Hybrid Virtual & In-Person Meeting of the MPO Board
Wednesday, April 14, 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. A minimum number of board members will meet in person at the County Center, and all other participation will continue to be virtual.

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. Approval of Minutes – February 10 and March 10, 2021

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

V. Committee Reports & Advance Comments (Bill Roberts, CAC Chair, Davida Franklin, MPO Staff, and Beth Alden, MPO Director)

VI. Action Items

A. Committee Appointments (Rich Clarendon, MPO Staff)

B. Transportation Improvement Program Amendment for I-4 FRAME Project (Vishaka Shiva Raman, MPO Staff and Meghan Arasteh, FDOT Staff) – Roll call vote required.
C. Designation of the Community Transportation Coordinator and Annual Update on the Transportation Disadvantaged Program (Joshua Barber, MPO Staff)

D. Bylaws Amendment for Livable Roads & Policy Committees (Lisa Silva, MPO Staff)

E. Executive Director Performance Review (Cameron Clark, MPO Attorney)

VII. Status Reports
A. Selmon Expressway PD&E Study and Community Impacts (Chris Vela, resident, and Bob Frey, THEA Staff)

VIII. Executive Director’s Report
- TMA Leadership Group & CCC Meetings NEW DATE: June 25, 9:30am
- Next Policy Committee meeting: May 12, workshop on Transit and Redevelopment for Affordable Housing

IX. Old Business & New Business

X. Adjournment

XI. Addendum
A. Announcements
- Plan Hillsborough Website User Experience Survey

B. Project Fact Sheets & Other Status Reports
- FL MPO Advisory Council Legislative News (state legislation) 3/29/21
- NARC Legislative News (national legislation) 4/1/21
- Dangerous by Design 2021
- Hillsborough Freight Profile

C. Correspondence
- From YCDC re: SR60 Traffic Signal and Safety Improvements in Ybor City
- From FDOT re: Traffic Signal on Adamo Drive at 26th Street
- To USDOT re: Port Tampa Bay INFRA grant
- To Florida Commission for Transportation Disadvantaged re: UZURV-TBARTA grant
- To USF re: support for VECTOR DOE grant

D. Articles Related to MPO Work
- Editorial: Going for a Walk Shouldn’t Kill You
- Seawall Restoration Project in Jeopardy After Transportation Sales Tax Repeal | Spectrum Bay News 9 | 04.06.21
- Eye-Catching Green Lanes Providing Bike Safety On BBD | New Tampa & Wesley Chapel Neighborhood News | 04.03.21
• Court Ruling Puts Kink In New Tampa Plans | New Tampa & Wesley Chapel Neighborhood News | 04.01.21
• Hillsborough transportation surtax funds stay in limbo as court determines next steps | Tampa Bay Business Journal | 03.30.21
• No remedy yet for Hillsborough sales tax refund | Tampa Bay Times | 03.30.21
• Check those receipts! Some Hillsborough businesses were still charging 1% tax deemed unconstitutional | 10 Tampa Bay | 03.26.21
• Hillsborough County Commercial Lease Sales Tax Rate Reduced by Recent Florida Supreme Court Decision | Lowndes Law | 03.24.21
• With Hillsborough's 1-Cent Tax Ruled Unconstitutional, How Does That Affect The County's Transportation Issues? | WUSF Public Media | 03.23.21
• Court ruling lowers Hillsborough’s sales tax | The Laker / Lutz News | 03.23.21
• Hillsborough transit agency works to continue Streetcar expansion after surtax is rejected | Tampa Bay Business Journal | 03.19.21
• South County transportation needs noted in commissioners’ priority list | The Observer News | 03.18.21
• FDOT considering using more in-road solar lights to deter wrong-way drivers at freeway exit ramps | ABC Action News | 03.17.21
• Tampa Bay ranks among most deadliest metro areas for pedestrians in US | News Channel 8 | 03.17.21
• Tampa Bay is the eighth-deadliest metro area to walk in America. That must change. | Tampa Bay Times | 03.10.21
• Commentary from Michael Maurino: Running the risk of limiting our spaces | 83 Degrees | 03.09.21
• Plant City developer, former mayor recounts growth of 'Norman Rockwell-esque' town | ABC Action News | 03.05.21
• FDOT road upgrades in Plant City area are designed to make commuting faster and safer | ABC Action News | 03.05.21
• Plant City developer, former mayor recounts growth of town | ABC Action News | 03.05.21
• Hillsborough County commissioners vote to give back sales tax money | ABC Action News | 03.04.21
• Hillsborough County commissioners continue discussion on 'All For Transportation' tax backup plan | ABC Action News | 03.04.21
• Hillsborough County commissioners vote to give back sales tax money | ABC Action News | 03.03.21
• Hillsborough County to refund money raised from 'unconstitutional' sales tax for transportation | 10 Tampa Bay | 03.03.21
• Hillsborough Commissioners support paying back money from voided transportation surtax | News Channel 8 | 03.03.21
• County commissioners support Hillsborough transportation surtax refund | Tampa Bay Business Journal | 03.03.21
- Hillsborough commissioners: We'll give back sales tax money
  Tampa Bay Times | 03.03.21
- Hillsborough commissioners discuss new transportation tax referendum
  News Channel 8 | 03.03.21
- Hillsborough to consider higher impact fees
  Tampa Bay Times | 03.03.21
- Virtual meeting of the MPO Board
  Tampa Bay NewsWire | 03.03.21
- Hillsborough commissioner seeks to restart transportation tax referendum
  Tampa Bay Times | 03.02.21
- Counties Beware: Florida Supreme Court Strikes Down Charter Amendment Implementing Transportation Tax
  Bilzin Sumberg's New Miami Blog | 03.02.21
- Hillsborough commissioner puts county-backed transportation surtax on the table
  Tampa Bay Business Journal | 03.02.21
- Hillsborough Circuit Court next stop for transportation tax refund, says HART lawyer
  Tampa Bay Times | 03.01.21
- After Florida Supreme Court’s rejection of Hillsborough transportation tax, what happens next?
  Fox 13 Tampa Bay | 02.26.21
- FL: Florida Supreme Court strikes down Hillsborough transportation tax
  Mass Transit | 02.26.21
- What could happen to the $470M of transportation taxes collected so far
  Tampa Bay Business Journal | 02.26.21
- Official Statement from Hillsborough County on transportation tax Supreme Court ruling
  Hillsborough County | 02.25.21
- Rep. Castor statement on Florida Supreme Court invalidating the will of Hillsborough voters
  Rep. Kathy Castor | 02.25.21
- How to move Hillsborough transportation forward after court rejects one-cent tax
  Tampa Bay Times | 02.25.21
- Florida Supreme Court strikes down Hillsborough transportation tax
  Tampa Bay Times | 02.25.21
- Florida Supreme Court hits the brakes on the Hillsborough County transportation tax
  News Channel 8 | 02.25.21
- Hillsborough Transportation Tax is unconstitutional, Florida Supreme Court rules to Stacy White’s delight
  WUSF Public Media | 02.25.21
- Florida Supreme Court rules Hillsborough County’s ‘All for Transportation’ tax unconstitutional
  ABC Action News | 02.25.21
- Florida Supreme Court strikes down Hillsborough County transportation surtax
  Tampa Bay Business Journal | 02.25.21
- Hillsborough County Commission likely to revive a transportation surtax in 2022
  Tampa Bay Business Journal | 02.25.21
- Florida Supreme Court finds Hillsborough County’s transportation tax charter amendment unconstitutional
  Tampa Bay | 02.25.21
- All For Transportation organizers vow a 2022 comeback
  Florida Politics | 02.25.21
- Florida Supreme Court strikes down Hillsborough transportation tax
  Florida Politics | 02.25.21
Florida Supreme Court Strikes Down All For Transportation Tax
Patch | 02.25.21

Can Tampa, Hillsborough County start legally spending All for Transportation Tax dollars? | ABC Action News | 02.17.21

Fixing Tampa’s Westshore interchange should not be delayed | Tampa Bay Times | 02.12.21

Tampa Bay transit authority works with NASA on developing vertiports for air taxis | Tampa Bay Business Journal | 02.12.21

Movement grows in Hillsborough County to tap into transportation tax funds | Spectrum Bay News 9 | 02.11.21

On the Go! with TBARTA #5: The Hillsborough MPO | Tampa Bay Area Regional Transit Authority | 02.11.21

Hillborough County Recognized As Top Commuter Workplace In U.S. | Patch | 02.08.21

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

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

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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MPO Board Meeting of Wednesday, February 10, 2021

CALL TO ORDER, PLEDGE OF ALLEGIANCE & INVOCATION

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

The following members were present in person:

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

The following members were present via teleconference:

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

A quorum was met in person.

APPROVAL OF MINUTES – January 13, 2021

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

PUBLIC COMMENT

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

COMMITTEE REPORTS and ADVANCE COMMENTS

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

ACTION ITEMS

A. Unified Planning Work Program Amendment

Allison Yeh, MPO Staff, presented the UPWP Amendment. The Amendment items are to update FY2021 FTA 5305 budget for the UPWP. The Update budget for Task 1 is in planning management, Task 2 is in System Planning, Task 3 is in the Long Range Transportation Plan & Data Monitoring and Task 6 is in the Regional Coordination. The task text changes for Task 2 changes to add end products for the Non-Discrimination Plan. The change in Task 3 is to remove consultant reference for Data Sharing Analytics Portal end product and Task 5 change is to clarify the language to "comply" with Title VI/Nondiscrimination and Limited English Proficiency Plans. Ms. Yeh reviewed the budget adjustments for FY 2021. The
Chair Cohen sought a motion to approve Unified Planning Work Program Amendment. Commissioner Overman so moved; it was seconded by Commissioner Myers. On a roll-call vote of 14-0, the motion was approved.

B. Safety Performance Targets for 2021

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

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

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

C. FDOT Tentative Work Program: MPO Comments

Rich Clarendon, MPO Staff, noted the FDOT slides and Tentative Work Program highlights are in the agenda packet. Justin Hall, FDOT and Victoria Williams, Florida Turnpike, were present virtually for questions. The draft letter of comment that was also included in the MPO packet. Mr. Clarendon pointed out the tentative work program was presented to the MPO Committees for review and comment. The comments received on the Tentative Work Program include the I-275 Westshore Interchange which has been deferred by two years to FY26 due to funding shortfalls related to the pandemic and the us 41/CSX Grade Separation that serves freight and good to and from Port Tampa Bay as well as, relieving delays for commuters. This funding has been moved out of the Tentative Work Program. They are strongly disappointed these projects have been moved out and urge the State to restore funding to these projects as quickly as possible. Recommended action is to approve transmittal of the letter of comment on the FY 2022-2026 Tentative Work Program.

Commissioner Kemp was disappointment that the US 41/CSX Grade Separation will not be moving forward. Commissioner Cohen is equally concerned about this area for commuters.
Chair Cohen sought a motion to approve the FDOT Tentative Work Program: MPO Comments. Commissioner Kemp so moved; it was seconded by Myers. On a roll-call vote of 14-0, The motion was approved.

D. Letter requested by Livable Roadways Committee

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

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

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

E. Committee Appointments

Committee Appointments were deferred to the next meeting.

STATUS REPORT

A. FDOT Safety Program News: Busch Blvd

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

B. Plan Hillsborough Annual Report

Plan Hillsborough Annual Report was deferred to the next meeting.

C. Bylaws Amendment for Livable Roadways & Policy Committees

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

Executive Director’s Report

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

OLD & NEW BUSINESS

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

ADJOURNMENT

The meeting adjourned at 10:40am
CALL TO ORDER, PLEDGE OF ALLEGIANCE & INVOCATION

The MPO Vice Chairman, Commissioner Pat Kemp called the meeting to order at 10:02 a.m., led the pledge of allegiance. The regular monthly meeting was held virtually via Webex.

The following members were present via teleconference:

Commissioner Pat Kemp, Cheri S. Donohue, Melanie Williams, Councilman Joseph Citro, Commissioner Gwen Myers, Derek Doughty, Joe Waggoner, Charles Klug, Joe Lopano, Commissioner Kimberly Overman, Commissioner Mariella Smith, Councilman Guido Maniscalco, Nate Kilton, John Dingfelder and Jessica Vaughn.

The following members were absent: Commissioner Harry Cohen (medical leave).

Presentation of Awards for MPO Speed Management Action Plan

Beth Alden, MPO Executive Director, introduced the presentation of awards for the MPO Speed Management Action Plan. Ms. Alden noted they are very honored to be the recipient of two awards.

Jodi Godfrey and Michelle Cod from the Institute of Transportation Engineers were present. Jodi Godfrey was pleased to award Hillsborough County with the 2020 Tampa Bay ITE Project of the Year Award for their outstanding performance and lasting contribution on their Speed Management Action Plan. Gena Torres with MPO Staff and Paula Flores with GPI Consultants accepted this award.

Jodi Godfrey recognized the project of the year is awarded to the Hillsborough MPO for the commitment to Vision Zero.

The John W. Barr Transportation Achievement Award was presented by Vishal S. Kakkad, President of Institute of Transportation Engineers Florida-Puerto Rico District to MPO project managers Paula Flores, GPI MPO Consultant and Gena Torres, MPO Staff. This award speaks for the MPO’s diligent work in addressing the high fatal crash rate in Hillsborough County for the last five years.

REVIEW OF MINUTES – February 10, 2021

No action was taken on the minutes. This meeting is totally virtual with no quorum in place.

