Meeting of the Intelligent Transportation Systems Committee
Thursday, July 8, 2021, 1:30 p.m.

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Call to Order

I. Public Comment - 3 minutes per speaker, please

II. Review and Approval of Minutes

   A. April 8, 2021 Meeting Minutes

III. Status Reports

   A. In-road Safety Lights (Wael Majdalawi)
   B. Smart Cities Master Plan Update (Lee Woodcock)
   C. USB 41/ SR 685 / Florida Ave / Tampa St Integrated Corridor Management Project (Edward Albritton, FDOT)
   D. 2021 Title VI and Nondiscrimination Plan (Joshua Barber and Dayna Lazarus, TPO Staff)

IV. Old Business & New Business

V. Adjournment

VI. Addendum

   A. TPO Meeting Summary & Committee Report
   B. MPOAC Legislative News Update
   C. GCSSS Call for Proposals 2021
   D. Publication of NOFO for the FY21 ATCMTD Program
   E. Hillsborough MPO Mobility Profile
The full agenda packet is available on the TPO’s website, [www.planhillsborough.org](http://www.planhillsborough.org), or by calling (813) 272-5940.

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I. CALL TO ORDER:

Chairman, Brandon Campbell called the meeting to order at 1:31 p.m. The meeting was held 100% virtually via GoToWebinar. All actions items delayed until next meeting in July

MEMBERS PRESENT VIRTUALLY:

- Brandon Campbell.......... Hillsborough County
- Frank Coughenour.......... City of Plant City (arrived at 2:15)
- Brian McCarthy............... City of Temple Terrace
- Jeff Sims..................... (OLA) EPC
- Achilleas Kourtellis......... CUTR USF
- Dan Buidens.................. FDOT Non-Voting Advisor

OTHERS PRESENT:

Johnny Wong, Cheryl Wilkening, Gail Reese, Greg Colangelo, Priya Nagaraj, and Vishaka Shiva Raman (Hillsborough MPO); Megan Arasteh and James Landini (FDOT); Dale Cody (Metric Engineering); Nick An.

II. PUBLIC COMMENT: There were no public comments.

III. REVIEW AND COMMENT OF MINUTES:

A. Noted by Brandon Campbell, under status reports in January 14, 2021 meeting minutes, under Status Reports, item C, “Brian Campbell” should be “Brandon Campbell”.

IV. ACTION ITEMS:

(With lack of quorum, will discuss and pass messages along to the board. Will not adopt any formal statements.)

A. TIP Amendment for I-4 FRAME Project (Megan Arasteh, FDOT and Vishaka Shiva Raman, MPO 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 among both Districts 1 and 5 – to connect the cities of Orlando and Tampa with Connected Vehicle technology and incorporate Integrated Corridor Management (ICM) strategies along the corridor. The 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 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. Vishaka Shiva Raman – has financial breakdown.

Achilleas Kourtellis: What was the number of the OBU participating?

Brandon Campbell: Does FDOT have an overall strategy for leveraging investments that we have put into our system to influence the market/vehicle manufacturers?

Johnny Wong: Was this part of the ATC MTD? We collaborated on that and included head detection and ramp metering, where they not able to be put into scope? Are there any other metrics that the feds are interested in to determine if this is a success?

Chair Campbell: Looking forward to seeing this project complete and the results. Since there is no quorum and not in person, cannot recommend for approval. No further comments. Passing along the message, in the absence of a quorum, unable to recommend for approval however we anticipate being able to make the recommendation when officially able to do so.

No opposition.

V. STATUS REPORTS

A. In-road lighting: Tabled to next meeting due to scheduling conflict.

B. ITS Architecture (Dan Buidens, FDOT)
   - RITSA gathers input from stakeholders and updates architectures to reflect the six districts. Iteris contracted scope: information gathering; performed major updates; put into website; will go through annual update in June of 2021; once projects completed, they come off. Elements of RITSA provide services. In 2020, added 125 new services identified. District 7 RITSA Website: [https://teo.fdot.gov/architecture/architectures/d7/index.html](https://teo.fdot.gov/architecture/architectures/d7/index.html) Supports discussion of ITS solutions between agencies/ planners and regions; supports framework for future plans;
keeps everything in line with FHWA Rule 940. ITS is a reference for describing the vision on a regional basis.

Chair Campbell: Inquired about the regularly change request forms are being receiving and processed?

