Meeting of the Bicycle Pedestrian Advisory Committee
Wednesday, May 19, 2021, 5:30 – 7:30 p.m.

Call to Order

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

Technical support during the meeting may be obtained by contacting Chris English at (813) 836-7380.

To view presentations and participate from your computer, tablet or smartphone, go to: https://attendee.gotowebinar.com/register/5243473510910118415

To dial in LISTEN-ONLY MODE: (415) 655-0060 Access Code 675-619-520

Public comments are welcome and may be given in person at this teleconference meeting, by logging into the website above and clicking the “raise hand” button. Comments may also be provided before the start of the meeting by e-mail to reynoldsw@plancom.org.

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

I. Public Comment - 3 minutes per speaker, please

II. Approval of Minutes – April 14, 2021

III. Status Reports
A. Transportation Improvement Program (Johnny Wong, TPO Staff)
B. Regional Trail Priorities (Wade Reynolds, TPO Staff)
C. USF – Green ARTery Trail Study (Wade Reynolds, TPO Staff)

IV. Old Business & New Business

V. Adjournment

VI. Addendum
A. TPO Meeting Summary & Committee Report
B. Links to Articles of Interest to Members:
   - FDOT Strategic Highway Safety Plan Update
   - Florida Outdoor Recreation Survey
C. Announcement
   - Palma Ceia Neighborhood Commercial District planning process

D. Florida MPOAC Legislative Update

E. Onbikes

The full agenda packet is available on the TPO’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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If a person decides to appeal any decision made by the board, he or she will need a record of the proceedings, and for such purpose may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.
I. Call to Order

Chair Forbes called the meeting to order at 5:31 p.m. The meeting was held via GoToWebinar and a quorum was present.

Members Present: Karla Price, John Marsh, Alana Brasier, Peter Davitt, Brentin Mosher, Alain Watson, Katrina Corcoran, Jim Shirk, Tim Horst, Rafael Hernandez, Jonathan Forbes, Faye Miller, Bill Sapper, Wanda Vinson, Sally Thompson, Allison Nguyen

Others Present: Albert Marrero, Christopher English, Wade Reynolds, Alex Henry, Lisa Silva, David Aylesworth, Christopher Fellerhoff, Davida Franklin, Gail Reese, David Dunnigan, Dayna Lazarus, Joshua Barber, Karen Kress, Tia Boyd.

II. Members Interest

Ms. Vinson had a complaint about the intersection of Cass St. and Tyler St. Ms. Vinson stated the crosswalk signal does not work when it is pressed and to her knowledge, there has been at least 2 pedestrians struck by cars. When the signal does work it only lasts 15 seconds and it is not long enough to safely walk across. Ms. Vinson listed numerous complaints from different citizens about that crosswalk. Mr. Reynolds stated that he would communicate with staff from the City of Tampa to address this issue. Mr. Mosher stated that there will be a bike challenge in May that is sponsored by Love to Ride. Additional information can be found at bikewalktampabay.org. Additionally, Mr. Mosher stated that there are numerous traffic signal box wraps and encouraged committee members to check them out.

III. Public Comments

None.

IV. Approval of Minutes – March 10, 2021

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

V. Status Report

A. Non-discrimination Plan Update (Joshua Barber and Dayna Lazarus, MPO)

Under federal law, the MPO is required to prepare a plan to address Title VI of the Civil Rights Act every 3 years to ensure nondiscrimination in the provision and execution of MPO activities. The Hillsborough MPO Title VI & Nondiscrimination Plan was adopted by the MPO Board in 2018, and an updated Title VI & Nondiscrimination Plan will need to be adopted in 2021. It is now expanded to include the Hillsborough Planning Commission. This proactive step by the Planning Commission will better ensure nondiscrimination in the provision and execution of land use and community planning activities, in coordination with transportation, and further the advancement of equitable processes and outcomes. Mr. Barber went over areas and
groups covered, law requirements, scope of work, history of racism in planning in Hillsborough County (including disclaimer and content warning), and mapping process for current update. Ms. Lazarus summarized Community Engagement and went over the background of the outreach program, focus on underserved groups, and the three-phase engagement process. The three phases are early engagement, active engagement, and ongoing engagement. Chair Forbes asked if there are any examples of what actions can be taken based on the recommendations. Ms. Lazarus started that one example is implementing performance measurements with items relating to equity and reporting those measurements in the State of the System report. Another example is to possibly provide more frequent updates on the plan.

B. Franklin Street Vision Project (Karen Kress, Downtown Partnership)

Ms. Kress started the presentation by going over a brief history of Franklin Street. Franklin Street was home to a lot of the City’s Civic Buildings. The Downtown Partnership believes that Franklin Street can become prosperous. There are currently a couple planned transportation and mobility improvement projects taking place on or near Franklin Street. During this Vision project, they are maintaining constant engagement with stakeholders as well as the local community. Most of the engagement has taken place online, although some key stakeholders were given a walkthrough. Additionally, they had an interactive map where the community members could leave comments and engage with other members of the community. Through the engagement they try to emphasize getting feedback from the community, not just local residents. Ms. Kress stated that they did an existing condition analysis and see what could be improved upon block by block. Ms. Kress gave numerous examples of recommendations that the Downtown Partnership and their consultant, Stantec, came up with. The next step is to assign the roles of who takes certain responsibilities.

C. CUTR Equity Needs Assessment (Tia Boyd, CUTR)

Metropolitan planning organizations (MPOs) and local governments use a variety of methods to ensure that local and regional transportation plans and projects meet community needs. Increasingly, transportation planning agencies are also evaluating proposed projects from an equity perspective. Transportation needs assessments and project prioritization must inform improvement strategies that address identified needs and improve transportation for system users, particularly those experiencing transportation inequities. One of the first steps in developing this toolkit is to define and map underserved communities. The methods of establishing communities of concerns include use of census, state, regional, or local data, calculating the concentration of these communities and using GIS to map the concentration of these communities. Once these communities of concern are identified, the next step is to inventory and assess mobility needs. A major priority in developing this toolkit was to heavily involve the community. Agencies involved in transportation planning must understand how people use the transportation system to have a lasting impact on the communities they serve. This understanding is especially critical for traditionally underserved communities. The Transportation Equity Audit Tool is a set of questions to evaluate community needs from an equity perspective. This toolkit focuses on equitable transportation practices in traditionally underserved communities. Throughout this document, these communities are also referred to as communities of concern (COCs), transportation disadvantaged populations, and target populations. Traditionally underserved communities include low-income, minority, elderly, young, persons with disabilities, zero-vehicle, Limited English Proficiency (LEP), single-parents, rent-burdened households, and others whose needs have been historically underserved.
D. MUTCD Update (Paula Flores, P.E., GPI Consulting)

The Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD) is a document issued by the Federal Highway Administration to specify the standards by which traffic signs, road surface markings, and signals are designed, installed, and used. These specifications include the shapes, colors, and fonts used in road markings and signs. The manual is used by state and local agencies as well as private construction firms to ensure that the traffic control devices they use conform to the national standard. The last comprehensive update to the MUTCD was in 1971 and much has changed since then, which led to FHWA proposing an update which is now under review. The National Committee on Uniform Traffic Control Devices (NCUTCD) is currently working with USDOT/FHWA by providing guidance as they update the MUTCD. The NCUTCD consists of an executive board, 21 sponsoring organizations, and technical committees. Concerns have been raised by municipalities, transportation agencies, and other organizations that the draft update does not go far enough to ensure the safety of all road users. A general concern is that the update makes the MUTCD have less flexibility. Although some of the proposed updates are good ideas, a lot have counter arguments that eliminate the good portion. Ms. Flores recommended that the group write a letter to the FHWA to address these concerns mentioned in the presentation. Ms. Flores stated that some of the better examples of letters to use were from Portland and Ft. Lauderdale. Ms. Brasier asked where the Portland or Ft. Lauderdale letter examples can be found. Ms. Flores stated that these letters are available on the NACTO website.

