are proprietary
- Conversion to concentrations requires calibration and model fitting
- Hard to interpret short-time scale (1-minute) data for health implications
- Can create false beliefs based on bad data; most systems/monitors still require expertise to understand the data and its uncertainties
- Investment in large-scale systems is risky (due to high turnover/failure of manufacturer or equipment, and/or software changes)
- Maintaining funding after initial project investment
Summary

• Traffic-related air pollution is an important public health problem
• Low-income and black people are disproportionately impacted
• There are many systems scale policy options for mitigation, but also a role for enabling personal choices with accessible data
• Low-cost monitoring by neighborhoods and individuals is likely to expand
• This is an opportunity for EPC (and MPO?) to engage with communities to meet their needs by providing necessary expertise and advising
• In the long term, the regulatory data reporting system will likely absorb data from some low-cost community/personal sensors, but we are still far from doing that on a large scale
References

- Elleburg et al., 2019. Global ozone (GO3) and AQTreks: Use of evolving technologies by students and citizen scientists to monitor air pollutants. Atmospheric Environment X, 4: 100048
- Hagler et al., 2018. Air quality sensors and data adjustment algorithms: When is it no longer a measurement? Environmental Science & Technology, 52, 10, 5530–5531.
References (continued)

• Newman NC et al, 2013. Traffic-Related Air Pollution Exposure in the First Year of Life and Behavioral Scores at 7 Years of Age. Environmental Health Perspectives, 121 (6), 731-736. doi: 10.1289/ehp.1205555
• Sunyer J, et al., 2015. Association between Traffic-Related Air Pollution in Schools and Cognitive Development in Primary School Children: A Prospective Cohort Study. Plos Medicine, 12 (3), e1001792.
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
and Slides
Community Health Assessment &
Community Health Improvement Plan

Grisel Cisneros, MPH
Office of Health Equity
Community Health
Every 3 – 5 years FDOHs conduct a comprehensive assessment of their communities.

Results are used to develop a community health improvement plan (CHIP). Provides direction for many of the DOH’s efforts during the 3 – 5 year cycle.

We have been using the Mobilizing for Action through Planning and Partnerships (MAPP) model (6 phases).
Community Health Assessment

- Primary Data (collected February – June, 2019)
  - 5304 surveys
  - 25 key informants interviewed
  - 4 focus groups (English, Spanish) with a total 40 persons.
Community Health Assessment

• Secondary Data
  – Florida Department of Health, Florida Health CHARTS (www.floridacharts.com)
  – United States Census, American FactFinder (https://data.census.gov/cedsci/)
  – Robert Wood Johnson Foundation, County Health Rankings (www.countyhealthrankings.org/)
  – Data USA (https://datausa.io/)
Prioritization Meeting

- Prioritization exercise on July 24th
- Survey results presented
- Secondary data presented
“Top 10” Health Problems

1. Behavioral Health
2. Access to Health Services
3. Exercise, Nutrition & Weight
4. Diabetes
5. Maternal, Fetal & Infant Health
6. Heart Disease & Stroke
7. Immunization & Infectious Disease
8. Cancer
9. Oral Health
10. Respiratory Disease
High Need Zip Codes

- High need ZIP Codes
  - More than 60% of households have $50,000 or less annual income.
  - In the county, 42% of households have $50,000 or less annual income.

- Sulphur Springs (33604)
- University Area (33613)
- Temple Terrace (33617)
- Palm River (33619)
- East Tampa (33610)
- Forest Hills (33612)
- Egypt Lake (33614)
High Need Zip Codes

Public Transportation is Easy to Get if I Need it

- 33604: 52% (n=170)
- 33610: 62% (n=140)
- 33612: 66% (n=202)
- 33613: 48% (n=143)
- 33614: 40% (n=147)
- 33617: 43% (n=169)
- 33619: 51% (n=116)
- County: 34% (n=4443)
High Need Zip Codes

There are Good Sidewalks for Walking Safely

- 33604: 33% (n=169) (n=4438)
- 33610: 45% (n=137)
- 33612: 48% (n=199)
- 33613: 56% (n=140)
- 33614: 45% (n=147)
- 33617: 55% (n=169)
- 33619: 54% (n=120)
- County: 59%
High Need Zip Codes

Experienced Food Insecurity

<table>
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<tr>
<th>Zip Code</th>
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<td>County</td>
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Next Steps

• Inventory of existing assets / programs / initiatives in those areas

• Action planning

• Monitoring
Questions?

CHA and CHIP available online at:

Thank you!
Board & Committee Agenda Item

**Agenda Item:**
FDOT Safety Program News: Busch Blvd

**Presenter:**
Ginger Regalado, FDOT District 7

**Summary:**
FDOT District 7 staff will provide highlights from the District’s safety program. Today’s update will feature a recently constructed project to improve pedestrian safety on East Busch Blvd.

**Recommended Action:**
None; for information only

**Prepared By:**
Cheryl Wilkening, MPO Staff

**Attachments:**
FDOT District 7 safety program project highlights, provided by FDOT
The Florida Department of Transportation District 7, conducted a Pedestrian Safety Study and a Road Safety Audit to determine the best locations for the recently installed Pedestrian Hybrid Beacons (PHBs) along Busch Boulevard in Hillsborough County.

In addition, through the District’s Walk Bike Drive initiative, District 7 launched a comprehensive safety initiative to educate the public about the PHBs.

Completed Pedestrian Hybrid Beacons in Hillsborough County:
Proposed Pedestrian Hybrid Beacon for Hillsborough Ave at Approx. 50th Street:

- Construction has begun and expected to be fully functional in June, 2021.

**Proposed Construction Schedule New Traffic Signal @ Dr. MLK Jr. & 26th Street:**
(Note: Based on delivery of structural mast arms within 15 weeks of the Purchase Order February 2, 2021. This is a partnership with the City of Tampa and FDOT)

<table>
<thead>
<tr>
<th>Activity</th>
<th>Start of Activity</th>
<th>Completion of the Activity</th>
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<tbody>
<tr>
<td>Issued Task Work Order by City of Tampa and FDOT</td>
<td>Jan-21</td>
<td>Jan 27, 2021</td>
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<tr>
<td>Mast Arm Production and delivery- 120 days (including 2 weeks for shop drawing delivery)</td>
<td>Feb-21</td>
<td>Jun-21</td>
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<tr>
<td>Drill Shaft (Structural Foundations) Installation</td>
<td>May-21</td>
<td>May-21</td>
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<tr>
<td>Mast Arm (Structural Supports) installation</td>
<td>Jul-21</td>
<td>Jul-21</td>
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<tr>
<td>Installation of underground fiber, power service, signal cabinet/controller</td>
<td>Feb-21</td>
<td>Jun-21</td>
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<tr>
<td>Installation of Signal heads, Pedestrian Signal system</td>
<td>Jul-21</td>
<td>Jul-21</td>
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<tr>
<td>Installation of Signing and Pavement Markings</td>
<td>Aug-21</td>
<td>Aug-21</td>
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<tr>
<td>Signal fully operational at MLK and 26th</td>
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Intersection Lighting (LED) Retrofits in Hillsborough County: Intersections and Corridor Enhancements:
Intersection Lighting Retrofits in Hillsborough County

439829-2-52-01  Project Completed 3/16/2020 for intersection lighting retrofits along on corridors and an intersection.
US 41SR 45 Nebraska Avenue
SR 574/MLK Jr. Blvd
SR 600/US 92 Hillsborough Avenue
SR 599/50th Street
SR 60 at Lakewood Drive

Intersection Lighting Retrofits in Hillsborough County

439829-4-52-01  Project started 6/12/2019 and currently under construction for Intersection Lighting retrofits along on corridors:
SR 582/Fowler Avenue
SR 580/Hillsborough Avenue
SR 600/Hillsborough Avenue
SR 600/Gandy Blvd
SR 583/56th Street
SR 599/50th Street

Corridor Lighting Retrofits in Hillsborough County

439829-9-52-01  Low Cost Design Build- April 19, 2021 Letting:
SR 600 600W Hillsborough Avenue from Dale Mabry Hwy to I-275
SR 43US 301 from Balm Road to south Lake Charles Blvd
SR 674 College Avenue E from US 41 to 30th Street SE
SR 60/Brandon Blvd from S Falkenburg Road to Rolling Hills Blvd
SR 43/US 301 from S of Crescent Park Drive to S of Broadway Avenue

Design Build Push Button V Contract FY 2021
Corridor Lighting Retrofits:
SR 60/Brandon Blvd from Rolling Hills Blvd to Dover Road
SR 580/Busch Blvd from Dale Mabry Hwy to Armenia Avenue
SR 583/56th Street from Hillsborough Avenue to Puritan Road

Design Build Push Button V Contract FY 2021
Intersection Lighting Retrofits:
SR 597/Dale Mabry Highway at Lambright Street
SR 597/Dale Mabry Highway at Hamilton Avenue

Install new Corridor Lighting In Hillsborough County:
445554-1 SR 600/Hillsborough Avenue from 50th Street to I-4 ramps  Letting April 28, 2021

Future lighting Retrofit Corridor Projects: (See Map Below)
445552-1 SR 580/SR 597 Dale Mabry Highway from W Hillsborough Avenue to N of S. Village/Fletcher Avenue
448778-1 SR 41/US 301 from N Hampton Oaks to S of Jackson Road
448806-1 SR 685/Florida Avenue from S of Tyrone Blvd to US 41 Apex
443426-1 SR 60 from W of SR 39 to Clarence Gordon Jr. Road
445920-1 SR 43/US 301 from N of Bloomingdale Ave to N. Elm Fair Blvd
445551-1 SR 582/Fowler Avenue from 52nd Street to Morris Bridge Road
445555-1 SR 45/Nebraska Avenue from Fowler Avenue to Florida Avenue
445559-1 SR 45/US 41 from 14th Avenue SW to 19th Avenue NE
Proposed Enhanced Lighting Corridors with Proposed Delivery Strategy:
Proposed and Completed Traffic Signal Cabinet Wraps (Safety and Aesthetic Treatment):

Example Cabinet Wraps for Safety and Aesthetics:

Initial / Original Signal Wrap Locations:
Hillsborough County:
Brandon Blvd at Lakewood Drive: Brandon High School
Brandon Blvd at N Parsons: McLane Middle
Brandon Blvd at Kingsway: Mann Middle School
N 56th St and Sligh: King High School (highest crash intersection on corridor)
W Kennedy Blvd at North Blvd- Blake High School
N Dale Mabry at Mapledale Blvd- Gaither High School
W Hillsborough Ave at Lois- Pierce Middle School
W Hillsborough Ave at Hanley Rd- Webb Middle School
E Hillsborough and N Florida Ave- Hillsborough High School/Memorial Middle

New Signal Wrap Locations that have been completed:
Dale Mabry and MLK Blvd.
Dale Mabry and Columbus Blvd.