PUBLIC COMMENT

Chris Vela noted his comments on the expressway projects through the CAC and commented on the THEA bond validation authority. Mr. Vela made a reference to redlining in the Tampa area in correlation with Dana Lazarus presentation.
Gina Robles, Assistant Principal, St. Stephens Catholic School, pointed out the dangerous intersection of Carr Road/Boyette Road and noted they requested a traffic light. Their need has been acknowledged but there is no funding for the new design or installation.

Commissioner Kemp urged that Ms. Robles’ comments be brought to the BOCC, and recognized Mr. Vela’s concerns with THEA and asked that this be a future item with the MPO and include Mr. Vela in that presentation.

**COMMITTEE REPORTS and ADVANCE COMMENTS**

Davida Franklin, MPO Staff, gave an update on the MPO committees. On March 1, the TAC 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 and Port Tampa Bay Master Plan. 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) and the committee also heard from interested potential members but did not take action to approve membership due to lack of an in-person quorum. On Feb 17, the committee heard status reports on new members, Florida Department of Health Hillsborough Community Health Assessment and Selmon Expressway East PD&E. Under Action items, the TDCB approved Election of Officers and Gloria Mills was reelected as Vice Chair and Mark Harshbarger was elected as Officer at Large. 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. 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. 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. 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 and Sunshine Line Update.

We received correspondence from J. Caughey regarding the I75x bus line; a story -elling forum thank you; Chris Vela noting Mr. Prasad; Janet Scherberger regarding Walk Bike Tampa sidewalk code support; emails regarding BLM; Eric Holt regarding road construction that will affect Westchase commuters; email regarding South Selmon from Chris Vela and newspaper article; article regarding Bayshore speed limit 30MPH; IOC thank you from Robert Hunter; letter of support from the Ybor City Development Corporation Board Chair; and communication regarding transportation methodology for considering school siting.

We received social media comments from Sarah H. regarding road widening does not make things safer; Chris Vela regarding self driving cars will make streets will deadlier; and Karen Mullins who shared a historic photo from 1924 that demonstrated efforts to increase driver safety awareness.

Beth Alden, MPO Director, provided an update on the Policy Committee that met this morning. They were given a presentation on the Plan Hillsborough Non-Discrimination Plan.
Bill Roberts, CAC Chair, presented the committee report on the CAC. 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. They also heard status reports on Hillsborough County School Route Program Development Process and SRTS Projects and 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.

Joe Lopano thanked Bill Roberts for his service. Commissioner Kemp also agreed Bill Roberts has great dedication to his years of service.

**STATUS REPORT**

**A. Near Road Air Quality**

Sterlin Woodard with EPC introduced the EPC Air Monitoring Network for public health protection and research. Mr. Woodard explained there are 11 air monitoring stations that continuously monitor for Ozone, NO2, Co, SO2 and particulate matter. The near-road monitoring station near I-275 is to enhance understanding of mobile source impacts. The Purple Air PA-II-SD PM 2.5 Air Sensor is $250.00. Jason Waters, Air Monitoring Manager for EPC reviewed the EPA’s criteria air pollutants. The EPC Air Monitoring Program during COVID-19 emergency has continued without interruption, EPA/FDEP declared air monitoring mission critical and essential. The PEC operates the near-road site at Munro Street to meet specific requirements and Mr. Waters reviewed the daily near-road site data and air pollutions. Amy Stuart, Professor at USF, presented the traffic-related air pollution (TRAP). Ms. Stuart explained the complex mix of air pollutants that are elevated near roadways, the important pollutants and health effects. The inequality in health effects of air pollution include asthma, cardiovascular mortality, lung cancer mortality and overall life expectancy is lower for those with lower incomes and for blacks. Black, low-income and Hispanic populations typically have higher TRAP exposure level’s and this is true for the Tampa area too. The mitigating measures include transportation system design, roadway design, traffic management, land use specifications, building specification and enabling person choices. The pros of traditional monitoring are accurate, reliable, high standard of quality, and long lifetime equipment. The limitations are expensive, sparse in spatial and pollutant representation, time lag in data availability, difficult for non-expert to access and understand and lack of trust in government data. The emerging monitoring methods are systematic mobile monitoring on government and industry vehicles and smart cities sensor systems in government infrastructure. Ms. Stuart reviewed the low-cost monitors/sensors and provided examples of community monitoring. In summary, traffic-related air pollution is an important public health problem, low-income and black people are impacted, there are many systems scale policy options for mitigation, low-cost monitoring is likely to expand and there is an opportunity for EPC and MPO to engage with communities to meet their needs by providing necessary expertise and advice.

Commissioner Kemp pointed out the intersection of transportation and air quality and then noted the Micro plastic pollution in our water is caused by our tires and commented on crowd sourcing and pollution. Ms. Alden thanked the EPC for their presentation and pointed out there have been a lot of public questions about air pollution from highways, and will discuss crowd-sourcing data further with EPC.
B. Community Health Assessment

Grisel Cisneros, Florida Department of Health, stated the Hillsborough Community Health Assessment and The Florida Department of Health (DOH) in Hillsborough County completes a comprehensive assessment of their communities every three to five years. The results are used to develop the Community Health Improvement Plan (CHIP) and provide direction for many of the DOH’s efforts during the three to five-year cycle. The DOH have been using the mobilizing for action through planning and partnerships (MAPP) model in 6 phases. The primary data was collected February – June 2019 that included 5304 surveys, 25 key informants interviewed and 4 focus groups. There was secondary data collected from various websites. There was a prioritization meeting on July 24th where the survey results were presented along with the secondary data. Ms. Cisneros reviewed the top 10 health problems and high need zip codes. The next steps will be to review the inventory of existing assets, programs, initiatives in those areas then prepare an action plan and monitor. A link was included to the Community Health Assessment in the agenda packet.

Commissioner Kemp noted it was an excellent presentation. Cheri Donohue noticed her zip code was included as a community in need and wanted to know how she could help mitigate.

C. FDOT Safety Program News: Busch Blvd

Ginger Regalado, FDOT District 7, provided highlights from the District’s safety program on the recent constructed project to improve pedestrian safety on East Busch Blvd. FDOT District 7 conducted a Pedestrian Safety Study and 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 education the public about the PHBs. Ms. Regalado provided a PSA video to educate about PHBs and asked if everyone could put on their website to promote safety. A social media quiz, large billboards, law enforcement partnerships and on street education are other examples of educating the public on pedestrian safety and PHBs. FDOT has a working relationship with local partnerships of Hillsborough County which is essential to get the word out and noted FDOT has completed signal cabinet wraps and aesthetic treatment that show all communities are involved.

Commissioner Overman would like a link to these videos so she can share on social media and websites.

D. Plan Hillsborough Annual Report

Melissa Zornitta, Planning Commission Director, presented the Plan Hillsborough Annual Report. This report describes the progress over the past year to implement the Strategic Plan and uses the framework of the Plan’s seven Strategic Priorities. Ms. Zornitta highlighted 57 plan amendments and 297 consistency reviews to link land use and transportation; Strategies for Transportation Alternatives and New Development Scenarios (STANDS); City and County Policy Workshops; South County policy workshops; South County studies and Speed Management Action Plan. They have enhanced digital communication and digital forms, pivoting remote work and virtual meetings, new video productions and leveraging technology. Ms. Zornitta provided an update on citizen engagement, planning partnerships, enabling transportation choices, opportunities for Regional Collaboration and internal agency enhancements. The 2021 Strategic Plan Implementation Activities continue to be a focus and priority for staff, agencywide sharing of implementation ideas of all staff, surveying staff for new and innovative ideas, continued cross-functional teams and potential fall/winter staff retreat. A consolidated annual report is attached in the agenda packet that provides detailed information regarding the performance and progress from a strategic perspective.
E. Bylaws Amendment for Policy and Livable Roadways Committees

Lisa Silva, MPO Staff, presented the bylaws amendment for Policy and Livable Roadways Committees. In November 2020, during New Business at the LRC meeting, there was a discussion about adding a School District and/or School Parent Representative to the LRC membership. All new seats require a Bylaws Amendment. In January 2021, the Policy Committee discussed a name change for the MPO, consistent with the Fictitious Name Act, to Hillsborough Transportation Planning Agency, and a limit the term for Board officers to two consecutive years. A copy of the Bylaws Amendment with revisions highlighted are included in the agenda packet.

Executive Director’s Report

Legislative developments include: funding from federal Pandemic Recovery Act is coming to our area and what that means in terms of our ability to apply additional funds to MPO priorities. We will be talking about that next month at our MPO Policy Committee which will be a workshop on our priorities for the Transportation Improvement Program this year. You will be hearing from all of the local government agencies who are submitting priorities for consideration. At the State level there are a couple of regional bills that are affecting TBARTA. Our regional planning through the Chair’s Coordinating Committee for West Central Florida has been part of the TBARTA organization for a number of years. TBARTA has narrowed to focus on a smaller geographic area, and transit specifically, so the MPO will take the lead again in multimodal transportation planning. To reflect that in the state law, one of the TBARTA Bills would make that change. The other would be to remove both TBARTA and the MPO Chair’s Coordinating Committee from the state statute. This doesn’t mean that our regional coordination would go away for the MPO’s, because we have signed an interlocal agreement. Lastly, they have been talking about a fictitious name for the regional coordination as well. To more clearly describe what they are doing, name that has been suggested is Gulf Coast Transportation Planning Council. There is a TMA Leadership Group virtual meeting this Friday at 9:30am and the link is on our website. Lastly, the MPO staff prepared two different financial scenarios in the Long-Range Transportation Plan-- one with the sales tax and one without the sales tax. The funding estimates are a result of the coordination with all four local governments and HART about their needs, and their process to address those needs, and the sales tax. The financial scenario in the Long-Range Plan is not only based on their cost estimates and needs, it also forecasts our system performance in these two financial scenarios -- so maintenance, safety, travel time reliability, access to bus service, performance metrics are already calculated in those two different scenarios.

OLD & NEW BUSINESS

Commissioner Overman would like to make sure the MPO staff meet with county staff to bring heightened level of coordination and analysis of the 2045 LTRP. Councilman Dingfelder requested for a report from FDOT on technical options for wrong way drivers. Councilman Dingfelder would also like staff to look for potential funding for the entire North Florida Avenue on traffic calming right now there are funds up to MLK; and he pointed out South of Gandy issues -- Westshore up to Kennedy has been two lanes and would like discuss possible solutions.

ADJOURNMENT

The meeting adjourned at 12:06pm.
Committee Reports

Meetings of the Technical Advisory Committee (TAC) on April 5

Under Action items, the TAC approved the TIP Amendment for I-4 FRAME.

The committee heard status reports:

- CUTR Equity Needs Assessment
- Non-Discrimination Plan Demographics and Community Engagement
- 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) April 7

Under Action items, the CAC nominated an alternate for under 30 representative and approved the TIP Amendment for I-4 FRAME Project.

The committee heard status reports on:

- Nondiscrimination Plan: Demographics, Historical Context, Outreach

The ad hoc subcommittee met on March 19 to discuss the Transportation Improvement Program, to make sure members understood the process as well as the substance of the TIP’s projects and priorities.

Bicycle Pedestrian Advisory Committee (BPAC) on March 10

The BPAC heard status reports on:

- HC School Route Program Development Process and SRTS Projects
- In-Road Safety Lights
- Flamingo Fares Update
- Florida Department of Health – Hillsborough Community Health Assessment

Meeting of the Livable Roadways Committee (LRC) on March 24

The LRC heard status reports on:

- HC School Route Program Development Process and SRTS Projects
- In-Road Safety Lights
- Flamingo Fare Update
- Parking Management Strategies
Meeting of the Intelligent Transportation System Committee (ITS) on April 8

The ITS heard status reports on:

- In-Road Safety Lights
- TIP Amendment for the I-4 Frame Project
- ITS Architecture
Board & Committee Agenda Item

Agenda Item
Committee Appointments

Presenter
Rich Clarendon, MPO Staff

Summary
The Citizens Advisory Committee (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 members serve two-year terms.

The following have been nominated to serve on the CAC:

- Vivienne Handy, by Commissioner Smith
- Steven Hollenkamp, by the City of Plant City
- Rick Fernandez, by the CAC to fill the Hispanic At-Large seat
- Sharon Gaumond, with Eric Lam as alternate, by the CAC to fill the Business At-Large seat
- Jon Knudson by the CAC to serve as alternate for the Under 30 At-Large seat
- Nicholas Glover, by HART

The Livable Roadways Committee 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. The following have been nominated to serve on the LRC:

- Christian Leon, nominated by the committee to serve in the Advocate for Livable Communities seat as an alternate member
- Matthew Pleasant, member, and Amber Dickerson, alternate, nominated by the School District
- Oona Johnsen, nominated by the American Society of Landscape Architects as an alternate member

**Recommended Action**

That the MPO confirm the above nominations

**Prepared By**

Cheryl Wilkening

**Attachments**

None
Board & Committee Agenda Item

**Agenda Item**
TIP Amendment for I-4 FRAME Project

**Presenter**
Vishaka Shiva Raman, MPO Staff, and Megan Arasteh, FDOT

**Summary**

The Department of Transportation in District 7 is working to find solutions to manage congestion and promote a more reliable and safe transportation system by using modern communication systems and technology to modernize its arterial roadways. To accomplish this, the Transportation System Management and Operations (TSM&O) program focuses on data collection, analysis and reporting, and linking together the detection devices, cameras and communications on the freeway and arterial networks. This allows District staff to measure the performance of the roadways, use data to recommend projects or studies, and deliver positive safety and mobility outcomes.

One strategic focus area that FDOT would like to bring forward is Integrated Corridor Management (ICM), which is defined as managing the available capacity of major corridors through institutional (FDOT, local agency and transit) collaboration and aggressive, proactive strategies and solutions that are synthesized by decision-support software.