VI. Old Business & New Business

Mr. Reynolds stated that in May there will be a presentation on the TIP. Mr. Reynolds will send out a poll to the committee members to establish a physical quorum for that meeting and to take action on other items. Ms. Brasier stated that there is a public engagement website that is focused on seeking feedback on the City of Tampa’s Mobility plan as well as the Vision Zero Action Plan and encouraged the committee members to go to the website.

VII. Adjournment

There being no further business, the meeting adjourned at 6:49 p.m.
Board & Committee Agenda Item

Agenda Item
Transportation Improvement Program (TIP) Update, FY 2021/22 – 2025/26

Presenter
Johnny Wong, TPO Staff

Summary
Staff has prepared a draft of the Transportation Improvement Program document for the fiscal year period of 2021/22 – 2025/26. The TIP document includes three important lists, organized into tables, which are integral parts of the plan:

1. **Existing Priorities Funded for Construction**: these are priorities that are under construction or have funding to begin construction within the next five years. This list also includes partially funded projects, which are included to show community support while they await completion.

2. **Candidates for New Funding**: these are priorities that need federal and state funding because they have been shown to address urgent transportation needs in the community. This list organizes projects into the appropriate investment program and ranks them in order based on the estimated impact they will have on the community’s goals.

3. **All Other Projects Funded in the Next 5 Years**: this list is quite large and includes projects programmed by the FDOT based on our previous year’s priority list. It also catalogs all projects in our partners’ local Capital Improvement Programs, even though the TPO does not control what projects appear in the CIPs. The table indicates the status of each project, what type of project it is, and the costs associated with each phase.

Staff will present the updated TIP document, including the three lists mentioned above, and describe any changes and additions made during this annual update.

Recognizing that many committee members may be unfamiliar with the TIP, staff will also explain the TIP development process and timeline; the relationship between the TIP and Long Range Transportation Plan; the prioritization methodology and process; and, how projects are created – from idea to construction.

The TPO Board will hold its annual public hearing to discuss the TIP on June 9th, 2021. Following the hearing, the TPO must submit the adopted TIP to FDOT by August 1st and it will go into effect beginning October 1, 2021.

**Recommended Action**
Recommend approval of the FY 2021/22 – 2025/26 Transportation Improvement Program

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

Attachments

Draft Transportation Improvement Program 2021/22-2025/26
Draft Table 1: List of Priorities Funded for Construction
Draft Table 2: List of Candidates for Funding
Draft Table 3: All Other Projects Funded in the Next 5 Years
Draft FDOT Work Program Fund Summary

Priority Request Letters Submitted to the MPO by Local Partners
Board & Committee Agenda Item

**Agenda Item**
Regional Trails Update

**Presenter**
Wade Reynolds, TPO Staff

**Summary**
Trail priorities are approved annually by the Hillsborough TPO, and projects that are of regional significance are also prioritized by two regional bodies:

- The West Central Florida Chairs’ Coordinating Committee, consisting of Citrus, Hernando, Hillsborough, Manatee, Pasco, Pinellas, Polk, and Sarasota Counties.
- The Transportation Management Area, consisting of Hillsborough, Pasco and Pinellas Counties.

This update will include local and regional priorities as well as current funding for trail projects.

**Recommended Action**
None, for information only.

**Prepared By**
Wade Reynolds, TPO Staff

**Attachments**
Regional Priority List and Map
### MPOs CCC
**2020 Regional Multi-Use Trails Priority Projects**
Approved by the MPOs CCC Board on July 10, 2020 - Draft Updates for 2020-2021