James Landini: Commented one request in 2021 and three requests of how to fill out change request. 80 projects in backlog for entering, the one change request was already entered.

Johnny Wong: Was there any effort to map boundaries of ITS projects submitted?

VI. OLD BUSINESS & NEW BUSINESS

A. Johnny Wong: Announcement, Vishaka Shiva Raman is shadowing Johnny on ITS and he is hoping to turn it over to her in 2022. Chair Campbell thanked Johnny and welcomed Vishaka.

B. Chair Campbell:
   • Brian McCarthy is on today as the new Primary for Temple Terrace.
   • Saw that there were five different addendums, the last three were not attached. Can they be sent out separately or for next agenda? Johnny will send out the links separately.

VII. ADJOURNMENT

There was no further business, the meeting adjourned at 2:51 PM.
Board & Committee Agenda Item

Agenda Item
In-Road Safety Lights

Presenter
Wael Majdalawi, PE, PTO, President Lux-Solar

Summary
Vision Zero focuses on a safe systems approach. That means making a commitment to zero deaths by addressing safe speeds, safe users, safe vehicles, and lastly, safe roads. Safe roads are designed and operated to prevent crashes and focus on all aspects of the road system included: design construction, maintenance, and operations.

We have been redesigning roads into complete streets that aim to reduce speeding and provide for vulnerable modes to travel safely. Another important roadway feature that plays a significant role in preventing crashes is lighting. An innovative treatment takes lighting beyond the street pole and adds them in-pavement, bringing attention to dangerous curves, to the presence of crossings, or lining a bicycled lane. The FDOT has endorsed the product for its effectiveness at reducing speeds and crashes with lower cost and quicker installation than many countermeasures.

Recommended Action
For Information Only

Prepared By
Gena Torres

Attachments
Lux Solar In-Road Safety Lights Brochure
Board & Committee Agenda Item

**Agenda Item**
Smart Cities Mobility Plan Update

**Presenter**
Lee Woodcock, Atkins

**Summary**
The Smart Cities Mobility Plan represents an evolution of the 2013 Intelligent Transportation Systems Plan Update. The Smart Cities Mobility Plan will include several new features to meet the needs of planners and traffic operations teams across Hillsborough County. Chief among these new features are a prioritization matrix, which allows projects to be ranked and compared against each other to optimize system benefits; fact sheets about existing and emergent transportation technologies to familiarize the public with what’s on the horizon; and, a vision map to demonstrate what the region could look like with significant investments in this space.

The presenter will provide a status update on the Smart Cities Mobility Plan and share the remaining milestones prior to completion of the plan.

**Recommended Action**
None. For Information Only.

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

**Attachments**
None.
Agenda Item: USB 41/ SR 685 / Florida Ave / Tampa St Integrated Corridor Management Project

Presenter: Edward Albritton, FDOT

Summary: The USB 41/ SR 685 / Florida Ave / Tampa St Integrated Corridor Management (ICM) project will provide Arterial Traffic Management System (ATMS) and ITS upgrades along N Florida Ave from Kennedy Blvd to Bearss Ave for a total of 12.87 miles. The goal of the project is to provide operational improvements and to enhance the safety and mobility of the corridor. Some of the improvements proposed are modernizing arterial technology through the use of fiber optic communications, signal cabinet and controller upgrades, throughput detection, travel time readers, and CCTV installations along the corridor.

The presenter will share details of these improvements and discuss the anticipated benefits and timeline.

Recommended Action: None. For information only.

Prepared By: Vishaka Shiva Raman, TPO Staff

Attachments: Map of the project location.
USB 41/ SR 685 / Florida Ave / Tampa St Integrated Corridor Management

Project Location
Board & Committee Agenda Item

Agenda Item:
2021 Title VI and Nondiscrimination Plan

 Presenter:
Joshua Barber and Dayna Lazarus, Plan Hillsborough Staff

Summary:
Recipients or beneficiaries of Federal financial assistance are required to ensure nondiscrimination in the execution of activities on the basis of race, color, national origin, age, sex, disability, and other characteristics as identified in Federal Acts, Regulations, and Executive Orders. The TPO is required to comply with these Federal regulations and executive orders, and compliance is demonstrated through the Title VI and Nondiscrimination Plan. Similarly, the Hillsborough County City-County Planning Commission is a beneficiary of Federal financial assistance through the Staff Services Agreement (2014) between the TPO and Planning Commission. As a result, the 2018 Plan has been expanded to identify how the Planning Commission is taking meaningful steps to ensure nondiscrimination in agency activities in compliance with this Agreement and Federal regulations.

