Hybrid Meeting Virtual & In-Person Meeting of the Citizens Advisory Committee
Wednesday, June 2, 2021 at 9:00 AM

The County Center and Plan Hillsborough offices continue to be closed to the public in response to the pandemic. A minimum number of board members will meet in person at the County Center on the 18th Floor, and all other participation will continue to be virtual. For technical support during the meeting, please contact Michael Rempfer at 813-273-3774.

To view presentations and participate your computer, tablet or smartphone:
https://attendee.gotowebinar.com/register/3070695598285783052

Register in advance to receive your personalized link, which can be saved to your calendar.


Agenda packet, presentations, and supplemental materials posted here.

Please mute yourself after joining the conference call to minimize background noise.

I. Call to Order & Introductions 9:00
II. Chairman’s Request: Per the TPO Bylaws, all speakers are asked to address only the presiding Chair for recognition; confine their remarks to the question under debate; and avoid personalities or indecorous language or behavior. 9:05
III. Public Comment - 3 minutes per speaker, please Public comments are welcome and may be given at this virtual meeting by logging into the website above and clicking the “raise hand” button. Staff will unmute you when the chair recognizes you. 9:30
IV. Members’ Interests 9:15
V. Approval of Minutes – May 5, 2021 9:30
VI. Action Items 9:45
A. Transportation Improvement Program (Johnny Wong, TPO Staff) 9:35
B. Public Participation Plan Amendment (Davida Franklin, TPO Staff) 10:15
VII. Status Reports 10:30
A. USF – Green ARTery Trail Study (deferred from May CAC Agenda)(Wade Reynolds, TPO Staff)
B. I-275 Boulevard Study (deferred from May CAC Agenda) (Rich Clarendon, TPO Staff) 10:45
C. Non Discrimination Plan Public Involvement Findings (Dayna Lazarus, TPO Staff) 11:00
D. Gandy Boulevard PD&E Study Kickoff (FDOT Representative) 11:20

VIII. Unfinished Business & New Business 11:35
A. TBARTA CAC Report (Rick Richmond, CAC member)
B. Ad Hoc TIP Subcommittee (Amy Espinosa, CAC member)
C. Traffic Count Data (Requested by Rick Fernandez, CAC member)
D. Next Meeting: August 4, 2021

IX. Adjournment

X. Addendum
A. MPO Meeting Summary & Committee Report
B. FDOT’s Draft Electric Vehicle Infrastructure Master Plan and Story Map
C. Florida MPOAC Legislative Update
D. Virtual Public Information Meeting: SR 56 Extension Alternative

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

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I. Call to Order & Introductions 9:00

Chair Roberts called the meeting to order at 9:05 AM

Members Present in Person: Carolyn Brown, Steven Hollenkamp, Alexis Boback, Christine Acosta, Bill Roberts, Nicholas Glover, Ricardo Fernandez, Amy Espinosa

Members Present Virtually: David Bailey, Hoyt Prindle, Nicole Rice, Don Skelton, Jr., Jeff Lucas, Beatriz Zafra, Cliff Reiss, Sharon Gaumond, Eric Lam (Sharon’s alternate), Terrance Trott, Rick Richmond,

Members Absent: Vivienne Handy (excused), Artie Fryer, Barbara Kennedy Gibson (excused)

Others Present: Rich Clarendon, Johnny Wong, Davida Franklin, Vishaka Shiva Raman, Wade Reynolds, Beth Alden, Joshua Barber, Lionel Fuentes, Gena Torres, Lisa Silva, Mike Rempfer, Allison Yeah, Dayna Lazarus, Gail Reese (TPO Staff); Kirk Bogen, Craig Fox, Mary Lou Godfrey, Roger Roscoe, Claire Apaliski, Lori Buck, Justin Hall (FDOT); Josh Frank (Private Citizen); Kim Anderson (Parsons Corp)

Chair Roberts welcomed Gail Reese as the new recorder and Nicholas Glover as the new HART representative.

II. Chairman’s Request: Per the MPO Bylaws, all speakers are asked to address only the presiding Chair for recognition; confine their remarks to the question under debate; and avoid personalities or indecorous language or behavior.

III. Public Comment – Chair Roberts recognized Josh Frank.

Josh Frank is the creator and architect behind the Boulevard Tampa Project.

- It is community advocacy study, one of ten around the country, nominated for 2019 Freeways without Features Report. Anticipates this project to be on the 2021 report.
- Significant as it is one of ten highways that run through an urban area that has been determined that it could be removed and should be removed by a national panel of experts in urban design.
- It is the only one in Florida.
- Understands there have been comments about the $800 K price for the study. Believes it is exorbitant and the firm quoting is taking it to completed detail. Mr. Frank believes the initial study should be higher level with a broader framework.
- Is open for members to contact him directly and to look at Boulevard Tampa website.
IV. **Members’ Interests**

**Ricardo Fernandez**
- Made a recommendation/suggestion, particularly to new members of the committee, go back and look at the YouTube video or copy of minutes from the TIP Review meetings of the CAC from June 10, 2020 and the MPO Board meeting of June 30, 2020.
- Renewed the request for updated traffic counts based on numbers as people are starting to go back to some sort of normalcy.

  *MPO Board Meeting Video: [MPO Board TIP Review June 30, 2020](#) (TIP starts at 18:06)
  *MPO CAC Meeting Video: [MPO CAC TIP Review June 10, 2020](#) (TIP starts at 43:57)

**Hoyte Prindle**
- Stated observations made in the city of Seattle, WA while visiting.
- Have made the city more walkable, bikeable, and expanded mass transit including a light rail system.
- Stand-out project, take an old and inefficient freeway being torn down and repurposed space, Alaska Way Viaduct (elevated road).
- Torn down and replaced with a tunnel to reroute traffic.
- Brings it up for an example for the Boulevard project in Hillsborough.

**Christine Acosta**
- Request to add to the agenda in the future Transportation Demand Management, what is it and how does it work. Engage local experts so get more familiar with the subject.
- Seattle is a leading example.
- Tampa Bay Partnerships Constant Score Card fight Seattle as being top in this and many categories.
- Policy and Best Practices deployed for decisions on how transportation is made available on a trip-by-trip basis.

V. **Approval of Minutes** – April 7, 2021

Ms. Espinosa made a motion to approve the minutes of the April 7, 2021 minutes, Seconded by Mr. Fernandez. Voice Vote, motion carries unanimously.

VI. **Action Items**

**A. MPO/FDOT Joint Certification Statement** (Johnny Wong, MPO Staff)
- Review process of MPO planning and financial activities along with Federal and State requirements
- Annual; notes good, recommendations, and corrective actions.
- Notable Achievements:
  - Data & Analytics Platform
  - Vision Zero Speed Management Action Plan
  - Regional Long range Transportation Plan work – 8 counties for entire Tampa Bay Region
  - Race Equity Resolution
• Recommendations:
  o Evaluate website for ADA compliance.
  o Archive older versions of UPWP to eliminate confusion with outdated documents.
  o Advocate for partially funded projects remaining on the TIP to show community support.

• Corrective Actions: None, make the federal review team’s life easy, we are trend setters.

Requested action: Support the Recertification of the MPO and authorize the Chair to sign the Joint Certification Statement.

Discussion:

(Several participants noted in chat that there was feedback interrupting speakers. Rich Clarendon asked all to mute if they were not speaking.)

Christine Acosta: Inquired about the name of the data analytics platform.

Ricardo Fernandez:

• Race Equity Resolution, going forward, has an action plan been developed so it becomes more than a “piece of paper”?
  o Beth Alden (via chat) and Rich Clarendon (via voice) noted that the Non-Discrimination Plan Update is on the CAC agenda for June. It covers more than the TPO. Deep dive into history; identify past influences on the present development; led to intensive community engagement; create a process and program to remedy community concerns going forward.

• Concerned about connecting the dots from the resolution and what the committee is being asked to do with projects being approved and amended. Does FDOT understand how important the CAC thinks the Non-Discrimination studies are? Expressed that the achievement will not mean much if the problem continues with the projects.

Amy Espinosa: inquired about the work Dayna Lazarus has done and whether it would be part of the oral history in the public library.

Terrance Trott inquired about the website and asked if the consultant could do a complete overhaul of the website and not just ADA compliance.

David Bailey inquired if the data analytics site is connected to the public website? Is it possible to get the presentations already done on Non-Discrimination? Will all of the information be included in the June presentation.