#### FDOT District 7 - Regional Multi-Use Trail Priorities (Citrus, Hernando, Hillsborough, Pasco, Pinellas)

<table>
<thead>
<tr>
<th>2020 Ranking</th>
<th>Trail</th>
<th>Jurisdiction</th>
<th>Regional/State Corridor</th>
<th>Project</th>
<th>Total Request/Phases</th>
<th>2020 Request</th>
<th>Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Upper Tampa Bay Trail - Suncoast Trail Connection (UTBT Phase IV)</td>
<td>Hillsborough</td>
<td>SUN Trail Network</td>
<td>Approximately 3 miles, the trail will be the final link between the scenic, 7+ mile Upper Tampa Bay Trail and 40+ mile Suncoast Trail between Peterson Rd. Park and the Brooker Creek Headwaters at Van Dyke Rd.</td>
<td>Hillsborough County has no request this year pending alignment decision.</td>
<td>None</td>
<td>$6,000,000</td>
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<tr>
<td>2a</td>
<td>Suncoast Trail/Good Neighbor Trail Connector (Coast-to-Coast Connector - Good Neighbor Gap)</td>
<td>Hernando</td>
<td>Coast-to-Coast</td>
<td>From the Suncoast Trail, extending east along SR50 to Cobb Rd. for approximately 6 miles.</td>
<td>Phase I - 10 to 12-foot wide paved multi-use trail from Suncoast Trail to Cobb Road. FDOT PD&amp;E complete. The project is currently in design. Construction is anticipated to begin in 2020.</td>
<td>None</td>
<td>Total Cost: $10,600,800</td>
</tr>
<tr>
<td>2a</td>
<td>Suncoast Trail/Good Neighbor Trail Connector (Coast-to-Coast Connector - Good Neighbor Gap)</td>
<td>Hernando</td>
<td>Coast-to-Coast</td>
<td>From the Suncoast Trail, extending east along SR50, and thru the City of Brooksville for approximately 2.2 miles to connect with the Good Neighbor Trail</td>
<td>This segment of the Coast-to-Coast Trail will be built from west of the intersection of SR50 and SR 50A along SR 50A/Jefferson St. and thru Tom Vann Park, then along US 41/Broad St. to Main St., along Main St to Russell St. to the Good Neighbor Trail Trailhead at Russell Street. The project is currently being designed. Construction is anticipated to begin in late 2022</td>
<td>None</td>
<td>Total Cost: $25,800,500</td>
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<td>3</td>
<td>Pinellas Trail/Duke Energy Trail</td>
<td>Pinellas</td>
<td>Gulf Coast Trail</td>
<td>From the southern terminus of the Pinellas Trail at John Chesnut Sr. Park, extending south along the Duke Energy transmission corridor, to end at Weedon Island. SUN Trail program has funded design/build for portion from Enterprise Road to John Chesnut Park, and the portion from Ulmerton Rd. to 126th Ave. N.</td>
<td>The Duke Energy Trail total length for the gap is 22-miles, for 12-15 foot wide paved bicycle/pedestrian trail with amenities. Request for $22M. John Chesnut Sr Park to Enterprise Road section current Design Build project. Enterprise Road to Sunset Point Road constructed. Sunset Point Road to Old Coachman Road under construction. Old Coachman Road to Haines Bayshore Road constructed. Haines Bayshore Road to 126th Ave. N funded. 126th Ave. N to Roosevelt Blvd. unfunded. Roosevelt Blvd constructed. Roosevelt Blvd to Weedon Island unfunded.</td>
<td>$11 million for remaining segments</td>
<td>Total Cost: $22 million SUN Trail: $5.2M PE/CST</td>
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<td></td>
<td>Project Name</td>
<td>County</td>
<td>Trail Network</td>
<td>Description</td>
<td>Request</td>
<td>Total Cost</td>
<td></td>
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<td>4</td>
<td>South Tampa Greenway</td>
<td>Hillsborough</td>
<td>SUN Trail Network</td>
<td>Connection from Gandy Bridge (east of Friendship Trail bridge) to Bayshore Boulevard linear park. Connection 1: From Bridge St. at Tyson Ave east to Manhattan Ave, Trail along Tyson Ave - ROW .75 mile Connection 2: From Manhattan Ave. and Interbay Blvd. west to Picnic Island Park along MacDill Air Force Base north boundary (N Boundary Blvd.) - 3.2 mile Connection 3: From Manhattan Ave. and Interbay Blvd. east to Dale Mabry Hwy. along Interbay Blvd. and through publicly owned parcels to existing trailhead at Dale Mabry Hwy. - .88 mile Connection 4: From Gadsden Park at MacDill Ave east to Bayshore Blvd. along the north boundary of MacDill Air Force Base (N Boundary Blvd.) - .4 mile Tampa requests funding for Connection 2 construction of 12-foot wide paved bicycle/pedestrian trail and boardwalk (where needed) with amenities including trailhead. Tampa requests $1.8M million for Connection 2 construction.</td>
<td>$1.8M</td>
<td>$5.2 million</td>
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<tr>
<td>5</td>
<td>Withlacoochee State Trail Extension</td>
<td>Pasco</td>
<td>SUN Trail Network</td>
<td>Withlacoochee State Trail Extension from the existing Trilby/Lacoochee trailhead along US 301, south to SR 56 (south of Zephyrhills). Includes Hardy Trail/Hardy Trail Extension North in Dade City. Approximately 13 miles. 10 to 12-foot paved bicycle/pedestrian trail paralleling the US 301 corridor.</td>
<td>$7,738,427</td>
<td>$7,738,427</td>
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<td>6</td>
<td>Tampa Bypass Canal Trail</td>
<td>Hillsborough</td>
<td>FGTS Opportunity Map</td>
<td>A 20-mile trail southward from Flatwoods Park ending at 34th St, on the banks of the Bypass Canal per agreement with the Southwest Florida Water Management District. Using existing parks in Temple Terrace and the Florida State Fairgrounds areas as trailheads, the corridor expands future access via U.S. 301 to the Old Fort King and Withlacoochee State Trail. Hillsborough County requests funding for Design &amp; CST of next phases of 12- foot wide paved bicycle/pedestrian trail. None pending completion of PD&amp;E</td>
<td>None</td>
<td>$23.5M</td>
<td></td>
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<td>7</td>
<td>Suncoast II</td>
<td>Citrus</td>
<td>FTE Trail extension as it is not formally part of the SUNTrail system</td>
<td>From the northern terminus of the existing Suncoast Trail at US 98, north through citrus County; terminating at US 44. 12-foot wide paved bicycle/pedestrian trail.</td>
<td>No Request, Funded through Turnpike Authority</td>
<td>Total Coast: $4 million</td>
<td></td>
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<td>8</td>
<td>Orange Belt Trail</td>
<td>Pasco</td>
<td>SUN Trail Network</td>
<td>The approximately 37 mile long trail would extend form the Starkey Trail (C2C) in the Trinity area of southwest Pasco County to the existing Withlacoochee State Trail trailhead (connects to Good Neighbor/South Sumter Connector) at U.S. Highway 301 in Trilby in northeast Pasco County. The planned trail alignment generally follows the historic Orange Belt Railroad line that crosses Pasco County in a southwest to northeast direction. The Orange Belt Trail is scheduled for a route study which will determine exact alignment and preliminary engineering funded ($1.9M) in 2017. Construction of 12-ft paved bicycle/ pedestrian trail. Funding requested for ROW acquisition and construction.</td>
<td>None</td>
<td>$16,136,210 First Segment funded for CST in FY 2025</td>
<td></td>
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<td>9</td>
<td>Anclote Coastal Trail</td>
<td>Pasco</td>
<td>FGTS Opportunity Map</td>
<td>From Anclote Blvd. (North terminus of extension of the Pinellas Trail AKA Elfers Spur) to three coastal Pasco parks and additional environmental lands; length is approximately 4.5 miles. Construction of 12-ft paved bicycle/ pedestrian trail in design phase.</td>
<td>$3,187,000</td>
<td>$3,187,000</td>
<td></td>
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<td>10</td>
<td>Withlacoochee State Trail - Dunnellon Trail Connector</td>
<td>Citrus</td>
<td>Heart of Florida Loop</td>
<td>Heart of Florida - Dunnellon Gap: From north end of the Withlacoochee State Trail to the south end of the Dunnellon Trail, which is approximately 1.09 miles. Multi-use trail crossing via an underpass under US41. Construction is underway. Funded</td>
<td>Funded</td>
<td>Total Cost: $5.6 million</td>
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<td>11</td>
<td>Courtney Campbell Trail Overpass</td>
<td>City of Clearwater</td>
<td>Gulf Coast Trail</td>
<td>Overpass at SR 60 (Gulf to Bay) in Clearwater, connecting the Courtney Campbell Trail to the Bayshore Trail, approximately 0.25 miles. Construction of an overpass at the terminus of the Courtney Campbell Trail. Funded for CST in FY 2024</td>
<td>None</td>
<td>Total Cost: $8,075,488 SUN Trail: $1.3M PE</td>
<td></td>
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<tr>
<td>12a</td>
<td>South Coast Greenway</td>
<td>Hillsborough</td>
<td>Gulf Coast Trail</td>
<td>The South Coast Greenway would go from Adamo Drive and extend south to the Manatee County line. The entire trail has been broken up into six phases.</td>
<td>(1) Earmark of $450K to be used for PD&amp;E and Design on 19th Ave between US 41 and US 301 pending provisions of ROW documentation. (2) Phase V, VI, VII (Symmes Rd to SR 60) Hillsborough County requests $700K for PD&amp;E (3) Phase IV (Manatee County Line to SR 674), county requests $371K for PD&amp;E</td>
<td>$2,400,000</td>
<td>Phase 1: $2.4M CST Funded Total Cost Phase 1: $2.4 million</td>
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<td>12b</td>
<td>Maydell Bridge</td>
<td>Hillsborough</td>
<td>Gulf Coast Trail</td>
<td>Part of the South Coast Greenway Trail, the Maydell Bridge would connect the Selmon Greenway to the South Coast Greenway 2016 SUN Trail Application - $991K match request for $5.2 Million County funds (i.e. the trail percentage of bridge) pending outcome of PD&amp;E phase.</td>
<td>Request/Total Cost: $991,760 Total Cost: &lt; $3M</td>
<td>None, pending outcome of bridge PD&amp;E Study TBD</td>
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<tr>
<td>13</td>
<td>US 19</td>
<td>Marine Parkway Blvd. Trail Overpass</td>
<td>Pasco</td>
<td>FGTS Opportunity Map</td>
<td>A bicycle and pedestrian trail overpass at an intersection in New Port Richey going from an existing trail on the west side of US 19, across Marine Parkway Blvd., to the east side of US 19. Additional funding for design and construction of the overpass.</td>
<td>$2,250,000</td>
<td>None, Funded $864 Million Total Cost of Bridge Rebuild with Bike/Ped Facilities - Fully Funded</td>
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<tr>
<td>14</td>
<td>Gandy Bridge</td>
<td>Pinellas/Hillsborough</td>
<td>FGTS Opportunity Map</td>
<td>Hillsborough &amp; Pinellas connection across Tampa Bay along the Gandy Bridge Request funding for construction</td>
<td>$10.2 million</td>
<td>None</td>
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<td>15</td>
<td>Dale Mabry Overpass</td>
<td>Pinellas</td>
<td>FGTS Opportunity Map</td>
<td>East-West connection over Dale Mabry; alignment study complete Request inclusion with adjacent segments of interstate.</td>
<td>$5,919,242</td>
<td>None, pending outcome of bridge PD&amp;E Study TBD</td>
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<td>16</td>
<td>Howard Frankland Bridge and Connections</td>
<td>Pinellas/Hillsborough</td>
<td>FGTS Opportunity Map</td>
<td>A separated bicycle/pedestrian facility as part of the rebuild of the north bound section of the Howard Frankland Bridge. This also includes development of connections to existing trail networks in Pinellas and Hillsborough Counties. Continuing coordination between FDOT, Tampa/Hillsborough, and St. Petersburg/Pinellas on connections.</td>
<td>$5,919,242</td>
<td>None, Funded</td>
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<tr>
<td>17</td>
<td>Joe’s Creek Trail</td>
<td>Pinellas</td>
<td>FGTS Opportunity Map</td>
<td>Joe’s Creek Trail is 0.9-miles around the lake. The Joe’s Creek Greenway Trail would run along Joe’s Creek corridor from US Highway 19 to Pinellas Trail through Lealman Area, 4.76 miles. Request funding for CST</td>
<td>$10.2 million</td>
<td>None</td>
<td></td>
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<td>18</td>
<td>Three Sisters Springs Trail Connection</td>
<td>Citrus</td>
<td>FGTS Opportunity Map</td>
<td>2.4 mile trail connection from CR 486/SR 44 to the Crosstown Trail that leads into Three Sisters Springs Request funding for RDW and CST</td>
<td>$2.6 million</td>
<td>None</td>
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<td>New Project</td>
<td>Adamo Drive</td>
<td>Hillsborough</td>
<td>SUN Trail Network</td>
<td>Project will install a 12-foot-wide asphalt trail, replacing existing sidewalk and filling in gaps along SR 60, and make intersection safety enhancements at SR 60 and N 34th Street. Project will begin east of SR 60 (Adamo Drive) and N 22nd St at the terminus of the existing Adamo Drive Greenway, continue along the north side of SR 60 to the intersection of N 34th Street, cross SR 60 and terminate at the existing Selmon Greenway Trail. Request funds for PE, ROW, CST</td>
<td>$2,117,392</td>
<td>None</td>
<td></td>
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<tr>
<td>New Project</td>
<td>SR 54 Overpass at Starkey Blvd</td>
<td>Pasco</td>
<td>SUN Trail Network</td>
<td>The overpass would bridge SR 54, connecting the Starkey Gap Trail to the Starkey Boulevard multi-use path, providing bike/pedestrian users of both the trail and SR 54 with a safe grade-separated crossing of a busy, high-speed arterial highway. Request funds for PE, ROW, CST</td>
<td>$8,076,889</td>
<td>None</td>
<td></td>
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Board & Committee Agenda Item