In addition, this plan seeks to advance equity in both agency processes and outcomes.

The 2021 update reflects major additions to the Title VI Plan, while building upon the elements of the 2018 Plan. The Plan includes:

- New map products using two different methodologies, which allow us to identify the location of Title VI, Environmental Justice, and other communities that have been underserved or underrepresented.
- An overview of how Plan Hillsborough conducts public outreach, evaluates the equity needs and outcomes of our plans, and evaluates outreach effectiveness.
- A self-evaluation of TPO and Planning Commission planning products on how they incorporate equity and the principles of Title VI/Environmental Justice.
- A review of how racism and discrimination was historically embedded in planning processes and plans in Hillsborough County.
- A public engagement process to better understand perceived disparities in access to community elements, and how residents feel discrimination has shaped that access.
- Recommendations for advancing equity within Plan Hillsborough activities and programs.
**Recommended Action:**
None, for Information Only.

**Prepared By:**
Joshua Barber, Plan Hillsborough Staff

**Attachments:**
None
TPO Board Meeting of Wednesday, May 12, 2021

I. CALL TO ORDER & PLEDGE OF ALLEGIANCE

The TPO Chairman, Commissioner Harry Cohen, called the meeting to order at 10:11 AM and led the pledge of allegiance. The regular monthly meeting was held in-person and virtual via WebEx.

The following members were present in person: Commissioner Harry Cohen, Commissioner Pat Kemp, Commissioner Kimberly Overman, Commissioner Gwen Myers, Mayor Ross, Gina Evans, Melanie Williams, Charles Klug, Joe Waggoner, Derek Doughty.

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

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

A quorum was met in person.

II. APPROVAL OF MINUTES – APRIL 14, 2021

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

III. PUBLIC COMMENT

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

IV. COMMITTEE REPORTS & ADVANCE COMMENTS

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

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

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

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

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

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

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

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

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

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

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

V. ACTION ITEMS

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

Recommend that the TPO confirm the above nominations.

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

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

Presentation: TIP Amendment - Downtown Interchange and FDOT Downtown Interchange

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

Discussion:

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

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

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

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

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

C. Letter requested by Livable Roadways Committee (LRC) regarding Manual on Uniform Traffic Control Devices (Gena Torres, TPO Staff and Paula Flores, TPO Consultant)

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

- Several other municipalities have written letters expressing their concerns over the proposed updates to this document.

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

Discussion:

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

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

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

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

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

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

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

Presentation: [MPO/FDOT Joint Certification 2020](#)

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

**Commissioner Cohen:** Has a copy of the Joint Certification Statement

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

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

- Currently in Fiscal Year (FY) 21 which runs from July 1, 2020 through June 30, 2021.
- Currently adopted UPWP is being amended to reflect adjustments in the TPO’s grant from Federal Highway Administration (FHWA).
- FY 21
  - Task 2 (Systems Planning) increase by $102,500.
  - Task 1 (Management) decrease by $65,511.
  - Task 3 (Long Range Transportation Plan & data) decrease by $36,989.
  - PL grant trued up by $2, from $1,371,098 to $1,371,096.
- FY 22
  - Task 1 (Management) add unused PL grant funds remaining from FY20: $23,021.
  - Task 2 (Systems Planning) add unused SU grant funds remaining from FY 20: $158; add increased CTD grant funds based on actual grant award: $2,081.
- Current Status of Planning Studied, Part II: Discretionary Projects – 4 In Progress, 5 Pending.
- Planning Studies: Staff Recommendations
  - Continue with studies approved by TPO Board in May 2020.
  - Proceed with lower-cost requests using savings from Year 1 studies.
  - Consider other requests in FY 23 & FY24 UPWP next year.
- Disadvantaged Business Enterprises
  - TPO supports FDOT goal of 11%, current utilization is 12%.
  - DBE-support projects – 3 to be completed in latter half of 2021, 2 completed.

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

**Presentation:** [UPWP Amendment FY 21 May](#)

**Discussion:**

Commissioner Cohen reminds everyone of the time.

Commissioner Kemp: Asked for clarification on a number.