To bring ICM to this region, FDOT District 7 is leading a Connected Vehicle initiative known as the I-4 FRAME (Florida’s Regional Advanced Mobility Elements) project - coordinated by both Districts 1 and 5 – to connect the cities of Orlando and Tampa with Connected Vehicle technology and incorporate Integrated Corridor Management (ICM) strategies along the corridor. The Department is excited to share the latest updates surrounding this significant project.

The U.S. Department of Transportation has awarded $10 million for the I-4 FRAME project to the State. This project will deploy advanced Integrated Corridor Management System that includes next-generation traffic incident, work zone, road weather, back-of-queue warning and speed harmonization alerts and messages with vehicle-to-infrastructure technologies. Using short-range communications and cellular vehicle-to-everything capabilities, travelers would be able to receive mobility-related messages. The project also uses FDOT’s F511 website and smartphone application to provide real-time information to travelers.

This amendment will add $14,498,681 to FPN: 445362 2 in the current Transportation Improvement Program (TIP) towards railroads and utilities, construction, and capital phases. This investment is consistent with the Smart Cities funding allocation in the 2045 Long Range Transportation Plan.
**Recommended Action**
Approve the TIP amendment for the I-4 Frame Project

**Prepared By**
Johnny Wong, PhD, MPO Staff

**Attachments**
Comparative Report for the I-4 Frame Project (FPN 445362 2)
Presentation Slides
### FDOT
#### 5 Year TIP
##### Hillsborough County, District 7

**HIGHWAYS**

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**LRTP:** Smart Cities, p. 39

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| Added | DITS | $0 | $0 | $10,546,000 | $0 | $0 | $0 | $0 | $10,546,000 |
| Added | ACFP | $0 | $0 | $1,715,985 | $0 | $0 | $0 | $0 | $1,715,985 |
| Totals: | $0 | $0 | $12,409,681 | $0 | $0 | $0 | $0 | $12,409,681 |

| **RAILROAD & UTILITIES - MANAGED BY FDOT** | | | | | | | | |
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| Totals: | $0 | $50,000 | $0 | $0 | $0 | $0 | $0 | $50,000 |

**Item 445362 2 Totals:** $0 | $50,000 | $14,448,681 | $0 | $0 | $0 | $0 | $14,498,681
UNDERSTANDING I-4 FRAME

I-4 Florida’s Regional Advanced Mobility Elements Project

1. What
2. Why
3. Where
4. How
5. When

I-4 Florida’s Regional Advanced Mobility Elements Project
FDOT Connected and Automated Vehicles Program
What is I-4 Florida’s Regional Advanced Mobility Elements Project?

The Florida Department of Transportation’s (FDOT) vision is to promote safety, mobility and innovation.

- FDOT developed the I-4 Florida’s Regional Advanced Mobility Elements (FRAME) project to improve transportation along one of our state’s most important thoroughfares.

- I-4 FRAME through Connected Vehicle (CV) and Intelligent Transportation System (ITS) technologies will leverage vehicle-to-infrastructure and vehicle-to-vehicle technologies to reduce crashes and improve mobility.
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Location of major incidents that close down I-4 on a regular basis. Can fluctuate from a single lane closure to an entire directional closure pending on the severity of the incident.

Source: OpenStreetMap and Signal4Analytics

I-4 Florida’s Regional Advanced Mobility Elements Project
FDOT Connected and Automated Vehicles Program
2  Why do we need I-4 FRAME?

Interstate-4 (I-4) is a **vital artery** for economic activities in Florida, connecting the east and west coasts and the Tampa Bay and Orlando metropolitan regions.

**Orlando received 75 million annual visitors in 2018 & is America’s most visited destination.**

- More than 150,700 vehicles traveling daily
- I-4 experiences severe mobility issues due to frequent crashes and recurring congestion.
- Between 2016 and 2018, **45 fatal crashes** and **2,081 injury crashes**.
- For the Traffic Homicide investigation the average I-4 closure is 4 hours.
- I-4 averaged two lane-closure events per day
- **One full directional closure every 11 days in 2018.**
Where is the I-4 FRAME Project?

I-4 FRAME will improve safety and alleviate traffic congestion for:

- Installing Roadside Units along 77 miles of 4
- Over 200 miles of other Limited Access, State and Non-State routes
- 381 traffic signals

This project will bring FDOT closer to its vision of a fatality-free roadway network and a congestion-free transportation system in Florida using emerging technologies.

On over 200 miles of other limited access facilities, state roadways, and some non-state roadways, which includes 381 signals, the project will be installing Advanced Transportation Controllers (ATCs), Roadside units (RSUs), CCTV Cameras, and Bluetooth Detectors.

At key decision points along the diversion routes, specific signals will also include Vehicle Detection (both radar and video), and Blank out signs to help assist motorists at these decision points.
The primary diversion route in D7 is along Hillsborough Avenue and the North-South corridors that lead from I-4 to US 92. The secondary diversion route is along SR 574/MLK and SR 60.

In District 1 primary routes in red and the secondary routes in the dashed red. These will be part of the 445362-3.

In District 5 area primary routes in blue and the secondary routes in the dashed blue. These will be part of the 445362-4.
HARDWARE – CV and DETECTION TECHNOLOGIES

- Roadside Units (RSU)
  - Wireless communication between the roadway infrastructure and the vehicles that are equipped with OBUs
  - Communicates on the 5.9 GHz DSRC band or C-V2X to transmit and receive CV messages

- On-board Units (OBU)
  - Device installed on the motor vehicle to allow communication (transmitting/receiving) with other OBUs or RSUs having WAVE functionality

- Detection Devices
  - Video and Radar Detection for Automated Traffic Signal Performance Measures (ATSPM)

The main function of the roadside units are to facilitate communication between vehicles and transportation infrastructure by transferring data over DSRC or CV2X. The RSU gathers basic safety messages (BSMs) from onboard units (OBUs) and other local traffic systems and communicates that data back to the RTMC. The information is then analyzed, and a Traveler Information Message (TIM) is broadcast from the RSU to a vehicle’s OBU in order to provide information to motorists.
District 7

Florida Turnpike Roadways: 3 miles
THEA Roadways: 16 miles
I-4: 25 miles
Arterials: 80 miles

I-4 Florida’s Regional Advanced Mobility Elements Project
FDOT Connected and Automated Vehicles Program
How does I-4 FRAME work?

The I-4 FRAME project will deploy an advanced Integrated Corridor Management (ICM) system that will include/incorporate the following:

- **Traffic Incident Management**: Broadcast traffic incident management from incident detection, maintenance and construction management, and emergency management centers.

- **Speed Harmonization Message System**: Broadcast vehicle speed advisories to warn drivers of reduced speed recommendations based on the roadway conditions ahead.

- **Wrong-Way Driving**: Implement CV Wrong-Way Vehicle Detection Systems (WWVDS) applications at high-risk ramps identified along the corridor.

- **Work Zone Traffic Management**: Broadcast information on back-of-queues, roadway hazards, road weather conditions, road surface conditions, and obstacle or animals in the road.

- **Freeway Back-of-Queue Warning**: Broadcast back-of-queue warnings to minimize or prevent rear-end or other secondary collisions.

- **Freight Management**: Broadcast traffic management information, roadway hazards, construction, weather conditions to freight vehicles while also receiving and disseminating freight specific information to improve travel times.

- **Predictive Analytics**: Continuously predict crash risks based on real-time data and send alerts to the appropriate Regional Transportation Management Center if the predicted crash risk is higher than a configurable threshold.
# Production Schedule and Budget Summary

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When will I-4 FRAME be built?

FDOT has already publicly advertised and selected a Systems Manager to work with the stakeholders to develop the Concept of Operations, define user needs for CV and ITS applications to fulfill the project objectives.

**Design Completion:**
- D7 I-4 FRAME, SR 60 CAV– November 2021
- D1, D5, and FTE I-4 FRAME – March 2022

**Construction to begin June 2022**
- D7 I-4 FRAME, SR 60 CAV– June 2022
- D1, D5, and FTE I-4 FRAME – October 2022
District 1

Florida Turnpike Roadways: 24 miles
I-4: 30 miles
Arterials: 80 miles

I-4 Florida’s Regional Advanced Mobility Elements Project
FDOT Connected and Automated Vehicles Program
Florida Turnpike Roadways: 10 miles
Arterials: 30 miles

District 5

I-4: 22 miles

District 1 Primary Diversion Route (FPID-445362-3)
District 1 Secondary Diversion Route (FPID-445362-3)
District 5 Primary Diversion Route (FPID-445362-4)
District 5 Secondary Diversion Route (FPID-445362-4)
District 7 Primary Diversion Route (FPID-445362-2)
District 7 Secondary Diversion Route (FPID-445362-2)
SR 60 CAV (FPID 447012-1)
Turnpike Diversion Routes (FPID-445362-5)

Legend:
- Intersection W/ RSU
- Intersection W/ RSU, ATSPM, and BOS
- Emergency Signal W/ RSU
- Mid-Block Crossing W/RSU
- THEA Pilot Intersection W/ RSU
- Associated Project W/ RSU
- Associated Project W/ BT RSU
- Limited Access RSU

I-4 Florida's Regional Advanced Mobility Elements Project
FDOT Connected and Automated Vehicles Program
TIP Amendment
Transportation Improvement Program
Fiscal Years 2020/21 – 2024/25

Amendment for I-4 Florida’s Regional Advanced Mobility Elements (FRAME) project.
I-4/SR 400 FROM DOWNTOWN TAMPA TO POLK COUNTY LINE

• Awarded by the U.S. Department of Transportation for the I-4 Florida’s Regional Advanced Mobility Elements (FRAME) project

• I-4 FRAME will deploy Integrated Corridor Management system for traffic-incident management, work zone, weather warnings, with vehicle-to-infrastructure technologies

• Grant funds are required to be obligated to by 2021

• Total funding allocated $14,498,681
Amended

### FDOT

#### 5 Year TIP

**Hillsborough County, District 7**

**HIGHWAYS**

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Recommended Action...

Approve the TIP Amendment and recommend to the MPO Board for approval

Thank you
Board & Committee Agenda Item

**Agenda Item:**
Community Transportation Coordinator (CTC) Designation and Annual Update on the Transportation Disadvantaged Program

**Presenter:**
Joshua Barber, MPO Staff

**Summary:**
The Transportation Disadvantaged (TD) program provides needed transportation for those who do not have the means or ability to transport themselves and are dependent on others to obtain access to health care, employment, education, shopping, and other life sustaining activities.

The MPO provides planning and performance reports for TD services, which are coordinated and provided by the Hillsborough County Sunshine Line and by Hillsborough Area Regional Transit Authority (HART), operating door-to-door paratransit service through HARTPlus. The Sunshine Line provides door-to-door paratransit, as well as offering HART passes to limited-income clients who are able to use HART.

Florida Statute Chapter 41-2 establishes the role of the Metropolitan Planning Organization as the designated official planning agency to perform long range planning and assist the Commission and Local Coordinating Board in implementing the transportation disadvantaged program in designated service areas. The statute includes the roles and responsibilities of the Coordinating Board which is tasked with recommending to the Florida Commission for the Transportation Disadvantaged a Community Transportation Coordinator (CTC) who then enters into a contract with the Florida Commission to oversee the coordinated transportation system for the designated planning area. Every five years, the CTC designation is reviewed, and a recommendation is made to the State. Hillsborough County’s CTC designation is due for renewal in June 2021.

**Recommended Action:**
Approve MPO Resolution 2021-1, approving the re-designation of the Board of County Commissioners as CTC and the Sunshine Line as the Operator, and forward this approval to the Florida Commission for Transportation Disadvantaged.

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

**Attachments:**
- Resolution 2021-1 recommending the Hillsborough BoCC as the CTC
- Designation process and outstanding evaluation results for the past 5 years
WHEREAS, Florida Statute Chapter 41-2 establishes the Florida Commission for the Transportation Disadvantaged (Florida CTD) with the assigned responsibility to accomplish the coordination of transportation services provided to the transportation disadvantaged and

WHEREAS, the statute also establishes local coordinating boards to advise on implementing the transportation disadvantaged program in designated service areas. These boards are tasked with recommending to the Florida CTD an entity to serve as Community Transportation Coordinator (CTC) for the local area, and to enter into a contract with the Florida CTD to receive funds and provide services. In Hillsborough County, the county government has served as the CTC for 30 years, providing services as the “Sunshine Line” and

WHEREAS, the statute also establishes the role of the Metropolitan Planning Organization as the designated official planning agency to assist the local coordinating board with this task. Every five years, the CTC designation is reviewed by the local coordinating board and the MPO, and a recommendation is made to the Florida CTD. Hillsborough County’s CTC designation is due for renewal in June 2021; and

WHEREAS, the Transportation Disadvantaged Coordinating Board approved the “Process for the CTC Designation”, which finds it is in the best interest of the transportation disadvantaged to renew the designation of the Hillsborough County Board of County Commissioners as the CTC, allowing the Sunshine Line to continue to provide services.

NOW, THEREFORE, BE IT RESOLVED that the Hillsborough County Metropolitan Planning Organization duly assembled in regular session this 14th day of April 2021, approved renewal of the designation of the Hillsborough County Board of County Commissioners as the CTC, and submits this to the CTD for final designation.

__________________________________ __________________________________
Date Councilman Harry Cohen, MPO Chair

__________________________________ __________________________________
Cheryl Wilkening, MPO Secretary Cameron Clark, MPO Attorney
Process for Community Transportation Coordinator Designation

Florida Law

(1) Designation, selection, or revocation of designation of any Community Transportation Coordinator shall be subject to the approval of the Commission (Chapter 41-2.010- Florida Administrative Code).