**Agenda Item:**
USF-Green ARTery Trail Study

**Presenter:**
Wade Reynolds, Hillsborough TPO

**Summary:**
The USF-Green ARTery trail study will evaluate conceptual and new connections from the University area to the existing and proposed trail system in Tampa and Hillsborough County. With the redevelopment of the University Mall, expansion of the Veterans Administration, and continuing growth around the University of South Florida, safe nonmotorized spaces are an increasing priority. The study area contains several high-volume roadways, and safe crossings and connections will be a primary focus. The study kicked off in March and will explore the feasibility of a trail connecting the University of South Florida (USF) and Veterans Hospital with the planned Green ARTery Perimeter Trail and other neighborhoods to the south of Fowler including proposed safe crossing locations on Fowler and other roadways. This study will focus on the potential alignments for the trail, in coordination with area property owners and agency partners.

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

**Prepared By:**
Wade Reynolds, Hillsborough TPO

**Attachments:**
Project Webpage
MPO Board Meeting of Wednesday, April 14, 2021

I. CALL TO ORDER, PLEDGE OF ALLEGIANCE & INVOCATION

The MPO Chairman, Commissioner Harry Cohen called the meeting to order at 10:09 AM, 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, Commissioner Kimberly Oberman, Commissioner Gwen Myers, Councilman Joseph Citro, Melanie Williams, Melanie Williams, Mayor Andrew Ross, Joe Waggoner, and Gina Evans.

The following members were present via teleconference:

Commissioner Mariella Smith, Nate Kilton, Councilman Guido Maniscalco, Charles Klug, and Jessica Vaughn

A quorum was met in person.

II. APPROVAL OF MINUTES – February 10 and March 10, 2021

Chair Cohen sought a motion to approve the February 10, 2021 and March 10, 2021 minutes.
Commissioner Kemp so moved; seconded by Councilman Citro, roll-call vote, motion carries 14-0.

III. PUBLIC COMMENT – No public comment

IV. COMMITTEE REPORTS and ADVANCE COMMENTS

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

A. CAC Committee (Bill Roberts) Information is in packets, presented the highlights.
   - CAC nominated Jonathan Knudson as an alternate for the Under 30 At-Large seat.
   - Heard from FDOT on the I-4 FRAME project; members of CAC had concerns on how onboard units would be funded, privacy of data, and about coordination with localities; CAC approved TIP amendment 13-3; passed on to this board for action.
   - Heard status report on the MPO Non-Discrimination plan; good comments to Joshua Barber and Dayna Lazarus for their work; looking forward to the results; suggested additional areas for outreach to alumni from Blake and Middleton High Schools and the Plant City Improvement League.
   - Raised possibility of moving forward with the I-275 Boulevard Study, further report at the May meeting.
   - CAC has an Ad Hoc committee for study of the TIP process; met on March 19, 2021 to discuss TIP program and are working to insure all the CAC members understand the process as well as substance; follow-up meeting on May 3, 2021 with a preview of the new and improved TIP.
B. Committee Reports (Davida Franklin, MPO Staff)

- **TAC and CAC** approved the TIP Amendment for the I-4 FRAME project; both also heard status update on the Non-Discrimination project.