Ms. Espinosa made the motion to support the recertification and move it to the TPO Board, Mr. Bailey seconded, Roll-call vote, motion passes 17 – 0.

B. Public Participation Plan Amendment (Davida Franklin, MPO Staff)

• Background: the TPO has a PPP describing engagement strategies
  o Includes LRTP, TIP, and amendments to these documents.
  o For TIP, coincides with formal presentations to advisory committees and posting information on the website.
Currently 21 days.

- Due to a TPO meeting schedule change in 2021, the review period for amendments is requested to go to 14 days.
- For the adoption of the new TIP, it was advertised in the Tampa Bay Times on Sunday, April 25th and posted to social media pages on Friday, May 7th.

**Requested action: Approve the amendment to the Public Participation.** (Changes included in agenda packet with changes highlighted)

**Discussion:**

**Chair Roberts:** Inquired that this amendment would carry forward into future years and is not a one-time change.

**Ricardo Fernandez:** Questioned the amendment process. TIP amendments had been requested nearly every month in the last year. Recommended that lessening the frequency of amendment requests or leaving the review time as is.

**Rich Clarendon:** Stated the TPO does not control when TIP amendments come forward and that adequate public notice and review time is given to the best of ability to meet minimum requirements. This was triggered due to BOCC and TPO meeting calendar changes. If the schedule changes again, the notice requirements for TIP amendments could also change.

**Christine Acosta:** Understands scheduling challenges but feels that should not impact public review period.

**Terrance Trott:** Commented that shortening the time does a public disservice; comes back to the website and an app. Those need to be up to date to improve communication.

**Chair Roberts called for a motion to approve the amendment to change the PPP notification.** No motion made.

**Amy Espinosa requested that more clarity of what can be done happen. Made a motion to table the action, Seconded by Steven Hollencamp.**

**Discussion:**

**Rick Richmond:** Would like greater understanding of what kind of change elevates an amendment to something different. Has concerns about shortening the review period.

**Rich Clarendon:** TIP amendment is triggered when a new project comes forward with funding to be added to the five-year TIP plan or there is a significant change to the scope or cost of an existing project.

**Rick Fernandez:** Questioned if there was a Second on the motion to table. Has a concern on whether or not the table will be enough to show the concern for this action.

**Christine Acosta:** Would like to make a subsequent motion to decline to approve the change.

**Nicholas Glover:** Point of order. Asked if Ms. Espinosa was willing to entertain an amendment to her motion to table.
Amy Espinosa: Is willing to entertain but would still like to seek alternatives that satisfy TPO scheduling and CAC concerns.

Rich Clarendon: Clarifying where the motion is. Stated that more than a week’s notice is given when items come from FDOT. Believes that can be worked with. May be possible to post prior to agenda packet being distributed via the website. Occasionally, it can be less than current 21 days-notice. The CAC can table this item until further information can be obtained, and that can be communicated to the TPO Board.

Terrance Trott: Questioned whether or not there was room for altering the notification based on level of TIP amendment; if a new project, keep 21 days and have 14 day minimum for changes to existing TIP projects.

Motion to table action on the recommendation to change the PPP. Roll-call vote, motion to table the action passes 12 – 5.

C. Transportation Improvement Program Amendment for Downtown Interchange (Vishaka Shiva Raman, MPO Staff)
   - Section 6 of Tampa Bay Next, known as the downtown interchange (DTI)
   - Background, amendment for Right of Way phase to purchase seven parcels, approximately $2.5 million. Identified as a quick fix to the LRTP.
   - Project is I-4 WB to NB & SB I-275, I-275 NB & SB to I-4 EB

Request to approve TIP Amendment and recommend to the TPO Board for approval.

Discussion:

Ricardo Fernandez:
   - The addition of BRT ramps is not mentioned in the presentation but appear in the document being proposed; if that language doesn’t belong there, it should be stricken.
   - Clarified that the $2.5 million is to acquire the 7 parcels and that is the entire scope of the amendment request.
   - Asked for clarification on initials in the first column of the 5 Year TIP: DS, DIH, DDR and the Amendment Number showing on the document.
   - Clarified that the parcels are in VM Ybor. Asked for the community outreach that has been done with this community and the outcome. Have they been asked to vote on this amendment?
   - Inquired as to what the parcels are and what price point have been applied to each one.

Chair Roberts: Inquired the status of the purchase of these parcels.

Christine Acosta:
   - Clarified the parcels are not under contract and that the approval process is to secure funding.
   - Questioned about Eminent Domain on the parcels or can the property owners refuse.
   - Clarified the space to the south is City owned land and developable; give displaced owners from north side first right of refusal to the south side.
Nicole Rice:
• We are asking specific questions about parcels and are not getting answers.
• Community of Concern; the CAC put together a resolution to protect COCs.
• Believes this may be a violation of the resolution.

Eric Lam:
• Questioned about the city losing tax revenue for the parcels of land and who would be picking up that loss.

Alexis Boback: Questioned why this project is important.

Hoyt Prindle:
• Questioned tax revenue loss to city and county of the parcels and potential diminished value of surrounding properties.
• Clarified whether people were notified that properties would be purchased and demolished for the “Safety and Traffic Quick Fix” option. Questioned the “pitch” to the community.

Terrance Trott: Expressed that other alternatives for this project were 100’s of homes versus the seven.

David Bailey: Clarified that the seven properties are residential and that six of the seven are occupied.

Beth Alden: Pulled the original presentation from the MPO’s 2019 survey conducted for the 2045 Long Range Transportation Plan with the four build options: No Build, Safety/Traffic Quick Fix (0 homes impacted is what was understood at the time), Add Express Lane Flyover (impacts ~75 homes and businesses), Full Rebuild with Express Lanes (impacts ~220 homes and businesses). Option 2 was approved at a 2019 public hearing.

Chair Roberts: Questioned if any further property acquisitions are going to be necessary.

Hoyte Prindle: Expressed that it is a problem that the community was pitched that no additional homes would be taken and there are properties being taken. This is a topic that has been talked about extensively. Clarified whether the community outreach included additional properties being taken.

Christine Acosta: Believe a group of property owners will be adversely affected in the adjoining areas. Losing residential area and will now have highway supports.

Nicole Rice:
• Noted that the presentation says that the request is from the community and the impression is that the community was given different information to weigh in on through a regional survey.
• Noted that the CAC passed an equity resolution. The communities impacted are COCs and are being asked to sacrifice.
• Expressed that this is not a real plan or a legitimate request.
• Would like to make a motion and is open to it being amended before being voted on.
Nicole Rice moved to not approve the TIP amendment as presented, Seconded by Ricardo Fernandez.

Discussion:

Rick Fernandez:

- The CAC voted to strike Section 6 from the TIP in 2020.
- Clearly a widening of interstate footprint in a COC.
- Believes it is in direct contradiction to the communities impacted.
- Expressed concern for VM and Historic Ybor actual impact.
- Contradicts the Race Equity Resolution.
- There is language about BRT that shouldn’t be there.

Terrance Trott: Expressed that “we” think the FDOT has nefarious goals. Questioned if the FDOT understands the history of inequity and if that has been considered in the planning.

Christine Acosta: Expressed concern about the language of “trails” and “bike networks” next to highways specifically where ramps are concerned.

Terrance Trott: Questioned whether there is still a project to connect all the trails.

David Bailey: Commented that something in this area needs to be done. This option is minimal. Would like to make a motion to approve the requested amendment.

Chair Roberts: Mr. Bailey’s motion is not approved as there is one currently on the table.

Hoyt Prindle: Comments that things need to be done better. Tampa is one of the few metropolitan areas that continue expanding highway footprints in downtown areas that other cities are rejecting. Feels other options have not been explored, like ramp metering.

Jeff Lucas: Echoes Terrance and David’s comments. Need to do better moving people around the county.

Roll-call vote to not approve the TIP amendment as presented, motion fails 11 to 7.

David Bailey moved to approve the TIP amendment as presented, Seconded by Jeff Lucas.

Hoyte Prindle moved to amend the current motion that FDOT not take any parcels beyond the seven identified residential properties, Seconded by Nicholas Glover.

Discussion:

Nicole Rice: Expresses that the CAC has set standards not impacting COCs with highway expansion. The amendment does not show potential investment in this area as is trending. FDOT is not looking at Urban Planning. Requests each committee member evaluate individually.