(2) Selection of agencies as Community Transportation Coordinators or Transportation Operators may be negotiated without competitive acquisition, upon the recommendation of the Metropolitan Planning Organization or Designated Official Planning Agency that it is in the best interest of the transportation disadvantaged (Chapter 41-2.010- Florida Administrative Code).

3) Services or commodities provided by governmental agencies. Governmental agencies are not subject to the competitive-solicitation requirements of Procurement of commodities or contractual services. Chapter 287.057(5)(f)(13) (Florida Statute).

Background

The purpose of the Transportation Disadvantaged Coordination System is to ensure the availability of efficient, cost-effective and quality transportation services for transportation disadvantaged persons.

The role of the Community Transportation Coordinator is to coordinate cost-effective, efficient, unduplicated, and un-fragmented transportation disadvantaged services of all local transportation-disadvantaged services within its service area.

Hillsborough County’s Board of County Commissioners is designated by the state transportation disadvantaged commission as the Community Transportation Coordinator and has acted as the Coordinator since 1990. The Sunshine Line is the operator of the transportation services for Hillsborough County.

Findings

1. For the past 5 years, five evaluation criteria have been used to evaluate the performance of the Community Transportation Coordinator: Reliability, Service Effectiveness, Service Efficiency, Service Availability, and Customer Service. These six criteria are comprised of 11 service standards.

2. One service standard was not met for the 2019-2020 FY: Trips per Capita. This is a result of a reduction in the number of trips occurring and allowed from the Covid-19 Pandemic.

3. The number of road calls has been reduced significantly through efforts by the CTC and Hillsborough County – from 17.9 in 2016 to 5.43 road calls per 100,000 vehicle miles traveled (VMT) in 2020. This has significantly improved the overall reliability of the system.

4. The number of vehicles serving TD clients has increased since 2016 – from 17 to 21 per 100,000 County citizens – reflecting increased investment in the TD system.

5. The TDCB has for the last 5 years conducted a customer service survey that has shown overall satisfaction with the service from Sunshine Line has ranged from 98 to 99 percent satisfaction.

6. The CTC has continued to consistently meet all other service standards.

7. The CTC has responded effectively, efficiently, and safely to the Covid-19 pandemic – finding innovative ways to continue to serve our community and maintaining high standards for service.
8. The Board of County Commissioners enhance the TD program each year through an additional $5.4 million and funded 93,557 trips.

Conclusions
The re-designation of the Hillsborough County Board of County Commissioners as the Community Transportation Coordinator and Sunshine Line as Operator is in the best interest of the transportation disadvantaged in Hillsborough County. The TDCB recommends the MPO Board recommends this redesignation to the Commission for the Transportation Disadvantaged.
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
March First Reading, April Adoption

Prepared By
Lisa K. Silva, AICP, PLA

Attachments
Bylaws Amendment with revisions highlighted on pages 1, 2 and 11
BY-LAWS OF
THE HILLSBOROUGH COUNTY
METROPOLITAN PLANNING ORGANIZATION
AND ITS COMMITTEES
Amended March 10, 2021

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**
Executive Director Performance Review

**Presenter**
Cameron Clark, MPO Attorney

**Summary**
The MPO attorney prepared and distributed a questionnaire to board members concerning the annual performance review of the MPO executive director. The attorney will provide a summary of the responses.

Because the MPO Board has a staffing services agreement with the Planning Commission, administration of any performance-based merit increase directed by the board will be handled by the Planning Commission Executive Director.

Last year, the board chose to award a merit increase consistent with the performance standards used for all of the Planning Commission and MPO staff. As an agency, the Planning Commission continues to budget for merit increases on par with Hillsborough County.

**Recommended Action**
Accept the report with no change in salary; salaries are frozen this fiscal year

**Prepared By**
Cheryl Wilkening, MPO Staff

**Attachments**
To be distributed in MPO Board Folders via email
Board & Committee Agenda Item

Agenda Item
Selmon Expressway PD&E Study and Community Impacts

Presenter
Christopher Vela, resident, and Bob Frey, THEA staff

Summary
Last month, following a public comment from Mr. Christopher Vela about the historic community impacts of the Selmon Expressway, the Board requested to be briefed about the Selmon South PD&E Study, and to hear from Mr. Vela in more detail.

Staff of the Tampa Hillsborough Expressway Authority (THEA) will present the Selmon South Project Development and Environment (PD&E) Study. The purpose of the study is to evaluate how to add additional capacity (travel lanes) within the existing Selmon Expressway right-of-way. The Selmon South study area is from Himes Avenue to the overpass at Whiting Street, approximately 4.5 miles.

THEA hosted a public hearing on Thursday, February 25, 2021 to present the study recommendations.

Several of the MPO’s advisory committees have been briefed about the study. Comments have included:

- The CAC asked questions about induced demand, and impact of traffic on/to/from the expressway ramps on local streets. The CAC requested a copy of the project traffic analysis report, along with a summary of the public comments from the February 25 hearing. These reports will be posted on THEA’s study website (https://southselmonpde.com/) when they are available.

- The LRC discussed the Selmon East PD&E Study in December, and made comments about nonmotorized vehicle safety which apply to the Selmon South PD&E as well. Specifically-- that the project impacts our most urban community, Downtown Tampa, with active pedestrian, bicycling, ride sharing and scooter travel. All on/off ramps should be designed with the expectation that non-motorists will be crossing the on/off ramp. High visibility crosswalks -- preferably signalized, or in the least with full stops -- should be included, to eliminate high-speed free-flow movements from the limited-access highway onto the receiving urban corridors.

- The LRC review also provided to THEA the MPO’s research into the emissions-reducing benefits of noise walls and vegetation. A white paper is posted on the MPO website.
In addition, the MPO staff shared the results of the Nondiscrimination Plan current update’s review of historical impacts of transportation projects, including the construction of the Selmon Expressway. This information is for consideration in the PD&E Study’s sociocultural effects evaluation, which addresses cumulative impacts.

**Recommended Action**

For information and discussion

**Prepared By**

Lisa K. Silva, AICP, PLA and Beth Alden, AICP

**Attachments**

Public Hearing Information Kit

Letter to THEA regarding historical impacts of Selmon Expressway

THEA presentation slides
The Tampa Hillsborough Expressway Authority (THEA) is conducting a Project Development and Environment (PD&E) Study to evaluate the best way to add additional capacity within the existing Selmon Expressway right-of-way. The study area is from Himes Avenue to the overpass at Whiting Street, approximately 4.5 miles.

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

In the last ten years, traffic on the Selmon Expressway has almost doubled. The southern section of the expressway is currently at capacity. Future traffic models and predicted 38% population growth (700,000 new residents by 2045) show that traffic will continue to grow and therefore congestion will get worse.

WHY ARE IMPROVEMENTS NEEDED?

How many lanes are needed in the future?

WHEN ARE 6 LANES NEEDED?

WHEN ARE 8 LANES NEEDED?
The South Selmon provides a vital link between Downtown Tampa and several densely populated areas and regional attractors. The expressway serves as an important alternative to I-275 during road closures, hurricane evacuations, and regional trips in Tampa Bay.

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

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

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

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

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

Frequent bottlenecks occur on EB lanes due to deficient acceleration and deceleration lanes.
Five preliminary alternatives were developed based on the purpose and need for the project and with an understanding of the existing conditions and constraints along the corridor. The alternatives were developed to limit the need to expand out of the existing right-of-way and impact adjacent neighborhoods and CSX railroad while maintaining the same access at existing ramp locations.

**Step 1 Identify Preliminary Alternatives**

- **Alternative 1**
  - 6 Lanes

- **Alternative 2**
  - 8 Lanes

- **Alternative 3**
  - 4 Lanes, 2 Elevated Lanes

- **Alternative 4**
  - 4 Lanes, 4 Elevated Lanes

- **Alternative 5**
  - 6 Lanes, 4 Elevated Lanes

**WHAT IS OUR PROCESS?**

THEA identified Alternative 6 as the Preferred Alternative based on data from the study evaluation results and public input. The Preferred Alternative is the most cost affordable in the short-term, adds needed capacity and addresses traffic congestion well into the future. Compared to other alternatives that were studied, the Preferred Alternative focuses near-term construction to the outside and minimizes future reconstruction, and provides walls full length of the project on both sides of the roadway.
Based on a preliminary evaluation of future traffic needs for 2046 and cost, Alternatives 3, 4, and 5 were eliminated from consideration. Since future traffic (2046) shows a need for 8 lanes, Alternative 1 was modified and a new Alternative 6 was developed to provide an interim 6 lane condition and an ultimate 8 lane condition. In the interim (near-term) phase, Alternative 1 widens to the inside first and Alternative 6 widens to the outside first.

### ALTERNATIVE | REASON FOR ELIMINATION
--- | ---
| 3, 4, 5 | Included elevated lanes over the roadway median which results in no access to the elevated lanes between Himes Avenue and Downtown.
| 3, 4 | Traffic analysis indicated a need for six lanes at grade to accommodate the future volume of traffic getting on and off between Himes Avenue and Willow Street.
| 5 | Too costly.
| 1 | This option would require demolition of prior improvements and significant reconstruction to widen to the outside.

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

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

### Typical Sections

**Existing**

**ROADWAY**

**BRIDGE**

**Alternative 2**

**ROADWAY**

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

ALTERNATIVE 2

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

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

Estimated Total Cost: $211M

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

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

ALTERNATIVE 6

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

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

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

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

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

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

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

<table>
<thead>
<tr>
<th>ALTERNATIVE CHARACTERISTICS</th>
<th>NO BUILD ALTERNATIVE</th>
<th>ALTERNATIVE 2</th>
<th>ALTERNATIVE 6</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Key Project Details</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Congestion will continue to increase. Potential increase in neighborhood cut-through traffic.</td>
<td>Most expensive in the short term. Eight lanes are not needed until 2033. Noise walls not in key locations. Builds to the inside and outside.</td>
<td>Relieves congestion in the short term (Interim), but would require additional lanes in the future to keep pace with growth. Builds to the outside first. Walls provided along full length of project limits. Walls will contain construction noise/debris. Leaves median open at most bridge locations until Ultimate configuration. Minimal reconstruction required for Ultimate.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Number of Lanes</strong></th>
<th>4 lanes</th>
<th>8 lanes</th>
<th>Interim – 6 lanes Add 1 lane in each direction on the outside</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>Ultimate (2033) – 8 lanes Add another lane in each direction on the inside</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Congestion Relief</strong></th>
<th>None</th>
<th>Short and Long Term</th>
<th>Interim – Short Term Add 1 lane in each direction</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>Ultimate (2033) – Long Term Add 2 lanes in each direction</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Noise &amp; Sound/Safety Walls</strong></th>
<th>None</th>
<th>Linear Feet of Noise Walls 1,428 LF per noise analysis</th>
<th>Linear Feet of Noise Walls 2,284 LF per noise analysis</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Additional Commitment by THEA for Sound/Safety Walls 43,163 LF</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Distance from Edge of Roadway to Property Line</strong></th>
<th>22.5 feet</th>
<th>13.6 feet</th>
<th>13.6 feet</th>
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</thead>
</table>

<table>
<thead>
<tr>
<th><strong>Widens Roadway &amp; Bridges to Outside</strong></th>
<th>No</th>
<th>Yes</th>
<th>Yes</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Widens Bridges to Inside</strong></th>
<th>No</th>
<th>Yes</th>
<th>Interim – No Ultimate – Yes</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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<td></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Estimated Total Cost (Paid by Toll Revenue &amp; Toll Bonds)</strong></th>
<th>None</th>
<th>Total: $211M</th>
<th>Total: $244M</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Interim: $179M Ultimate (2033): Additional $65M</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Social, Environment &amp; Cultural Resources</strong></th>
<th>No right of way impacts or relocations. No impacts to historical or archaeological sites.</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th><strong>Natural Resources Wetlands/Habitat</strong></th>
<th>None</th>
</tr>
</thead>
</table>
WHAT IS THE PREFERRED ALTERNATIVE?

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

COMMENT FORM
ON THE PROJECT WEBSITE
www.southselmonpde.com

EMAIL
COMMENTS
Info@selmonstudies.com

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

The Tampa Hillsborough Expressway Authority (THEA) is a public agency of the state, created by the Florida Legislature, to provide local, user-financed transportation services that reinvest customer-based revenues back into the Tampa Bay community. THEA owns and operates the Lee Roy Selmon Expressway, Brandon Parkway, Meridian Avenue, and the Selmon Greenway; designed and operates the world's first reversible all-electronic toll road; and provides over 100,000 daily travelers with safe, reliable and financially sustainable transportation solutions. For more information on how THEA is moving transportation forward, visit www.tampa-xway.com.
March 8, 2021

Anna Quinones, Project Manager
Tampa Hillsborough Expressway Authority
1104 East Twiggs Street
Suite 300
Tampa, FL 33602

RE: Selmon Expressway South PD&E Study

Dear Anna,

Thank you for the opportunity to provide comments on the Selmon Expressway Project Development & Environment (PD&E) study. Following up on the MPO’s August 2020 resolution for racial justice, and subsequent historical research conducted by our staff, we would like to share with you some information for your assessment of historical and cumulative impacts.