- **TAC** heard updates on:
  - Center for Urban Transportation Research Equity Needs Assessment
  - The Hillsborough County School Route Program Development Process and Safe Routes to School Projects
  - Selmon Expressway Project Development & Environment Studies
  - The Port Tampa Bay Master Plan

- **CAC**
  - As an action item, nominated an alternate for it’s under 30 representative.
  - The ad hoc subcommittee discussed TIP projects and priorities.

- **BPAC and LRC** Committees heard status reports on:
  - The Hillsborough County School Route Program Development Process and Safe Routes to School Projects
  - In-Road Safety Lights
  - Flamingo Fares Update
  - BPAC heard and update on the Florida Department of Health’s Hillsborough Community Health assessment
  - LRC hears a status report on Parking Management Strategies

- **ITS** heard status reports on:
  - TIP I-4 FRAME project amendment
  - Intelligent Transportation System Architecture

C. Summary of Public Comments (Davida Franklin, MPO Staff)

- **Emails Received**
  - Charles Eldredge: Expressed a grievance for being removed from the Low-Income Focus Group that was part of the Non-Discrimination Plan outreach.
  - Megan Cott: Expressed appreciation for the donation of reflective helmet stickers she received on behalf of the Center for Urban Transportation Research’s Motorcycle Injury Prevention Institute.
  - Ellie Baggett: Requested guidance on how to encourage the Florida Department of Transportation to address safety issues along Nebraska Ave., specifically between Hillsborough Ave. and Osborne Ave.
  - Lena Young: Requested support for the Tampa Heights Junior Civic Association’s summer program.
  - Michael Flores: Thanked Beth Alden for presenting to Leadership Tampa.
  - Brice Rich: Thanked Beth Alden for presenting to Leadership Tampa.
  - Terrance Trott: Asked for a way to escalate concerns about traffic backups along U.S. 301 between Big Bend Road and Gibsonton Drive.
  - Michelle Tolmoff: Expressed concerns about Wimauma regarding traffic safety in the community and around schools in addition to incomplete sidewalks and trails.
  - Richard K Hennek: Suggested the Bruce B Downs corridor could be a pilot area for intelligent stoplights.
• Social Media Comments
  o Twitter
    ❖ 3/23/21: Chris Vela (re: Beth Alden’s interview about transportation funding challenges that aird on WUSF’s Florida Matters podcast): “So glad the news cables are taking note.”
    ❖ 3/31/21: Roc King (re: plans for Celadon paper plant at Port Tampa Bay): “Careful here, in Mobile, Alabama the permeating fragrance is the paper mill.”
  o Facebook
    ❖ 4/1/21: National Safety Council: “Thank you for the help to #KeepEachOtherSafe during Distracted Driving Awareness Month.”

D. Policy Committee (Beth Alden, MPO Director)
  • Received updates on the funding requests from the local governments that will be in consideration for this year’s update to the TIP. Video will be posted.

V. ACTION ITEMS
A. Committee Appointments (Rich Clarendon, MPO Staff)

The following have been nominated over the last couple of months.
• CAC:
  o Vivienne Handy, by Commissioner Smith
  o Steven Hollenkamp, by the City of Plant City
  o Rick Fernandez, by the CAC to fill the Hispanic At-Large seat
  o Sharon Gaumond, with Eric Lam as alternate, by the CAC to fill the business At-Large seat
  o Jonathon Knudson by the CAC to serve as alternate for the Under 30 At-Large seat
  o Nicholas Glover, by HART
• LRC:
  o Christian Leon, by the committee to serve as the alternate for the Advocate for Livable Communities seat
  o Matthew Pleasant, with alternate Amber Dickerson, by the Hillsborough County School District
  o Oona Johnsen, by the American Society of Landscape Architects as an alternate

Chair Cohen: Entertain a motion to approve all nominations at once. Motion made by Councilmen Citro, second by Commissioner Kemp, roll-call vote: motion carries 14-0.

B. Transportation Improvement Program Amendment for I-4 FRAME Project (Vishaka Shiva Raman, MPO Staff and Meghan Arasteh, FDOT Staff)

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. 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 (sharing location data only) and incorporate Integrated Corridor Management (ICM) strategies along the corridor. The U.S. Department of Transportation has awarded the state $10 million for the I-4 FRAME project. 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 will be consistent with the Smart Cities funding allocation in the 2045 Long Range Transportation Plan (LRTP). District 7: design completion November 2021, Contractor Selection February 2022. District 1, 5, Turnpike: design completion June 2022, Contractor Selection October 2022. Arterials include SR 60 and US 92.

Commissioner Overman: Questioned how this differs from using available apps and GPS information currently available? What are assurances that traffic will be moved through safely on urban roads being used as alternates? Expressed concerned about the potential changes on the urban roads to accommodate the alternatives.

Mr. Waggoner: THEA has been doing a pilot project for three years and have been asked to partner with FDOT on this project. It is about safety and making the driver more aware. Information will go back to infrastructure manager. Equipped busses, trolley cars, and approximately 1000 volunteers with the on-board technology. Attempted designing a phone app to warn drivers of pedestrians, did not work out. THEA can provide more information on the safety aspect of their project that has been in testing. Once you get a certain percentage of connected vehicles, benefits derive to the who-le.

Mayor Ross: Asked about the on-board units, will it be done through cell phone or a separate device and how do you get drivers to use it?

Ms. Williams: Question similar to Overman, when you redirect the traffic, the safety of the communities. Other question, what is the reaction the driver needs to take, do we have plans to educate the public on how to react to the tools in this project?

Commissioner Kemp: Can you see the pedestrian from the tower/pole? We can’t see how many people are in the HOV lane, seeing the number of people in the vehicle utilizing these lanes, does this technology solve that?

Councilmen Citro: Commented that not everybody can afford a brand-new car, have to wait for older cars, can’t even afford gas. They will not be able to afford OBU, it should be considered giving them to these peoples.

Ms. Raman requested a vote for approval of the I-4 FRAME Amendment to the TIP.
Motion made by Commissioner Kemp, seconded from Mr. Waggoner, roll-call vote: motion carries 13-0.

Presentation: I-4 Frame Project

C. Designation of the Community Transportation Coordinator and Annual Update on the Transportation Disadvantaged Program (Joshua Barber, MPO Staff)

Request that the MPO Board supports the redesignation of the Hillsborough County Board of County Commissioners as the Community Transportation Coordinator for the county and the Sunshine Line as the operator. Michelle Ogilvie retired in 2020, since then, Mr. Barber has taken over the program. The purpose of the Transportation Disadvantage System is to ensure the availability of efficient, cost effective, and quality transportation services for transportation disadvantaged persons, which are people who are low income, have a disability, or are older adults or children at risk.

