Hybrid Virtual & In-Person Meeting of the TPO Board
Wednesday, May 12, 2021, 10:00 AM

The County Center and Plan Hillsborough offices continue to be closed to the public in response to the COVID-19 pandemic. A minimum number of board members will meet in person at the County Center, and all other participation will continue to be virtual.

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

Public comment opportunities:
To speak during the meeting - No later than 30 minutes before the meeting, please sign up here or phone 813-756-0371 for assistance. Provide the phone number you will call in from, so that we can recognize your call in the queue. You will receive an auto-reply confirming we received your request, along with instructions.
Comments may also be given up to 5pm the day before the meeting:
• by leaving a voice message at (813) 756-0371
• by e-mail to tpo@plancom.org
• by visiting the event posted on the Facebook page.

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

Agenda

I. Call to Order & Pledge of Allegiance

II. Roll Call (Clerk)

III. Approval of Minutes – April 14, 2021

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

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

VI. Action Items

A. Committee Appointments (Cheryl Wilkening, TPO Staff)

B. Transportation Improvement Program Amendment for Downtown Interchange (Vishaka Shiva Raman, TPO Staff and Craig Fox, FDOT Staff) – Roll call vote required.
C. Letter requested by Livable Roadways Committee (LRC) regarding Manual on Uniform Traffic Control Devices (Gena Torres, TPO Staff and Paula Flores, TPO Consultant)

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

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

VII. Executive Director’s Report
   • TMA Leadership Group & CCC Meetings NEW DATE: June 25, 9:30am

VIII. Old Business & New Business

IX. Adjournment

X. Addendum
   A. Announcements
      • Florida Outdoor Recreation Survey
      • Florida Electric Vehicle Master Plan
      • Gulf Coast Safe Street Summit, save the date
      • THEA Virtual Meeting for the Whiting Street PD&E Alternatives

   B. Project Fact Sheets & Other Status Reports
      • FL MPO Advisory Council Legislative News (state legislation) 4/19/21
      • FDOT Strategic Highway Safety Plan Update

   C. Correspondence
      • To US House of Representatives Re: T&I Member Project Submission -Port Tampa Bay Project
      • To US House of Representatives Re: T&I Member Project Submission -City of Tampa Project
      • To Nuria Fernandez Re: HART, FTA Low Emissions Grant Application
      • To Honorable Pete Buttigieg, Secretary of Transportation Re: 2021 BUILD Grant Application for: Heights Mobility Corridor Project

   D. Articles Related to TPO Work
      • Time running out on bid for state money to fund West Shore Interchange project | Tampa Bay Times | 04.22.21
      • Tampa Bay steps up effort to get COVID vaccines into minority communities | Tampa Bay Times | 04.30.21
      • Tech upgrades aim to curb I-4 crashes, congestion between Tampa and Orlando | Tampa Bay Times | 04.15.21
The full agenda packet is available on the TPO’s website, www.planhillsborough.org, or by calling (813) 272-5940.

The TPO does not discriminate in any of its programs or services. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Learn more about our commitment to non-discrimination.

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

Se recomienda a las personas que necesiten servicios de interpretación o adaptaciones por una discapacidad para participar en esta reunión, o ayuda para leer o interpretar los temas de esta agenda, sin costo alguno, que se pongan en contacto con Joshua Barber, (813) 576-2313 o barberj@plancom.org, tres días hábiles antes de la reunión. Si sólo habla español, por favor llame a la línea de ayuda en español al (813) 272-5940 o (813) 273-3774 ext. 1.

In accordance with Title 17 U.S.C. Section 107, materials attached are for research and educational purposes, and are distributed without profit to TPO Board members, staff, or related committees or subcommittees the TPO supports. The TPO has no affiliation whatsoever with the originator of attached articles nor is the TPO endorsed or sponsored by the originator. Persons wishing to use copyrighted material for purposes of their own that go beyond ‘fair use’ must first obtain permission from the copyright owner.

The TPO cannot ensure 508 accessibility for documents produced by other agencies or organizations.

If a person decides to appeal any decision made by the board, he or she will need a record of the proceedings, and for such purpose may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.
MPO Board Meeting of Wednesday, April 14, 2021

I. CALL TO ORDER, PLEDGE OF ALLEGIANCE & INVOCATION

The MPO Chairman, Commissioner Harry Cohen called the meeting to order at 10:09 AM, led the pledge of allegiance. The regular monthly meeting was held in-person and virtual via Webex.

The following members were present in person:

Commissioner Harry Cohen, Commissioner Pat Kemp, Commissioner Kimberly Oberman, Commissioner Gwen Myers, Councilman Joseph Citro, Melanie Williams, Melanie Williams, Mayor Andrew Ross, Joe Waggoner, and Gina Evans.

The following members were present via teleconference:

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

A quorum was met in person.

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

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

III. PUBLIC COMMENT – No public comment

IV. COMMITTEE REPORTS and ADVANCE COMMENTS

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

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

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

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

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

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

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

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

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

D. **Policy Committee** (Beth Alden, MPO Director)

• Received updates on the funding requests from the local governments that will be in consideration for this year’s update to the TIP. Video will be posted.