The construction of the Southern Crosstown Expressway had significant impact on two historically Black neighborhoods in the Hyde Park and Downtown area of Tampa, Dobyville and the Garrison, and planning documents from the first half of the 20th century indicate that this impact was not accidental. Tampa’s 1941 *Major Street Plan* was the first plan that identified the route of the Southern Crosstown Expressway. This plan also identified Black neighborhoods across the City, stating these areas, “...act as directives in considering the growth and development of the city,” and encouraging the use of highway construction as a means of “slum” clearance. Tampa’s 1942 *Zoning Plan* built upon these directives with language that explicitly sought to eliminate smaller Black neighborhoods and move those residents to other areas. Ultimately the construction of the Southern Crosstown Expressway, destroyed two major Black neighborhoods in Tampa, neighborhoods which in 1927 housed 13% of Tampa’s Black population.

Though these plans were prepared many decades ago, their impact continues to be felt today. As the MPO continues to advance equitable outcomes across our community, we would like to request that our partner agencies document and consider the historical and cumulative impacts of their projects and plans, particularly on Black communities and other communities protected by a variety of Federal Civil Rights laws. We further request that our partner agencies consider measures that mitigate those historic, cumulative, and ongoing impacts in meaningful ways. This could include public engagement with impacted communities about historical impacts; a visioning process for how to overcome those impacts; and investments to that end. At the very least, we recommend that the historical impacts be noted in the Cultural Resources Assessment Survey for this project.
Thank you again for the opportunity to comment. Please feel free to contact me or Non-Discrimination Plan Project Manager Joshua Barber, barberj@plancom.org, if you would like to discuss this or if we can be of further assistance.

Best Regards,

Beth Alden
Executive Director
THEA PD&E Updates
Project Development & Environment Studies

PD&E Studies Website: https://selmonstudies.com/
South Selmon PD&E Study

- Alternatives Meeting held September 10, 2020
- In-Person **Public Hearing** held February 25, 2021
- [https://southselmonpde.com/](https://southselmonpde.com/)
South Selmon PD&E Study

When are 6 lanes needed?

When are 8 lanes needed?
South Selmon PD&E Study

Preferred Alternative

- Preferred Alternative will add a 3rd lane in each direction (total 6 lanes) in the interim configuration, with an ultimate build-out to 4 lanes in each direction
  - Interim/Ultimate configuration phasing allows us to add the capacity that is needed when it is needed
  - Ultimate configuration is estimated to be needed by 2033
Preferred Alternative – Quality of Life & Pedestrian Safety Highlights

- **Noise Walls** - Although the noise study indicates that noise walls are only required at select locations, THEA has committed to building walls along the entire length of the project at the request of the local community.
  - 2,284 LF required according to analysis ($987,177)
  - 43,163 LF committed by THEA ($9,159,706)

- **Pedestrian Safety** - Designed pedestrian safety improvements at off-ramps to support Vision Zero goals,
  - 1360 LF of sidewalk added at cost of $47,000
  - Free Flow movements removed and under traffic signal control

- **Underpass Aesthetics** – The project will add landscaping, safety and aesthetic lighting to underpasses (where THEA has not already added them)
South Selmon PD&E Study

Preferred Alternative – Traffic Operations Highlights

• By 2046, the South Selmon Preferred Alternative is expected to attract 600-650 vehicles in the peak direction of the peak hour from local roads

• Additionally, by 2046, the Preferred Alternative is expected to draw about 150 vehicles in the peak direction of the peak hour off Bayshore Boulevard

• When compared to the NO BUILD:
  • Preferred Alternative is expected to have 579 fewer crashes when analyzed for the same time period (Predictive Crash Analysis Method)
  • Preferred Alternative is expected to reduce total vehicle travel time by 3600 hours
### THEA’s Vision Zero Audit Process

<table>
<thead>
<tr>
<th>Classification</th>
<th>Vision Zero Counter Measure</th>
<th>Area Type</th>
<th>Crash Type</th>
<th>Crash Modifier</th>
<th>Crash Modifier Factor</th>
<th>Crash Reduction Factor</th>
<th>Crash Reduction Efficacy</th>
<th>Reviewer</th>
<th>TBI</th>
<th>Project Application</th>
<th>Project Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrian</td>
<td>Pedestrian crossing visibility improvements (28x)</td>
<td>NT</td>
<td>NT</td>
<td>0.49</td>
<td>9.9</td>
<td>0.5</td>
<td>4</td>
<td>Not Applicable</td>
<td>Not Applicable</td>
<td>Not Applicable</td>
<td>Not Applicable</td>
</tr>
<tr>
<td>Bicycle</td>
<td>Bicycle lane visibility improvements (1x)</td>
<td>NT</td>
<td>NT</td>
<td>0.49</td>
<td>9.9</td>
<td>0.5</td>
<td>4</td>
<td>Not Applicable</td>
<td>Not Applicable</td>
<td>Not Applicable</td>
<td>Not Applicable</td>
</tr>
<tr>
<td>Vehicle</td>
<td>Vehicle speed limit improvements (2x)</td>
<td>NT</td>
<td>NT</td>
<td>0.49</td>
<td>9.9</td>
<td>0.5</td>
<td>4</td>
<td>Not Applicable</td>
<td>Not Applicable</td>
<td>Not Applicable</td>
<td>Not Applicable</td>
</tr>
</tbody>
</table>

**Improvements for Pedestrians**

- Pedestrian crossing visibility improvements (28x) at the location of the existing crossing.
- Bicycle lane visibility improvement (1x).
- Vehicle speed limit improvements (2x).

**Improvements for Bicyclists**

- To improve safety and accessibility for bicyclists, the project includes the following:
  - Installing bike lanes.
  - Installing bike parking facilities.

**Improvements for Materials**

- To improve safety and speed, the project includes the following:
  - Installing new traffic signals.
  - Installing new curb extensions.
  - Installing new pedestrian lighting.

**Vision Zero Performance Metrics**

The project improvements and countermeasures are anticipated to result in:

- Reduction of overall crashes in the study area by 17%.
- Reduction of severe type crashes in the corridor by 22%.
- Reduction of damage type crashes in the corridor by 16%.
- Reduction of multi-vehicle crashes in the corridor by 29%.
Vision Zero Highlights

Improvements for Pedestrians and Bicyclists

- Enhanced ITS Technology including pedestrian detection to extend crossing time
- High visibility crosswalks at Euclid and Willow Ramp Termini
- Raised medians and pedestrian refuge islands along corridor access points
- Enhanced street lighting and under-deck decorative lighting will be implemented at interchanges along the Selmon Expressway
- Fill sidewalk gaps
- Bike lanes at Euclid and Willow & Green colored bike pavement markings at Willow
Vision Zero Highlights

Improvements for Motorists

• To improve safety and slow vehicle speeds at the ramps, the project will include the following:
  • Signal timing improvements (Euclid, Bay to Bay, and Willow)

• Removal of free-flow ramps for increased pedestrian safety
  • New traffic signals at unsignalized intersections (Euclid ramp terminals)
  • Right turn on red restrictions (Cleveland Ave to Willow NB Ave)
Vision Zero Highlights
Willow Avenue & Cleveland Street

- Modified the existing traffic signal to enhance traffic flow.
- Continued the green colored bike lanes along Cleveland Avenue and provided a new green bike box to allow westbound cyclists to have priority through the signal.
- Provided three lanes at the relocated off ramp to alleviate weaving and backup issues on the expressway.
- Updated / added pedestrian signals to improve pedestrian safety.
- Removed Selmon westbound off ramp stop condition at Cleveland Street to improve vehicle safety.
- Relocated Selmon westbound off-ramp movements to the Willow/Cleveland signal to eliminate weaving issues.
- Added 625 feet of new sidewalk on the south side of Cleveland St. to improve pedestrian connectivity.
Vision Zero Highlights
Euclid Avenue & Selmon Ramps

Added a left turn lane to reduce backups onto the expressway.

Added traffic signals to improve safety and mobility.

Added dedicated bike lane markings to improve safety for bicyclists.

Added 735 feet of sidewalk on the north side of Euclid Avenue to improve pedestrian connectivity.

Added a traffic signal to improve safety and mobility.

Added a left turn lane from Euclid Ave to help with traffic flow.

Provided a new crosswalk and pedestrian signal at the Lynwood Avenue intersection to improve pedestrian circulation.

Provided a through movement for Lynwood Avenue onto Selmon eastbound allowing direct access from the Bayshore Beautiful neighborhood.
Questions?

Thank you!

Contact info: BobF@tampa-xway.com
Greetings readers! This newsletter is coming out a little off-cycle. It was busy weekend and I had many pressing projects to complete. I hope a Tuesday morning coffee is good with this newsletter.

This week has brought us a few developments, one notable event was commented on by Senator Harrell as she chaired the Transportation Committee. We have reached the halfway point, for committees that is, not the whole session. Does this session feel like it is moving fast to you? I feel like it is moving quickly. Not sure why, is it because we all watch the committees on our computer screens and not in the committee room? Hard to say but this one feels different, more than I would have expected at the outset of this legislative session.

There are couple of bills to watch. SB 100, the bill to pretty much repeal the M-CORES legislation of a couple of years ago passed the Senate. The bill was covered in the last newsletter so I won’t devote much space here. It keeps the purpose of improving mobility from the north end of the Suncoast Parkway to I-10/Georgia border and eliminates the M-CORES route going south from I-4/Lakeland. The bill also recognizes the need for improving rural mobility and freight mobility.

In committee last week Senator Hooper presented his bill, SB 1194, to the Transportation Committee. It has had a lot added onto it and the Senator himself stated that this bill had become the train bill. For those who do not follow the legislature closely, a train bill (or bus, Christmas tree, etc.) is the bill that everything related to the bill topic gets added onto. Like adding freight cars to a train. Keep an eye on this bill, will it make it with everything in it or will the weight of all those additions be it’s ultimate demise? We shall see.

A set of bills that caused a great deal of concern last year, the mid-block crossing bills are back and both seem to be moving. These are SB 1412 by Perry and HB 1113 by Fine. The cost to local units of government could be enormous unless these bills are carefully worded. Last year the cost was unknown but realistically it would have been financially difficult for locals to comply with the law if passed. HB 1113 is up in committee this week and the SB 1412 passed a committee last week.

The last thing that is worth mentioning would be the spending plans of our legislature. Each year SB 2500 is the budget. Save that number for future years, it is obviously an important piece of legislation. This year is unique in that Florida is getting about $10B of federal relief funds. That is on top of our regular budget. This current year the whole state budget is about $91B so as you can see the federal funds are quite a boost to Florida. The legislature is looking at putting about $2B of those federal funds...
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into transportation. That is on top of the $10B proposed. Now we must remember before we celebrate that this is only a proposal and legislation is about negotiating and compromise. The number is not locked in, it could go down. Or if you are a glass half full kind of person, it could go up….. Let’s end with that positive thought, grab that coffee.

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 Florida MPOs Legislative Update.

### Important Dates for the 2021 Legislative Session

- **August 1, 2020** - Deadline for filing claim bills (Rule 4.81(2))
- **January 29, 2021 5:00 p.m.** - Deadline for submitting requests for drafts of general bills and joint resolutions, including requests for companion bills.
- **February 26, 2021 5:00 p.m.** - Deadline for approving final drafts of general bills and joint resolutions, including companion bills.
- **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)
Legislation of interest

This is a summary of transportation related bills filed and published on the legislature’s website as of March 29, 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) – Comparable bill SB 402 by Rodrigues. 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. Passed Judiciary, Now on House Floor, 1st Reading. Passed the House YEAS 85, NAYS 34. Sent to the Senate.

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. Laid on the table and Committee Substitute filed. Referred to Public Integrity & Elections; State Affairs. Now in Public Integrity & Elections. Passed Public Integrity & Elections.

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. Passed Rules, 12 YEAS, 3 NAYS. On the full Senate Floor, on 2nd reading. On Special Order Calendar.
HB 57: Transportation – (Andrade) – Similar Bill SB 1194 by Hooper. Similar to SB 1500 by Harrell (this bill seems to be moving). 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. Original reference to Ways and Means Committee; Infrastructure and Tourism Appropriations Subcommittee removed. Now in Commerce Committee.

HB 59: Growth Management – (McClain; Co-Introducer Sabatini) – Similar Bill SB 496 by Perry. Requires local governments to include property rights element in their comprehensive plans; provides statement of rights that local government may use; requires local government to adopt property rights element by specified date; prohibits local government's property rights element from conflicting with statutorily provided statement of rights; provides that certain property owners are not required to consent to development agreement changes; prohibits municipality from annexing specified areas; requires DOT to afford right of first refusal to certain individuals; provides requirements & procedures for right of first refusal; authorizes certain developments of regional impact agreements to be amended. Filed in the House. Referred to Local Administration and Veterans Affairs Subcommittee; Civil Justice and Property Rights Subcommittee; State Affairs Committee. On Committee agenda-- Local Administration and Veterans Affairs Subcommittee, 02/04/21, 12:00 pm, Sumner Hall. 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. Passed out of State Affairs. Now on the House Floor for a full House vote, on 1st reading. On 2nd reading.

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. Watch this bill, looks to be advancing to it’s next committee which is Judiciary. Watch this bill to see if it becomes the subject of an amendment to a bill that is moving while on the Senate and/or House Floor.

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

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Subcommittee; Tourism, Infrastructure and Energy Subcommittee; Infrastructure and Tourism Appropriations Subcommittee; Judiciary Committee.