Highlights of the program over the past year:

- Completed the annual Transportation Coordinator evaluation; was not required, done to see COVID-19 impacts and steps taken to provide a safe system during these times.
- Have begun the Major Transportation Disadvantaged Service Plan Update; does a minor update annually and a major update that coincides with the redesignation of the CTC.
  - Includes round of outreach to service providers.
  - Outreach to better understand unmet needs across the county.
- Supporting Tampa Bay Regional Transit Authority and a transportation network company in a grant application to the Commission for the Transportation Disadvantaged to provide cross county, weekend, and late-night trips to TD eligible clients. Approved and currently operating under TD Tampa Bay. Applying for a second round of funding.
- Begun transitioning the local Tri-County Board to an annual meeting to provide priorities to the Chairs Coordinating Committee.
- Coordinated with FDOT to help score applications for 5310 funding.
- Begun to discuss how the growth of new transportation technology companies are impacting the coordinator system and it what ways they can be used to fill gaps in TD services.
- Completed the 2020 Ride Guide; it is now compliant with web accessibility guidelines.

Role of the CTC is to provide cost efficient, unduplicated, and unfragmented transportation services with all local transportation service providers within our county. The Hillsborough County Board of Commissioners has acted as the county CTC since 1990 and Sunshine Line has been operating that service for the county. Over the past five years, the Sunshine Line has continued to meet all the service standards set forth in our service plan; they have provided reliable, effective, and efficient services to TD clients. This is reflected in the evaluation standards evaluation.

Happy to recommend and request that the MPO Board’s redesignation of the Hillsborough Board of County Commissioners and their operator, the Sunshine Line, as our Community Transportation Coordinator and to approve Resolution 2021-1 and forward this recommendation on to the Florida Commission for Transportation Disadvantaged.
Commissioner Smith so moves/ Seconded by Commissioner Kemp, No discussion, Roll-call vote: 13-0 motion carries.

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

This is the second reading of the Bylaws Amendment, so this will be for action. In November, requested a membership addition to add a school district member. The Bylaws change will transfer the school district member from the Technical Advisory Committee over to the Livable Roadways Committee. In January, the Policy Committee discussed having a fictitious name change and a limit on terms for officers to limit it to two consecutive years. The amendment attachment shows the revisions highlighted on pages 1, 2, and 11.

**Councilmen Citro**: Thanked Ms. Silva for her work.

**Commissioner Kemp**: It is important to say what the name is.

**Ms. Silva**: The Hillsborough Transportation Planning Agency.

**Commissioner Kemp**: I have supported change; others around the country have changed their name to Transportation Planning Organization. Likes for continuity. Rather than “Agency”, use “Authority”.

**Commissioner Overman**: we are going to either be PTA or PTO, I like Organization. I do think we need to decide what is best to make it clear. We live in an acronym world. And I don’t want to get caught up in the PTO as it is in schools.

**Ms. Evans**: Expressed concern that the airport is TPA.

**Chair Cohen**: Expressed that the name be at the pleasure of the board.

**Commissioner Kemp**: Moves that the fictitious name be the Hillsborough Transportation Organization

**Councilman Citro makes the motion to approve the Bylaws Amendments for the Livable Roadways Committee and the Policy Committee, to include Commissioner Kemp’s suggestion of Transportation Planning Organization fictitious name, seconded by Commissioner Overman, roll-call vote: motion carries 13-0.**

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

MPO Board received a summary of evaluations a majority of the MPO Board members filled out in their annual evaluation of Ms. Alden, the MPO Director. This evaluation is a requirement of MPO’s Staff Services Agreement with the Planning Commission. The evaluation is an excellent evaluation with scores ranging from a 4.3 average to a 4.6 average out of 5. Numerous members made comments on various categories.

The motion is to receive the evaluation and answer any questions.

**Motion made by Commissioner Myers, second by Commissioner Overman, roll-call vote: motion carries 13-0.**
VI. STATUS REPORTS

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

Beth Alden: Policy Committee held a workshop on Racial Discrimination in Urban Planning and Transportation Planning in Hillsborough County. Mr. Chris Vela asked for opportunity to discuss this history as it relates to the South Selmon Expressway specifically. This history of the decisions made decades ago is painful but important to look at to set the stage for today’s planning. Have shared information with the Expressway Authority at the staff level.

Chris Vela:
Consider three points:

- The interstate system needed the express way system and vice versa.
- You can’t have a large highway without Urban Renewal.
- It’s not so much placing blame on a specific person or agency; it’s recognizing the pattern of discrimination and public policy and transportation.

Presented the history of the Expressway and media reports on impacts to areas. Showed maps of urban areas that were used and displaced minority families and displacing businesses. THEA was founded in 1967 to find the county way to fund projects. Population projections were incorrect when planning. There was a protest campaign in the 1970 against the project and promoted fixing local roads and address flooding. The Crosstown becomes operational in 1976. In the 1980’s traffic was bleeding from I-4 to the Expressway and vice versa. With the PD&E study, the expansion will turn on a “spicket” by inducing demand into urban areas. Feels that the local voice has been lost from the 1960’s to the present.

Commissioner Kemp: Thanked Mr. Vela for the work. Good presentation and research.

Ms. Williams: Commended Beth Alden and the team on this work. It’s not easy to have this conversation. We don’t get better until we acknowledge, and this is acknowledging.

Commissioner Smith: Adding onto other comments. The community is having the harder discussions, appreciates what Mr. Vela is doing the community work. We need those voices. Feels optimistic that the MPO and planners are looking at things in the context of history. Commented about how population projections are promoting sprawl to put people in the rural areas.

Presentation: History of THEA

THEA PD&E Updates (Robert Frey, Expressway Authority)

A lot of the decisions that were made in history is why we are now doing studies on the impact. THEA is not an implementation agency; it is a planning agency. Where THEA works, they must be
asked to work. Requests come from the jurisdictions. Are a regional facility; part is first mile, last mile; how to get trips in and out of the city safely while still promoting growth and city objectives.

Mr. Frey reported on the (report in Agenda Packet)
- Study overview
- Public outreach and meetings held.
- Why improvements are needed.
- The process of the study and how Vision Zero plays a role.
- USF Economic Impact study of the Selmon Expressway
  - Increased business revenue and jobs
  - Increased business growth
  - Increased property values and property taxes collected
  - Annual travel benefits: time savings, out-of-pocket savings, crash cost savings, reduced environmental impact from CO2

PD&E Studies Website: [https://selmonstudies.com/](https://selmonstudies.com/)
PD&E for South Selmon: [https://southselmonpole.com/](https://southselmonpole.com/)

Chair Cohen: reminder it is 5 after 12 PM

Commissioner Kemp: Inquired to receiving traffic counts. I hear about the congestion but when I drive it, the congestion seems to be at the exits? Is there is excess capacity on the overhead going to out to Brandon for the next 50 years? Is there any thought to any day-to-day exit? It seems to me that we should discontinue the Bay-to-Bay exit in any study and use Dale Mayberry since it can handle it. Is there anything regarding looking at that?