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

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

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

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

VII. OLD BUSINESS & NEW BUSINESS

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

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

Meeting of the Citizens Advisory Committee (CAC) June 2

Under Action Items, the CAC approved:

✓ Transportation Improvement Program for FY22-26 -- with the removal from the Priority List, line item #47, of the words “[construct] an additional general-purpose lane” on I-275 between Hillsborough Ave and Bearss Ave.

  o Members had an in-depth discussion, touching on regional trails, tolled versus managed express lanes, improvements to the downtown interchange, and the Florida/Fowler arterial BRT project.

✓ Public Participation Plan Amendment to change the public notice timeframe for TIP amendments.

  o Members suggested some additional outreach steps, such as reaching out to community leaders, using QR codes on roadside signs, and engaging more on social media. Staff will pursue these steps.

Members also discussed a recent NY Times article titled “Can Removing Highways Fix America’s Cities” which highlighted efforts in 16 U.S. cities, including Tampa, to convert Interstate highways to surface-level arterials. Several members asked how the I-275 boulevard study could be advanced, including whether it could be included in the Transportation Improvement Program. This and remainder of the items on the CAC’s June meeting agenda will be taken up in July.

Bicycle Pedestrian Advisory Committee (BPAC) on May 19

Meeting virtually with no physically present quorum, the BPAC heard status reports on:

✓ Transportation Improvement Program (TIP)

  o Members raised no objection to moving forward with the TIP, after receiving clarification about several projects that have been on the TPO’s priority list:

    ▪ Green ARTery Segments D and E – Segments were removed due to the projects being funded through All For Transportation Surtax. Tampa is not seeking federal grants in 2027 because the City is continuing to look for funding sources to implement these projects as soon as possible, and has design underway.
▪ Trailhead beneath Selmon Expressway – This project has been delayed due to construction of a large reclaimed water line as well as the requirement of remediation of contaminated soil at the site.

▪ Rome Ave West River Project – This project is being funded through a BUILD grant, is listed only for illustrative purposes and is being constructed along with stormwater projects.

▪ Green Spine Segment 2B – This has already been constructed along with adjacent stormwater projects.

✓ Regional Trail Priorities
  o Members raised no objection to the regional trail priorities after asking about the Dale Mabry Overpass project. This project is requested to be constructed along with adjacent I-275 improvements.

✓ USF – GreenARTery Trail Study
  o Members asked how equity will be considered in this TPO trail feasibility study that is just getting underway. Staff responded that public outreach and equity are major components of the study, and that the study area is largely a food desert with high concentrations of chronic health conditions and economic disparities.

Meeting of the Livable Roadways Committee (LRC) on May 19

Meeting virtually with no physically present quorum, the LRC heard status reports on:

✓ Transportation Improvement Program (TIP)
  o Members supported the TIP after discussion, with clarification on inquiries regarding congestion mitigation projects, air quality funding, timing of projects, and sidewalk distribution.

✓ McIntosh Road Widening PD&E Study, Advance Notification
  o Members provided comments that the study should look at number of pedestrian crossings and at the project’s relationship to the three schools in the area.

✓ USF – GreenARTery Trail Study - No discussion.

Meeting of the Technical Advisory Committee (TAC) on June 7

A verbal report will be provided at the TPO meeting.
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 much easier on those of us watching the process. The second reading on or after day 55 should mean that House Bill 57, the general transportation bill by Andrade, is dead. Senate Bill 1194, which is the companion bill to HB57 has passed the Senate and is in messages at the House. So, we may see a transportation bill pass, let’s see what happens with SB1194.

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

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

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

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

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

Important Dates for the 2021 Legislative Session

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

This is a summary of transportation related bills filed and published on the legislature’s website as of April 25, 2021. The bills are listed in numerical order for your convenience. As the session progresses and the number of bills tracked in this newsletter grows, this ordering of bills will make it easier to follow the status of any bill you are tracking. All new bills and any updates to bills shown below are in RED so you can quickly distinguish between updates and old news.

HB 35: Legal Notices – (Fine; Co-Introducer: Grieco) – Comparable bill SB 402 by Rodrigues. Provides for website publication of legal notices; provides criteria for such publication; authorizes fiscally constrained county to use publicly accessible website to publish legally required advertisements & public notices; requires government agency to provide specified notice to residents concerning alternative methods of receiving legal notices. Filed in the House. Referred to Civil Justice and Property Rights Subcommittee; Judiciary Committee. On Committee agenda– Civil Justice and Property Rights Subcommittee, 02/03/21, 4:30 pm, Webster Hall. Passed Civil Justice and Property Rights Subcommittee, now in Judiciary Committee. Passed Judiciary, Now on House Floor, 1st Reading. Passed the House YEAS 85, NAYS 34. Sent to the Senate.