V. **ACTION ITEMS**

A. **Committee Appointments** (Rich Clarendon, MPO Staff)

The following have been nominated over the last couple of months.

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

• **LRC:**
  - Christian Leon, by the committee to serve as the alternate for the Advocate for Livable Communities seat
  - Matthew Pleasant, with alternate Amber Dickerson, by the Hillsborough County School District
  - Oona Johnsen, by the American Society of Landscape Architects as an alternate

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

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

The Department of Transportation in District 7 is working to find solutions to manage congestion and promote a more reliable and safe transportation system by using modern communication systems and technology to modernize its arterial roadways. One strategic focus area that FDOT would like to bring forward is Integrated Corridor Management (ICM), which is defined as managing
the available capacity of major corridors through institutional (FDOT, local agency and transit) collaboration and aggressive, proactive strategies and solutions that are synthesized by decision support software. To bring ICM to this region, FDOT District 7 is leading a Connected Vehicle initiative known as the I-4 FRAME (Florida’s Regional Advanced Mobility Elements) project - coordinated by both Districts 1 and 5 – to connect the cities of Orlando and Tampa with Connected Vehicle technology (sharing location data only) and incorporate Integrated Corridor Management (ICM) strategies along the corridor. The U.S. Department of Transportation has awarded the state $10 million for the I-4 FRAME project. This amendment will add $14,498,681 to FPN: 445362 2 in the current Transportation Improvement Program (TIP) towards railroads and utilities, construction, and capital phases. This will be consistent with the Smart Cities funding allocation in the 2045 Long Range Transportation Plan (LRTP). District 7: design completion November 2021, Contractor Selection February 2022. District 1, 5, Turnpike: design completion June 2022, Contractor Selection October 2022. Arterials include SR 60 and US 92.

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

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

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

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

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

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

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

Presentation: I-4 Frame Project

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

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

Highlights of the program over the past year:

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

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

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

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

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

Councilmen Citro: Thanked Ms. Silva for her work.

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

Ms. Silva: The Hillsborough Transportation Planning Agency.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Presentation: History of THEA

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

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

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

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

Chair Cohen: reminder it is 5 after 12 PM

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

Presentation: Selmon Expressway PD&E Study

B. Executive Director’s Report
Beth Alden: The critical items are on the agenda.
- TMA Leadership Group & CCC Meetings NEW DATE: June 25, 9:30am
- Next Policy Committee meeting: May 12, workshop on Transit and Redevelopment for Affordable Housing

VII. OLD & NEW BUSINESS

None at this time.

VIII. ADJOURNMENT – The meeting was adjourned at 12:14 PM
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
Board & Committee Agenda Item

**Agenda Item**
Committee Appointments

**Presenter**
Cheryl Wilkening, TPO Staff

**Summary**

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

The following have been nominated to serve on the CAC:

- Aiah Yassin, by City of Temple Terrace

The *Technical Advisory Committee (TAC)* shall be responsible for considering safe access to schools in the review of transportation project priorities, long-range transportation plans and transportation improvement programs and shall advise the MPO on such matters. In addition, the TAC shall be responsible for assisting in the development of transportation planning work programs; coordinating transportation planning and programming; review of all transportation studies, reports, plans and/or programs, and making recommendations to the MPO that are pertinent to the subject documents based upon the technical sufficiency, accuracy, and completeness of and the needs as determined by the studies, plans and/or programs.

The following have been nominated to serve on the TAC:

- Sofia Garantiva, alternate for the Planning Commission
- Cal Hardie, alternate for Tampa Historic Streetcar Board
- Rick Perez, alternate for Hillsborough County Engineering Division

The *Livable Roadways Committee (LRC)* shall be responsible for integrating Livable Roadways principles into the design and use of public rights-of-way and the major road network throughout Hillsborough County. The LRC seeks to accomplish this responsibility by: making recommendations to create a transportation system that balances design and aesthetics with issues of roadway safety and function; ensuring that public policy and decisions result in a transportation system that supports all
modes of transportation, with a special emphasis on pedestrian and bicycle infrastructure and transit infrastructure and service. The following individuals have been nominated by their respective organizations:

The following have been nominated to serve on the LRC:

- Sofia Garantiva, alternate for the Planning Commission

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

The following have been nominated to serve on the BPAC:

- Ryan Thomas, Hillsborough County Sheriff

**Recommended Action**

That the TPO confirm the above nominations

**Prepared By**

Cheryl Wilkening

**Attachments**

None
Board & Committee Agenda Item

**Agenda Item**
Transportation Improvement Program (TIP) Amendment: FPN: 445056-1 I-4/SR 400 WB to I-275/SR 93 NB from W of 14th Ave to Floribraska Ave

**Presenters**
Vishaka Shiva Raman, TPO Staff

**Summary**
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 has been identified in the 2045 Long Range Transportation Plan (LRTP) as part of the FDOT Strategic Intermodal System (SIS) Cost Feasible Projects.