Next wraps to be completed:
Kennedy Blvd. and Ashley Dr.
Kennedy Blvd. and Armenia Ave.

List of the sites to be completed with new wraps: To be completed within four (4) months

<table>
<thead>
<tr>
<th>Intersection Locations</th>
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<tbody>
<tr>
<td>1 Park Blvd N &amp; 49th St</td>
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<tr>
<td>2 E Fowler Ave &amp; McKinley Drive</td>
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<td>3 Busch Blvd &amp; 12th</td>
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<td>4 Busch Blvd &amp; 40th St (McKinley)</td>
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<td>5 Busch Blvd &amp; 56th Street</td>
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<td>6 Nebraska Ave &amp; Hillsborough Ave</td>
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<td>9 Dale Mabry &amp; Columbus (Done)</td>
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<td>11 Kennedy Blvd &amp; Armenia Ave (This week)</td>
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<td>12 Kennedy Blvd &amp; Ashley Drive (This week)</td>
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<td>15 Belcher Rd &amp; Gulf to Bay Dr</td>
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<td>17 Starkey &amp; E Bay Drive</td>
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<td>18 34th Street &amp; 22nd Ave</td>
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<td>19 SR60 &amp; S Mt Carmel Rd</td>
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Board & Committee Agenda Item

Agenda Item
Plan Hillsborough Annual Report

Presenter
Melissa Zornitta, AICP, Executive Director, Hillsborough County City-County Planning Commission

Summary
The Planning Commission provides staff support to the Hillsborough MPO, under an interlocal agreement between the MPO Board and the Planning Commission. This arrangement allows consolidated, streamlined and coordinated service provision in the arenas of long-range planning for transportation, land use, and the environment. The consolidated professional services team conducts business under the logo of Plan Hillsborough.

The Plan Hillsborough Strategic Plan was adopted in August 2018 by all three governing boards which receive staff support: the MPO, Planning Commission, and the Hillsborough River Interlocal Planning Board. The Strategic Plan provides direction and guidance for the agency’s near-term priorities, which were developed through input and direction from board members.

Today’s presentation will describe progress over the past year to implement the Strategic Plan. Using the framework of the Plan’s seven Strategic Priorities, staff will provide an update on projects, partnerships and programs from 2020, as well as outline data and accomplishments. The attached consolidated Annual Report enables the agency to provide detailed information regarding performance and progress from a strategic perspective.

Recommended Action
None; for information only

Prepared By
Melissa Dickens, Hillsborough County City-County Planning Commission staff

Attachments
Plan Hillsborough 2020 Annual Report
Hillsborough MPO
Metropolitan Planning for Transportation

Board & Committee Agenda Item

Agenda Item
Bylaws Amendment for Policy and Livable Roadways Committees (LRC)

Presenter
Lisa Silva, MPO Staff

Summary
In November 2020, during New Business at the LRC meeting, there was discussion about adding a School District and/or School Parent Representative to the LRC membership. All new members require Bylaw amendments.

In January 2021, the Policy Committee discussed a name change for the MPO, consistent with the Fictitious Name Act (s.865.09, F.S.), to “Hillsborough Transportation Planning Agency,” and a term limit for officers (two consecutive years).

The MPO Bylaws amendment, as proposed, is attached. Bylaws amendments require two readings before the MPO Board.

Recommended Action
February First Reading, March Adoption

Prepared By
Lisa K. Silva, AICP, PLA

Attachments
Bylaws Amendment with revisions highlighted on pages 1, 2 and 11
1.0 PURPOSE: These By-laws are adopted by the Hillsborough County Metropolitan Planning Organization hereinafter called the “MPO” to govern the performance of the MPO’s duties as well as those of MPO committees and to inform the public of the nature of the MPO’s internal organization, operations and other related matters.

1.1 DOING BUSINESS AS: Consistent with the Fictitious Name Act (s.865.09, F.S.), and as registered with the Florida Department of State, the MPO will conduct business as the “Hillsborough Transportation Planning Agency.”

2.0 DEFINITIONS:

2.1 EMERGENCY: Any occurrence or threat thereof, whether accidental or natural, caused by man, in war or in peace, which necessitates immediate action because it results or may result in substantial injury or harm to the population or the MPO or substantial damage to or loss of property or public funds.

2.2 GOOD CAUSE: A substantial reason which is put forward in good faith.

2.3 INTERESTED PERSON: Any person who has or may have or who represents any group or entity which has or may have some concern, participation or relation to any matter which will or may be considered by the MPO.

2.4 MEMBER(S): The MPO consists of sixteen (16) official members, with FDOT designated as a non-voting advisor. Each member government or authority may also appoint an alternate member, who may vote at any MPO meeting in place of a regular member. MPO committee membership is as provided in these By-laws.

2.5 PUBLIC HEARING: A meeting of the MPO convened for the purpose of receiving public testimony regarding a specific subject and for the purpose of taking action on amendment to or adoption of a plan or program. A public hearing may be convened with less than a quorum present; however, no official action other than adjournment or continuation of the public hearing to another time may be taken unless a quorum is present.

2.6 REGULAR MEETING: The regular scheduled meeting of the MPO at which all official business may be transacted.
2.7 **SPECIAL MEETING:** A meeting of the MPO held at a time other than the regularly scheduled meeting time. All official business may be transacted at a special meeting.

2.8 **WORKSHOP:** A conference where members are present and are meeting to discuss a specific subject. A workshop may be convened with less than a quorum present; however, no official action other than adjournment or continuation of the workshop to another time may be taken.

3.0 **MPO OFFICERS:** There shall be a Chair and a Vice-Chair. All officers shall be voting members of the MPO.

3.1 **TENURE:** All officers shall hold office for one (1) year or until a successor is elected. However, any officer may be removed by a majority of the total members. No officer may serve for more than two years consecutively.

3.2 **SELECTION:** At the regular meeting in December, the members shall nominate one or more candidates to fill each office. Immediately following the close of nominations, the MPO shall vote to fill each office, with the vote for each office being taken in the order in which candidates for that office were nominated, until one is elected. New officers shall take office immediately upon the conclusion of the election of officers.

3.3 **VACANCY IN OFFICE:** A vacant office shall be filled by the MPO at its first regular meeting following the vacancy. The officer so elected shall serve the remainder of their predecessor’s term in office.

3.4 **DUTIES:** The officers shall have the following duties:

3.4.1 **CHAIR:** The Chair shall:

(a) Preside at all regular and special meetings, workshops and public hearings.

(b) Represent the MPO on the West Central Florida MPO Chairs Coordinating Committee (CCC) and the Florida MPO Advisory Council (MPOAC).

(c) Establish such ad hoc committees as the Chair may deem necessary and appoint their members and chairs.

(d) Call special meetings and workshops and public hearings.

(e) Sign all contracts, resolutions, and other official documents of the MPO, unless otherwise specified by the *By-laws or Policies*.

(f) Express the position of the MPO as determined by vote or consensus of the MPO.

(g) See that all actions of the MPO are taken in accordance with the *By-laws, Policies* and applicable laws.

(h) Perform such duties as are usually exercised by the Chair of a commission or board, and perform such other duties as may from time to time be assigned by the MPO.
3.4.2 Vice-Chair: The Vice-Chair shall, during the absence of the Chair or the Chair’s inability to act, have and exercise all of the duties and powers of the Chair, and shall perform such other duties as may from time to time be assigned to the Chair by the MPO.

4.0 COMMITTEES:

4.1 AD HOC COMMITTEES:

4.1.1 Chair and Expiration: An ad hoc committee shall consist of a committee chair, who shall be a member of the MPO. All ad hoc committees shall have an expiration time identified by the Chair at the time of creation or shall dissolve at the expiration of the Chair’s term.

4.1.2 Purpose: The purpose of establishing ad hoc committees is to facilitate the accomplishment of a specific task identified by the Chair.

4.2 STANDING COMMITTEES:

4.2.1 Appointment of Committee Members: Members and alternate members of all committees shall be appointed by action of the MPO. Members representing an organization on a committee, as specified in the committee membership list, shall be nominated in writing by their organization. Members representing the citizens of Hillsborough County, and not representing any particular entity as specified in the committee membership list, shall be recommended for membership by action of the committee on which they would like to serve. Using the same procedure, alternate members may be designated to act on behalf of regular members with all the privileges accorded thereto. The MPO shall not appoint committee applicants who are affiliated with private MPO consultants or contractors. If such an affiliation occurs, an existing committee member shall be deemed to have resigned.