David Bailey: Expressed concern about amending the motion, there are other homes that may be adversely affected, if FDOT finds this and wishes to compensate, they should be allowed. Requests that the original motion be voted on.
Chair Roberts: Noted that the rules of order state that the amended motion must be voted on first.

Terrance Trott: Commented that he is on board with equality, it was never said that there would be no impact to anybody. He doesn’t believe that this proposed project is going to the least impact to the community.

Nicole Rice: Expressed implications of tax revenue to the area. Helps people going through and not helping the community.

Eric Lam: Reminds the CAC that people do respond to incentives. Commute times come into play. Need to incentivize not driving and people will change their behavior.

Hoyt Prindle: States that this is going to pass the board, the amendment is put forth to bridge the gap to allow the project to move forward but limit the number of properties being taken.

Chair Roberts calls for a vote on the amendment to the TIP amendment to limit the seven identified properties north of I-4. Roll-call vote, motion passes 11 to 6.

Chair Roberts called for a vote on the main motion as amended, David Bailey made the motion to approve the TIP amendment as presented. If approved, the recommendation will be made to the Board to approve the TIP amendment with the restriction to the identified seven properties. Roll-call vote, motion passes 13 to 5.

Via Chat:
Beatriz Zafra (to Organizers and Panelists Only): 11:44 AM: I'm muted by the organizer, but I vote no
Gail Reese (to All - Entire Audience): 11:47 AM: I have recorded Beatriz Zafra's vote as NO

Nicole Rice: Asked for clarification that the amendment made by the CAC, it is a suggestion to the Board.

Presentation: TIP Amendment of Downtown Interchange

VII. Status Reports
A. TIP Preliminary Draft (Johnny Wong, MPO Staff)

Section One: What is the TIP
- LRTP is 20 to 25+ year plan and is broad, TIP is 5-year plan and is specific and detailed. TIP includes phases of the project, funding sources, and locations.
- TIP is one of the MPO main responsibilities. Must abide by regulations and requirements from Federal and State directives.
- TIP consists of three major types of projects.
  - Table 1: Funded or partially funded, projects in process, remain until complete and shows community support, already approved by committees and board.
  - Table 2: Candidates for funding, authority projects they consider to be priorities, go through a scoring process, if meet criteria, moves to the priority list, goes through additional scoring for ranking.
Table 3: All other projects from FDOT WP, requests for planning studies, projects that does not fit neatly in one of the programs, CIPs (jurisdiction funded).

- Priority Ranking: Table 2 production process
  - Sort submissions into investment programs.
  - Find data and run calculations.
  - Rank from most impactful to least.

- Funding: codes are funding sources. Early in the TIP there is a link to a glossary of the abbreviations. Examples: SU – surface transportation (flexible); TA – transportation alternative, smaller, multi-modal projects; HSIP – highway safety improvement program, usually in Vision Zero; SIGP – county incentive grant program, provided to counties to alleviate traffic congestion on the highway system

- TIP Tool is an interactive mapping application that shows the location of projects in the TIP and where they are located around the county. It is on the Plan Hillsborough website.
  - Provides population density, growth locations.
  - Have a workorder to overlay with COC and population density, should be ready in a week or 10 days.

- Health Atlas tool, based on COCs

Section Two, highlighting what has changed from last year’s TIP to this year’s TIP.

- Table One – re-formatted
  - Projects remain on this list until they are totally done.
  - Only a few come off each year.
  - Major differences will be color coding and grouping based on the investment program, will make it easier to identify community impact.
  - Four additions: 2 from HART, 1 from TBARTA, 1 multi-modal trail connection
  - 1 project has been completed, waiting for updates on others.

- Table Two
  - Projection analytics that were based on the 1% tax.
  - Review of performance metrics for State of Good Repair & Resilience
    - Approximately ½ of bus assets are in a state of good repair.
    - Do not spend a lot of time calculating in this section because there is a huge backlog in this category. $1.5 Billion expected deficit by 2045
    - Rather than separating, allocate $4 Million from SU for HART every year.
  - Vision Zero – set targets in January and February each year.
    - TIP only concerned with fatalities and serious injuries.
    - Spend quite a bit of time on this section.
    - Pull 5 years-worth of fatal and serious crash data, divide by centerline mile.
    - Nine projects added to the TIP this year.
  - Smart Cities – three metrics: interstate reliability, interstate reliability for freight, non-interstate reliability; focus on reliable congestion.
    - Went over criteria for adding projects: peak period travel time, delay at various distances, on-time performance; these are based on type.
    - Adding four projects to TIP this year.
Real Choices When Not Driving – do not have federal measures, created own
  ▪ Look at location, identify population density.
  ▪ Ten projects added to the TIP this year.
Major Investments for Economic Growth – very strict criteria and must be referenced in LRTP; high dollar, highway widening, adding capacity.
  ▪ Look for density of employment, volume capacity ratio, anticipated reduction in vehicle delay per centerline mile.
  ▪ Four projects added to TIP this year.

Section Three: Next Steps

- Regional Coordination – look at regional significance, input from other MPOs in the region; two working groups. If projects in other MPOs are deemed regionally significant, will appear in Hillsborough TIP. Regional area is West Central Florida.
  - Citrus
  - Hernando
  - Hillsborough
  - Manatee
  - Pasco
  - Pinellas
  - Polk
  - Sarasota

- CAC homework assignment.
  - Review Tables 1 & 2 for June meeting.
  - Agency partners will be available at the June meeting.
- Will note all feedback received and the document will be updated a few more times before TIP is nearly finalized.
- Finalize and presented to the MPO Board on June 9th.

Discussion:

Ricardo Fernandez inquired about line items in TIP: Tampa Bay Next, Section 4, West Shore Interchange; Section 5, West Shore and Downtown; are Section 4 and 5 combining to 4; Section 6, Downtown Interchange and Section 7 – line items 56 & 57; Section 8 in or dropped; did not see “express lanes” or “toll lanes”.

Nicole Rice requested that any additional changes for the Downtown Interchange be communicated to the CAC prior to June meeting.

Presentation: TIP Preliminary Draft

Chair Roberts requested for most of the remaining part of the agenda be deferred to a later meeting due to the time.

VIII. Unfinished Business & New Business

A. Ad Hoc Subcommittee on Transportation Improvement Program – May 3rd meeting Follow-Up (Amy Espinosa)
  - Noted that today’s presentation was covered in the Ad Hoc meeting.
  - Commended Dr. Wong and team for work.
• Only one member of committee was unable to attend, provided feedback, would like to leave Ad Hoc open until after next CAC meeting. Chair Roberts concurred.

B. Amy Espinosa volunteered to speak to the people located in the properties in the Right of Way acquisition and bring back under Members’ Interests.

C. Next Meeting: June 2, 2021

XI. **Adjournment** Meeting adjourned at 12:45 PM
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
TIP Public Hearing Flyer
Priority Request Letters Submitted to the MPO by Local Partners
Board & Committee Agenda Item

**Agenda Item:**
Public Participation Plan Amendment

**Presenter:**
Davida Franklin, TPO Staff

**Summary:**
The Transportation Planning Organization has a Public Participation Plan (PPP) that describes the TPO's strategies and techniques to inform and engage the public in transportation planning issues with the purpose of maximizing participation and effectiveness.

The PPP spells out how the public can review and comment on pending decisions. This includes acting on a Long Range Transportation Plan, Transportation Improvement Program (TIP), and amendments to these documents.

For TIP amendments, the review and comment period for TIP amendments coincides with formal presentations made to the TPO advisory committees (at a minimum CAC and TAC) as an Action Item on the agenda for review and comment before the MPO's consideration, which includes posting on PlanHillsborough.org at least two weeks before the TPO meeting.

Beginning this year, the TPO changed its meeting schedule and now meets on the second Wednesday of the month. The TAC and the CAC normally meet a week ahead of the TPO. Therefore, the minimum public review and comment period on TIP amendments needs to change from 21 days to 14 days.

To address concerns regarding the shorter notification period, additional public engagement activities will be carried out for each TIP amendment.