**Recommended Action**
Approval of 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.

**Prepared By**
Vishaka Shiva Raman, TPO Staff

**Attachments**
Presentation Slides
Board & Committee Agenda Item

**Agenda Item:**
Manual on Uniform Traffic Control Devices (MUTCD) Update

**Presenter:**
Paula Flores, GPI

**Summary:**

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. These guidelines include the shapes, colors, and fonts used in road markings and signs. The manual is used by state and local agencies as well as private construction firms to ensure that the traffic control devices they use conform to the national guidelines.

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. The link to the FHWA presentation below provides highlights of the suggested changes. But 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. Quoted from the NACTO link below:

*As proposed, Federal standards would prohibit colorful crosswalks in the name of safety, but still endorse the 85th percentile for setting speed limits, even if engineers consider it too fast to be safe. The manual is contradictory, stifles the implementation of innovative new designs cities have developed on their streets, and is actively harming people using American streets.*

The Livable Roadways Committee supported having the Hillsborough TPO weigh-in on the proposed changes by sending the attached letter to FHWA prior to the May 14, 2021 deadline.

**Recommended Action:**

Approve sending the attached letter to FHWA commenting on the MUTCD update.

**Prepared By:**

Gena Torres, TPO Staff

**Attachments:**

1. Draft letter to FHWA on the MUTCD update
2. [Link to FHWA presentation on proposed changes](#)
3. [Link to National Association of City Transportation Officials’ concerns](#)
4. [Link to America Walks Urgent Action Letter to Sec. Buttigieg](#)
Dear Acting Administrator Pollack and Secretary Buttigieg:

The Hillsborough Transportation Planning Organization (TPO), located in Tampa, Florida, has been dedicated to eliminating the alarming number of people hurt and killed on our roadways. As the first TPO to embrace Vision Zero, we are prioritizing safety projects that have started to move the crash trend downward, but our community continues to mourn lives lost on our streets, on a daily basis. Fortunately, the update of the Manual on Uniform Traffic Control Devices (MUTCD) provides an opportunity to make significant progress and we appreciate the opportunity to provide comments to the draft update.

As the manual that specifies guidelines for how traffic signs, road surface markings, and signals are designed, installed, and used by state and local agencies, we are pleased with the additions of proven safety and multimodal options but are concerned that the draft manual continues to over-emphasize motor vehicle operations and neglects other modes and contexts. We would like to call attention to the following fundamental problems that must be addressed in an updated MUTCD to have it centered on safety, equity, and accessibility.

- Speed limits should no longer be set by relying on how fast drivers are driving – i.e. the 85th percentile of current driving speeds. Instead, speed limits should be set using a safe systems approach, appropriate for the context. Context sensitive design has been a widely accepted engineering practice for more than a decade.
- The warrant for installing a new traffic signal should not require fatal and injury crashes to have occurred. This does not align with Vision Zero principles and ignores known conflicts.
- Installing traffic signals to help pedestrians should not have to meet a higher threshold demand than traffic signals to help cars.
- Consistent with Americans with Disabilities Act, every signalized intersection needs accessible pedestrian infrastructure, including curb ramps, audible and tactile signals, pedestrian signal heads that display “Walk” and “Don’t Walk” messages, and painted crosswalks.
- Requiring that engineering studies be published without compensation inhibits innovative improvements such as red transit lanes and pedestrian safety measures.
• Requiring coordination between pedestrian crossing beacons and intersection traffic signals if they are within 600 feet of each other places an extra burden on being able to provide safe crossings for pedestrians. Beacons that can be coordinated (e.g., HAWK) are many times the cost of other beacons (e.g., RRFB).

• New language perpetuates inequity by defining the “design pedestrian” as a “reasonable and prudent individual” who is “alert and attentive” and is “demonstrating due care,” while the manual is replete with guidance for “design vehicles” that gives wide latitude to motorist error (e.g., “shy distance”).

• The MUTCD update creates new barriers to implementing bicycle and transit infrastructure and does little to address existing barriers.

• Elements aimed at accommodating automated vehicles exacerbate already prohibitive cost burdens.

We are confident that at every level of government, there is a belief that no life should be lost on our roadways. The MUTCD should reflect Federal Highway’s commitment. We respectfully request that FHWA reframe and rewrite the MUTCD, creating a path for guidance that more closely aligns with the equity, safety, and sustainability goals of our community and those around the country.

Sincerely,

Beth Alden, AICP
Executive Director
Board & Committee Agenda Item

**Agenda Item**
Annual Certification of TPO

**Presenter**
Johnny Wong, TPO staff

**Summary**
Metropolitan Planning Organizations are established and funded by federal and state laws and rules. Many federal and state requirements apply. The federal government evaluates our compliance every four years, and a public meeting is held at that time. The last such meeting was held in January 2021.

In between these major review events, the TPO’s planning process must be certified as following federal and state rules through a cooperative review conducted by the FDOT District 7 office and the TPO. This concludes with a Joint TPO/FDOT Certification statement and summary of notable achievements, recommendations, and corrective actions.

Staff will review notable achievements from the past year.