4.2.2 Termination of Committee Membership: Any member of any committee may resign at any time by notice in writing to the Chair. Unless otherwise specified in such notice, such resignation shall take effect upon receipt thereof by the Chair. Each member of each committee is expected to demonstrate his/her interest in the committee’s activities through attendance of the scheduled meetings, except for reasons of an unavoidable nature. In each instance of an unavoidable absence, the absent member should ensure that his/her alternate will attend. The MPO may review, and consider rescinding, the appointment of any member of any committee who fails to attend three (3) consecutive meetings. In each case, the MPO will warn the member in writing, and if applicable the member’s nominating organization, thirty days in advance of an action to rescind membership. The MPO Chair may immediately terminate the membership of any committee member
for violations of standards of conduct, defined as conduct inconsistent with Florida Senate Administrative Policies and Procedures. At a minimum, committee member attendance will be reviewed annually. In the case of members representing an organization on a committee as specified in the committee membership list, the individual’s membership may also be rescinded by the nominating organization, by letter to the Chair.

4.2.3 **Officers of Standing Committees:** The committee shall hold an organizational meeting each year for the purpose of electing a committee chair (unless designated by the MPO), a committee vice-chair, and, at the discretion of the committee chair, an officer-at-large. Officers shall be elected by a majority vote of a quorum of the members. Except as otherwise provided in these By-laws, officers shall serve a term of one year starting with the next meeting. The powers and duties of the committee chair shall be to preside at all meetings; to express the position of the committee as determined by vote or consensus of the committee; and to ensure that all actions of the committee are taken in accordance with the bylaws and applicable law. The committee vice chair shall have these same powers and responsibilities in the absence of the committee chair. The officer-at-large shall, during the absence of both the committee chair and the committee vice-chair or their inability to act, have these same duties and responsibilities, and in addition shall perform other duties as may from time to time be assigned by the committee chair.

4.2.4 **Conduct of Committee Meetings:** Sections 5 through 9, excluding Section 8.1, of these MPO By-laws shall be used for the conduct of all MPO committee meetings.

4.2.5 **Standing Committee Sub-Committees:** An MPO standing committee or the MPO may establish such sub-committees to a standing committee as deemed necessary to investigate and report on specific subject areas within the scope of the standing committee. Such sub-committees shall be of limited duration and shall dissolve at such time as designated at the time of establishment or upon completion of the task(s) specified at the time of establishment. These MPO By-laws shall be used for the conduct of such sub-committees meetings in the same manner as the MPO committees.

4.2.6 **MPO Technical Advisory Committee (TAC):** Established pursuant to Section 339.175, Florida Statutes, the TAC shall be responsible for considering safe access to schools in the review of transportation project priorities, long-range transportation plans and transportation improvement programs and shall advise the MPO on such matters. In addition, the TAC shall be responsible for assisting in the development of transportation planning work programs; coordinating transportation planning and programming; review of all transportation studies, reports, plans and/or programs, and making
recommendations to the MPO that are pertinent to the subject documents based upon the technical sufficiency, accuracy, and completeness of and the needs as determined by the studies, plans and/or programs. The TAC shall coordinate its actions with the School Board of Hillsborough County and other local programs and organizations within Hillsborough County that participate in school safety activities and shall also coordinate its actions with the appropriate representatives of the Florida Department of Transportation.

TAC Membership: The TAC shall be composed of technically qualified representatives for the purpose of planning, programming and engineering of the transportation system within the Hillsborough County Metropolitan Planning Organization area boundary.

The membership shall be composed of: two (2) members from Hillsborough County, two (2) members from City of Tampa, two (2) members from the Hillsborough County City-County Planning Commission, one (1) member from the Tampa Hillsborough Expressway Authority, one (1) member from the Hillsborough Area Regional Transit Authority, one (1) member from Environmental Protection Commission, one (1) member from the Tampa Port Authority, one (1) member from City of Temple Terrace, one (1) member from the Tampa Bay Regional Planning Council, one (1) member from the Florida Department of Environmental Protection, one (1) member from City of Plant City, one (1) member from the Hillsborough County Aviation Authority, one (1) member from the Tampa Bay Area Regional Transportation Authority, one (1) member from the Tampa Historic Streetcar, Inc., one (1) member from the Department of Health-Hillsborough and one (1) member from the Florida Trucking Association.

Terms of Membership: Members shall serve terms of indefinite length at the pleasure of their respective nominating organizations and the MPO.

4.2.7 MPO Citizens Advisory Committee (CAC): The CAC shall be responsible for providing information and overall community values and needs into the transportation planning program of the MPO; evaluating and proposing solutions from a citizen’s perspective concerning alternative transportation proposals and critical issues; providing knowledge gained through the CAC into local citizen group discussions and meetings; and establishing comprehension and promoting credibility for the MPO Program.

CAC Membership: The CAC shall be composed of appointed citizens (transportation agency staff are not eligible) who together shall represent a broad spectrum of social and economic backgrounds and who have an interest in the development of an efficient, safe and cost-
effective transportation system. Minorities, the elderly and persons with disabilities must be adequately represented on the CAC.

All members must be residents of Hillsborough County. Membership will be as follows: one (1) member nominated by each member of the Board of County Commissioners serving on the MPO, one (1) member nominated by each member from the City of Tampa serving on the MPO, one (1) member from the City of Temple Terrace nominated by the Mayor of the City of Temple Terrace, one (1) member from the City of Plant City nominated by the Mayor of the City of Plant City, one (1) member nominated by each respective Chairperson of the Hillsborough County Aviation, Tampa-Hillsborough Expressway, Tampa Port and Hillsborough Area Regional Transit Authorities, one (1) member representing the transportation disadvantaged nominated by the Chairman of the Transportation Disadvantaged Coordinating Board, one (1) member nominated by the Chairperson of the Hillsborough County City-County Planning Commission and one (1) member nominated by the School Board member serving on the MPO. In addition, there shall be six (6) at-large members nominated by local organizations representing the following constituencies or through application directly to the CAC as provided in Section 4.2.1. These shall comprise one (1) person of Hispanic ethnicity, one (1) person of African-American descent, one (1) person under the age of 30, one (1) woman, one (1) person to represent neighborhoods, and one (1) person to represent the business community.

Terms of appointment shall be for a two-year period with an opportunity for reappointment thereafter, unless the official who appointed the member leaves office or the MPO board during the term of the member’s appointment. In that case, the member shall be deemed to have resigned from the CAC and the new official shall have the right to appoint a new member or reappoint the same member. A member of the committee whose term has expired shall continue to serve until they are reappointed or replaced. The terms of appointment notwithstanding, CAC members shall serve at the pleasure of the MPO.

4.2.8 MPO Policy Committee: The MPO Policy Committee shall be responsible for the review and in-depth discussion of items and issues proposed to come before the MPO and for development of recommendations to the MPO, as appropriate, regarding such items and issues in order to facilitate the accomplishment of the MPO’s responsibilities to manage a continuing, cooperative and comprehensive transportation planning process and the development of transportation plans and programs.

Membership: The Policy Committee shall be composed of at least five (5) members of the MPO who shall serve on a voluntary basis. Volunteers for membership will be solicited at the MPO meeting at
which the Chair is elected and at any MPO meeting thereafter if the total membership of the Policy Committee falls below five (5). Those MPO members requesting to be made Policy Committee members in response to such solicitation or upon the initiative of an individual MPO member shall be so appointed by action of the MPO and shall serve terms that last until the next MPO meeting at which the Chair is elected.

4.2.9 Transportation Disadvantaged Coordinating Board (TDCB): The primary purpose of the TDCB is to assist the MPO in identifying local service needs and providing information, advice, and direction to the Community Transportation Coordinator (CTC) on the coordination of services to be provided to the transportation disadvantaged pursuant to Section 427.0157, Florida Statutes.

The following agencies or groups shall be represented on the TDCB as voting members:

- an elected official serving on the Hillsborough County MPO who has been appointed by the MPO to serve as TDCB Chairperson;
- a local representative of the Florida Department of Transportation;
- a local representative of the Florida Department of Children & Families;
- a local representative of the Public Education Community, which could include, but is not limited to, a representative of Hillsborough County Public Schools, School Board Transportation Office or Head Start Program;
- a local representative of the Florida Division of Vocational Rehabilitation or the Division of Blind Services, representing the Department of Education;
- a person recommended by the local Veterans Service Office representing the veterans in the county;
- a person who is recognized by the Florida Association for Community Action (President) as representing the economically disadvantaged in the county;
- a person over sixty years of age representing the elderly citizens in the county;
- a person with a disability representing the disabled citizens in the county;
- two citizen advocates in the county, one of whom must be a user of the transportation services of the coordinated transportation disadvantaged system as their primary means of transportation;
- a local representative for children at risk;
- the chairperson or designee of the local mass transit system's board except when they are also the CTC;
- a local representative of the Florida Department of Elder Affairs;
• a local representative of the local for-profit transportation industry;
• a local representative of the Florida Agency for Health Care Administration;
• a local representative of the Regional Workforce Development Board;
• a representative of the local medical community, which may include, but is not limited to, kidney dialysis centers, long term care facilities, assisted living facilities, hospitals, local health department or other home and community based services, and;
• A local representative of the Agency for Persons with Disabilities

TDCB Terms of Appointment. Except for the TDCB Chairperson, the members of the TDCB shall be appointed for three (3) year terms which shall be staggered equally among the membership. The TDCB Chairperson shall serve until elected term of office has expired or is otherwise replaced by the MPO.