**SB 100: Highway Projects – (General Bill by Appropriations - Harrell)** – Repealing provisions relating to applications for funding for technical assistance relating to areas in and around a proposed multiuse corridor interchange; requiring that $35 million transferred to Florida’s Turnpike Enterprise be used for a specified purpose beginning in a specified fiscal year and annually for up to 30 years thereafter; requiring that certain increased revenues be used to fund specified projects beginning in a specified fiscal year and annually thereafter; requiring the department, in coordination with the Florida Turnpike Enterprise, to evaluate certain roadways for development of specific controlled access facilities and to include such projects in the work program, etc. Referred to Transportation; Appropriations. Favorable by Transportation; YEAS 5 NAYS 3, Now in Appropriations. CS by- Appropriations; YEAS 17 NAYS 2. Passed the full Senate; YEAS 39 NAYS 1. To be sent to the House.

**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. Passed Transportation, 8 YEAS, Zero NAYS. Now in Appropriations Subcommittee on Transportation, Tourism, and Economic Development. On Committee agenda-- Appropriations Subcommittee on Transportation, Tourism, and Economic Development, 03/23/21, 8:30 am, 110 Senate Building. Passed Appropriations Subcommittee on Transportation, Tourism, and Economic Development; YEAS 11 NAYS 0. Now in 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. Passed Transportation, 7 YEAS, 1 NAYS. Now in Appropriations Subcommittee on Transportation, Tourism, and Economic Development. On Committee agenda-- Appropriations Subcommittee on Transportation, Tourism, and Economic Development, 03/23/21, 8:30 am, 110 Senate Building. Passed Appropriations Subcommittee on Transportation, Tourism, and Economic Development; YEAS 11 NAYS 0. Now in 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. Added to Tourism, Infrastructure & Energy Subcommittee agenda. Passed Tourism, Infrastructure & Energy Subcommittee. Laid on the table, Committee Substitute filed. Referred to Infrastructure & Tourism Appropriations Subcommittee; Commerce Committee. Now in Infrastructure & Tourism Appropriations Subcommittee.

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. Passed Tourism, Infrastructure & Energy Subcommittee, Laid on Table and Committee Substitute taken up. Referred to Referred to Local Administration & Veterans Affairs Subcommittee; Commerce Committee. Now in Local Administration & Veterans Affairs 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. Favorable by Insurance & Banking Subcommittee. Added to Commerce Committee agenda.

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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 Local Administration & Veterans Affairs Subcommittee; Referred to Ways & Means Committee; Referred to State Affairs Committee. On committee agenda of Local Administration & Veterans Affairs Subcommittee. Passed Local Administration & Veterans Affairs Subcommittee. Now in Ways & Means Committee. Added to Ways & Means Committee agenda.

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. Passed Transportation 7 YEAS, Zero NAYS. Passed Finance and Tax; YEAS 8 NAYS 0. Now in 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. Passed Commerce Committee. On the House Floor for a full House vote, on 2nd reading.

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

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

**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. Passed Community Affairs, now in Rules.

**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. Passed Rules, next stop is a full Senate Floor vote. Passed Senate YEAS 38 NAYS 0. Now being sent to the House.

**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. Passed Banking and Insurance. Passed Judiciary. Now in 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. Passed Transportation, Now in Community Affairs. On Committee agenda-- Community Affairs, 03/24/21, 8:30 am, 37 Senate Building. Passed Community Affairs; YEAS 5 NAYS 3. Now in 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. Passed Community Affairs, On Committee agenda-- Judiciary, 03/15/21, 3:30 pm, 412 Knott Building. Passed Judiciary; YEAS 11 NAYS 0. Now in Rules. Passed Rules; YEAS 17 NAYS 0. On the Senate Floor, on 2nd reading.

**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. On Committee agenda-- Banking and Insurance, 03/16/21, 9:30 am, 412 Knott Building. On Committee agenda-- Banking and Insurance, 03/24/21, 8:30 am, 412 Knott Building. Passed Banking and Insurance; YEAS 11 NAYS 1. Now in Transportation. On Committee agenda-- Transportation, 03/30/21, 3:30 pm, 110 Senate Building.

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. Added to Tourism, Infrastructure & Energy Subcommittee agenda. Passed Tourism, Infrastructure & Energy Subcommittee. Laid on the table and Committee Substitute adopted. Referred to Infrastructure & Tourism Appropriations Subcommittee; Commerce Committee. Now in Infrastructure & Tourism Appropriations Subcommittee. Added to Infrastructure & Tourism Appropriations Subcommittee agenda.

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

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,
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. Passed Community Affairs. Now in Rules. On Committee agenda-- Rules, 03/18/21, 9:00 am, 412 Knott Building --Not Considered (Note: This usually means that the committee ran out of time before this bill could be considered). Passed Rules; YEAS 17 NAYS 0. On the Senate Floor for a full vote, Placed on Special Order Calendar, 04/01/21.

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. On Committee agenda-- Community Affairs, 03/24/21, 8:30 am, 37 Senate Building. Passed Community Affairs; YEAS 5 NAYS 3. On Committee agenda-- Finance and Tax, 03/31/21, 11:00 am, 110 Senate Building.

**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. On Committee agenda-- Transportation, 03/30/21, 3:30 pm, 110 Senate Building.

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.

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. Added to Tourism, Infrastructure & Energy Subcommittee
agenda. Passed Tourism, Infrastructure & Energy Subcommittee. Now in Infrastructure &
Tourism Appropriations Subcommittee. Added to Infrastructure & Tourism Appropriations
Subcommittee agenda.

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. Passed Transportation. Now in Appropriations Subcommittee on
Transportation, Tourism, and Economic Development. On Committee agenda-- Appropriations
Subcommittee on Transportation, Tourism, and Economic Development, 03/24/21, 2:30 pm, 110
Senate Building. Passed Appropriations Subcommittee on Transportation, Tourism, and
Economic Development; YEAS 10 NAYS 0 with a committee substitute (meaning amended).
Now in Appropriations.

SB 1194: Transportation – (Hooper) – This bill is becoming the catch-all bill, the train. 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. On Committee agenda-- Transportation, 03/24/21,
8:30 am, 110 Senate Building. Passed Transportation; YEAS 7 NAYS 0.

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.

Written almost weekly by Carl Mikyska
FloridaMPOs@gmail.com
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. On Committee agenda-- Transportation, 03/24/21, 8:30 am, 110 Senate Building. Favorable by Transportation; YEAS 7 NAYS 0. Now in Appropriations Subcommittee on Transportation, Tourism, and Economic Development.

SB 1500: General Bill by Transportation – (Harrell) – Requiring drivers to change lanes when approaching a road and bridge maintenance or construction vehicle displaying warning lights on the roadside; authorizing the Department of Highway Safety and Motor Vehicles to conduct compliance reviews for a specified purpose; authorizing the department to conduct investigations and examinations relating to violations of provisions relating to title certificates; prohibiting the Central Florida Expressway Authority from constructing any extensions, additions, or improvements to the Central Florida Expressway System in Lake County without prior consultation with, rather than consent of, the Secretary of Transportation, etc. Referred to Transportation; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations. Passed Transportation; YEAS 7 NAYS 0. Now in Appropriations Subcommittee on Transportation, Tourism, and Economic Development.

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
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.
Biden Announces American Jobs Plan
This afternoon President Biden is introducing his American Jobs Plan in Pittsburgh. This wide-ranging proposal would invest in transportation infrastructure of all types, affordable housing, public schools, colleges and childcare facilities, VA hospitals, water, electricity transmission, electric vehicles, broadband, workforce development and more.

Plan Overview:
According to the initial outline released today by the administration, the plans seeks to: create millions of good jobs, rebuild our country’s infrastructure, and position the United States to out-compete China. The plan would put significant focus on targeting investment to traditionally underinvested areas, including neighborhoods bisected by interstate highway facilities, rural areas, and more. The plan also focuses heavily on revitalizing American manufacturing, research and development, and worker and workplace protections.

The price tag for this initial proposal is estimated at $2 trillion, which represents an investment of approximately 1% of GDP per year for a period of eight years. This would be offset significantly by changes to the tax code, including increases in the taxes that businesses pay.

An important note: the surface transportation funding contained in the bill is not for a reauthorization package but is above and beyond funding through the FAST Act authorization. In a call with stakeholders today, USDOT also indicated these funds would be performance-based and not distributed by formula. So the details on these proposals will be extremely important to understanding who might receive the funds and how they can be used.
Below are the areas of focus of the plan and a brief outline of what the investment in each area would accomplish:

**Transportation: $621 billion**

- Modernize 20,000 miles of highways, roads, and main-streets.
- Fix the ten most economically significant bridges in the country in need of reconstruction.
- Repair the worst 10,000 smaller bridges.
- Replace thousands of buses and rail cars, repair hundreds of stations, renew airports, and expand transit and rail into new communities.
- Bridges, highways, roads and main streets: increase of $115 billion. These funds are in addition to and separate from FAST Act surface transportation authorization and likely will not be distributed by formula.
- Road Safety: $20 billion, to improve road safety for all users, including increases to existing safety programs and a new Safe Streets for All program to fund state and local “vision zero” plans and other improvements to reduce crashes and fatalities, especially for cyclists and pedestrians.
- Transit: $85 billion, to modernize existing transit and help agencies expand their systems to meet rider demand.
- Amtrak/Passenger Rail: $80 billion, to address Amtrak's repair backlog; modernize the high traffic Northeast Corridor; improve existing corridors and connect new city pairs; and enhance grant and loan programs that support passenger and freight rail safety, efficiency, and electrification.
- Electric Vehicles: $174 billion, including for manufacturers, consumers, and state and local governments. Incentivizes the build-out of a national charging network and would replace 50,000 diesel transit vehicles and electrify at least 20 percent of our yellow school bus fleet through a new Clean Buses for Kids Program at the Environmental Protection Agency, with support from the Department of Energy.
- Airports: $25 billion, including funding for the Airport Improvement Program, upgrades to FAA assets that ensure safe and efficient air travel, and a new program to support terminal renovations and multimodal connections for affordable, convenient, car-free access to air travel.
- Inland waterways, coastal ports, land ports of entry, and ferries: $17 billion, including a Healthy Ports program to mitigate the cumulative impacts of air pollution on neighborhoods near ports.
• Equity and Access: $20 billion, for a new program that will reconnect neighborhoods cut off by historic investments and ensure new projects increase opportunity, advance racial equity and environmental justice, and promote affordable access.

• Large Projects: $25 billion, for a dedicated fund to support ambitious projects that have tangible benefits to the regional or national economy but are too large or complex for existing funding programs.

**Resilience: $50 billion**

• Dedicated investments to improve infrastructure resilience, including investments in FEMA’s Building Resilient Infrastructure and Communities program, HUD’s Community Development Block Grant program and investments in nature-based infrastructure, climate-smart technologies, and water efficiency and recycling.

**Water: $111 billion**

• Replace 100 percent of the nation’s lead pipes and service lines and upgrade and modernize America’s drinking water, wastewater, and stormwater systems, tackle new contaminants, and support clean water infrastructure across rural America.

**Broadband: $100 billion**

• Build high-speed broadband infrastructure to reach 100 percent coverage and reduce the cost of broadband internet service and promote more widespread adoption.

**Electric Grid: $100 billion**

• Build a more resilient electric transmission system and incentivize investment in clean electricity.

• $16 billion for plugging orphan oil and gas wells and cleaning up abandoned mines.

• $5 billion for remediation and redevelopment of Brownfield and Superfund sites.

• $10 billion for public land conservation, including development of a Civilian Climate Corps.

• Invests in Economic Development Agency’s Public Works program (while lifting the cap of $3 million on projects) and in “Main Street” revitalization efforts through HUD and USDA.

• Specifically targets investments in the development of new markets and new industries.

**Affordable Housing: $213 billion**
• Produce, preserve, and retrofit more than two million affordable and sustainable homes, including a plan to eliminating state and local exclusionary zoning laws; build and rehabilitate more than 500,000 homes for low- and middle-income homebuyers.

• $20 billion in tax credits through the Neighborhood Homes Investment Act (NHIA).

• $40 billion to improve the infrastructure of the public housing system in America.

• Upgrade homes through block grant programs, the Weatherization Assistance Program, and by extending and expanding home and commercial efficiency tax credits.

• $27 billion Clean Energy and Sustainability Accelerator to mobilize private investment into distributed energy resources; retrofits of residential, commercial and municipal buildings; and clean transportation.

**Public schools: $100 billion**

• Upgrade and build new public schools, through $50 billion in direct grants and an additional $50 billion leveraged through bonds.

**Colleges: $12 billion**

• Community college infrastructure.

**Child Care Facilities: $25 billion**

• Upgrade childcare facilities and increase the supply of childcare in areas that need it most.

• Child Care Growth and Innovation Fund for states to build a supply of infant and toddler care in high-need areas.

• Expanded tax credit to encourage businesses to build childcare facilities at places of work (employers receive 50 percent of the first $1 million of construction costs per facility).

**VA Hospitals: $18 billion**

• Modernization of Veterans Affairs hospitals and clinics.

**Federal Buildings: $10 billion**

• Modernization, sustainability, and resilience of federal buildings.

• Federal Capital Revolving Fund to support investment in a major purchase, construction or renovation of Federal facilities.
Care Economy: $400 billion

- Expanding access to quality, affordable home- or community-based care for aging relatives and people with disabilities by expanding access to long-term care services under Medicaid.

R&D and New Technologies: $180 billion

- $50 billion in the National Science Foundation (NSF), creating a technology directorate that will collaborate with and build on existing programs across the government.
- $30 billion in additional funding for R&D that spurs innovation and job creation, including in rural areas.
- $40 billion in upgrading research infrastructure in laboratories.
- $35 billion for climate science innovations, including ARPA-C to develop new methods for reducing emissions and building climate resilience.
- $5 billion increase in funding for other climate-focused research.
- $15 billion in demonstration projects for climate R&D priorities.
- $10 billion R&D investment at HBCUs and other MSI.
- $15 billion in creating up to 200 centers of excellence that serve as research incubators at HBCUs and other MSIs.