Presentation: [Selmon Expressway PD&E Study](#)

B. Executive Director’s Report
Beth Alden: The critical items are on the agenda.
- 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

VII. OLD & NEW BUSINESS
None at this time.

VIII. ADJOURNMENT – The meeting was adjourned at 12:14 PM
• The Technical Advisory Committee and the Citizens Advisory Committee:
  o Approved the Transportation Improvement Program amendment for the I-4 FRAME integrated corridor management project
  o The two committees also heard status reports on the Non-Discrimination Plan demographics and outreach

• The Technical Advisory Committee also heard a status update on:
  o Center for Urban Transportation Research Equity Needs Assessment
  o The Hillsborough County School Route Program Development Process and Safe Routes to School Projects
  o Selmon Expressway Project Development & Environment Studies
  o The Port Tampa Bay Master Plan

• Additionally, the Citizens Advisory Committee also:
  o As an action item, nominated an alternate for its under 30 representative
  o The ad hoc subcommittee discussed Transportation Improvement Program projects and priorities

• The Bicycle Pedestrian Advisory Committee and the Livable Roadways Committee heard status reports on:
  o The Hillsborough County School Route Program Development Process and Safe Routes to School Projects
  o In-Road Safety Lights
  o Flamingo Fares Update

• The Bicycle Pedestrian Advisory Committee also heard an update on Florida Department of Health’s Hillsborough Community Health Assessment

• The Livable Roadways Committee heard status reports on Parking Management Strategies

• The Intelligent Transportation System Committee heard a status report on:
  o In-Road Safety Lights
  o Transportation Improvement Program amendment for the I-4 FRAME integrated corridor management project
  o Intelligent Transportation System Architecture
Summary of Public Comments – April 2021

Emails

- Charles Eldredge: Expressed a grievance for being removed from the Low-Income Focus Group that was part of the Non-Discrimination Plan outreach.
- Megan Cott: Expressed appreciation for the donation of reflective helmet stickers she received on behalf of the Center for Urban Transportation Research’s Motorcycle Injury Prevention Institute.
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Social Media

- Twitter
  - 3/23/21 - Chris Vela (re: Beth Alden’s interview about transportation funding challenges that aired on WUSF’s Florida Matters podcast):
    “So glad the news cables are taking note.”
  - 3/31/21 - Roc King (re: plans for Celadon paper plant at Port Tampa Bay):
    “Careful here, in Mobile, Alabama the permeating fragrance is the paper mill.”

- Facebook
  - 4/1/21 - National Safety Council:
    “Thank you for the help to #KeepEachOtherSafe during Distracted Driving Awareness Month.”

This concludes my report. Ms. Alden will give a quick report on the Policy Committee meeting that just occurred.
Greetings readers! You may have noticed that the newsletter typically is arriving on Monday nights and that has been due to my new work and life schedule since moving to the Tampa Bay area. This newsletter is an exception and for good reason. I don’t want you to miss a newsletter and tomorrow I am scheduled to receive my second COVID vaccination shot. Sometimes the second shot makes the recipient sick and I did not want to try and assemble a newsletter while feeling lousy. You deserve a newsletter that has my full attention.

The clock is ticking and there are only 5 days left until the session is scheduled to end. That means this is the second to last newsletter if session ends on time. It is hard to believe we are nearing the end of session. Your question, and everyone else’s, will there be an overtime? That primarily depends on the budget, it must be published by Tuesday in order for a vote on the 30th which is scheduled to be the last day of session. One of the many rules the legislature must navigate is that the budget has to be available for 3 days before a final vote. This allows for the budget to be reviewed and of course that means last minute budget turkeys cannot be dropped into a bill and voted upon. Added to that is the simple fact that the budget is a very large document and reviewing it takes a lot of time. So, what happens during those 3 days while we wait for a final budget vote? Typically, bills that are in a good position, in other words the bills that are ready to pass, are voted upon and sent over to the Governor. One of those items that will not be brought up is a gambling bill. The talk in the capitol is suggesting a special session for a gambling compact.

Among the many rules of the legislature one is of interest for us today. Any bill on second reading in the House on Day 55 (today) cannot advance and floor amendments have to be approved for filing at least 2 hours before session is called to order. In past sessions the last minute amendments that came out of left field were difficult to address because you had to be watching everything at once. The requirement that amendments have to be filed early is must easier on those of us watching the process. The second reading on or after day 55 should mean that House Bill 57, the general transportation bill by Andrade, is dead. Senate Bill 1194, which is the companion bill to HB57 has passed the Senate and is in messages at the House. So, we may see a transportation bill pass, let’s see what happens with SB1194.

We still have the mid-block crossing bill in play, that is HB 1113 by Representative Fine. This bill will be very difficult to implement and very costly. It also can be argued that the bill which intends to improve traffic safety will have the opposite effect. The bill is on 3rd reading in the House. The Senate...
A companion bill was stuck in committee and so it is effectively dead. If HB 1113 passes and is sent over to the Senate, we all may need to call our Senators.

As we approach the last few days of session, let’s look back on what we initially thought the session might look like and what we have seen. First, I am obligated to point out that each session changes from the beginning days to the final day. There is usually an event or series of events that turn the session into something other than what we would have guessed at the beginning of the 60 days. Also, you need to know that out of the many bills filed each year, only a small percentage of those bills actually pass. Coming into this session I doubt we would have predicted how much impact COVID would have on this session and the way the session was impacted. The budget is actually in much better shape than the dire predictions we heard 120 days ago (think pre-session committee meetings) and the ability of the lobbyists to influence the committee meetings was…. well, let’s call it interesting.

There is a song, if you grew up with the 60’s and 70’s, that has the lyrics “what a long strange trip it has been”….. Seems fitting for this session. I don’t know about you but it seems the bills were more controversial and frankly just simply weird.

One thing I was predicting at the beginning of session was that we would see a hands off your cell phone while driving bill. When Senate President Simpson was simply Senator Simpson he ran the texting while driving bill and successfully passed it. At one of the committee stops he stated that he wanted a more than just texting while driving, he wanted a hands-free bill but didn’t think he could muster the votes to pass it. As Senate President he has the influence to do it now, I thought we would get that bill this year. Let’s hope we get it next year. Speaking of the Senate President, he is a proud guy, his son was married this weekend! Now that is the kind of positive news we need to end the newsletter.

Key dates for the 2021 Florida Legislative Session are shown immediately below. All updates to bills shown in the last section of the newsletter are in **RED** so you can quickly distinguish between updates and old news. Your MPOAC Legislative Update will keep you apprised of changes to existing bills.

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

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**Important Dates for the 2021 Legislative Session**

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

This is a summary of transportation related bills filed and published on the legislature’s website as of April 25, 2021. 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. Laid on the table, Amended version filed and referred to State Affairs Committee. Passed State Affairs Committee. This was the final committee so it can head to a full floor vote. The bill received multiple amendments and passed the House. Sent to the Senate.

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. Seems stuck on Special Order. The bill has taken on several amendments and has another amendment filed onto it that is waiting to be heard.