TDCB Duties. The TDCB shall perform the following duties which include those specified in Chapter 41-2, Florida Administrative Code and Section 427.0157, Florida Statutes.

a. Maintain official meeting minutes, including an attendance roster, reflecting official actions and provide a copy of same to the Commission for the Transportation Disadvantaged and the MPO Chairperson;
b. Review and approve the CTC’s memorandum of agreement and the transportation disadvantaged service plan;
c. On a continuing basis, evaluate services provided under the transportation disadvantaged service plan. Not less than annually provide the MPO with an evaluation of the CTC’s performance relative to the standards adopted by the Commission for the Transportation Disadvantaged and the MPO. Recommendations relative to performance and the renewal of the CTC’s memorandum of agreement with the Commission for the Transportation Disadvantaged shall be included in the report;
d. In cooperation with the CTC, review and provide recommendations to the Commission for the Transportation Disadvantaged and the MPO on all applications for local, state, or federal funds relating to transportation of the transportation disadvantaged in the county to ensure that any expenditures within the county are provided in the most cost effective and efficient manner;
e. Review coordination strategies for service provision to the transportation disadvantaged in the county to seek innovative ways to improve cost effectiveness, efficiency, safety, working hours, and types of service in an effort to increase ridership to a broader population. Such strategies
should also encourage multi-county and regional transportation service agreements between area CTCs and consolidation of adjacent counties when it is appropriate and cost effective to do so;

f. Appoint a Grievance Subcommittee to process, investigate, resolve complaints, and make recommendations to the TDCB for improvement of service from agencies, users, or potential users, of the systems in the county. This Subcommittee shall meet as often as necessary to resolve complaints in a timely manner;

g. In coordination with the CTC, jointly develop applications for funds that may become available;

h. Prepare quarterly reports outlining the accomplishments and activities or other areas of interest to the Commission for the Transportation Disadvantaged and the MPO;

i. Consolidate the annual budget of local and federal government transportation disadvantaged funds estimates and forward them to the Commission for the Transportation Disadvantaged. A copy of the consolidated report shall also be used by the TDCB for planning purposes;

j. Develop and maintain a vehicle inventory and utilization plan of those vehicles purchased with transportation disadvantaged funds for inclusion in the transportation disadvantaged service plan for the Commission for the Transportation Disadvantaged;

k. Assist the MPO in preparing a Transportation Disadvantaged Element in their Transportation Improvement Program (TIP);

l. Assist the CTC in establishing eligibility guidelines and priorities with regard to the recipients of nonsponsored transportation disadvantaged services that are purchased with Transportation Disadvantaged Trust Fund moneys;

m. Work cooperatively with regional workforce boards established in Chapter 445, Florida Statutes, to provide assistance in the development of innovative transportation services for participants in the welfare transition program.

4.2.10 MPO Intelligent Transportation Systems (ITS) Committee: The ITS Committee is responsible for assisting in the development of Intelligent Transportation System (ITS) planning work programs, as well as reviewing ITS related studies, reports, plans, projects (including consistency with regional architecture and other standards and/or programs) and making recommendations to the MPO and/or other agencies. ITS Committee recommendations to the MPO shall be based upon the technical sufficiency, accuracy, and completeness of studies, plans and/or programs. The ITS Committee shall coordinate its actions with the appropriate representatives of the Florida Department of Transportation.
ITS Committee Membership: The ITS Committee shall be composed of members technically qualified in the planning, programming, engineering and/or implementation of intelligent transportation systems or projects within the Hillsborough County Metropolitan Planning Organization area boundary or in the case of the member nominated by the Environmental Protection Committee, technically qualified in the area of air quality impacts of transportation. The membership shall be composed of: one (1) member each from Hillsborough County, the City of Tampa, the Environmental Protection Commission, Tampa-Hillsborough Expressway Authority, Hillsborough Area Regional Transit Authority, the City of Plant City and the City of Temple Terrace. Members and Alternate Members shall serve terms of indefinite length at the pleasure of their respective governmental bodies or agencies and the MPO.

4.2.11 MPO Bicycle/Pedestrian Advisory Committee (BPAC): The BPAC shall be responsible for making recommendations to the MPO, Hillsborough County, City of Tampa, City of Plant City, City of Temple Terrace, the Hillsborough County Environmental Protection Commission, the Florida Department of Transportation, the Southwest Florida Water Management District, and others, on matters concerning the planning, implementation and maintenance of a comprehensive bikeway and pedestrian system. In addition, the BPAC shall be responsible for studying and making recommendations concerning the safety, security, and regulations pertaining to bicyclists and pedestrians. The BPAC shall coordinate its actions with the appropriate representatives of the Florida Department of Transportation.

BPAC Membership: The BPAC shall be composed of up to twenty-five members. One member shall represent each of the following entities, except as noted: City of Tampa (three seats), City of Temple Terrace, City of Plant City, Hillsborough County (three seats), University of South Florida USF, the Environmental Protection Commission of Hillsborough County, the Hillsborough County City-County Planning Commission, HART, and the Florida Health Department. The remaining members shall be citizen representatives.

All members of this Committee shall serve for a two-year term, ending on June 30th of its respective year. Without restriction, each member can be appointed to serve an unlimited number of two-year terms.

4.2.12 MPO Livable Roadways Committee (LRC): The LRC shall be responsible for integrating Livable Roadways principles into the design and use of public rights-of-way and the major road network throughout Hillsborough County. The LRC seeks to accomplish this responsibility by: making recommendations to create a
transportation system that balances design and aesthetics with issues of roadway safety and function; ensuring that public policy and decisions result in a transportation system that supports all modes of transportation, with a special emphasis on pedestrian and bicycle infrastructure and transit infrastructure and service; providing information and assistance to the MPO, local governments and transportation agencies relating to the mission of the Committee; and enhancing coordination among MPO member agencies and public participation in the transportation planning process. The LRC shall coordinate its actions with the appropriate representatives of the Florida Department of Transportation.

LRC Membership: The LRC shall be composed of representatives of local government departments, transportation agencies and other organizations. They may be elected officials, appointed officials, organization members, designated representatives or staff, but may not be staff to the MPO. Members will represent the following: City of Plant City; City of Tampa Parks and Recreation Department, Public Works, Transportation Division, or Urban Development Department (up to two members); City of Temple Terrace; Hillsborough County Planning and Infrastructure (up to two members); Hillsborough Area Regional Transit; Hillsborough County MPO Board Member (appointed by the MPO to serve as chair of the committee); Hillsborough County City-County Planning Commission; Tampa Hillsborough Expressway Authority and five members from professional organizations whose mission is consistent with the principles of Livable Roadways (such as American Planning Association; American Society of Landscape Architects; Urban Land Institute; Institute of Transportation Engineers; Congress for New Urbanism and American Institute of Architects); University of South Florida; New North Transportation Alliance; Tampa Downtown Partnership; Westshore Alliance; Person with disabilities; Neighborhood representative; Transit user representative; Citizen advocate for livable communities and/or multimodal transportation; and School District and/or School Parent representative.

5 MEETINGS:

5.1 SCHEDULE OF MPO MEETINGS:

5.1.1 Regular Meetings: Regular meetings shall take place on the first Tuesday of each month, unless otherwise decided by the MPO and shall be held in the Chamber of the Hillsborough County Board of County Commissioners or at another suitable location designated by the Chair.

5.1.2 Special Meetings and Workshops: Special meetings and workshops shall be held at the call of the Chair or majority of officers. Special meetings and workshops shall convene at a time designated by the Chair and shall be held in the Chambers of the
Hillsborough County Board of County Commissioners or at another suitable location designated by the Chair.

5.1.3 Public Hearings: Public hearings of the MPO shall be held at a time designated by the Chair. A public hearing can be continued until a date and time certain, with due allowance of time for public notice of the continuation of the public hearing. Public hearings shall be held in the Chambers of the Hillsborough County Board of County Commissioners or at another suitable location designated by the Chair.

5.2 SCHEDULE OF STANDING COMMITTEE MEETINGS: Each standing committee shall meet monthly, with the exception of the Intelligent Transportation Systems Committee and the Transportation Disadvantaged Coordinating Board which shall meet every two months, at a regular date and time designated by the Chair.

5.3 SCHEDULE OF AD HOC COMMITTEE MEETINGS: Each ad hoc committee shall meet at the call of the committee chair. Ad hoc committee meetings shall not be scheduled during the times reserved for MPO meetings. Ad hoc committee meetings shall be held at a suitable location designated by the committee chair.

5.4 NOTICE OF MPO AND COMMITTEE MEETINGS: The Executive Director of the MPO shall be responsible for providing written public notice of all MPO meetings, public hearings and committee meetings. Except in case of emergencies, written notice of any meeting shall be given at least five (5) days prior to the meeting. In case of emergency, notice of such meeting shall be given to each member as far in advance of the meeting as possible and by the most direct means of communications. In addition, notice of such emergency meeting shall be given to the media, utilizing the most practicable method. Written notice of any meeting shall state the date, time and place of the meeting, a brief description of the agenda for the meeting, and shall be provided in accordance with the requirements of Florida law and the MPO’s Public Participation Plan.

5.5 AGENDA OF MPO AND COMMITTEE MEETINGS: The agenda for all MPO regular and special meetings, workshops and public hearings shall be established by the Chair with the assistance of the Executive Director. Members or the Executive Director may request that an item be placed on the agenda by communicating such request to the Executive Director at least ten (10) days prior to the meeting date. The Chair shall consider with the Executive Director on a month to month basis whether there shall be a consent agenda.

The agenda for each committee meeting shall be established by the committee chair and shall be prepared by the Executive Director or designated MPO support staff. Members of a committee or the Executive Director may request that an item be placed on a committee agenda by communicating such request to the MPO support staff assigned to the
committee, or the Executive Director at least ten (10) days prior to the committee meeting date.

The agenda shall list the items in the order they are to be considered. For good cause stated in the record, items on the agenda may be considered out of order with the approval of the MPO Chair or the committee chair.