**Recommended Action:**
Approve the proposed amendments to the PPP.

**Prepared By:**
Rich Clarendon, AICP

**Attachments:**
Proposed changes to the PPP

Proposed Changes to MPO Public Participation Plan
June 9, 2021

Page 24:
Required Public Review

<table>
<thead>
<tr>
<th>Plan or Program</th>
<th>Min. Review Period</th>
<th>Min. Public Notice/Ad</th>
<th>Min. Ad(s) Required</th>
<th>Public Hearing Required</th>
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<td>30 days</td>
<td>10 days</td>
<td>1</td>
<td>Yes</td>
</tr>
<tr>
<td>TIP Amendment</td>
<td>24-14 days</td>
<td>Not required</td>
<td>None</td>
<td>No</td>
</tr>
<tr>
<td>UPWP Adoption</td>
<td>30 days</td>
<td>Not required</td>
<td>None</td>
<td>No</td>
</tr>
</tbody>
</table>

Page 26:
TIP Amendments require a 24-14-day review period, no public advertisement, and are generally considered at a public meeting. Additionally, an official transcript or record of comments must be kept for a public hearing.

Page 33:
TIP Amendment

A public review and comment period will coincide with the formal presentations made to the MPO advisory committees (at a minimum CAC, and TAC-and-Policy-Committee) as an Action Item on the Agenda for review and comment before the MPO’s consideration, which includes posting on PlanHillsborough.org one week prior to the CAC meeting (the first of these committee meetings each month, ordinarily occurring at least three-two weeks before the MPO meeting);
Public engagement will include:

- **The posting of informational roadside signs in communities impacted by the proposed amendment**
- **The creation of a webpage that will provide details about the amendment**
- **A boosted social media post that will engage users that live in the areas affected by the amendment; the post will include a link to the informational webpage created for the amendment**
- **A newsletter article that will include a link to the informational webpage created for the amendment**
Board & Committee Agenda Item

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

**Presenter:**
Wade Reynolds, TPO staff

**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, AICP

**Attachments:**
Project Webpage
Board & Committee Agenda Item

**Agenda Item:**
I-275 Boulevard Study

**Presenter:**
Rich Clarendon, TPO Asst. Dir.

**Summary:**
At the March 3, 2021 meeting, under Members’ Interests, the Citizens Advisory Committee asked for a status report on this study.

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

**Prepared By:**
Rich Clarendon, AICP

**Attachments:**
Presentation Slides: I-275 Blvd Study
I-275 Boulevard Study

Citizens Advisory Committee
May 5, 2021
Aug 2017  Josh Frank presents concept to MPO based on M. Arch. Thesis
May 2019  At CAC’s request, MPO amends UPWP to include study
Nov 2019  Consultant develops preliminary study scope
Dec 2019  FDOT requests more in-depth study
May 2020  MPO considers study again for FY 21-22 UPWP
          • Other studies & plans given higher priority
Concept

• Conversion of I-275 N to At-Grade Boulevard
• Downtown to Bearss Ave
• Multimodal
• Reconnect surface streets
• Station Area Redevelopment
Preliminary Study

• Background & Research
• Field Reviews
• Stakeholder Meetings
• Problem Identification
• Initial Findings
• Develop 3 Alternative Design Concepts
• $150K budget
In-Depth Study

- Travel demand modeling/projections/diversions
- Alternatives development & screening level traffic analysis
- Detailed traffic analysis including intersecting roadways for 3 horizon years
- Transportation Demand Mgmt. strategies, transit impacts, etc.
- Public outreach, meetings, and presentations
- Project management and coordination
- Report
- $1.1M budget
Other Planning Studies Requested this Year

City of Tampa
- Guidance Ped & Bike-Friendly Bridge Designs
- School Safety Study for 5 Schools
- Speed Management Before & After Studies
- Vision Zero Corridor Studies for county roads in city limits
- Best Practices Report: Traffic Calming Solutions
- Advanced Parking Management System Feasibility Study
- Project Prioritization Tool
- Innovation speaker series

Technical Advisory Committee
- Air Quality Monitoring Project

Plant City
- Canal Connector Trail Feasibility Plan

City of Temple Terrace
- Mobility Fee Study

Hillsborough County
- Truck Route Plan Update
Tampa M.O.V.E.S.

Tampa M.O.V.E.S. is a concept that emerged from Mayor Jane Castor’s Transforming Tampa’s Tomorrow strategic initiative. M.O.V.E.S. is an acronym that represents the City of Tampa’s core values and guiding principles in planning for the future:

**MOBILITY FOR ALL**
Everyone should have access to quality transportation choices.

**OPPORTUNITY**
Connect people to jobs and economic opportunities.

**VISION**
Be Visionary and dream big! Create a healthy, sustainable, and resilient future.

**EQUITY**
Remove barriers and improve transportation for people who need it most.

**PUBLIC SAFETY**
Safety is our first priority. One death or injury on our streets is one too many.

What is Tampa M.O.V.E.S.

These values are the driving force behind this initiative to create a new Citywide Mobility Plan and Citywide Vision Plan. The Citywide Mobility Plan will serve as our roadmap to improve and expand mobility and transportation around the City. The Citywide Vision Plan will serve as the guiding framework for how and where the City will grow, change and redevelop into the future.

Your voice is critical in the success of this process. Check the ‘Listen & Share’ tab above to learn about ways to get involved and help us Transform Tampa’s Tomorrow!

https://www.tpamoves.org/
Board & Committee Agenda Item

**Agenda Item:**
Nondiscrimination Plan Public Involvement Findings

**Presenter:**
Dayna Lazarus, Plan Hillsborough staff

**Summary:**
Between December 2020 and March 2021, staff conducted public engagement to collect input from Hillsborough County residents about the challenges they face accessing community elements including transportation options, quality housing, public engagement meetings and other important places in the County. The goal of this engagement was to learn about the needs and access issues of underserved communities. Outreach included a countywide survey, a Storytelling Forum, seven weeks of field outreach, and five focus groups. Since the conclusion of these outreach activities, we have been performing data analysis on 456 survey responses and 150 pages of narrative data, and we have identified some trends and themes in the challenges and ideas that were shared.

Those themes, combined with staff feedback and best practices research, are being used to create a list of preliminary recommendations designed to help the agency grapple with the area’s history of discriminatory planning and move towards a County where there are no longer underserved or underrepresented neighborhoods or demographics.

At this meeting, staff will present the findings from engagement and ask for the committee’s feedback and recommendation ideas for addressing the challenges identified.

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

**Prepared By:**
Dayna Lazarus, Community Planner II

**Attachments:**
None; see “Preliminary Public Engagement Findings – Challenges and Solutions (05/20/2021)” at [www.planhillsborough.org/title-vi-and-nondiscrimination-plan/](http://www.planhillsborough.org/title-vi-and-nondiscrimination-plan/)
Board & Committee Agenda Item

**Agenda Item:**
Gandy Boulevard PD&E Study Kickoff

**Presenter:**
FDOT Representative

**Summary:**
The Gandy Boulevard (US-92/SR-600) Project Development and Environment (PD&E) Study (WPI Seg. No 441250-1) project limits are from 4th St North in Pinellas County to S Westshore Blvd in Hillsborough County. The PD&E study will evaluate roadway capacity improvements and the addition of bicycle and pedestrian facilities within the study limits. Bridge widening or replacement is also anticipated, and a grade separated overpass at Brighton Bay Boulevard is also being evaluated. A representative from FDOT will provide an overview of the PDE study, identify next steps for the project and respond to questions.

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

**Prepared By:**
Gena Torres, TPO Staff

**Attachments:**
Link to FDOT's Gandy PDE project study page
UNFINISHED & NEW BUSINESS
CAC Independent Research Report
Regarding TIP Amendment: FPN: 445056-1

RESEARCHER: AMY ESPINOSA, AT-LARGE REPRESENTING WOMEN

GOAL

To conduct factual and unbiased research to better understand the perspective of the demographic I represent with regard to the loss of their homes under eminent domain to expand the I-4 interchange northbound to I-275 (TIP Amendment: FPN: 445056-1).

RESEARCH HIGHLIGHTS

1. Spoke to two home owners and one tenant to better understand their perspective on the proposed acquisition.
   - Clearly communicated I was a concerned citizen doing independent research to bring their point of view back to the CAC.
   - Stated that I was not affiliated with FDOT or the MPO nor did I have any legal background or knowledge on the topic of eminent domain.

2. Read the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Chapter 61), Conceptual Stage Relocation Plan (April 2020) and reviewed the TIS Master Plan (1989) relating to the area of interest (2B).

3. Called FDOT representative Joseph Murphy, District Right of Way Administrator, Acquisition to better understand if there are provisions given to offset the property taxes when a new home is purchased by the home owner.
   - Joe offered to give a presentation on right of way acquisitions to our committee.