**Recommended Action**
Support re-certification of the TPO and authorization for the TPO Chairman to sign a Joint Certification Statement

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

**Attachments**
1. TPO/FDOT Joint Certification Summary
2. TPO/FDOT Joint Certification Statement
The annual Joint FDOT/MPO Certification for January 1, 2020 to December 31, 2020, review was conducted on March 22, 2021, as required by federal guidelines to assess the MPO’s compliance with the federal transportation planning process and applicable state laws. The Hillsborough County Metropolitan Planning Organization was found to be in compliance with federal and state guidelines for metropolitan transportation planning.

The following is a summary of the Department’s findings:

**Notable Achievements**

- **Data & Analytics Platform**
  The TPO launched a data & analytics platform which greatly enhanced our technical capacities and played a key role in supporting our plans & studies. The platform itself materialized as a result of coordination among the TPO, all of the partner agencies within the metropolitan planning area, District 7 staff, and FDOT Central Office GIS staff, who provided us with a real-time traffic data feed. The data visualizations and statistical analyses were critically important to our performance measures program and were used to update the transportation element of the forthcoming Hillsborough County Comprehensive Plan update.

- **Vision Zero Speed Management Action Plan**
  The TPO’s Vision Zero Speed Management Action Plan was approved in July of 2020 and was one of the first studies to have identified countermeasures and policies for addressing the role that speed plays in serious injury & fatal crashes. In recognition of this innovative planning work, the Plan was awarded the John W. Barr District Transportation Achievement Award and was named the 2020 Project of the Year by the Tampa Bay Institute of Transportation Engineers.

- **Regional Long Range Transportation Plan**
  The TPO worked with regional partners to create a Regional Long Range Transportation Plan document, which succinctly summarizes the most important projects planned to link Hillsborough County with its neighboring counties.

- **Race Equity Resolution**
  One of the most notable achievements for this past year was the TPO’s response to national conversations about race and equity. In an effort to expand scope & scale of nondiscrimination work that we have already accomplished, staff worked with members of our Citizens Advisory
Committee to draft a Racial Equity Resolution committing the TPO to ensuring robust access to all transportation modes with a specific focus on the needs of African-Americans, Latinx, and other historically disenfranchised communities. The Resolution was approved unanimously in August.

**Recommended Actions**

- **Website**
  The TPO needs to evaluate their website for ADA compliance, ease of access and operations (i.e., missing links/links that go to incorrect document). Also, the TPO needs to save all versions of the current UPWP on the website.

- **TPO Priority Lists**
  TPO staff needs to advocate for partially funded projects to maintain their position on the priority list until fully funded. While we understand that it is ultimately the TPO board's decision, TPO staff should encourage and educate the board members on the importance of maintaining these priorities.

**Corrective Actions**

- None
Pursuant to the requirements of 23 U.S.C. 134(k)(5) and 23 CFR 450.334(a), the Department and the MPO have performed a review of the certification status of the metropolitan transportation planning process for the Hillsborough County MPO, d/b/a Hillsborough TPO, with respect to the requirements of:

2. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 C.F.R. Part 21
3. 49 U.S.C. 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
4. Section 1101(b) of the FAST Act and 49 C.F.R. Part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
5. 23 C.F.R. Part 230 regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
6. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and the regulations found in 49 C.F.R. Parts 27, 37, and 38;
7. The Older Americans Act, as amended (42 U.S.C. 6101) prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
8. Section 324 of 23 U.S.C. regarding the prohibition of discrimination on the basis of gender; and

Included in this certification package is a summary of noteworthy achievements by the MPO, attachments associated with these achievements, and (if applicable) a list of any recommendations and/or corrective actions. The contents of this Joint Certification Package have been reviewed by the MPO and accurately reflect the results of the joint certification review meeting held on March 22, 2021.

Based on a joint review and evaluation, the Florida Department of Transportation and the Hillsborough TPO recommend that the Metropolitan Planning Process for the Hillsborough TPO be certified.

Name: David Gwynn, P.E.                      Date
Title: District Secretary (or designee)

Name: Commissioner Harry Cohen                      Date
Title: TPO Chairman (or designee)
Board & Committee Agenda Item

**Agenda Item**
Unified Planning Work Program (UPWP) Annual Review and Amendment

**Presenter**
Jamal Wise, TPO Staff

**Summary**
The TPO periodically processes amendments to the Unified Planning Work Program (UPWP) to account for funding and budget changes. We are currently in Fiscal Year (FY) 21 which runs from July 1, 2020 to June 30, 2021.

The currently adopted UPWP is being amended to reflect adjustments in the TPO’s grant from Federal Highway Administration (FHWA). Shifts will be made between Tasks 1, 2, 3, and 5 in FY21, and Tasks 1 and 2 in FY22, to align with project schedules and staff work activities -- in particular, to support a higher level of effort for the agency Non-Discrimination Plan. The overall FY21 FHWA Planning grant budget remains the same.

The FY22 adjustments will add a small amount of unused funds remaining from the FY20 grants. The FY22 budget will also have a small increase to the Transportation Disadvantaged grant funding from the Florida Commission of the Transportation Disadvantaged.