The agenda for any MPO or committee meeting shall be delivered to each member at least five (5) days prior to the meeting date and shall be mailed or delivered to interested persons at that time, except in case of an emergency meeting, where the agenda will be provided to members, and interested parties as far in advance of such meetings as practicable.

5.6 **RULES OF ORDER:** Except where they are inconsistent with the *By-laws*, *Roberts Rule of Order* shall be used for the conduct of all MPO and committee meetings.

5.7 **QUORUM:** A simple majority of the total non-vacant membership of the MPO or MPO committee shall constitute a quorum for the transaction of business at all regular and special meetings and public hearings, except seven (7) members shall constitute a quorum for the CAC, and five (5) members shall constitute a quorum for the TDCB. Public hearings may be conducted with less than a quorum, but no action, other than as noted at the end of this section, shall be taken unless a quorum is present. When a quorum is present, a majority of those present may take action on matters properly presented at the meeting. Workshops may be conducted with less than a quorum, but no official action may be taken. A majority of the members present, whether or not a quorum exists, may adjourn any meeting or continue any public hearing to another time.

5.8 **CONDUCT OF MEETINGS:**

5.8.1 **Chair Participation:** The presiding MPO Chair, or committee chair, shall not be deprived of any rights and privileges by reason of being presiding Chair, but may move or second a motion only after the gavel has been passed to the Vice-Chair or another member.

5.8.2 **Form of Address:** Each member shall address only the presiding Chair for recognition; shall confine his/her remarks to the question under debate; and shall avoid personalities or indecorous language or behavior.

5.8.3 **Public Participation:** Any member of the public may address the MPO or MPO committee at a regular or special meeting, public hearing, or public participation type workshop, after signing in with the MPO Staff for a specific item. When recognized by the Chair, a member of the public shall state their name, address, the person on whose behalf they are appearing and the subject of their testimony. Each member of the public shall limit his or her presentation to three (3) minutes unless otherwise authorized by the Chair.
5.8.4 Limitation of Testimony: The Chair may rule testimony out of order if it is redundant, irrelevant, indecorous or untimely.

5.8.5 Motions: The Chair shall restate motions before a vote is taken and shall state the maker of the motion and the name of the supporter.

5.8.6 Voting: Voting shall be done by voice, as a group, but a member shall have his/her vote recorded in the minutes of the meeting if so desired. A roll call vote shall be taken if any member so requests. Any member may give a brief explanation of his/her vote. A tie vote shall result in failure of a motion.

5.8.7 Reconsideration: A motion to reconsider an item on which vote has been taken may be made only by a member who voted with the prevailing side. The motion to reconsider must be made on the day the vote to be reconsidered was taken, or at the next succeeding meeting of the same type of meeting at which the vote to be reconsidered was taken (i.e., at the next succeeding regular meeting if the vote to be reconsidered was taken at a regular meeting). To be in order, the motion to reconsider must be made under the consideration of old business. Adoption of a motion to reconsider requires the approval of at least a simple majority of the votes cast. If a motion to reconsider is adopted, the members shall consider the need for additional notice to interested persons before a vote subject to the motion for reconsideration was taken at a special meeting or a public hearing for which no subsequently scheduled meeting will provide an opportunity for reconsideration of the item, then the motion to reconsider may be made at the next regular meeting in the manner provided.

5.9 ORDER OF BUSINESS AT MEETINGS: The order of business shall be determined by the Chair; however, the following is provided as a guide:

5.9.1 Regular MPO Meetings:
   (a) Call to Order and Pledge of Allegiance
   (b) Approval of minutes of prior meetings, workshops and public hearings
   (c) Public input on Agenda Items, MPO Committee Reports
   (d) Presentation of the Chair’s Report
   (e) Presentation of the Executive Director’s Report
   (f) Consideration of Action Items
   (g) Consideration of Status Reports
   (h) Public input regarding general concerns
   (i) Consideration of items under old business
   (j) Consideration of items under new business
   (k) Adjournment

5.9.2 Special Meetings or Workshops
(a) Call to Order
(b) Consideration of individual agenda items
(c) Adjournment

5.9.3 Public Hearings
(a) Call to Order
(b) Consideration of individual agenda items
  1. Presentation by staff
  2. Public comment
  3. Board deliberation
(c) Adjournment

5.9.4 Order of Consideration of Action Items: The order of consideration of any individual agenda item shall be as follows unless otherwise authorized by the Chair:
(a) Chair introduces the agenda item.
(b) Staff presents the agenda item.
(c) Other invited speaker(s) make presentations.
(d) MPO or committee members ask questions.
(e) Motion is made, seconded and debated.
(f) Vote is taken.

The Chair may expand all time limitations established by this section.

5.9 OPEN MEETINGS: All MPO regular and special meetings, workshops and public hearings, MPO committee meetings, and all meetings of the committees are open to the public as provided by Florida’s Government-in-the-Sunshine Law, Section 286.011, Florida Statutes.

6.0 ATTENDANCE: Members are expected to attend all regular and special meetings, public hearings and workshops of the MPO and its committees.

6.1 EXCUSAL FROM MEETINGS: Each member who knows that his/her attendance at a regular or special meeting, public hearing or workshop will not be possible, shall notify the Executive Director, or committee support staff, of the anticipated absence and the reason thereof. The Executive Director, or committee support staff, shall communicate this information to the Chair who may excuse the absent member for good cause.

7.0 CODE OF ETHICS:

7.1 COMPLIANCE WITH LAWS: Members shall comply with the applicable provisions of the Code of Ethics for Public Officers and Employees, Part III, Chapter 112, Florida Statutes.

7.2 REQUESTS FOR INFORMATION: Members may request information readily available to the general public directly from the appropriate staff person. Requests for information not readily available to the general public,
or information which would involve the expenditure of staff time in preparation or compilation, shall be made to the Executive Director, who may consult with the Chair for guidance.

7.3 **LOBBYING ACTIVITIES:** Members shall use their discretion in conducting private discussions with interested persons regarding MPO business, as long as all interested persons are treated equally. Any written material received by a member in connection with a private discussion with an interested person shall be given to the Executive Director for distribution to other members and as appropriate, to staff.

7.4 **GOVERNMENT IN THE SUNSHINE:** Members shall refrain from participating in any private communications regarding MPO business involving two or more members. For purposes of this section, a private discussion is one that is not conducted in accordance with the requirements of Florida’s Government-in-the-Sunshine Law, Section 286.011, Florida Statutes.

Any written material received by a member in connection with MPO Business shall be given to the Executive Director or the member’s committee support staff for distribution to other members and as appropriate, to staff.

7.5 **STATEMENTS BY MEMBERS:** Members will from time to time be asked to give their opinions regarding matters which have been or will be considered by the MPO or one of its committees. No member shall be prohibited from stating his/her individual opinion on any matter; however, in doing so, each member shall take care to make clear that the opinion expressed is his/her own, and does not constitute the official position of the MPO or one of its committees.

8.0 **ADMINISTRATION:** The administration of MPO activities shall be accomplished through official actions of the MPO in accordance with the following guidelines:

8.1 **POLICIES:** The MPO shall adopt, by a vote of a majority of the total membership, Policies to guide the administration of the MPO. The Policies shall be published in conjunction with the By-laws. The Policies may be amended from time to time by a vote of a majority of the total voting membership of the MPO.

8.2 **STATUTES:** The MPO shall abide by legislation authorizing and specifying its duties and functions and all other requirements of Florida law.

8.3 **STAFF:** The staff of the MPO shall consist of the Executive Director and such additional employees as provided by the Hillsborough County City-County Planning Commission. The staff shall be directed by the Executive Director of the MPO.

9.0 **RULES OF CONSTRUCTION:** The following rules apply to the text of this document.
9.1 The particular controls the general.

9.2 The word “shall” is mandatory and not discretionary. The word “may” is permissive.

9.3 Words used in the present tense include the future; words used in the singular number shall include the plural and the plural the singular unless the context indicates the contrary.

9.4 Words not defined shall have the meaning commonly ascribed to them.

10.0 **AMENDMENT:** The By-laws may be amended by two-thirds majority vote of the total voting membership of the MPO. Any amendment shall be proposed at a regular meeting and voted upon the next regular meeting.
Board & Committee Agenda Item

**Agenda Item**
Transportation System Performance at Current Funding Levels

**Presenter**
Beth Alden, MPO Director

**Summary**
Maintaining and upgrading roads to current standards is a challenge not only in South Hillsborough County but countywide. Current transportation funding is inadequate to ensure a state of good repair and meaningfully reduce crash rates, much less to upgrade technology, expand access to transit and walk/bike transportation, or widen highways. The one-cent sales tax for transportation that was approved by county voters in 2018 would have made a significant difference in performance outcomes in all categories. In light of the delay in implementation of the sales tax, staff will provide a brief overview of the scope of the funding shortfall in transportation and some revenue options, as documented in the 2019 long range transportation plan.