4. Called Hillsborough County Property Appraiser to better understand if any provisions are given to home owners impacted by eminent domain acquisitions.
   - Florida homeowners have Portability, also known as the “Transfer of Homestead Assessment Difference”. It is the ability to transfer the dollar benefit of the Homestead CAP from one Homestead to another.

5. Spoke with 3 professionals in the real estate industry to better understand the approximate home values based on today’s market.
   - Two Realtors who have been in the business for more than 15 years; one of which has also been in commercial real estate for more than 30 years.
   - One Appraiser who’s company works specifically to appraise homes that will be taken under eminent domain.
PROPERTY INFO & RESIDENT PERSPECTIVES*

*AVM (Automated Value Model) is an approximate range given by licensed Realtors based on the market as of May 2021. FDOT has confirmed that appraisals have not been completed nor have they made an offer to homeowners at this time.

2502 N 12th St (Tenant)

Built in 1923 on a 5200 sq. ft lot (52 x 100)

2020 Taxes were 1,418.03
Square footage is 1,668

Assessed Value: 118,313
Zillow Estimate: 211,922
AVM Range: $122,000 - 272,000

1013 14th Ave (Owner)

Retired. No mortgage. Well informed. Does not appear to be bothered by the loss of the home but is adamant about getting a fair price.

Built in 1908 on a 4,845 sq. ft. lot (50 x 96.9)

2020 Taxes were 164.74
Square footage is 1,332

Assessed Value: 119,422
Zillow Estimate: 219,275
AVM Range: $156,000 – 230,000

1011 14th Ave (Owner)

Retired. No mortgage. Well informed and has stated this is not the first time the home has been threatened. Does not seem to be bothered by the loss of the home but is adamant about getting a fair price.

‘I don’t want to get in the way of progress. I was a truck driver and I see the backups daily in my backyard.’

Built in 1949 on a 5000 sq. ft. Lot (50 x 100)
2020 Taxes were 539.00
Square footage is 853
Assessed Value: 95,195
Zillow Estimate: 185,220
\textit{AVM Range: $127,000 – 195,000}

\textbf{1005 14th Ave} (Tenant)
Built in on a 8,800 sq. ft. lot (88 x 100)
2020 Taxes were 1,423.81
Square footage is 1,147
Assessed Value: 147,348
Zillow Estimate: 211,807
\textit{AVM Range: $147,000 – 184,000}

\textbf{914 14th Ave} (Tenant)
Built in on a 18,000 sq. ft. lot (90 x 200)
2020 Taxes were 2,129.20
Square footage is 2,634
Assessed Value: $236,367
Zillow Estimate: 342,994
\textit{AVM Range: $235,000 – 318,000}

\textbf{702 E Columbus Dr} (Tenant)
Did not seem to be aware that the home could be taken under eminent domain. Left a copy of the Conceptual Stage Relocation Plan (April 2020).
Built in 1915 on a 5,170 sq. ft. lot (55 x 94)
2020 Taxes were 1,701.48.
Square footage is 1,613
Assessed Value: $122,598
Zillow Estimate: 272,802
\textit{AVM Range: $161,000 – 305,000}
TRT Meeting

Telemetered Traffic Monitoring Site (TTMS)

2019 vs. 2020 (Nov. and Dec.) Volume Comparison

Andrew J. Tyrell
Florida Department of Transportation, D7
January 28, 2021
<table>
<thead>
<tr>
<th>TTMS</th>
<th>Description</th>
<th>Traffic Volume</th>
<th>Percent Difference</th>
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</thead>
<tbody>
<tr>
<td>020044</td>
<td>SR-55-US-19,0.2 MILES N OF CR-480</td>
<td>20,760</td>
<td>22,860</td>
</tr>
<tr>
<td>020324</td>
<td>SR-44,0.2 MI W OF CR-491</td>
<td>20,730</td>
<td>21,200</td>
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<tr>
<td>080283</td>
<td>SR-55-US-19,0.75 MI N OF SR-50/CORTEZ BLVD</td>
<td>25,630</td>
<td>24,580</td>
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<td>080294</td>
<td>SR-45-US-41,N OF CR-485/MONDON HILL RD</td>
<td>10,800</td>
<td>10,440</td>
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<tr>
<td>100080</td>
<td>SR-600-US-92, 0.2 MI W OF TURKEY CREEK RD</td>
<td>14,050</td>
<td>13,390</td>
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<tr>
<td>100162</td>
<td>SR-60, 1 MI E OF US-41</td>
<td>32,200</td>
<td>27,400</td>
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<td>100276</td>
<td>SR-674,686' W OF BALM WIMAUMA RD</td>
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<td>8,170</td>
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<tr>
<td>100321</td>
<td>SR-582/FOWLER AV,1450' E OF 15TH ST</td>
<td>56,270</td>
<td>55,880</td>
</tr>
<tr>
<td>100372</td>
<td>SR-580, 0.36 MI E OF HOOVER BLVD</td>
<td>65,310</td>
<td>58,880</td>
</tr>
<tr>
<td>100373</td>
<td>US-41, 0.5 MI S OF SR-676/CAUSEWAY BLVD</td>
<td>35,360</td>
<td>36,300</td>
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<td>100446</td>
<td>SR 43/US 301, S OF GIBSONTON DR.</td>
<td>57,580</td>
<td>55,560</td>
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<tr>
<td>100447</td>
<td>US92/E HILLSBOROUGH AVE, EAST OF HARNEY RD.</td>
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<td>US92/DALE MABRY, NORTH OF SR 574/MLK BLVD.</td>
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<td>US 301, S OF SR 618/CROSSTOWN EXPWY.</td>
<td>50,500</td>
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<tr>
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<td>100452</td>
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<td>SR-580, 0.36 MI E OF HOOVER BLVD</td>
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<td>I-4, WEST OF BRANCH FORDES RD</td>
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<td>SR-93/I-75, 1.0 MI N OF SR-56</td>
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<td>SR-55-US-19,230' N OF 36TH AV</td>
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<td>SR-868,200' W OF CR-595/AVON AVE</td>
<td>32,870</td>
<td>26,330</td>
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</table>
November through December 2019 vs 2020

SUMMARY

Increase ranged from +2.3% to +10.1%

+ 2.3% - 020324 - SR-44, 0.2 MI W OF CR-491
+10.1% - 020044 - SR-55/US-19, 0.2 MILES N OF CR-480

Low reductions ranged from -1.6% to -9.1%

- 1.6% - 140199 - SR-55/US-19, 1.4 MI N SR-54

High reduction ranged from -10.2% to -20.5%

- 10.2% - 100447 - SR 600/US92/E HILLSBOROUGH AVE, EAST OF HARNEY RD.
- 20.5% - 150086 - SR-600/US-92, 1 MI E OF SAN MARTIN BLVD
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<th>TTMS</th>
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<th>Previous Traffic Comparison</th>
<th>Traffic Comparison</th>
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<td>23,650</td>
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<td>-39.1%</td>
<td>+ 10.1%</td>
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<td>020324</td>
<td>SR-44, 0.2 MI W OF CR-491</td>
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<td>-31.1%</td>
<td>+ 2.3%</td>
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<tr>
<td>080294</td>
<td>SR-45/US-41, N OF CR-485/MONDON HILL RD</td>
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<td>-30.3%</td>
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<td>SR-580, 0.36 MI E OF HOOVER BLVD</td>
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<td>-45.2%</td>
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<td>100373</td>
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<td>- 1.6%</td>
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<td>150066</td>
<td>SR-699(GULF BLVD), 110' N OF 183 AVE W</td>
<td>21,820</td>
<td>9,650</td>
<td>-55.8%</td>
<td>- 9.0%</td>
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<tr>
<td>150086</td>
<td>SR-600/US-92, 1 MI E OF SAN MARTIN BLVD</td>
<td>41,930</td>
<td>17,760</td>
<td>-57.6%</td>
<td>- 20.5%</td>
</tr>
<tr>
<td>150183</td>
<td>SR-93/I-275, 900' S OF SKYWAY TOLLBOOTH</td>
<td>73,140</td>
<td>33,140</td>
<td>-54.7%</td>
<td>- 16.3%</td>
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<tr>
<td>150295</td>
<td>SR-55/US-19, 230' N OF 36TH AV</td>
<td>35,990</td>
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<td>- 9.1%</td>
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<td>37,760</td>
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<td>-47.8%</td>
<td>- 19.9%</td>
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</tbody>
</table>
FDOT Resource for Traffic Data

Traffic Information
https://www.fdot.gov/statistics/trafficdata/default.shtm
Addendum
TPO Board Meeting of Wednesday, May 12, 2021

I. CALL TO ORDER & PLEDGE OF ALLEGIANCE

The TPO Chairman, Commissioner Harry Cohen, called the meeting to order at 10:11 AM and 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 Overman, Commissioner Gwen Myers, Mayor Ross, Gina Evans, Melanie Williams, Charles Klug, Joe Waggoner, Derek Doughty.