HB 53: Public Works Projects – (DiCeglie) – Revises definition of term "public works project"; prohibits state or any political subdivision that contracts for public works project from requiring specified acts by certain persons engaged in such project or prohibiting certain persons from receiving information about public works opportunities. Referred to Government Operations Subcommittee; Public Integrity and Elections Committee; State Affairs Committee. Added to Government Operations Subcommittee agenda. Passed Government Operations Subcommittee. Laid on the table and Committee Substitute filed. Referred to Public Integrity & Elections; State Affairs. Now in Public Integrity & Elections. Passed Public Integrity & Elections. Laid on the table, Amended version filed and referred to State Affairs Committee. Passed State Affairs Committee. This was the final committee so it can head to a full floor vote. The bill received multiple amendments and passed the House. Sent to the Senate.

SB 54: Motor Vehicle Insurance – (Burgess; Co-Introducers: Rouson) – Related Bill HB 273 by Plakon, SB 420 by Hooper and HB 719 by Grall. Repealing provisions which comprise the Florida Motor Vehicle No-Fault Law; revising the motor vehicle insurance coverages that an applicant must show to register certain vehicles with the Department of Highway Safety and Motor Vehicles; revising financial responsibility requirements for owners or lessees of for-hire passenger transportation vehicles; providing an exception to the circumstances under which a person who is damaged may bring a civil action against an insurer; revising coverages subject to premium discounts for specified motor vehicle equipment; specifying persons whom medical payments coverage must protect, etc. APPROPRIATION: $83,651. Referred to Banking and Insurance; Judiciary; Rules. Passed Banking and Insurance; YEAS 10 NAYS 2. Now in
Judiciary. On Committee agenda-- Judiciary, 02/15/21, 2:30 pm, 412 Knott Building. Passed Judiciary; 7 YEAS, 2 NAYS. Now in Rules. Passed Rules, 12 YEAS, 3 NAYS. On the full Senate Floor, on 2nd reading. On Special Order Calendar. Seems stuck on Special Order. The bill has taken on several amendments and has another amendment filed onto it that is waiting to be heard.

**HB 57: Transportation – (Andrade)** – Similar Bill SB 1194 by Hooper. Similar to SB 1500 by Harrell (this bill seems to be moving). Revises provisions relating to motor vehicle sales tax, competitive solicitations, vehicles displaying flashing lights, annual cap on project contracts, airport restrictions, arbitration of contracts by & membership of State Arbitration Board, borrow pit operation, & performance standards for certain extraction locations. Filed in the House. Referred to Tourism, Infrastructure and Energy Subcommittee; Ways and Means Committee; Infrastructure and Tourism Appropriations Subcommittee; Commerce Committee. Added to Tourism, Infrastructure & Energy Subcommittee agenda. Passed Tourism, Infrastructure & Energy Subcommittee. Original reference to Ways and Means Committee; Infrastructure and Tourism Appropriations Subcommittee removed. Now in Commerce Committee. Passed Commerce Committee.

**HB 59: Growth Management – (McClain; Co-Introducer Sabatini)** – Similar Bill SB 496 by Perry. Requires local governments to include property rights element in their comprehensive plans; provides statement of rights that local government may use; requires local government to adopt property rights element by specified date; prohibits local government's property rights element from conflicting with statutorily provided statement of rights; provides that certain property owners are not required to consent to development agreement changes; prohibits municipality from annexing specified areas; requires DOT to afford right of first refusal to certain individuals; provides requirements & procedures for right of first refusal; authorizes certain developments of regional impact agreements to be amended. Filed in the House. Referred to Local Administration and Veterans Affairs Subcommittee; Civil Justice and Property Rights Subcommittee; State Affairs Committee. On Committee agenda-- Local Administration and Veterans Affairs Subcommittee, 02/04/21, 12:00 pm, Sumner Hall. Passed Local Administration and Veterans Affairs Subcommittee 12 YEAS, 6 NAYS. Added to Civil Justice & Property Rights Subcommittee agenda. Passed Civil Justice & Property Rights Subcommittee. Passed out of State Affairs. Now on the House Floor for a full House vote, on 1st reading. On 2nd reading. Passed the House, YEAS 82, NAYS 32. Passed the Senate 38 YEAS, Zero Nays.