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

**Prepared By**
Beth Alden

**Attachments**
Presentation slides
Transportation System Performance at Current Funding Levels

“It’s TIME Hillsborough”
Long Range Transportation Plan Forecasts for 2045
Good Repair & Resilience

Trend Investment Scenario

• Roads: only **60% resurfaced on time**
• Bridges: continued routine maintenance, plus **1 major and 1 minor rehab/replacement project** each year (FDOT bridges)
• Bus fleet: 10% older than 12 years, average of 8 breakdowns per weekday

Trend + Sales Tax Scenario

• Roads: **100% resurfaced on time**
• Bridges: continued routine maintenance, plus **3 major and 11 minor rehab/replacement projects** each year
• Bus fleet: 100% replaced on time, half as many breakdowns per bus
Funding for Stormwater Improvements

- Currently in local government CIPs & FDOT work program: $46m/yr
- Protecting critical roads from inland flooding with additional stormwater drainage improvements would require + $22m/yr
- Protecting critical roads from storm surge with wave attenuation along coasts, hardening pavement, & raising road profiles would require + $72m/yr

Good Repair & Resilience

20% of network vulnerable to CAT3 storm with 2045 SLR
11% vulnerable to dramatic flood events
**Vision Zero**

**Trend Scenario - $18m/yr**

- 130 miles of the highest-crash roads treated as Complete Streets
- **>15% reduction** in total crashes, bike/ped crashes, fatal & injury crashes

**Trend + Sales Tax Scenario - $62m/yr**

- 350 miles of the highest-crash roads treated as Complete Streets
- 500 miles of street lights
- 1400 miles of sidewalk gaps
- **>35% reduction** in total crashes and fatal/injury crashes, >30% reduction in bike/ped crashes
Smart Cities

If no improvements are made by the year 2045, vehicle hours of delay could increase more than 2.8x

Trend Scenario - $60m/yr
• 130+ miles of major roads improved
• 40% reduction in delay on major roads from 2045 conditions with no improvements
• 10% improvement in mean travel time

Trend + Sales Tax Scenario - $102m/yr
• 220+ miles of major roads improved
• 80% reduction in delay on major roads from 2045 conditions with no improvements
• 30% improvement in mean travel time
Trend Scenario:
• 50 new miles of trails
• 22 bus routes improved
• ~300 miles of roads with frequent or somewhat frequent bus service

Trend + Sales Tax Scenario:
• 150 new miles of trails
• 38 bus routes improved
• 7 new BRT routes
• 5 new local routes
• 3 new express routes
• New svc. in So. County, Plant City
• 3 new transit centers
• Potential for more
• ~800 miles of roads with frequent or somewhat frequent service
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.

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.

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.

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
MEMORANDUM

TO: Board of County Commissioners, Hillsborough County, Florida

FROM: Alan S. Zimmet, B.C.S., Bryant Miller Olive, P.A.

CC: Christine Beck, County Attorney

DATE: February 25, 2021

Florida Supreme Court Opinion Issued February 25, 2021

Today, Chief Justice Canady wrote an opinion for the Florida Supreme Court invalidating Article 11 of the County’s Charter, which was based on a citizen’s initiative. Based on a 4-1 decision (Justice Labarga dissenting and Justices Couriel and Grosshans not participating), the Court struck down Article 11 in its entirety as unconstitutional, concluding it impermissibly transgressed the authority reserved to the county commission by the Florida Legislature in the surtax statute.

As a result, the Court reversed the declaratory judgment and the bond validation judgment, both entered by Judge Barbas, to the extent that they upheld any portion of Article 11. The Court concluded that the provisions of Article 11 setting specific limitations governing distribution and use of the tax, which the Court found were in conflict with the surtax statute, were an integral part of the citizen’s initiative presented to the voters. Therefore, those unconstitutional provisions could not be severed from Article 11.

The opinion will become final if no motion for rehearing is filed by March 12, 2021. If a motion for rehearing is filed, the decision will not become final until after the motion for rehearing is determined.
Greetings everyone!! It is another Saturday in Tallahassee and up here we are enjoying some liquid sunshine this morning. As always, it is good to be with you for another update.

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

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

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

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

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

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

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### Important Dates for the 2021 Legislative Session

- August 1, 2020 - Deadline for filing claim bills (Rule 4.81(2))
- January 29, 2021 5:00 p.m. - Deadline for submitting requests for drafts of general bills and joint resolutions, including requests for companion bills.
- February 26, 2021 5:00 p.m. - Deadline for approving final drafts of general bills and joint resolutions, including companion bills.
- March 2, 2021 - Regular Session convenes (Article III, section 3(b), State Constitution) 12:00 noon, deadline for filing bills for introduction (Rule 3.7(1))
- April 17, 2021 - Motion to reconsider made and considered the same day (Rule 6.4.(4)) All bills are immediately certified (Rule 6.8)
- April 20, 2021 50th day – last day for regularly scheduled committee meetings (Rule 2.9(2))
- April 30, 2021 60th day – last day of Regular Session (Article III, section 3(d), State Constitution)
January 2021 — Week of the 11th
January 2021 — Week of the 25th
February 2021 — Week of the 1st
February 2021 — Week of the 8th
February 2021 — Week of the 15th

Transportation Related Committee Meetings Next Pre-Session Week

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

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

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

**Thursday – February 18, 2021**
- No transportation related committees today

**Friday – February 19, 2021**
- No Senate Committee Meetings Scheduled
- No House Committee Meetings Scheduled
This is a summary of transportation related bills filed and published on the legislature’s website as of February 12, 2021. More bills will be filed during the 2021 session and as they are made available the newly filed transportation bills will be added to this list. The bills are listed in numerical order for your convenience. As the session progresses and the number of bills tracked in this newsletter grows, this ordering of bills will make it easier to follow the status of any bill you are tracking. All new bills and any updates to bills shown below are in RED so you can quickly distinguish between updates and old news.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

SB 278: Traffic Offenses – (Baxley) - Creating the “Vulnerable Road User Act”; providing criminal penalties for a person who commits a moving violation that causes serious bodily injury to, or causes the death of, a vulnerable road user; requiring that the person who commits the moving violation pay a specified fine, serve a minimum period of house arrest, and attend a driver improvement course; requiring that the court revoke the person’s driver license for a minimum specified period, etc. Filed in the Senate. Referred to Transportation; Appropriations
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.

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

**HB 365: Motor Vehicle Rentals – (Caruso)** – Similar to SB 566 by Perry and S 708 By Brandes - Provides requirements for sales taxes & surcharges on motor vehicle leases & rentals by motor vehicle rental companies & peer-to-peer car-sharing programs; specifies insurance requirements for shared vehicle owners & shared vehicle drivers; provides for liability; provides for exclusions; provides right of contribution to shared vehicle owner's insurer for certain claims; requires provision of certain information regarding liens; specifies recordkeeping, record-sharing, disclosure, & driver license verification & data retention requirements; provides for consumer protections. Filed in the House. Referred to Tourism, Infrastructure & Energy
SB 376: **Jacksonville Transportation Authority Leases – (Gibson)**  – Related Bill HB 6015 by Duggan. Removing a limitation on the term of a lease into which the authority may enter, etc. Filed in the Senate. Referred to Transportation; Community Affairs; Rules. Favorable by Transportation; YEAS 8 NAYS 0. Now in Community Affairs.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

<table>
<thead>
<tr>
<th>Important Dates for the 2021 Legislative Session</th>
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<tr>
<td>o August 1, 2020 - Deadline for filing claim bills (Rule 4.81(2))</td>
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<tr>
<td>o 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>
</tr>
<tr>
<td>o 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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Legislation of interest to the membership

This is a summary of transportation related bills filed and published on the legislature’s website as of February 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
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 – (Boyd) – Identical Bill HB 267 by Roach. Preempting to the state the regulation of commerce in state seaports; providing exceptions, etc. Referred to Transportation; Community Affairs; Rules.

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

SB 514: Resiliency – (Rodrigues) - Establishing the Statewide Office of Resiliency within the Executive Office of the Governor; creating the Statewide Sea-Level Rise Task Force adjunct to the office; authorizing the Department of Environmental Protection to contract for specified services, upon request of the task force; requiring the Environmental Regulation Commission to take certain action on the task force’s recommendations, etc. APPROPRIATION: $500,000. Filed in the Senate. Referred to Environment and Natural Resources; Appropriations Subcommittee on Agriculture, Environment, and General Government; Appropriations. On 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 - Requiring 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, &
services provided in this state; provides appropriation. APPROPRIATION: $5,000,000. Filed in the House.

HB 819: Fees/Electric Vehicles – (Learned) – Linked bill HB817 by Toledo. Identical to SB140 by Brandes - Creates additional fees for electric vehicles; creates license tax & an additional fee for plug-in hybrid electric vehicles; provides for distribution of proceeds from additional fees; requires DHSMV to increase additional fees, subject to certain requirements; exempts certain vehicles from specified fees; provides for future expiration & reversion of specified statutory text. Filed in the House.

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

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

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

SB 1050: School Bus Safety – (Berman) – Identical to HB745 by Slosberg - Authorizes school district to install cameras on school buses; authorizes DHSMV, county, or municipality to authorize traffic infraction enforcement officer to issue & enforce citation for failing to stop for school bus; requires notification to be sent to owner of vehicle involved in violation; prohibits receiving commission or remuneration based on use of camera; requires payment of citation unless certain information is established in affidavit; 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.
POLICY ALERTS

Washington Update

2/25/2021

Congress

T&I Hearing – The House Transportation and Infrastructure Committee held a hearing this week titled - “Examining Equity in Transportation Safety Enforcement.” The hearing examined the equity implications of the most prevalent methods to enforce traffic safety laws. Chairman DeFazio wants to raise awareness of the need to improve accountability in transportation safety enforcement and taking the first steps to ensure that Federal transportation safety funds elevate safety while maintaining the rights of every American. H.R. 2 the Moving Forward Act passed by the House last year included several provisions aimed at addressing disparities and increasing transparency in traffic safety enforcement. The bill reauthorized and made improvements to the Section 1906 grant program to provide grants to States for collecting data on racial profiling during traffic stops. Twenty-three states have applied for and received these funds since the program's inception in 2006. Further, H.R. 2 included an implicit bias research and training grant program which would provide funds to universities for research and training of law enforcement to identify implicit bias during traffic stops. Witnesses included Larry Sandigo, Community Advisory Board - Maricopa County, Arizona; Lorraine Martin President, CEO of the National Safety Council; Michelle Ramsey Hawkins, Mothers Against Drunk Driving; Ken Barone, Institute for Municipal and Regional Policy Central Connecticut State University; Rashawn Ray, Ph.D., Professor of Sociology, University of Maryland.