As background, the TPO’s transportation planning functions are supported primarily by federal and state grants. These functions must be identified in advance for two fiscal years. The UPWP also documents the use of federal funds for metropolitan transportation planning conducted by other agencies, including FDOT and HART. Upon approval by the board of the UPWP amendment, the Transportation Improvement Program will be administratively modified to match the UPWP funding budget.

The currently adopted FY21& FY22 UPWP is available on the TPO website. [http://www.planhillsborough.org/unified-planning-work-program/](http://www.planhillsborough.org/unified-planning-work-program/).

**Recommended Action**
Approve the UPWP Amendment and the included resolutions to implement it

**Prepared By**
Allison Yeh, AICP, LEED GA, TPO Staff

**Attachments**
- Presentation Slides
- UPWP Amendment Draft
GULF COAST Safe Streets Hybrid Summit

NOVEMBER 2-4, 2021
www.GulfcoastSafeStreetsSummit.org

Keep on Rolling

BWTB 2021 VIRTUAL Summit
November 5, 2021
April 29, 2021

Dear Beth Alden,

The Tampa Hillsborough Expressway Authority (THEA) will host a virtual meeting for the Whiting Street PD&E Alternatives presentation on May 20, 2021, at 6:30 pm. The PD&E includes Whiting and Washington Streets and the possible reconfiguration of the Selmon Expressway ramps at Florida and Morgan.

This study looks at potential solutions for the eastbound downtown Tampa exit ramps and the Jefferson Street entrance ramp of the Selmon Expressway, as well as neighboring surface streets in downtown Tampa. We’re looking at potential improvements for safety, capacity, and community enhancements.

What:  Whiting Street PD&E Study Virtual Alternatives Meeting
When:  Thursday, May 20th at 6:30 pm

We invite you to attend to learn more about the project and the alternatives being considered. Notices are being sent to all property owners and tenants located within at least 300 feet on either side of the study area and to other public officials, regulatory agencies, organizations, and individuals interested in the project. THEA will also post the event on its social media and will issue a media advisory in advance of the meeting.

The virtual Alternatives Meeting will include a narrated portion that will give interested persons an opportunity to hear the background and purpose of the
project, the process to complete the PD&E study, and the alternatives being considered.

We will post a recorded video of the virtual town hall meeting along with the question and answers on selmonstudies.com within 24 hours.

Please feel free to share this announcement in any newsletters or other constituent communications, we have included a graphic of the invite for you to use.

Thank you,

Sue Chrzan, Director of Communications & Public Affairs
Tampa Hillsborough Expressway Authority
sue@tampa-xway.com
Greetings readers! You may have noticed that the newsletter typically is arriving on Monday nights and that has been due to my new work and life schedule since moving to the Tampa Bay area. This newsletter is an exception and for good reason. I don’t want you to miss a newsletter and tomorrow I am scheduled to receive my second COVID vaccination shot. Sometimes the second shot makes the recipient sick and I did not want to try and assemble a newsletter while feeling lousy. You deserve a newsletter that has my full attention.

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

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

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

As we approach the last few days of session, let’s look back on what we initially thought the session might look like and what we have seen. First, I am obligated to point out that each session changes from the beginning days to the final day. There is usually an event or series of events that turn the session into something other than what we would have guessed at the beginning of the 60 days. Also, you need to know that out of the many bills filed each year, only a small percentage of those bills actually pass. Coming into this session I doubt we would have predicted how much impact COVID would have on this session and the way the session was impacted. The budget is actually in much better shape than the dire predictions we heard 120 days ago (think pre-session committee meetings) and the ability of the lobbyists to influence the committee meetings was…. well, let’s call it interesting. There is a song, if you grew up with the 60’s and 70’s, that has the lyrics “what a long strange trip it has been”….. Seems fitting for this session. I don’t know about you but it seems the bills were more controversial and frankly just simply weird.

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

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

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

### 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
Written almost weekly by Carl Mikyska
FloridaMPOs@gmail.com

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

Written almost weekly by Carl Mikyska
FloridaMPOs@gmail.com
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 nonapplication of violation to driver license points assessment, conviction, driving record, or provision of motor vehicle insurance coverage; requires referral to DHSMV resulting in prohibition of motor vehicle registration renewal & transfer of title; provides for removal of penalties. Filed in the House. Referred to Criminal Justice & Public Safety Subcommittee; Tourism, Infrastructure & Energy Subcommittee; Justice Appropriations Subcommittee; Judiciary Committee. Now in Criminal Justice & Public Safety Subcommittee. Passed Criminal Justice & Public Safety Subcommittee. Now in Tourism, Infrastructure & Energy Subcommittee.
HB 365: Motor Vehicle Rentals – (Caruso) – Similar to SB 566 by Perry and S 708 By Brandes - Provides requirements for sales taxes & surcharges on motor vehicle leases & rentals by motor vehicle rental companies & peer-to-peer car-sharing programs; specifies insurance requirements for shared vehicle owners & shared vehicle drivers; provides for liability; provides for exclusions; provides right of contribution to shared vehicle owner's insurer for certain claims; requires provision of certain information regarding liens; specifies recordkeeping, record-sharing, disclosure, & driver license verification & data retention requirements; provides for consumer protections Filed in the House. Referred to Tourism, Infrastructure & Energy Subcommittee; Ways & Means Committee; Commerce Committee. Now in Tourism, Infrastructure & Energy Subcommittee. On the agenda for Tourism, Infrastructure & Energy Subcommittee. Passed Tourism, Infrastructure & Energy Subcommittee. Now in Ways and Means. Passed Ways and Means with an amendment. Passed Commerce Committee, now on House Floor and on 2nd reading.