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. Passed 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. 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. Passed the House, YEAS 82, NAYS 32. Passed the Senate 38 YEAS, Zero Nays.

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 to see if it becomes the subject of an amendment to a bill that is moving while on the Senate and/or House Floor.
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. In the House the bill was referred to Appropriations Committee, passed Appropriations Committee and is now on 2nd reading on the House Floor. Vote scheduled for 04/26/2021.

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

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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. Added to Infrastructure & Tourism Appropriations Subcommittee agenda. Passed Infrastructure & Tourism Appropriations Subcommittee. Added to Commerce agenda. Passed Commerce and completed 2nd reading on House Floor. Set for full House Floor vote on 04/20/2021. Passed the House, sent to the Senate. Substituted for SB 754 and passed the Senate. Sent to the Governor.

**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. Passed Early Learning & Elementary Education Subcommittee and was amended. Amended version was laid on the table and a substitute version was sent forward. Referred to Education & Employment Committee, passed Education & Employment Committee and sent to the House Floor. On 2nd reading.

**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. Passed Local Administration & Veterans Affairs Subcommittee with an amendment. Passed Commerce Committee, headed to House Floor for a full House vote. On Second reading, should mean that it is stopped by House rules since we are now at Day 55.

**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. Passed Commerce Committee, headed to House Floor for a full House vote. On Second reading, should mean that it is stopped by House rules since we are now at Day 55.

Written almost weekly by Carl Mikyska
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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. Passed Ways & Means Committee with an amendment. Passed State Affairs Committee, now on House Floor and has been amended on the floor. Substituted for SB 750 and now on 3rd reading.

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. On Committee agenda-- Rules, 04/06/21, 9:30 am, 412 Knott Building. Passed Rules 16 YEAS, Zero NAYS. Next stop is a full Floor vote, placed on Special Order. Passed the Senate on a floor vote of 40 YEAS, Zero NAYS. Sent to the House. On special order calendar for 04/26/2021.

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. On the House Floor for a full House vote, on 2nd reading. Passed the House; YEAS 115, NAYS 0. Sent to the Senate, substituted for SB 738. Passed Senate 39 YEAS, Zero NAYS.

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. Passed Criminal Justice & Public Safety Subcommittee. Now in Tourism, Infrastructure & Energy 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. Passed Ways and Means with an amendment. Passed Commerce Committee, now on House Floor and on 2nd reading.

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. Passed Tourism, Infrastructure & Energy Subcommittee. Now in Local Administration & Veterans Affairs 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. Passed Rules and will be on a full Senate Floor vote on 04/21/2021. Amended and passed the Senate, sent to the House for their consideration.

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. On Committee agenda-- Rules, 04/14/21, 9:00 am, 412 Knott Building. Passed Rules and will be on a full Senate Floor vote on 04/21/2021. Passed the Senate and sent to the House, will be voted upon 04/26/2021 in the House.

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. HB 59 was substituted for SB 496 on the Senate Floor.

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;

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. Passed Infrastructure & Tourism Appropriations Subcommittee. Now in Commerce Committee. Passed Commerce Committee. On Second reading, should mean that it is stopped by House rules since we are now at Day 55.

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 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. Passed Civil
Justice & Property Rights Subcommittee. Original reference removed: Insurance & Banking Subcommittee. Referred to Judiciary Committee, Passed Judiciary Committee. Headed to a full House Floor vote. Laid on table and SB 54 is being considered in its place.

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. Laid on the table, refer to HB 353. HB 353 Passed both chambers.

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. Passed Finance and Tax; 6 YEAS, 2 NAYS. Now in Appropriations. On Committee agenda-- Appropriations, 04/15/21, 9:00 am, 412 Knott Building. Passed Appropriations Committee. Headed to a full Senate Floor vote on 04/21/2021. Laid on the table, refer to HB 337.

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. Passed Transportation; 8 YEAS, Zero NAYS. Original reference(s) removed: Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations. Remaining references corrected to Rules. Now in Rules. Passed Rules. Headed to a full Senate Floor vote on 04/21/2021. Passed the Senate and sent to the House.

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. Passed Infrastructure & Tourism Appropriations Subcommittee. Now in Commerce Committee. Added to Commerce Committee agenda. Passed Commerce Committee. Headed to a full House Floor vote, on 2nd reading. On 3rd reading in the House.

SB 1126: Department of Transportation – (Harrell) – Clarifying that the Department of Revenue is responsible for a certain transfer from the State Treasury to the General Revenue Fund of a portion of documentary stamp tax distributions credited to the State Transportation Trust Fund; deleting a requirement that the department provide space and video conference capability at each of the department’s district offices as an alternative to physical appearance by a person requesting a hearing before the Commercial Motor Vehicle Review Board within the department; requiring the department, when proposing any project on the State Highway System which will close or modify an existing access to an abutting property owner, to provide notice to affected property owners, municipalities, and counties at least 180 days before the design phase of the project is completed, etc. Filed in the Senate. Referred to Transportation; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations. 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. On Committee agenda-- Appropriations, 04/15/21, 9:00 am, 412 Knott Building. Passed Appropriations Committee. Headed to a full Senate Floor vote on 04/21/2021. Passed the Senate, sent to the House.

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. Original reference(s) removed: Appropriations Subcommittee on Transportation, Tourism, and Economic Development. Remaining references corrected to Appropriations. Now in Appropriations. On Committee agenda-- Appropriations, 04/15/21, 9:00 am, 412 Knott Building. Passed Appropriations. On Committee agenda-- Rules, 04/20/21, 8:30 am, 412 Knott Building. Passed Rules, sent to the Senate Floor for a full Senate vote. Passed the Senate and sent to the House.
**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. On Committee agenda-- Appropriations Subcommittee on Transportation, Tourism, and Economic Development, 04/08/21, 9:00 am, 110 Senate Building. Passed Appropriations Subcommittee on Transportation, Tourism, and Economic Development 8 YEAS, 3 NAYS. Now in Appropriations.

**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.
**BIKE STOCK**

onbikes Open Streets

May 22, 2021

📅 Saturday 05/22/21 @ 3:00 pm

📍 Bayshore Boulevard, Tampa, Florida, United States

Get Directions ⬤

 علينا التوجه إلى الشوارع! ندعو جميع الأحلام إلى القيادة معنا عبر شارع Bayshore Blvd. بعد فترة هibernation الطويلة، هو الوقت للخروج والاستمتاع بالجمال من مجتمعنا وشركة كل منا. سيتم إغلاق شارع Bayshore خلال الفترة من 3:00 - 7:00 م. من Swann to Bay to Bay Blvd., اثرينا اليوم مع الأصدقاء والأسرة على الطريق.

إذا كنت مرتدياً ملابس الأحلام! سيتواجد فيها نشاطات للطفلين، لذا تأكد من أنك تأتي على الدراجات. هذه الدرجة من Bikestock مرئية للجمهور ولكن نحثك على الزوم لحدث الأول من السنة الإيجابية!

يرجى التسجيل مسبقًا (up to 8 people) لأنه سيُساعدنا في توقع عدد الحضور وتقديم أفضل واجهة ممكنة!