EPW Hearing – The Senate Environment and Public Works Committee held a hearing titled - “Building Back Better: Investing in Transportation
while Addressing Climate Change, Improving Equity, and Fostering Economic Growth and Innovation.” This hearing covered a broad number of surface transportation issues the Committee will address at it work towards the next multi-year surface transportation bill. Chairman Carper (DE) would like to move a bipartisan bill before Memorial Day. Witnesses included - The Honorable Gretchen Whitmer, Governor of The State of Michigan; The Honorable Larry Hogan; Governor of The State of Maryland; The Honorable Michael Hancock, Mayor of Denver, Colorado; Victoria Sheehan, President of American Association of State Highway and Transportation Officials.

Denver Mayor Hancock’s presentation addressed many issues consistent with AMPO policy recommendations and is a strong advocate of increasing federal funds to local governments as well as giving more control over how those funds are allocated. He emphasized some of the 1991 surface transportation bill's (ISTEA) key provisions – “commitment to local decision-making and planning – at the metropolitan and regional level – whereby city, county, and other local government leaders join together to plan and decide collectively how federal funds are invested, subject to fiscally-constrained investment plans.” He pointed out that over the years many of the important local government programs and authorities have been weakened at the urging of State DOTs. The Mayor’s top priority is - “The allocation of all Surface Transportation Block Grant (STBG) resources to local areas – specifically, by raising the “local share” from 55 percent to 100 percent (while preserving current law set aside for Off-System bridges).”

The US Conference of Mayors is part of the LOT coalition and AMPO works closely with our local government partners.

COVID-19 Response – House Majority Leader Steny Hoyer announced that the House will vote Friday on the $1.9T coronavirus relief bill. The Senate is not as far along as the House. In the Senate, many of the provisions being discussed must pass a test established that determined if a provision is "germane" to the bill. If the Senate parliamentary rules against a provision it must be dropped from the bill. The minimum wage increase and several other items will face this test. Congress hopes to have the bill on the President’s desk by mid-March.
Nomination Hearing - The Senate Commerce Committee will hold a hearing on the nomination of Polly Trottenberg to be deputy secretary of Transportation on March 3. Prior to her nomination she served as undersecretary for policy in President Barack Obama’s DOT and then served seven years as the head of the New York City DOT.

Infrastructure/Stimulus – After Congress passes the $1.9T COVID-19 response bill it may move on to a broad infrastructure bill that could include a surface transportation bill. The decisions on the timing of a bill, what is included, and how it will be paid for are all decisions that Congressional leadership and the President are now debating.

Administration

Department of Commerce, Bureau of the Census

On February 19th, the Bureau of the Census proposed criteria for defining urban areas based on the results of the 2020 Decennial Census. It also provides a description of the changes from the final criteria used for the 2010 Census. The Bureau is seeking comments before May 20th, 2021.

Notice can be found [here](https://www.myampo.org/policy-alerts/)

**Proposed Changes for the 2020 Urban Areas**

**Adoption of a Housing Unit Density Threshold for Qualification of Census Blocks** - The Census Bureau proposes adopting a housing unit density threshold of 385 housing units per square mile as the primary criterion for determining whether a census block qualifies for inclusion in an urban area, replacing the use of population density. Housing unit density provides a more direct measure of the densely developed landscape than population density. Housing unit counts are invariant and will reflect the number of housing units enumerated in each block, and thus are a more consistent measure.

**Qualify Urban Areas Based on a Minimum Threshold of 4,000 Housing Units or 10,000 Persons Instead of a Minimum Threshold of 2,500 Persons**

The Census Bureau proposes that an area will qualify as urban if it contains at least 4,000 housing units or has a population of at least 10,000. The proposed increase in the minimum population responds to calls for the Census Bureau to increase its minimum threshold for defining urban areas from the 2,500-person minimum established in 1910.

**Cease Distinguishing Different Types of Urban Areas**

The Census Bureau would identify urban areas of 4,000 or more housing units or 10,000 or more persons without distinguishing types of urban areas. The 50,000-person threshold that has been used to distinguish between urbanized areas and smaller urban areas (whether urban places outside urbanized areas or urban clusters) no longer has the same meaning as when it was adopted in 1950 and, therefore, should no longer be used to distinguish types of urban areas.

**Maximum Distances of Jumps**

Jumps (and the shorter distance hops) recognize that urban development is not always a continuous and contiguous process across the landscape and facilitate the inclusion of noncontiguous densely developed territory that is considered part of the nearby urban area. The Census Bureau proposes reducing the maximum jump distance to 1.5 miles, returning to the maximum distance employed in urban area delineation from the 1950 Census through the 1990 Census. Data users, analysts, and some urban geographers expressed concern that the 2.5-mile maximum jump distance adopted for the 2000 Census was too generous in some situations and resulted in overextension of urban area territory.

**No Longer Include the Low-Density Hop or Jump “Corridor” in the Urban Area** - The Census Bureau proposes to no longer include within an urban area the low-density territory intervening between the main body of the urban area and the outlying qualifying territory that is the destination of a hop or a jump or exempted territory that has been separated from the urban area core by water or wetlands.

**No Longer Include Low-Density Territory Located Within Indentations Formed During the Urban Area Delineation Process** - The Census Bureau proposes to cease including low-density territory within indentations that are formed during the delineation process when densely developed, qualifying territory surrounds low-density territory on three sides.

**Splitting of Large Agglomerations of Densely Settled Territory**

The question of when and how to merge adjacent urban areas or split large agglomerations has existed since the delineation of urban areas for the 1960 Census. Past criteria relied upon metropolitan statistical area or primary metropolitan statistical area definitions to determine whether
to merge adjacent urban areas or, as was the case in the 2010 Census criteria, split agglomerations based on the previous decade’s urbanized areas. Neither of these approaches relied upon objective measures consistent with the same time frame as the measures used in the delineation process. For the 2020 Census, the Census Bureau proposes using worker flow data (i.e., commuting flows) from the Longitudinal Employer-Household Dynamics (LEHD) Program to identify whether the agglomeration represents a single functionally integrated region or whether commuting patterns indicate the presence of distinct urban areas within the larger agglomeration.

**Proposed Urban Area Criteria for the 2020 Census**

The Census Bureau proposes the following criteria and characteristics for use in identifying the areas that will qualify for designation as urban areas for use in tabulating data from the 2020 Census, the American Community Survey (ACS), the Puerto Rico Community Survey, and potentially other Census Bureau censuses and surveys.

**2020 Census Urban Area Definitions**

For the 2020 Census, an urban area will comprise a densely developed core of census blocks 4 that meet minimum housing unit density requirements, along with adjacent territory containing non-residential urban land uses as well as other lower density territory included to link outlying densely settled territory with the densely settled core. To qualify as an urban area, the territory identified according to the proposed criteria must encompass at least 4,000 housing units or at least 10,000 persons. All calculations of housing unit density include only land; the areas of water contained within census blocks are not used in density calculations. Housing unit, population, and worker flow data used in the urban area delineation process will be those published by the Census Bureau for all public and official uses.

**Proposed Urban Area Delineation Criteria**

The Census Bureau proposes to define urban areas primarily on the basis of housing unit density measured at the census block level of geography.

- **Identification of Initial Urban Area Cores** - The Census Bureau proposes to begin the delineation process by identifying and aggregating contiguous census blocks each having a housing unit density of at least 385 housing units per square mile. This aggregation of contiguous census blocks would be known as the “initial urban area core.” The initial urban area core must encompass at least 385 housing units (consistent with the requirement for at least 1,000 people in the 2010 criteria). After the initial urban area core is identified, additional census blocks would be included if it is adjacent to other qualifying territory and if it meets additional criteria.

- **Inclusion of Group Quarters** - Census blocks containing institutional and non-institutional group quarters that are adjacent to census blocks qualifying based on the criteria outlined in step 1 above (“Identification of Initial Urban Area Cores”) will be included in the urban area. This criterion accounts for the fact that group quarters, such as college dormitories, are not considered housing units by the Census Bureau, but generally are part of the urban landscape.

- **Inclusion of Noncontiguous Territory via Hops and Jumps** - Noncontiguous territory that meets the proposed housing density criteria specified above but is separated from an initial urban area core of 385 housing units or more, maybe added via a hop along a road connection of no more than 0.5 miles. Multiple hops may be made along a single road connection, thus accounting for the nature of contemporary urban development, which often encompasses alternating patterns of residential and non-residential uses.

- **Inclusion of Noncontiguous Territory Separated by Exempted Territory** - The Census Bureau proposes to identify and exempt territory in which residential development is substantially constrained or not possible due to either topographical or land use conditions. The Census Bureau proposes the following to be exempted territory: Bodies of water; and Wetlands (belonging to one of eight wetlands class definitions). Noncontiguous qualifying territory would be added to a core via a hop or jump when separated by exempted territory, provided that it meets specified criteria:
  - The road connection across the exempted territory (located on both sides of the road) is no greater than five miles, and
  - The total length of the road connection between the initial urban area core and the noncontiguous territory, including the exempt distance and non-exempt hop or jump distances, is also no greater than five miles.

- **Inclusion of Enclaves** - The Census Bureau will add enclaves (that is, a nonqualifying area completely surrounded by area already qualified for inclusion as urban) within the urban area, provided that they are surrounded only by the land area that qualified for inclusion in the urban area based on housing unit density criteria, and at least one additional condition.