The following members were present via teleconference: Commissioner Mariella Smith, Mayor Rick Lott, Councilman Guido Maniscalco, Jessica Vaughn.

Councilman Joseph Citro was excused; Councilman John Dingfelder was absent.

A quorum was met in person.

II. APPROVAL OF MINUTES – APRIL 14, 2021

Chair Cohen sought a motion to approve the April 14, 2021 minutes. Commissioner Overman so moved; seconded by Commissioner Meyers. Roll-call vote, motion carries 13 – 0.

III. PUBLIC COMMENT

A. Chris Vela: Comments about the proposed TIP Amendment and acquisition of property is for highway and not transit. Is proud that the TPO has been making strides for equity. Questioned why this TIP Amendment is being entertained as it goes against previous work. There was another TIP Amendment approved surrounding I-4; expressed opinion that I-4 is poorly designed. Expressed that FDOT owns 14 lanes going through Seminole Heights. Questioned where the messaging is coming from. Should be looking at bicycle networks and walkability.

IV. COMMITTEE REPORTS & ADVANCE COMMENTS

A. CAC Committee (Bill Roberts) – May 5, 2021
   • Expressed appreciation for the all-volunteer committee and for the support from the TPO Staff.
   • Action Items:
     o Voted to approve the MPO/FDOT Annual Joint Certification Statement.
     o Public Participation Plan Amendment to shorten the notification period from 3 weeks to 2 weeks.
       ▪ There was a lot of discussion – upward of 20 TIP Amendments come before the CAC each year.
       ▪ Tabled; the CAC did not feel they could vote on this at this time.
     o Transportation Improvement Program Amendment for Downtown Interchange
• Motion amended with a stipulation that the FDOT not acquire any more properties for this project. Passed 13 – 5.
• Heard status reports on:
  o TIP Preliminary Draft
  o CAC ad hoc subcommittee met on May 3rd to discuss the TIP preliminary draft. Recognized Committee Member, Amy Espinosa, on putting together this sub-committee.
• Encourage that the TPO Board approve the recommended committee member from the City of Temple Terrace
• Acknowledged that the FDOT addition for the West Shore Interchange has not come before the CAC at this time. Reminded the TPO Board of it’s importance and previous support of the CAC.

B. TAC Committee (Davida Franklin) – May 3, 2021
• Approved the following:
  o MPO/FDOT Annual Joint Certification Statement
  o Transportation Regional Incentive Program Priorities
  o Public Participation Plan Amendment
  o UPWP Amendment Air Quality Monitoring
  o Transportation Improvement Program (TIP) amendment for Downtown Interchange
• Heard status reports on:
  o TIP Preliminary Draft
  o USF to Tampa Green ARTery Trail Feasibility Study

C. BPAC (Davida Franklin) – April 14, 2021
• Heard status reports on:
  o Franklin Street Vision Project
  o Non-Discrimination Plan Update
  o CUTR Equity Needs Assessment
  o Manual on Uniform Traffic Control Devices (MUTCD) Updates

D. LRC – April 21, 2021
• Heard status reports on:
  o Franklin Street Vision Project
  o Non-Discrimination Plan Update
  o CUTR Equity Needs Assessment
  o MUTCD – the Committee supported that the TPO send a letter of comment focused on improved safety and multimodal flexibility in the new MUTCD.

E. TDCB – April 23, 2021
• Action Items approved:
  o Coordinated Contract with Brandon Sports and Aquatic Center
  o Coordinated Contract with DACCO Behavioral Health
  o Community Transportation Coordinator (CTC) Service Rates for 2020/2021
  o TDCB Grievance Procedures Annual Review and Adoption
• Heard status reports on:
F. Summary of Public Comment

• Email
  o Dr. Govindan Parayil: Thanked Beth Alden for her participation in the 2021 Global Conference on Sustainability & Resiliency During the Pandemic.
  o Sam Owens: Displeased about worsening road conditions; wanted to make the Board aware of the consequences of Stacy White’s decision regarding the All for Transportation tax.
  o Jeff Horwath: Requested the TPO’s 2021 wall calendar.
  o Julie Scanlon and Peter Hsu: Provided feedback for the Citizens Advisory Committee re: signal timing at US 301 & Gibsonton Dr.; visual observation found unusually long wait times.
  o Mauricio Rosas: We must have reliable bus connections to appeal to the white-collar and blue-collar sectors, and we must remove the mindset that buses are for the elderly, disabled, and low-income persons.
  o Jennifer King: Concerned because there is no school zone on US 41 by Lutz K-8 that limits traffic to 20 mph during school drop off and dismissal.
  o Jane from the Safety Harbor Chamber of Commerce: requested more regional multi use trails maps.
  o Ali Ankudowich: really impressed with steps taken in the TPO’s equity planning and process for the Nondiscrimination Plan update.
  o Legislative aide David Yunk: asked for support to help an artist paint a safety crossing mural in front of Caminiti Exceptional School.
  o Lena Young: “We in Tampa Heights, are joining Vision Zero in advocating for sidewalks in the City of Tampa”.
  o Scott Clark, Director of the Sunshine Line: “Joshua and Allison have been doing an outstanding job providing proactive support, insightfulness, and care working with Sunshine Line staff.”
  o Eva Dyer: Thanked Beth Alden for speaking to their Leadership Hillsborough class.
  o FM: Stated that the South Selmon study was not a Vision Zero project.

• Social Media Comments
  o Facebook
    ▪ 4/14/2021 – Tampa Hillsborough Expressway Authority (re: highlights from its 4/14/2021 Board presentation on the Selmon Extension): “Thank you”
    ▪ 4/15/2021 – Andrew Gulbert (re: the grand opening of the Selmon Extension): “How is this innovation?”
  o 4/21/2021 – National Safety Council (re: to a shared post about Distracted Driving Awareness Month): “Thank you for the help to Keep Each Other Safe during Distracted Driving Awareness Month”
  o 5/11/2021 – Rick Fernandez: “This comment is directed to item VI B of the May 12, 2021 Agenda (TIP Amendment related to the DTI). I respectfully request that the TPO Board reject the
proposed amendment.

FDOT seeks funding approval to acquire 7 land parcels along the north and east borders of the DTI, in the area of VM Ybor. The goal is to expand the footprint of the DTI. This action will adversely impact a community of concern and work in contravention of our recently passed Race Equity Resolution.

Many of you have promised never to approve a project expanding the interstate footprint, displacing people and homes. This project does all three. Keep your promises.”

• Twitter
  o 4/19/2021 – Miami City Man (re: the Selmon Extension opening): “Who wants to bet that neither the author nor “Joe Waggoner” live anywhere near this monstrosity? Sucking fumes is always for others.”

G. TPO Policy Committee (Beth Alden)
• Detailed discussion about the TIP and Priority Projects.
• TPO Staff provided a summary of new funding requests.
• Discussion suggest staff bring back information about coordination from the regional level, position projects for success with regional coordination process.
• Share projects and advocate for them through our federal representatives.

V. ACTION ITEMS

A. Committee Appointments (Cheryl Wilkening, TPO Staff)
• CAC – Aiah Yassin, by the City of Temple Terrace
• TAC:
  o Sofia Garantiva, alternate for Planning Commission
  o Cal Hardie, alternate for Tampa Historic Streetcar Board
  o Rick Perez, alternate for Hillsborough County Engineering Division
• LRC – Sofia Garantiva, alternate for Planning Commission.
• BPAC – Ryan Thomas – Hillsborough County Sheriff

Recommend that the TPO confirm the above nominations.

Mayor Ross moved to approve committee appointments; Seconded by Commissioner Overman. Roll-call vote, motion carries 13 – 0.