SB 376: Jacksonville Transportation Authority Leases – (Gibson) – Related Bill HB 6015 by Duggan. Removing a limitation on the term of a lease into which the authority may enter, etc. Filed in the Senate. Referred to Transportation; Community Affairs; Rules. Favorable by Transportation; YEAS 8 NAYS 0. Now in Community Affairs. Passed Community Affairs, now in Rules.

SB 380: Child Restraint Requirements – (Perry) – Identical Bill HB297 by Hinson - Increasing the age of children for whom operators of motor vehicles must provide protection by using a crash-tested, federally approved child restraint device; increasing the age of children for whom a separate carrier, an integrated child seat, or a child booster seat may be used, etc. Referred to Children, Families, and Elder Affairs; Transportation; Rules. On Committee agenda- Children, Families, and Elder Affairs, 02/03/21, 9:00 am, 37 Senate Building. Favorable by Children, Families, and Elder Affairs; YEAS 8 NAYS 0. Now in Transportation. On Committee agenda-- Transportation, 02/16/21, 3:30 pm, 110 Senate Building. Passed Transportation; 8 YEAS, Zero NAYS. Now in Rules. Passed Rules, next stop is a full Senate Floor vote. Passed Senate YEAS 38 NAYS 0. Now being sent to the House.

HB 389: Tampa Bay Area Regional Transit Authority – (Mariano) – Identical to SB 422 By Rouson - Renames Tampa Bay Area Regional Transit Authority Metropolitan Planning Organization Chairs Coordinating Committee as Chairs Coordinating Committee; removes requirement that authority provide administrative support & direction; authorizes mayor’s designated alternate to be member of governing board of authority; requires that alternate be elected member of & approved by city council; requires alternate to attend meetings in mayor's absence & have full voting rights; revises quorum requirements; requires simple majority of members present for action to be taken; deletes requirements for authority to present regional transit development plan & updates to TBARTA Metropolitan Planning Organization Chairs Coordinating Committee, coordinate plans & projects with committee, & participate in regional M.P.O. planning process. Referred to Tourism, Infrastructure & Energy Subcommittee; Local Administration & Veterans Affairs Subcommittee; Commerce Committee. Now in Tourism, Infrastructure & Energy Subcommittee. Passed Tourism, Infrastructure & Energy Subcommittee. Now in Local Administration & Veterans Affairs Subcommittee.
SB 420: Motor Vehicle Insurance Coverage Exclusions – (Hooper) – Similar to SB54 by Burgess, HB273 by Plakon and HB 719 by Grall - Providing that private passenger motor vehicle policies may exclude certain identified individuals from specified coverages under certain circumstances; providing that such policies may not exclude coverage under certain circumstances, etc. Referred to Banking and Insurance; Judiciary; Rules. Passed Banking and Insurance. Passed Judiciary. Now in Rules. Passed Rules and will be on a full Senate Floor vote on 04/21/2021. Amended and passed the Senate, sent to the House for their consideration.

SB 422: Tampa Bay Area Regional Transit Authority – (Rouson) – Identical to HB 389 by Mariano - Renaming the Tampa Bay Area Regional Transit Authority Metropolitan Planning Organization Chairs Coordinating Committee as the Chairs Coordinating Committee; providing that a mayor’s designated alternate may be a member of the governing board of the authority; revising a provision requiring the authority to present the regional transit development plan and updates to specified entities, etc. Filed in the Senate. Referred to Transportation; Community Affairs; Rules. On Committee agenda-- Transportation, 02/16/21, 3:30 pm, 110 Senate Building. Passed Transportation; 8 YEAS, Zero NAYS. Now in Community Affairs.

SB 426: State Preemption of Seaport Regulations – (Boyd) – Identical Bill HB 267 by Roach. Preempting to the state the regulation of commerce in state seaports; providing exceptions, etc. Referred to Transportation; Community Affairs; Rules. Passed Transportation, Now in Community Affairs. On Committee agenda-- Community Affairs, 03/24/21, 8:30 am, 37 Senate Building. Passed Community Affairs; YEAS 5 NAYS 3. Now in Rules. On Committee agenda-- Rules, 04/14/21, 9:00 am, 412 Knott Building. Passed Rules and will be on a full Senate Floor vote on 04/21/2021. Passed the Senate and sent to the House, will be voted upon 04/26/2021 in the House.