- **Inclusion of Airports** - After all territory has been added to the urban area core via hop and jump connections, and enclaves, the Census Bureau will then add whole census blocks that approximate the territory of airports, provided at least one of the blocks that represent the airport is within a distance of 0.5 miles of the edge of qualifying urban territory.

- **Additional Nonresidential Urban Territory** - The Census Bureau will identify additional nonresidential urban-related territory that is noncontiguous, yet near the urban area.

- **Splitting Large Agglomerations and Merging Individual Urban Areas** - For the 2020 Census, the Census Bureau proposes using worker flow data (i.e., commuting flows) from the Longitudinal Employer-Household Dynamics (LEHD) Program to identify whether the agglomeration represents a single functionally integrated region or whether commuting patterns indicate the presence of distinct urban areas within the larger agglomeration.

- **Assigning Urban Area Titles** - The Census Bureau proposes specific criteria to determine the title of an urban area.

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February 10, 2021

City of Tampa City Council
Shirley Foxx-Knowles, City Clerk
315 E Kennedy Blvd
Tampa, FL 33602

RE: Support code revision for installation of additional sidewalks

Dear Councilmembers,

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 efforts to encourage an update of the City of Tampa’s Code (Code) regarding sidewalk installation and funding, in particular, within two miles of a school.

We support revisions to the Code that are balanced with natural resources (street trees), stormwater (ditches), and economic development (affordable housing) challenges. The following MPO Studies support such revisions of the sidewalk code:

- **MPO School Safety Study (2017)**
- **Vision Zero Speed Management Plan (2020)**

In addition, following are some Imagine 2040: Tampa Comprehensive Plan policies that support the placement of sidewalks citywide. There are specific policies related to road segments, such as Bayshore Boulevard, that are not included.

**LU Objective 4.3: Improve the pedestrian experience through excellent urban design.**

**LU Policy 4.3.6: Ensure that sidewalks interconnect with existing or future sidewalks on adjacent properties and on the public right-of-way.**

**LU Policy 6.1.4: Require that sidewalks along mixed-use corridors are wide enough to accommodate significant pedestrian traffic and the integration of public amenities and landscaping.**
LU Policy 9.1.3: Encourage, where appropriate, higher density urban neighborhoods to include small public spaces and have tree-lined sidewalks furnished with appropriate pedestrian amenities that provide comfortable and attractive settings to accommodate high levels of pedestrian activity.

LU Objective 11.4: Make neighborhood streets safe for children, pedestrians, bicyclists and motorists.

LU Policy 11.4.3: Encourage neighborhoods to participate in the City’s Neighborhood sidewalk and Street Light programs by obtaining neighborhood input and consensus on priority locations.

LU Policy 15.2.6: New commercial development and major commercial renovations shall be encouraged to provide sidewalks in areas where it is practical and feasible for pedestrian oriented activities. The intent is to encourage pedestrian activity and safety, connect building entrances to public sidewalks and transit stops while also reducing the overall dependence on automobiles.

LU Policy 15.2.7: All development and major renovations shall be required to provide exterior building lighting and shade trees along sidewalks to encourage pedestrian activity, and reduce overall dependence on automobiles.

LU Policy 15.2.11: Coordinate building patterns that cross property lines. This should include the following considerations: Facades that are aligned, similar landscape, Continuous sidewalks and landscape along the building fronts, Compatible scale, materials, signage, and details.

MBY Objective 2.2: Provide well-maintained sidewalk facilities (or equivalent trail facilities) along both sides of all arterials and collectors and along at-least one side of all neighborhood collectors, and local streets.

MBY Policy 2.2.2: Include sidewalks as part of typical section for all roadway designs, and revise existing standards to include pedestrian traffic control devices and pedestrian staging areas in intersection improvement projects and new construction.

MBY Policy 2.2.5: Continue to utilize funds from the existing sidewalk trust fund (Sec. 22-104 LDC) to construct new sidewalk facilities, with a primary focus on arterials and collectors.

MBY Policy 6.1.2: Consider a range of improvements such as wider sidewalks, more visible pedestrian crossings, enforcement, pedestrian lighting, bicycle lanes, pedestrian trails, and educating children on traffic safety.

MBY Policy 6.1.7: Maintain on-road bikeways, separated bicycle facilities and sidewalks to keep them clean and in good repair to accommodate adequate and safe bicycling and walking.
PSF Policy 1.4.1: Coordinate with the School Board in order to provide consistency between the City’s comprehensive plan and public school facilities programs, such as:

- Greater efficiency for the School Board and the City by the placing of schools to take advantage of existing and planned roads, water, sewer, parks, and drainage systems;
- Improved student access and safety by coordinating the construction of new and expanded schools with road and sidewalk construction programs;
- The location and design of schools with parks, ball fields, libraries, and other community facilities to take advantage of shared use opportunities; and,
- The expansion and rehabilitation of existing schools so as to support neighborhoods and redevelopment.

PSF Policy 1.4.9: The City, in coordination with the School Board, shall implement the following strategies:

- New developments adjacent to school properties shall be required to provide a right-of-way and a direct safe access path for pedestrian travel to existing and planned school sites, and shall connect to the neighborhood’s existing pedestrian network;
- For new development and redevelopment within 2 miles of an existing or planned school, the City shall require sidewalks (complete, unobstructed, continuous with a minimum width of 5 feet) along the property for the corridor that directly serves the school, or qualifies as an acceptable designated walk or bicycle route to the school;
- In order to ensure continuous pedestrian access to public schools, priority will be given to cases of hazardous walking conditions pursuant to Section 1006.23, Florida Statutes, and specific provisions for constructing such facilities will be included in the schedule of capital improvements adopted each fiscal year;
- Evaluate school zones to consider safe crossing of children along major roadways, including prioritize areas for sidewalk improvements including: schools with a high number of pedestrian and bicycle injuries or fatalities, schools requiring courtesy busing for hazardous walking conditions, schools with significant walking populations, but poor pedestrian and bicycle access, and needed safety improvements; and
- Coordination with the MPO Long Range Transportation Plans to ensure funding for safe access to schools including: development of sidewalk inventories and the list of priority projects coordinated with the School Board.

The Hillsborough MPO and the City of Tampa are committed to safety for all transportation users, including those of diverse ages, incomes, races, genders, abilities, or political affiliation. Our jointly held Vision Zero initiative has been highlighted by both the Federal Highway Administration (FHWA) and Florida Department of Transportation (FDOT) to be a best practice for reducing the number of roadway fatalities to zero.

The Tampa Bay area ranks among the 10 most dangerous places to walk in the United States, the MPO encourages the City of Tampa to review current requirements with a goal that any proposed revisions provide for general improvements to the pedestrian infrastructure network. Additional pedestrian infrastructure will allow people to more safely walk and bike on sidewalks, instead of the roadways, leading to a decrease in traffic fatalities and injuries. We request that you consider the proposed sidewalk code revisions.
Best Regards,

Beth Alden
Executive Director

CC: Jean Duncan, City of Tampa Infrastructure and Mobility Administrator
February 22, 2021

Mr. Peter P. Buttigieg, U.S. Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave. SE
Washington, DC 20590

RE: 2021 INFRA Grant Application for Tampa’s Westshore Interchange

Dear Mr. Buttigieg,

On behalf of the Hillsborough MPO, I am pleased to submit this letter supporting the 2021 INFRA grant application for Tampa’s Westshore Interchange, first phase of reconstruction located in Hillsborough County, Florida. The Florida Department of Transportation (FDOT) is completing the application to support funding for Tampa’s Westshore Interchange project. Reconstruction of the interchange will improve safety and traffic operations through the region’s most heavily traveled interchange and improve regional mobility for commuters and tourists, while facilitating more efficient freight movement and hurricane evacuation routes.

The West Shore business district is one of the largest employment districts in Central Florida, with over 100,000 employees, and it is a regional draw for destinations such as the Tampa International Airport, Raymond James Stadium, and two major shopping malls, making this project the region’s top transportation priority. This project will reduce existing bottlenecks that cause congestion and related crashes, provide critical capacity, and enhance access for freight movement near Tampa International Airport and to/from Port Tampa Bay.

The reconstruction project will also enable the reconnection of multiple local streets beneath the interstate, will reconnect neighborhoods previously bisected by the original interstate’s construction, and improve local traffic circulation for drivers, bicyclists and pedestrians. Additionally, the improvements will enable opportunities for other complete streets projects and accommodate multi-modal mobility options including premium transit accommodations within the interstate median that will connect to a planned multimodal center.

We are proud to support this important initiative to advance this project towards construction. Thank you for your favorable consideration of FDOT’s Tampa Westshore Interchange INFRA grant application.

Best Regards,

Beth Alden, AICP
Executive Director

Plan Hillsborough
plan@hillsborough.org
planner@plancom.org
813 - 272 - 5940
601 E Kennedy Blvd
18th Floor
Tampa, FL, 33602
February 23, 2021

Ms Beth Alden, AICP
Executive Director
Hillsborough County Metropolitan Planning Organization
601 E Kennedy Blvd, 18th FL
Tampa, FL 33602

Re: FY 2022-2026 Tentative Work Program

Dear Ms. Alden:

Thank you for your February 10 letter regarding the Tentative Work Program for Fiscal Years 2022-2026.

We understand your concerns with the project deferrals for the Westshore Interchange and US 41/CSX Grade separation projects. We want to assure you that we are continuing to work closely with Central Office to restore funding for these important projects in the earliest possible year.

We appreciate the partnership that we have developed with the MPO and look forward to working together to improve safety and mobility in Tampa Bay.

Sincerely,

[Signature]

David Gwynn, P.E.
District Seven Secretary

cc: Justin Hall, Government Liaison Administrator, FDOT
    Kelli Bradley, Program Management Administrator, FDOT