B. Transportation Improvement Program Amendment for Downtown Interchange (Vishaka Shiva Raman, TPO Staff and Secretary David Gwynn, FDOT Staff)
• The Florida Department of Transportation (FDOT) has requested this amendment to the Fiscal Year (FY) 2020/21– 2024/25 Transportation Improvement Program (TIP) to purchase seven (7) parcels for the Downtown Interchange Operational Improvements. This amendment will add $2.5 million towards Right-of-Way acquisition.
• This project was adopted in the 2045 Long Range Transportation Plan (LRTP) as part of the FDOT Strategic Intermodal System (SIS) Cost Feasible Projects. It was the Quick Fix solution identified in the 2019 MetroQuest survey.
• Tampa Bay Next – Downtown Tampa Interchange – started in 2016 – 2017 and would have required over 200 relocations. FDOT continued to look for alternatives.
• Crashes continue to increase, doing nothing is not an option.
• Utilized community input has led to this action.
• Interchange will include addition of bicycle and pedestrian areas, landscaping, lighting, widening areas under the interstate to make it safer.
• Working with the City of Tampa to slow the traffic speeds along 14th and 15th streets. Signalizing the ramps at these interchanges as well.
• Try to match aesthetics done in Ybor City.
• Why is this important; legislature provided $2 billion to be used throughout the state, all districts are preparing projects that can be ready to start in 2022 or 2023, this project is ready. The only needed to get funding for this project is to move on the Right-of-Way.

Presentation: TIP Amendment - Downtown Interchange and FDOT Downtown Interchange

Recommend that the TPO approve the Transportation Improvement Program (TIP) Amendment: 445056-1 I-4/SR 400 WB to I-275/SR 93 NB from W of 14th Ave to Floribraska Ave.

Discussion:

Commissioner Overman: Expressed appreciation for time Secretary Gwynn spent the previous week. Has concerns about air quality in the this area. Properties not identified are already owned by FDOT. Blank spaces cause deterioration. Appreciates FDOT commitment to assist residents to relocate and stay in the community. Crash rate is significant. Is willing to support this because there has been community involvement and changes made to the plan.

Commissioner Kemp: Noted that she has been following this interchange for many years. At the time, this interchange was a history mistake aimed at minority communities. Is appreciative of the clear presentation and utilization of the minimal impact fix. Believes that the community involvement has been extremely important in this improved project. This is Segment 6. Segment 7 is an extension adding two more 15’ sections of pavement. Would like to see how it is going to interact with the interchange in terms of traffic congestion, patterns, air quality, and how these will push into the interchange.

Commissioner Myers: Thanked Secretary Gwynn for one-on-one meeting on this project. Is aware how these types of projects have displaced black and brown residents. Believes that adding these properties, it will enhance the interchange. Appreciates what FDOT has done by working with the communities and making sure that the displaced people will have options.

Commissioner Cohen: Expressed that his views have evolved on this issue over time. The original project was slated to take over 200 homes; the next iteration was 30 to 100 homes; now we have a project taking in the single digits in order to improve crash rates between 20 & 35% and deal with the huge congestion issues. When people look to government for compromise and cooperation, this is an example to solve legitimate problems while protecting communities.
Secretary Gwynn: (response to Segment 7) I-275 north of the Downtown Interchange. Heard a lot of opposition to express lanes but did desire general use lanes in this area. This includes a wide shoulder that could be used by buses. Now broken into 2 sub-sections. The area to Hannah would allow drivers to get into the correct lanes for the interchange. The area north of Hannah is not currently funded and is not near the top of the priority list. Noise walls will be put in as response to community request.

Commissioner Overman moved to approve the TIP Amendment for the Downtown Interchange; Seconded by Commissioner Myers. Roll-call vote, motion carries 13 – 1.

C. Letter requested by Livable Roadways Committee (LRC) regarding Manual on Uniform Traffic Control Devices (Gena Torres, TPO Staff and Paula Flores, TPO Consultant)
   • The Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD) is a document issued by the Federal Highway Administration to specify the guidelines by which traffic signs, road surface markings, and signals are designed, installed, and used.
   • The last update to the MUTCD was in 2009, the last major rewrite was in 1971 and much has changed since then, which led to FHWA proposing an update which is now under review.
   • Concerns have been raised by municipalities and transportation agencies and organizations that the draft update does not go far enough to ensure the safety of all road users. It does not fix fundamental flaws.
   • Time to question validity and change the process of the MUTCD update.
   • Coalition of agencies have general concerns:
     o Requesting a re-write
     o Encouraging improved inclusion and equity through a Task Force on racial equity.
     o Questioning the focus on motor vehicle operational efficiency over safety.
     o Less flexibility on Vision Zero.
     o Not consistent.
     o Better alignment with goals of cities.
     o Go back to original premise of how signs should look but not how they are applied.
     o New language which is Victim Blaming and omits the needs of children, elderly, and the disabled road users.
     o New language stipulating right-of-way to be dedicated to “highway related functions”.
     o Prioritizing emerging AV at the expense of other modes; increasing cost burden for cities.
     o Speed Limits – 85% still recommended; allows professionals to opt-out of items that should be considered when setting speed limits; ignoring the NTSB recommendations.
     o Signal warrants ignore known conflicts and lang use.
     o Pedestrian push button signals are not required even with the increase in pedestrian deaths.
     o Too many studies and restrictions on how to do bicycle lanes.
     o New language stipulates distance of mid-block crossings and must be regulated by an intersection crossing or a hawk/beacon. Do not include aesthetic treatments and those already applied are being ignored and are considered under study.
   • Several other municipalities have written letters expressing their concerns over the proposed updates to this document.

Presentation: 2021 MUTCD NPA Explained
Recommend sending the letter included in the Agenda Packet to the FHWA commenting on the MUTCD update.

Discussion:

Commissioner Overman: Report is enlightening and maddening. Vision Zero improvements are not addressed in the manual. Creates an uphill battle. Intends on penning a separate letter. Spent most of neighborhood life being told that Speed Limits come from the manual is frustrating. Clear that omissions in the manual are omissions in favor of car planning. Individuals that are older walk about the same time as a person with a stroller. The timing needs to recognize the demographics and should be considered.

Commissioner Overman moved to draft and send the letter to the FHWA commenting on the MUTCD update; Seconded by Commissioner Kemp.

Commissioner Cohen: If we take action, a copy of the letter should be given to all members of the TPO Board. If they so choose, each member should send a letter. Some of what is in the MUTCD Update is “stupid” based on what we have learned over the years to make things safer.

Commissioner Kemp: Expressed that the TPO Board is lucky to have Ms. Flores and for the presentation. This topic has enormous impact on the most important issues. Science and data are not being used. Appreciated this being brought forward.

Mayor Ross: Talking about a manual for Unified Traffic Control. Part of the objections do not allow for local flexibility and some are out of not making enough requirements. Difficult to take both positions.

Commissioner Cohen called for the vote on the motion made. Roll-call vote, motion carries 14 – 0.

D. Annual Certification of TPO (Johnny Wong, TPO Staff)

- MPOs are established and funded by federal and state laws and rules.
- Federal government evaluates compliance every four years and public meeting is held. Done in January 2021
- TPO’s planning process must be certified in between major review events and concludes with a Joint TPO/FDOT Certification statement and summary of notable Achievements, recommendations, and correction actions.
- Notable Achievements
  - Data & Analytics Platform
  - Vision Zero Speed Management Action Plan – Transportation Planning Project of the Year
  - Regional Long Range Transportation Plan – across eight counties and two FDOT Districts
  - CAC Race Equity Resolution
- Recommendations
  - Evaluate website for ADA compliance.
  - Save current versions of UPWP only on the website to avoid confusion.
  - Advocate for partially funded projects.
- Corrective Actions – None

Presentation: MPO/FDOT Joint Certification 2020

Request support for re-certification of the TPO and authorization for the TPO Chairman to sign the Joint Certification Statement.
Discussion: None

Commissioner Cohen: Has a copy of the Joint Certification Statement

Commissioner Kemp moved for approval; Seconded by Commissioner Overman. Roll-call vote, motion carries 13 – 0 with 1 Non-Vote.

E. Unified Planning Work Program UPWP Annual Review and Amendment (Jamal Wise and Allison Yeh, TPO Staff)

- Currently in Fiscal Year (FY) 21 which runs from July 1, 2020 through June 30, 2021.
- Currently adopted UPWP is being amended to reflect adjustments in the TPO’s grant from Federal Highway Administration (FHWA).

- FY 21
  - Task 2 (Systems Planning) increase by $102,500.
  - Task 1 (Management) decrease by $65,511.
  - Task 3 (Long Range Transportation Plan & data) decrease by $36,989.
  - PL grant trued up by $2, from $1,371,098 to $1,371,096.