**SB 62: Regional Planning Councils – (Bradley)** – Revising a requirement for the Executive Office of the Governor to review and consider certain reports, data, and analyses relating to the revision of the state comprehensive plan; eliminating the advisory role of regional planning councils in state comprehensive plan preparation and revision; repealing provisions relating to the Florida Regional Planning Council Act; authorizing local governments to recommend areas of critical state concern to the state land planning agency, etc. RPCs would be able to host MPOs under the bill as currently written. Referred to Community Affairs; Judiciary; Rules. On Committee agenda-- Community Affairs, 01/26/21, 3:30 pm, 37 Senate Building. CS by Community Affairs; YEAS 6 NAYS 3. Now in Judiciary. Watch this bill to see if it becomes the subject of an amendment to a bill that is moving while on the Senate and/or House Floor.
SB 100: Highway Projects – (General Bill by Appropriations - Harrell) – Repealing provisions relating to applications for funding for technical assistance relating to areas in and around a proposed multiuse corridor interchange; requiring that $35 million transferred to Florida’s Turnpike Enterprise be used for a specified purpose beginning in a specified fiscal year and annually for up to 30 years thereafter; requiring that certain increased revenues be used to fund specified projects beginning in a specified fiscal year and annually thereafter; requiring the department, in coordination with the Florida Turnpike Enterprise, to evaluate certain roadways for development of specific controlled access facilities and to include such projects in the work program, etc. Referred to Transportation; Appropriations. Favorable by Transportation; YEAS 5 NAYS 3, Now in Appropriations. CS by- Appropriations; YEAS 17 NAYS 2. Passed the full Senate; YEAS 39 NAYS 1. To be sent to the House. In the House the bill was referred to Appropriations Committee, passed Appropriations Committee and is now on 2nd reading on the House Floor. Vote scheduled for 04/26/2021.

SB 138: Electric Vehicles – (Brandes) – Related Bill SB 140 by Brandes. Identical Bill HB817 by Toledo. Revising the Department of Transportation’s goals relating to mobility; requiring the department to establish the Electric Vehicle Infrastructure Grant Program; providing for the distribution of grants to certain entities to install electric vehicle charging infrastructure; specifying that certain rules adopted by the Department of Agriculture and Consumer Services may not require specific methods of sale for electric vehicle charging equipment used in, and services provided in, this state, etc. APPROPRIATION: $5,000,000. Referred to Transportation; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations. Passed Transportation, 8 YEAS, Zero NAYS. Now in Appropriations Subcommittee on Transportation, Tourism, and Economic Development. On Committee agenda-- Appropriations Subcommittee on Transportation, Tourism, and Economic Development, 03/23/21, 8:30 am, 110 Senate Building. Passed Appropriations Subcommittee on Transportation, Tourism, and Economic Development; YEAS 11 NAYS 0. Now in Appropriations.

SB 140: Fees/Electric Vehicles – (Brandes) – Related Bill SB 138 by Brandes. Identical Bill HB819 by Learned. Creating additional fees for electric vehicles; creating a license tax and an additional fee for plug-in hybrid electric vehicles; requiring, on specified dates, the Department of Highway Safety and Motor Vehicles to increase the additional fees, subject to certain requirements; providing that certain vehicles are exempt from specified fees, etc. Referred to Transportation; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations. Passed Transportation, 7 YEAS, 1 NAYS. Now in Appropriations Subcommittee on Transportation, Tourism, and Economic Development. On Committee agenda-- Appropriations Subcommittee on Transportation, Tourism, and Economic Development, 03/23/21, 8:30 am, 110 Senate Building. Passed Appropriations Subcommittee on Transportation, Tourism, and Economic Development; YEAS 11 NAYS 0. Now in Appropriations.