SB 496: Growth Management – (Perry) - Similar to HB 59 by McClain. Specifying requirements for certain comprehensive plans effective, rather than adopted, after a specified date and for associated land development regulations; requiring local governments to include a property rights element in their comprehensive plans; prohibiting a local government’s property rights element from conflicting with the statement of rights contained in the act; providing that the consent of certain property owners is not required for development agreement changes under certain circumstances; requiring the Department of Transportation to afford a right of first refusal to certain individuals under specified circumstances, etc. Filed in the Senate. Referred to Community Affairs; Judiciary; Rules. Passed Community Affairs, On Committee agenda-- Judiciary, 03/15/21, 3:30 pm, 412 Knott Building. Passed Judiciary; YEAS 11 NAYS 0. Now in Rules. Passed Rules; YEAS 17 NAYS 0. On the Senate Floor, on 2nd reading. HB 59 was substituted for SB 496 on the Senate Floor.

SB 566: Motor Vehicle Rentals – (Perry) – Similar to HB365 by Caruso and SB708 by Brandes - Specifying the applicable sales tax rate on motor vehicle leases and rentals by motor vehicle rental companies and peer-to-peer car-sharing programs; specifying the applicable rental car surcharge on motor vehicle leases and rentals by motor vehicle rental companies and peer-to-peer car-sharing programs; specifying insurance requirements for shared vehicle owners and shared vehicle drivers under peer-to-peer car-sharing programs; providing an exemption from vicarious liability for peer-to-peer car-sharing programs and shared vehicle owners, etc. Filed in the Senate. Referred to Banking and Insurance; Transportation;
HB 605: Bicycle and Pedestrian Safety – (Hunschofsky) – Identical to SB950 by Book - Revising and providing requirements for the driver of a motor vehicle overtaking a bicycle or other nonmotorized vehicle, an electric bicycle, or a pedestrian; requiring the Department of Highway Safety and Motor Vehicles to provide an awareness campaign, and include information in certain educational materials, regarding certain safety precautions; exempting a motor vehicle driver from certain provisions relating to no-passing zones when overtaking a bicycle or other nonmotorized vehicle, an electric bicycle, or a pedestrian; revising requirements for vehicles turning at intersections; prohibiting persons riding bicycles in a bicycle lane from riding more than two abreast, etc. Filed in the House. Referred to Tourism, Infrastructure & Energy Subcommittee, Infrastructure & Tourism Appropriations Subcommittee, Commerce Committee. Now in Tourism, Infrastructure & Energy Subcommittee. Added to Tourism, Infrastructure & Energy Subcommittee agenda. Passed Tourism, Infrastructure & Energy Subcommittee. Laid on the table and Committee Substitute adopted. Referred to Infrastructure & Tourism Appropriations Subcommittee; Commerce Committee. Now in Infrastructure & Tourism Appropriations Subcommittee 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 Appropriations. On 3rd reading.
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;
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.
April 21, 2021

U.S. House of Representatives
Transportation & Infrastructure Committee

Re: T&I Member Project Submission
Port Tampa Bay Southbay Road Project

Dear Committee Members:

Port Tampa Bay is an economic engine in Hillsborough County and the Tampa Bay region. It is also an anchor of the Central Florida mega-region’s cluster of logistics-led businesses along the I-4 corridor—comprising 200 square miles of such businesses.

Our MPO’s Hillsborough + Polk Freight Logistics Zone Strategic Plan documents the significance of this business cluster—in the state’s economy as a whole, and also in providing access to living-wage jobs. Strategic investments in transportation facilities supporting the Port will have far-reaching benefits.

Thus, the Hillsborough MPO is a strong supporter of Port Tampa Bay’s continued vitality. We will be pleased to consider a future amendment to the Transportation Improvement Program for the Port Tampa Bay Southbay Road project, and we encourage the Port to continue coordinating with the Florida Department of Transportation to develop the documentation.

Please let me know if I can be of further assistance.

Sincerely,

Beth Alden, AICP
Executive Director

cc: Ram Kancharla, Port Tampa Bay
Roger Roscoe, FDOT

encl.
PORT TAMPA BAY 2021 PRIORITY PROJECT:

SOUTHBAY ROAD

Southbay is a new 120-acre MOL port property, just inland of Port Redwing. To make the property marketable, the port will construct an access road and utilities including water, storm and sanitary, lighting and power, as well as fencing. Once these are installed, the port will be able to welcome new maritime-dependent industry that aligns with port and state strategic goals. The market for port-adjacent warehousing is hot, and this property can handle transload, manufacturing and distribution as well. A state contribution of $2.5M toward the $5M project will accelerate the project, which will then allow the port to also expedite development of a rail spur on the property, helping reduce emissions and doing a lot to help keep climate change in check.

TOTAL PROJECT BUDGET: $5,000,000

STATE REQUEST: $2,500,000

START DATE: FY 2022
April 22, 2021

U.S. House of Representatives
Transportation & Infrastructure Committee

Re: T&I Member Project Submission
City of Tampa Project: Cass St and Broein St Bridges

Dear Committee Members:

The City of Tampa’s proposed projects to repair and reconstruct the Cass St and Broein St bridges are not currently included in the Transportation Improvement Program, but are consistent with the adopted Long Range Transportation Plan and would be considered a top priority of the Hillsborough MPO.