Manufacturing and Small Businesses: $300 billion

- $50 billion to create a new office at the Department of Commerce dedicated to monitoring domestic industrial capacity and funding investments to support production of critical goods.
- $50 billion in semiconductor manufacturing and research, as called for in the bipartisan CHIPS Act.
- $30 billion over 4 years to create U.S. jobs and prevent the severe job losses caused by pandemics through major new investments in medical countermeasures manufacturing; research and development; and related biopreparedness and biosecurity.
- $46 billion to jumpstart clean energy manufacturing through federal procurement.
- $20 billion in regional innovation hubs and a Community Revitalization Fund, including at least ten regional innovation hubs to leverage private investment to fuel technology development, link urban and rural economies, and create new businesses in regions beyond the current handful of high-growth centers. The Community
Revitalization Fund will support innovative, community-led redevelopment projects that can spark new economic activity, provide services and amenities, build community wealth, and close the current gaps in access to the innovation economy for communities of color and rural communities that have suffered from years of disinvestment.

- $14 billion for NIST to bring together industry, academia, and government to advance technologies and capabilities critical to future competitiveness.
- Quadruple support for the Manufacturing Extensions Partnership.
- $52 billion in domestic manufacturers.
- $31 billion in programs that give small businesses access to credit, venture capital, and R&D dollars, including funding for community-based small business incubators and innovation hubs to support the growth of entrepreneurship in communities of color and underserved communities
- $5 billion for a new Rural Partnership Program to help rural regions, including Tribal Nations, build on their unique assets and realize their vision for inclusive community and economic development and will empower rural regions by supporting locally-led planning and capacity building efforts, and providing flexible funding to meet critical needs.

**Workforce Development: $100 billion**

- $40 billion investment in a new Dislocated Workers Program and sector-based training.
- $12 billion investment for workforce development opportunities in underserved communities.
- $5 billion over eight years in support of evidence-based community violence prevention programs.
- $48 billion in American workforce development infrastructure and worker protections, including registered apprenticeships and pre-apprenticeships and strengthening the pipeline for more women and people of color to access these opportunities and supporting community college partnerships that build capacity to deliver job training programs based on in-demand skills.
- Worker Protections: $10 billion for enforcement of provisions related to workplace safety and health rules.
Mission: The department will provide a safe transportation system that ensures the mobility of people and goods, enhances economic prosperity, and preserves the quality of our environment and communities.
HILLSBOROUGH COUNTY HIGHLIGHTS

“THE BIG GUAVA”

<table>
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<tr>
<th>COUNTY SEAT</th>
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<td>LARGEST CITY (SIZE)</td>
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LARGEST INDUSTRY SECTORS BY EMPLOYMENT (2019)

- Professional & business services: 18.8%
- Trade, transportation & utilities: 18.5%
- Education & health services: 14.1%
- Leisure & hospitality: 11.3%
- Financial activities: 10.5%

Office of Economic and Demographic Research

2019 POPULATION 1,444,870
2019 EMPLOYMENT 707,611

Bureau of Economic Business Research
Bureau of Labor Statistics

FASTEST GROWING INDUSTRIES (2010-2019)

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<td>Leisure and hospitality</td>
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Bureau of Labor Statistics

DID YOU KNOW?

- Port Tampa Bay is by far Florida’s largest and most diversified port, handling over 37 million tons of cargo per year.
- The Tampa Bay/Orlando I-4 Corridor region is a huge local market and the fastest growing region of the state.
- Tampa International Airport is served by over twenty major air carrier airlines, four regional airlines, and three air cargo carriers.
# COMMODITY FLOW HIGHLIGHTS

## IMPORTS

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## WITHIN COUNTY

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## EXPORTS

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### TOP COMMODITY

#### by Tonnage, 2018

<table>
<thead>
<tr>
<th>Commodity</th>
<th>Tonnage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nonmetallic Minerals</td>
<td>20,757,988</td>
</tr>
<tr>
<td>Petroleum or Coal Products</td>
<td>15,620,885</td>
</tr>
<tr>
<td>Chemicals or Allied Products</td>
<td>4,889,934</td>
</tr>
<tr>
<td>Clay, Concrete, Glass, Stone</td>
<td>3,052,420</td>
</tr>
<tr>
<td>Warehouse, Distribution Center and Drayage Movements</td>
<td>2,782,051</td>
</tr>
</tbody>
</table>

#### by Value, 2018

<table>
<thead>
<tr>
<th>Commodity</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Petroleum or Coal Products</td>
<td>$10,717,097,169</td>
</tr>
<tr>
<td>Transportation Equipment</td>
<td>$6,632,501,369</td>
</tr>
<tr>
<td>Miscellaneous Manufacturing Products</td>
<td>$10,055,702</td>
</tr>
<tr>
<td>Electrical Equipment</td>
<td>$5,599,984,505</td>
</tr>
<tr>
<td>Warehouse, Distribution Center and Drayage Movements</td>
<td>$4,222,426,951</td>
</tr>
<tr>
<td>Miscellaneous Manufacturing Products</td>
<td>$3,355,020,785</td>
</tr>
</tbody>
</table>

*Transearch - Commodity Classification is based on Standard Transportation Commodity Code (STCC) 2 digit codes*
HILLSBOROUGH COUNTY EXPORTS AND IMPORTS

DOMESTIC EXPORTS (TONS)

DOMESTIC IMPORTS (TONS)

INTRASTATE EXPORTS (TONS)

INTRASTATE IMPORTS (TONS)

DOMESTIC EXPORTS (TONNAGE)

1. Louisiana 1,384,732
2. Georgia 761,037
3. New York 514,839
4. North Carolina 501,412
5. Alabama 412,495

INTRASTATE EXPORTS (TONNAGE)

1. Pinellas 2,865,687
2. Polk 2,156,375
3. Orange 1,683,147
4. Sarasota 1,388,827
5. Pasco 1,176,980

DOMESTIC IMPORTS (TONNAGE)

1. Texas 8,229,333
2. Louisiana 7,864,463
3. Mississippi 2,066,939
4. Illinois 1,254,737
5. Georgia 1,199,785

INTRASTATE IMPORTS (TONNAGE)

1. Polk 8,093,763
2. Hernando 4,751,865
3. Miami-Dade 1,999,111
4. Lee 1,192,477
5. Sumter 1,011,021
## Imports

**TOP COMMODITY by Tonnage, 2018 (relative to Florida)**

<table>
<thead>
<tr>
<th>FL Rank</th>
<th>Commodity</th>
<th>% Florida Share</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Chemicals or Allied Products</td>
<td>31.38%</td>
</tr>
<tr>
<td>3</td>
<td>Mail or Contract Traffic</td>
<td>23.63%</td>
</tr>
<tr>
<td>1</td>
<td>Petroleum or Coal Products</td>
<td>22.19%</td>
</tr>
<tr>
<td>1</td>
<td>Nonmetallic Minerals</td>
<td>17.26%</td>
</tr>
<tr>
<td>2</td>
<td>Metallic Ores</td>
<td>16.32%</td>
</tr>
</tbody>
</table>

## Exports

**TOP COMMODITY by Value, 2018 (relative to Florida)**

<table>
<thead>
<tr>
<th>FL Rank</th>
<th>Commodity</th>
<th>% Florida Share</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>Misc. Manufacturing Products</td>
<td>26.16%</td>
</tr>
<tr>
<td>1</td>
<td>Nonmetallic Minerals</td>
<td>25.92%</td>
</tr>
<tr>
<td>1</td>
<td>Petroleum or Coal Products</td>
<td>25.48%</td>
</tr>
<tr>
<td>3</td>
<td>Mail or Contract Traffic</td>
<td>23.63%</td>
</tr>
<tr>
<td>2</td>
<td>Electrical Equipment</td>
<td>17.41%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>FL Rank</th>
<th>Commodity</th>
<th>% Florida Share</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Coal</td>
<td>99.28%</td>
</tr>
<tr>
<td>2</td>
<td>Primary Metal Products</td>
<td>31.36%</td>
</tr>
<tr>
<td>2</td>
<td>Chemicals or Allied Products</td>
<td>29.12%</td>
</tr>
<tr>
<td>1</td>
<td>Petroleum or Coal Products</td>
<td>27.84%</td>
</tr>
<tr>
<td>3</td>
<td>Small Packaged Freight Shipments</td>
<td>19.72%</td>
</tr>
</tbody>
</table>

## Top Commodities

**MAJOR COUNTY COMMODITIES**

- **Imports**
  - Chemicals or Allied Products: 31.38%
  - Mail or Contract Traffic: 23.63%
  - Petroleum or Coal Products: 22.19%
  - Nonmetallic Minerals: 17.26%
  - Metallic Ores: 16.32%

- **Exports**
  - Coal: 99.28%
  - Primary Metal Products: 31.36%
  - Chemicals or Allied Products: 29.12%
  - Petroleum or Coal Products: 27.84%
  - Small Packaged Freight Shipments: 19.72%
## TRANSPORTATION STATISTICS AND FREIGHT MOVEMENT BY MODE

<table>
<thead>
<tr>
<th>Commodity</th>
<th>Florida Share</th>
<th>Florida Rank</th>
<th>Commodity</th>
<th>Florida Share</th>
<th>Florida Rank</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chemicals or Allied Products</td>
<td>31.38%</td>
<td>1</td>
<td>Coal</td>
<td>99.28%</td>
<td>1</td>
</tr>
<tr>
<td>Petroleum or Coal Products</td>
<td>22.19%</td>
<td>2</td>
<td>Chemicals or Allied Products</td>
<td>29.12%</td>
<td>2</td>
</tr>
<tr>
<td>Nonmetallic Minerals</td>
<td>17.26%</td>
<td>1</td>
<td>Petroleum or Coal Products</td>
<td>27.84%</td>
<td>3</td>
</tr>
<tr>
<td>Primary Metal Products</td>
<td>31.36%</td>
<td>2</td>
<td>Mail or Contract Traffic</td>
<td>23.63%</td>
<td>1</td>
</tr>
<tr>
<td>Metallic Ores</td>
<td>16.32%</td>
<td>3</td>
<td>Misc. Manufacturing Products</td>
<td>26.16%</td>
<td>2</td>
</tr>
<tr>
<td>Small Packaged Freight Shipments</td>
<td>19.72%</td>
<td>2</td>
<td>Misc. Manufacturing Products</td>
<td>46.15%</td>
<td>1</td>
</tr>
<tr>
<td>Petroleum or Coal Products</td>
<td>25.48%</td>
<td>1</td>
<td>Electrical Equipment</td>
<td>32.25%</td>
<td>1</td>
</tr>
<tr>
<td>Rubber or Misc. Plastics</td>
<td>21.06%</td>
<td>3</td>
<td>Electrical Equipment</td>
<td>17.41%</td>
<td>1</td>
</tr>
</tbody>
</table>

### Metrics
- **Daily Truck Miles Traveled**: 1.65 M
- **Planning Time Index**: 1.98
- **Public Roadway Mileage**: 5,319

### Seaports
- **1 Major Seaport**: Port Tampa Bay

### Airports
- **1 Major Airport**: Tampa International Airport
3rd most populous US State

$1T Gross Domestic Product

4th Largest US Economy and 17th Largest Economy in World

Nation’s 3rd largest workforce

1 in 5 U.S. exporters are located in Florida

$153B International Trade

1.76M jobs supported by Trade, Transportation and Utilities industry sector

1.25M jobs supported by Leisure and Hospitality industry sector

131M annual visitors

CAPITAL
TALLAHASSEE

AREA
53,624

LARGEST CITY (SIZE)
JACKSONVILLE

POPULATION (2019)
21,208,589

ANNUAL POP GROWTH RATE (2010-2019)
1.4%

EMPLOYMENT (2019)
8,884,065

ANNUAL EMP GROWTH RATE (2010-2019)
2.8%

Bureau of Economic Business Research,
Bureau of Labor Statistics

<table>
<thead>
<tr>
<th>DOMESTIC IMPORTS</th>
<th>INTERNATIONAL IMPORTS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1</strong> GEORGIA $44B</td>
<td><strong>1</strong> CHINA $9.5B</td>
</tr>
<tr>
<td><strong>2</strong> CALIFORNIA $29B</td>
<td><strong>2</strong> JAPAN $6.5B</td>
</tr>
<tr>
<td><strong>3</strong> TEXAS $26B</td>
<td><strong>3</strong> BRAZIL $6.4B</td>
</tr>
<tr>
<td><strong>4</strong> ALABAMA $18B</td>
<td><strong>4</strong> MEXICO $4.5B</td>
</tr>
<tr>
<td><strong>5</strong> ILLINOIS $18B</td>
<td><strong>5</strong> CHILE $3.7B</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>DOMESTIC EXPORTS</th>
<th>INTERNATIONAL EXPORTS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1</strong> GEORGIA $22B</td>
<td><strong>1</strong> BRAZIL $13.4B</td>
</tr>
<tr>
<td><strong>2</strong> TEXAS $19B</td>
<td><strong>2</strong> COLOMBIA $4.2B</td>
</tr>
<tr>
<td><strong>3</strong> CALIFORNIA $15B</td>
<td><strong>3</strong> ARGENTINA $3.6B</td>
</tr>
<tr>
<td><strong>4</strong> NORTH CAROLINA $12B</td>
<td><strong>4</strong> DOMINICAN REPUBLIC $3.1B</td>
</tr>
<tr>
<td><strong>5</strong> NEW YORK $10B</td>
<td><strong>5</strong> CHILE $3B</td>
</tr>
</tbody>
</table>
TRANSPORTATION STATISTICS AND FREIGHT MOVEMENT BY MODE