HB 139: Electronic Transactions for Title Certificates and Registrations – (Fernandez- Barquin) – Authorizes tax collectors to accept applications for motor vehicle & vessel certificates of title by electronic or telephonic means, to collect electronic mail addresses for use as method of notification, & to contract with vendors to provide electronic & telephonic transactions; provides that electronic signature that meets certain requirements satisfies signature required for application for certificate of title; specifies tax collection systems for which
certain fees may be used for integration with Florida Real Time Vehicle Information System; requires DHSMV to provide tax collectors & approved vendors with certain data access & interface functionality; specifies authorized uses; requires DHSMV to ensure approved vendors protect customer privacy & data collection. Filed in the House. Referred to Tourism, Infrastructure and Energy Subcommittee; Infrastructure and Tourism Appropriations Subcommittee; Commerce Committee. Added to Tourism, Infrastructure & Energy Subcommittee agenda. Passed Tourism, Infrastructure & Energy Subcommittee. Laid on the table, Committee Substitute filed. Referred to Infrastructure & Tourism Appropriations Subcommittee; Commerce Committee. Now in Infrastructure & Tourism Appropriations Subcommittee. Added to Infrastructure & Tourism Appropriations Subcommittee agenda. Passed Infrastructure & Tourism Appropriations Subcommittee. Added to Commerce agenda. Passed Commerce and completed 2nd reading on House Floor. Set for full House Floor vote on 04/20/2021. Passed the House, sent to the Senate. Substituted for SB 754 and passed the Senate. Sent to the Governor.

HB 229: Hazardous Walking Conditions for K-12 Students – (Salzman) – Comparable Bill SB 178 by Cruz. Requires DOT to develop & adopt standards & criteria to identify hazardous walking conditions; Revises provisions relating to the transportation of students subjected to hazardous walking conditions & funding for such students. Filed in the House. Referred to Early Learning and Elementary Education Subcommittee; Tourism, Infrastructure and Energy Subcommittee; Appropriations Committee; Education and Employment Committee. Passed Early Learning & Elementary Education Subcommittee and was amended. Amended version was laid on the table and a substitute version was sent forward. Referred to Education & Employment Committee, passed Education & Employment Committee and sent to the House Floor. On 2nd reading.

HB 267: State Preemption of Seaport Regulations – (Roach; Sirois) – Identical Bill SB 426 by Boyd. Preempts to state regulation of commerce in state seaports; provides exceptions; provides construction. Referred to Tourism, Infrastructure & Energy Subcommittee; Local Administration & Veterans Affairs Subcommittee; Commerce Committee. Now in Tourism, Infrastructure & Energy Subcommittee. Passed Tourism, Infrastructure & Energy Subcommittee, Laid on Table and Committee Substitute taken up. Referred to Referred to Local Administration & Veterans Affairs Subcommittee; Commerce Committee. Now in Local Administration & Veterans Affairs Subcommittee. Passed Local Administration & Veterans Affairs Subcommittee with an amendment. Passed Commerce Committee, headed to House Floor for a full House vote. On Second reading, should mean that it is stopped by House rules since we are now at Day 55.

HB 273: Motor Vehicle Insurance Coverage Exclusions – (Plakon) – Similar to SB54 by Burgess, SB 420 by Hooper and HB 719 by Grall. Provides private passenger motor vehicle policies may exclude identified individuals from specified coverages; provides exceptions. Filed in the House. Referred to Insurance & Banking Subcommittee; Commerce Committee. Now in Insurance & Banking Subcommittee. Favorable by Insurance & Banking Subcommittee. Added to Commerce Committee agenda. Passed Commerce Committee, headed to House Floor for a full House vote. On Second reading, should mean that it is stopped by House rules since we are now at Day 55.
HB 337: Impact Fees – (DeCeglie) – Identical to S750 by Gruters - Specifying instances when a local government or special district may collect an impact fee; requiring local governments and special districts to credit against the collection of impact fees any contribution related to public facilities; providing annual limitations on impact fee rate increases; requiring school districts to report specified items regarding impact fees, etc. Referred to Local Administration & Veterans Affairs Subcommittee; Referred to Ways & Means Committee; Referred to State Affairs Committee. On committee agenda of Local Administration & Veterans Affairs Subcommittee. Passed Local Administration & Veterans Affairs Subcommittee. Now in Ways & Means Committee. Added to Ways & Means Committee agenda. Passed Ways & Means Committee with an amendment. Passed State Affairs Committee, now on House Floor and has been amended on the floor. Substituted for SB 750 and now on 3rd reading.