The “It’s TIME Hillsborough” Long Range Transportation Plan is a performance-based plan that focuses on key metrics for State of Good Repair & Resilience and other investments. The State of Good Repair & Resilience program, described on pages 31-33, identifies the need for three major and eleven minor bridge rehabilitation projects annually, and notes that current funding levels, lacking the local-option transportation sales surtax recently struck down by the Florida Supreme Court, allow for only one major and one minor rehab project each year, on average.

Our countywide funding shortfall for bridge repairs is therefore of great concern. In addition, these two bridges in particular are on central arteries coming into one of our community’s largest employment districts, Downtown Tampa.

If these projects were to be funded, they would be part of the State of Good Repair & Resilience category of projects at the very top of the Hillsborough MPO’s List of Priority Projects. We would be very pleased to consider a future amendment to the Transportation Improvement Program to add funding for these projects.

Please let me know if I can be of further assistance.

Sincerely,

Beth Alden, AICP
Executive Director

cc: Ian Whitney, City of Tampa
Roger Roscoe, FDOT

encl.

Plan Hillsborough
planhillsborough.org
planner@plancom.org
813 – 272 - 5940
601 E Kennedy Blvd
18th Floor
Tampa, FL, 33602
April 9, 2021

Ms. Nuria Fernandez
Federal Transit Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Hillsborough Area Regional Transit (HART), FTA Low-No Emissions Grant Application

Dear Administrator Fernandez:

I am writing to strongly support the Hillsborough Area Regional Transit Authority’s (HART) application for funding under the FTA’s Low-No Emissions Grant Program. This necessary grant will allow HART to purchase five battery-electric powered transit buses and all necessary charging infrastructure to replace five aging diesel powered buses it operates within its fleet.

HART has identified four transit routes located that provide service to the urban core where the electric buses are planned to be in service. These routes will provide transit service in areas where the poverty rate is at least 20 percent, minority ridership is above 40 percent and the median income does not exceed 80 percent of the surrounding metro area. Designated routes include a route from Marion Transit Center to Hillsborough Community College, an east/west route on Cypress Street, a route from YBOR City to Tampa General Hospital on Davis Island and a circulator in the downtown area.

HART has been actively working to replace its diesel engine buses as part of a greater effort to reduce NOx emissions and ground level Ozone emissions in the greater Tampa Bay region. Hillsborough County ranks among the highest emitters of NOx and O₃ in the State of Florida and is the highest in the Tampa Bay region. Mobile sources, such as HART’s diesel fueled vehicles, are the primary source for these emissions.

The Hillsborough Metropolitan Planning Organization embraces the move to electric vehicles as consistent with our 2045 Long Range Transportation Plan Smart Cities investment program. We strongly support HART’s commitment to sustainability by investing in modern technologies that reduce and eliminate such sources of pollutants in order to maintain the Hillsborough County air quality attainment. I urge your thorough review and thoughtful consideration of their application. Thank you for your attention to this request.

Sincerely,

Beth Alden, AICP
Executive Director

Plan Hillsborough
planhillsborough.org
planner@plancom.org
813-272-5940
601 E Kennedy Blvd
18th Floor
Tampa, FL, 33602
April 7, 2021

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

RE: 2021 BUILD Grant Application for: Heights Mobility Corridor Project

Dear Mr. Secretary:

On behalf of the Metropolitan Planning Organization, I am pleased to submit this letter supporting the 2021 BUILD grant application for the Heights Mobility Corridor Project. The Florida Department of Transportation (FDOT) is completing an application for this Complete Streets project that will enhance safety, improve resiliency, and facilitate future premium transit service along the Florida Avenue and Tampa Street corridors.

According to the 2019 Dangerous by Design Report published by Smart Growth America, the Tampa Bay area is the 9th most dangerous metropolitan area for bicyclists and pedestrians in the country. The Heights Mobility Corridor Project will address this trend and support the City of Tampa’s Vision Zero efforts by introducing Complete Streets elements including enhanced bicycle and pedestrian features and traffic calming. Because of these safety benefits, the project ranks highly on the MPO’s list of priority projects for the Transportation Improvement Program.

The drainage improvements proposed as part of this project will also greatly improve the corridor’s resiliency. Currently, routine rain events flood the roadway creating operational and safety issues for all road users and impacting local businesses. This project will, alleviating the flooding issues and making the corridor more resilient to routine and major storm events.

The Heights Mobility Corridor project will also complement HART’s proposed Arterial Bus Rapid Transit (BRT) project along the Florida Avenue and Tampa Street corridors. When implemented, the BRT will provide a crucial connection between Downtown Tampa and the University of South Florida, two of our region’s largest employment centers. This project will provide space for future transit stations, and traffic calming and safety elements will help to improve safe access to transit and promote transit-oriented development along the corridor.

We are proud to support this important project. Thank you for your favorable consideration of the Heights Mobility Corridor BUILD application.

Sincerely,

Beth Alden, AICP
Executive Director