123,104 Public roadway mileage
12,130 State Highway System (SHS) mileage
30.7M Daily truck miles traveled on SHS
98 Public truck parking facilities

15 Deepwater seaports
4.1M Twenty-foot equivalent units (TEUs)
16.8M Annual cruise passengers

2,936 Miles of roads
6.9M Annual rail passenger traffic

129 Public use airports
20 Commercial service airports
2 Active spaceports

5,899 Miles of gas transmission and hazardous liquid pipelines

Includes shipments by multiple modes and by parcel delivery services, U.S. Postal Service, or couriers (capped at 150 pounds). This category is not limited to containerized or trailer-on-flatcar shipments.
FLORIDA COMMODITY FLOWS (2018-2045)

<table>
<thead>
<tr>
<th></th>
<th>2018</th>
<th>2045</th>
<th>2018</th>
<th>2045</th>
<th>2018</th>
<th>2045</th>
</tr>
</thead>
<tbody>
<tr>
<td>TONNAGE</td>
<td>142M</td>
<td>190M</td>
<td>656M</td>
<td>761M</td>
<td>57M</td>
<td>103M</td>
</tr>
<tr>
<td>VALUE</td>
<td>$321B</td>
<td>$690B</td>
<td>$402B</td>
<td>$844B</td>
<td>$180B</td>
<td>$606B</td>
</tr>
</tbody>
</table>

Freight Analysis Framework (FAF) 4.5.1.
David Gwynn  
Florida Department of Transportation District Seven Secretary  
11201 N. McKinley Dr.  
Tampa, FL 33612

**RE: Letter of Support for Traffic Signalization and Safety Improvements in Ybor City**

On behalf of the Ybor City Community Advisory Committee (CAC), local businesses, and neighborhood associations within the greater Ybor area, at the request of the CAC, we wish to collectively express our continued and growing desire for greater traffic safety, connectivity and walkability for our visitors, patrons, and neighbors. This important topic remains an area of concern for all stakeholders represented in this letter and a long-term top priority in our adopted Ybor Vision 2020 Plan.

Ybor City has dramatically increased its residential footprint – incentivized largely by its unequaled walkability and urban design. In part, that was due to the improvements made to the 21st/22nd Street corridor completed in 2016, but with very few corresponding investments in pedestrian safety over the past five years. While we continue to catalogue areas of concern and discuss how to equitably distribute solutions district-wide in collaboration with the City, the intersection of East Adamo Drive (S.R. 60) & 26th Street is in need of desperate attention. This accelerated need has occurred of late with expanding traffic to Coppertail Brewery and the soon to open Lector 85 residential development with over 260 units and approximately 500 additional residents. The segment of the Adamo corridor between 26th and 21st/22nd is both heavily congested and a designated freight route making it fundamentally dangerous and a major point of conflict for pedestrians, bicyclists, and motorists. There have been frequent severe vehicular accidents at this intersection over the past several years and continued traffic growth in this part of Ybor City will compound an already dangerous situation.

We formally request the Florida Department of Transportation (FDOT) move forward with improvements to the proposed traffic signal installation at East Adamo Drive (S.R. 60) & 26th Street. We support that it be properly studied, prioritized, and implemented for greater safety and connectivity as the City continues its mission towards greater mobility and achieving Vision Zero. Thank you for your consideration.

Sincerely,

Chris Wojtowicz, Ybor City Development Corporation Board Chair  
c.wojtowicz@polsource.com
March 12th, 2021

Mr. Chris Wojtowicz  
Ybor City Development Corporation Board Chair  
c.wojtowicz@polsource.com

RE: Letter to Secretary Gwynn - Response  
Traffic Signal on Adamo Drive at 26th Street

Dear Mr. Wojtowicz:

Thank you for your letter to the Florida Department of Transportation on March 8th, 2021. Secretary Gwynn requested my response on his behalf regarding your concerns related to signalizing the intersection of SR 60 (Adamo Drive) at 26th Street in Ybor City.

Traffic signals are warranted based on specific guidelines as described by the Manual on Uniform Traffic Control Devices (MUTCD), a National Policy by the Federal Highway Administration. Traffic volumes and crash experience within the intersection are the two primary factors which determine whether the intersection satisfies a traffic signal warrant.

Upon evaluation of the crash data and the turning volumes generated by Ikea, Coppertail Brewery, and the anticipated demand of the new residential development on the northwest corner, we have determined that this intersection meets the requirements of the MUTCD for signalization.

Department is focused on developing a construction plan in partnering with the City of Tampa. We are targeting for construction to begin in Fall of 2022.

Should you have any additional questions or concerns, please feel free to call me at (813) 415-4623 or Joe Bugel at (813) 975-6250 at any time.

Sincerely,

Megan Arasteh, P.E.  
TSM&O Program Engineer

cc: David Gwynn, Francis Lewis, Ron Chin, Joe Bugel, John Merine, Justin Hall, Jean Duncan, Vik Bhide, Brandon Campbell, Milton Martinez, Beth Alden, Corine Linebrink
March 17, 2021

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

Dear Mr. Buttigieg:

On behalf of the Hillsborough MPO, I am pleased to submit this letter supporting the 2021 INFRA grant application for the new bulk cargo Berth 218 at Port Tampa Bay in Hillsborough County, Florida. Port Tampa Bay is submitting an application to support funding for a new public bulk cargo berth to support local and regional economic growth as well as leverage private investment in port facilities.

Port Tampa Bay is a receiving hub for cement, aggregates, fly ash and other cargoes that are the key raw materials for almost every construction project in west and central Florida. There is an emerging capacity shortage on the state’s west coast for these materials, which could jeopardize some developments, and which adds unnecessary truck miles to an already heavily burdened highway system. Each truck that picks up cementitious products as close as possible to the ultimate destination of the product will shave off miles of truck travel.

The new Berth 218 and associated private investment in storage and ready-mix plant capacity at Port Tampa Bay will save millions of vehicle miles travelled each year. That will cut completely unnecessary emissions, enhance roadway safety, improve truck operations for highly perishable mixed cement, and enhance economic benefits.

The Berth 218 project will support residential and industrial construction within a roughly 100-mile radius of Tampa, including the nation’s largest downtown real estate development: Water Street Tampa is a $3 billion redevelopment revitalizing the metro’s core and connecting its central business district with the waterfront. Economist Martin & Associates has calculated an extraordinary benefit-cost ratio for the Berth 218 project of more than 23:1, as well as more than $247 million in benefits over its 30-year life cycle, 22% of which comprise savings related to reduced emissions.

Port Tampa Bay is an economic engine in Hillsborough County and the Tampa Bay region. It is also an anchor of the Central Florida mega-region’s cluster of logistics-led businesses along the I-4 corridor-- comprising 200 square miles of such businesses. Our MPO’s Hillsborough + Polk Freight Logistics Zone Strategic Plan documents the significance of this business cluster to not only the state’s economy but to access to living-wage jobs. Strategic investments in transportation facilities supporting the Port will have far-reaching benefits.
We are proud to support this important initiative. Thank you for your favorable consideration of Port Tampa Bay's Berth 218 INFRA grant application.

Sincerely,

Beth Alden
Executive Director
**FY 2021 INFRA GRANT APPLICATION - BULK CARGO BERTH 218**

**APPLICANT:** Port Tampa Bay (PTB)

**TOTAL PROJECT COST:** $12.5 MILLION  
**INFRA REQUEST:** $5 MILLION  
**LOCAL FUNDING - PTB:** $7.5 MILLION

**GRANT TYPE CATEGORY:** Small

**PROJECT DESCRIPTION:** New public bulk berth on Port Tampa Bay’s Hooker’s Point. It constructs a steel bulkhead, three breasting dolphins, six aluminum gangways serving the dolphins, three platforms to support aggregate hoppers on the dolphins, twelve hairpin pile bents to support conveyors, two upland ship mooring points, dock lighting, and electrical service.

**BENEFIT-COST RATIO:** 23.54 to 1 [7% discount rate]*

**BENEFITS (7% discount rate)**
- **EMISSIONS:** $103,867,111
- **SAFETY:** $18,256,471
- **EXTERNAL TRUCK:** $37,643,804
- **ECONOMIC COMPETITIVENESS:** $87,346,113

**TOTAL BENEFITS:** $247,113,499

**TOP OUTCOMES:**

**More Vessel Capacity:** Eliminates dry bulk vessel conflicts with refrigerated cargo vessels.

**No Delays:** Eliminates shared berth conflicts and bulk construction cargo unloading delays. Enhances dry bulk supply chain efficiency. Eliminates nearby refrigerated vessels loading/unloading delays.

**Economies of Scale:** Allows two industries to upsize vessels, berth simultaneously, use fewer vessels, and achieve greater economies of scale.

**Private Public Investment:** Sets the stage for an estimated $15 million in private investment that will minimize truck turnaround times and vehicle miles traveled for construction industry materials.

**Long Term Revenue:** Allows construction industry tenant to diversify its operations and invest private funds in port infrastructure that will allow a longer-term commitment to the port, and double tenant’s business.

**Reduces Cement Shortage:** Helps prevent and reverse the emerging shortage of port capacity for cement, aggregate, and fly ash in the region.

*Early life-cycle estimate, calculated at 7% discount rate*
March 25, 2021

David Darm, Executive Director
Florida Commission for the Transportation Disadvantaged
605 Suwannee Street, MS-49
Tallahassee, FL 32399

RE: UZURV Holdings, Inc’s Application for the Commission for the Transportation Disadvantaged’s Service & Innovation Grant

Dear Mr. Darm:

As a member of the Tampa Bay Transportation Management Area (TMA) Leadership Group, which ensures that the Tampa Bay metropolitan area speaks with one voice in regards to transportation investments, the Hillsborough Metropolitan Planning Organization (MPO) supports UZURV Holdings, Inc’s application for a Service & Innovation grant to provide cross-county transportation disadvantaged trips between Hillsborough, Pasco, Pinellas, Hernando, and Manatee Counties.

Regional and cross-county transportation services in Tampa Bay, especially for the transportation disadvantaged (TD), are a well-documented need supported by a variety of local and regional plans. Most recently, the Tampa Bay Area Regional Transit Authority (TBARTA) identified in its 2030 Regional Transit Development Plan the need for regional TD services to cross the five-county area.

This need has been continuously affirmed by the Local Coordinating Boards (LCBs) of the Hillsborough, Pinellas, and Pasco MPOs, who formed a tri-county LCB subcommittee about a decade ago. Many avenues for providing inter-county TD trips have been explored over the years, through the FTA Job Access & Reverse Commute program, public-private partnerships, and more recently through the FTA Section 5310 grant program, but with little success. The three MPOs documented the need in our 2014 Tri-County Area Regional Mobility Needs Study – specifically the needs for regional paratransit services across county lines for older adults and individuals with disabilities to access specialized services in other counties; additional transportation services to support quality of life and social activities; and services connecting to major hospitals and hubs. These needs have also been reaffirmed annually in the Transportation Disadvantaged Service Plans of the Pinellas, Pasco, and Hillsborough MPOs.

UZURV Holdings, Inc., in coordination with TBARTA, has submitted a grant application to the Florida Commission for the Transportation Disadvantaged that would provide the type of cross-county TD trips we have identified as necessary and lacking in our region.
These services will not duplicate but will complement and coordinate with the services provided within our county by our Community Transportation Coordinator, Hillsborough County’s Sunshine Line. Thus, the Hillsborough MPO strongly supports this grant application and kindly requests its approval. Thank you for your consideration.

Sincerely,

Beth Alden
April 2, 2021

Xiaopeng (Shaw) Li, Ph.D.
Associate Professor
University of South Florida,
4202 E. Fowler Avenue, CUTR 231,
Tampa, FL 33620-5350

RE: Visual-Enhanced Cooperative Traffic Operations (VECTOR) System Proposal

Dear Dr. Li:

The Hillsborough Metropolitan Planning Organization (MPO) is pleased to provide this letter of support for the University of South Florida’s VECTOR System proposal to the United States Department of Energy.

The MPO has a longstanding commitment to improving safety, mobility and environmental quality for all users and modes of transportation throughout Hillsborough County. The It’s TIME Hillsborough 2045 long range transportation plan (LRTP) reflects goals of maintaining a state of good repair, promoting resilience, reducing crashes, and mitigating congestion. Further, the Smart Cities program in the LRTP focuses on strategies to reduce congestion and delay and improve travel time reliability, through deploying existing and emergent technologies, among other strategies.

Your proposal for a low-cost visually-enhanced traffic operation system to manage connected and autonomous vehicles aligns well with the MPO’s Smart Cities program. The VECTOR system can enhance existing vehicle-to-infrastructure (V2I) communication technologies and can lower the cost of deploying V2I equipment, thereby lowering barriers to make V2I more widely available. More widespread use of V2I technology can improve travel time reliability and decrease vehicle emissions.

The MPO is not an implementing agency, but we are happy to work with our partners at the City of Tampa, Hillsborough County, the Tampa Hillsborough Expressway Authority, Florida DOT, and others to provide data and serve as a stakeholder to evaluate this project’s deliverables as needed.

If you have any questions, please feel free to contact me or Allison Yeh at yeha@plancom.org.

Sincerely,

Beth Alden, AICP
Executive Director

Plan Hillsborough
planhillsborough.org
planner@plancom.org
813 - 272 - 5940
601 E Kennedy Blvd
18th Floor
Tampa, FL, 33602