- FY 22
  - Task 1 (Management) add unused PL grant funds remaining from FY20: $23,021.
  - Task 2 (Systems Planning) add unused SU grant funds remaining from FY 20: $158; add increased CTD grant funds based on actual grant award: $2,081.

- Current Status of Planning Studied, Part II: Discretionary Projects – 4 In Progress, 5 Pending.

- Planning Studies: Staff Recommendations
  - Continue with studies approved by TPO Board in May 2020.
  - Proceed with lower-cost requests using savings from Year 1 studies.
  - Consider other requests in FY 23 & FY24 UPWP next year.

- Disadvantaged Business Enterprises
  - TPO supports FDOT goal of 11%, current utilization is 12%.
  - DBE-support projects – 3 to be completed in latter half of 2021, 2 completed.

Recommend the approval of the UPWP Amendment and the included resolutions to implement it.

Presentation: UPWP Amendment FY 21 May

Discussion:

Commissioner Cohen reminds everyone of the time.

Commissioner Kemp: Asked for clarification on a number.

Commissioner Kemp moved for approval; Seconded by Commissioner Myers. Roll-call vote, motion carries 13 – 0 with 1 Non-Vote.

VI. EXECUTIVE DIRECTOR’S REPORT
A. Thanked members for the discussions of the group; presentation slides are posted on the website under the meeting calendar; will send your staff the language for the letter re: MUTCD; quarterly report is proved in the email to the board members.

B. Regional meeting of what is becoming the Sun Coast Transportation Alliance is June 25, 2021 at 9:30 AM. Will be having two meetings: TMA at 9:30 A – Commissioners Kemp, Overman and Councilmen Dingfelder with Mr. Klug and Ms. Evans as alternates; a meeting of the Chairs of the MPOs over lunch at 11 – 11:30 A, everyone is welcome to stay; first hybrid meeting at the regional level. At Lakewood Ranch Town Hall.

C. American Rescue Plan funding, $2 billion for transportation out of $10 billion sent to Florida, District 7 has been working very hard to position for the funding, hopeful that the Downtown Interchange safety improvements will be part of the package. December funding in the COVID Response and Relief Supplemental Act, provided $500 mil to FDOT for transportation projects, $90 mil set aside for MPOs, possibly $7 mil coming to Hillsborough, would be available in FY 23, preliminary suggestion that it go to the Bush Blvd Safety Improvement.

VII. OLD BUSINESS & NEW BUSINESS

A. Commissioner Overman reminded the members that the comment period for the MUTCD update closes on May 14, 2021.

VIII. ADJOURNMENT Meeting adjourned at 12:03 PM.
Committee Reports

Meetings of the Technical Advisory Committee (TAC) on May 3

Under Action items, the TAC approved:

- MPO/FDOT Annual Joint Certification Statement
- Transportation Regional Incentive Program Priorities
  - Members received clarification that the segment of Big Bend Road under the interstate was already listed as a priority. There was also confirmation that the access road to several schools has been included in the improvements.
- Public Participation Plan Amendment
- UPWP Amendment Air Quality Monitoring
- Transportation Improvement Program (TIP) Amendment for Downtown Interchange
  - There was a question regarding the presence of any buildings on the parcels being acquired for the interchange project, especially considering the area is a historic district.

The committee heard status reports on:

- TIP Preliminary Draft
  - Committee members were very appreciative of the new approach to the TIP and the clarity of the presentation about the process and development of the TIP.
  - USF to Tampa Green ARTery Trail Feasibility Study

Meeting of the Citizens Advisory Committee (CAC) May 5

The CAC voted to recommend:

- Approval of the MPO joint certification;

- Tabling revisions to the Public Participation Plan that would shorten the notice period for Transportation Improvement Program amendments by a vote of 12 to 5;

- Approval of the TIP amendment to fund right-of-way acquisition for the Downtown interchange, with a stipulation FDOT not acquire any more properties for this project, by a vote of 13 to 5. There was an extended debate about further impacting the VM Ybor neighborhood that has historically borne the brunt of Interstate construction.

The CAC also received a briefing on the preliminary TIP, which has been simplified and reformatted at the urging of our ad hoc subcommittee. This will be on our agenda for our next meeting, scheduled for June 2nd.
Bicycle Pedestrian Advisory Committee (BPAC) on April 14
The BPAC heard status reports on:

- Franklin Street Vision Project
- Non-Discrimination Plan Update
- CUTR Equity Needs Assessment
- Manual on Uniform Traffic Control Devices (MUTCD) Update

Meeting of the Livable Roadways Committee (LRC) on April 21
The LRC heard status reports on:

- Franklin Street Vision Project
- Non-Discrimination Plan Update
- CUTR Equity Needs Assessment

✓ Regarding the MUTCD Update, the Committee supported that the TPO send a letter of comment focused on improved safety and multimodal flexibility in the new MUTCD.

Meeting of the Transportation Disadvantaged Coordinating Board (TDCB) on April 23
Under Action items, TDCB approved:

✓ Coordination Contract with Brandon Sports and Aquatic Center
✓ Coordination Contract with DACCO Behavioral Health
✓ Community Transportation Coordinator (CTC) Service Rates for 2020/2021
✓ TDCB Grievance Procedures Annual Review and Adoption

The TDCB heard status reports on:

- CUTR Equity Needs Assessment
- Flamingo Fares Update
- TD Tampa Bay Update
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
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. On Committee agenda-- Local Administration and Veterans Affairs Subcommittee, 02/04/21, 12:00 pm, Sumner Hall. Passed Local Administration and Veterans Affairs Subcommittee 12 YEAS, 6 NAYS. Added to Civil Justice & Property Rights Subcommittee agenda. Passed Civil Justice & Property Rights Subcommittee. Passed out of State Affairs. Now on the House Floor for a full House vote, on 1st reading. On 2nd reading. 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
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.
**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 for application 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;

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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
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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 it’s 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;

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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.
Dear Elected Officials and Staff

The Florida Department of Transportation (FDOT) District Seven is hosting a Public Information Meeting to provide an overview of the Alternative Corridor Evaluation (ACE) Study being conducted for the extension of SR 56 from US 301/SR 41 to US 98/SR 35/SR 700 in Pasco County, Florida. The referenced meeting is scheduled for **Tuesday, June 15, 2021 at 3:00 p.m.** This meeting will be conducted virtually using this link: Register now! If using a mobile device, the free “GoToWebinar” application will be required to attend. If you prefer to dial in by phone, call +1 (866) 952-8437 and then dial the Audio Access Code: 966-819-356.

This virtual meeting will have a presentation followed by a question and comment period. Attendees can ask questions and/or make comments via the chat function and project representatives will provide answers during the meeting; if an answer cannot be provided at the meeting, we will provide one as soon as possible. Questions and comments may be submitted prior to the meeting through the registration link, project website, or by contacting the FDOT Project Manager Brian Shroyer via email at Brian.Shroyer@dot.state.fl.us. Project information can be viewed on the project website at: https://fdotd7studies.com/SR56EXT/.

Those who cannot access the virtual meeting, or would like to attend in person, may participate at the **Alice Hall Community Center, 38116 5th Ave, Zephyrhills, FL 33542**. If you prefer to attend the meeting in person, please RSVP to FDOT Project Manager Brian Shroyer via email at Brian.Shroyer@dot.state.fl.us to ensure proper COVID protocols can be followed.

The Florida Department of Transportation (FDOT) District Seven is utilizing the Alternative Corridor Evaluation (ACE) process to evaluate the extension of State Road (SR) 56 from US 301/SR 41 to US 98/SR 35/SR 700 in Pasco County, Florida. The intent is to find a suitable corridor for the extension of the existing SR 54/SR 56 facility, which currently stretches from US 19 to the intersection with US 301/Gall Boulevard/SR 41. This extension of the corridor could complete a direct east-west route across the southern portion of Pasco County into Polk County and could also serve as part of a bypass for the City of Zephyrhills. The goals of the ACE process are to identify and evaluate alternative corridors, eliminate alternative corridors that do not meet the project’s purpose and need or that have disproportionate and/or significant impacts to the surrounding environment, and to recommend a reasonable alternative corridor(s) for further study in the Project Development and Environment (PD&E) phase. This project is being coordinated with the City of Zephyrhills, Pasco County, project stakeholders and the public.

Sincerely,

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