SB 342: Vehicle and Vessel Registration – (Diaz) – Requiring tax collectors to determine service charges collected by privately owned license plate agents for motor vehicle titles; requiring that additional service charges be itemized and disclosed to the person paying them; requiring a license plate agent to enter into a contract with the tax collector for a certain purpose; requiring tax collectors and approved license plate agents to enter into a memorandum of understanding with the department for a certain purpose, etc. Filed in the Senate. Referred to Transportation; Finance and Tax; Rules. Passed Transportation 7 YEAS, Zero NAYS. Passed Finance and Tax; YEAS 8 NAYS 0. Now in Rules. On Committee agenda-- Rules, 04/06/21, 9:30 am, 412 Knott Building. Passed Rules 16 YEAS, Zero NAYS. Next stop is a full Floor vote, placed on Special Order. Passed the Senate on a floor vote of 40 YEAS, Zero NAYS. Sent to the House. On special order calendar for 04/26/2021.

HB 353: Bicycle Operations Regulations – (Hage) – Identical to SB738 by Baxley - Providing an exception to the requirement that a person operating a bicycle ride upon or astride a seat attached thereto, etc. Filed in the House. Referred to Tourism, Infrastructure & Energy Subcommittee; Commerce Committee. Now in Tourism, Infrastructure & Energy Subcommittee. Added to Tourism, Infrastructure & Energy Subcommittee agenda. Passed Tourism, Infrastructure & Energy Subcommittee. On the House Floor for a full House vote, on 2nd reading. Passed the House; YEAS 115, NAYS 0. Sent to the Senate, substituted for SB 738. Passed Senate 39 YEAS, Zero NAYS.

HB 357: Photographic Enforcement of School Zone Speed Limits – (Duran and Rodriguez) – Authorizes county or municipality to contract with vendor to install cameras in school speed zones to enforce speed limits; provides civil penalty for violation found through recording of photographic images; provides for disposition & use of funds; provides for determination of liability; provides 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. 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 its place.

**SB 738: Bicycle Operations Regulations – (Baxley)** – Identical to HB353 by Hage - Providing an exception to the requirement that a person operating a bicycle ride upon or astride a seat attached thereto, etc. Referred to Transportation; Community Affairs; Rules. On Committee agenda-- Transportation, 02/16/21, 3:30 pm, 110 Senate Building. Passed Transportation; 8 YEAS, Zero NAYS. Now in Community Affairs. Passed Community Affairs. Now in Rules. On Committee agenda-- Rules, 03/18/21, 9:00 am, 412 Knott Building --Not Considered (Note: This usually means that the committee ran out of time before this bill could be considered). Passed Rules; YEAS 17 NAYS 0. On the Senate Floor for a full vote, Placed on Special Order Calendar, 04/01/21. Laid on the table, refer to HB 353. HB 353 Passed both chambers.

**SB 750: Impact Fees – (Gruters)** – Identical to HB337 by DiCeglie - Specifying instances when a local government or special district may collect an impact fee; requiring local governments and special districts to credit against the collection of impact fees any contribution related to public facilities; providing annual limitations on impact fee rate increases; requiring school districts to report specified items regarding impact fees, etc. Referred to Community Affairs; Finance and Tax; Appropriations. On Committee agenda-- Community Affairs, 03/24/21, 8:30 am, 37 Senate Building. Passed Community Affairs; YEAS 5 NAYS 3. On Committee agenda-- Finance and Tax, 03/31/21, 11:00 am, 110 Senate Building. Passed Finance and Tax; 6 YEAS, 2 NAYS. Now in Appropriations. On Committee agenda-- Appropriations, 04/15/21, 9:00 am, 412 Knott Building. Passed Appropriations Committee. Headed to a full Senate Floor vote on 04/21/2021. Laid on the table, refer to HB 337.

**SB 950: Bicycle and Pedestrian Safety – (Book)** – Identical to HB605 by Hunschofsky - Revising and providing requirements for the driver of a motor vehicle overtaking a bicycle or other nonmotorized vehicle, an electric bicycle, or a pedestrian; requiring the Department of Highway Safety and Motor Vehicles to provide an awareness campaign, and include information in certain educational materials, regarding certain safety precautions; exempting a motor vehicle driver from certain provisions relating to no-passing zones when overtaking a bicycle or other nonmotorized vehicle, an electric bicycle, or a pedestrian; revising requirements for vehicles turning at intersections; prohibiting persons riding bicycles in a bicycle lane from riding more than two abreast, etc. Filed in the Senate. Referred to Transportation; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations. On Committee agenda-- Transportation, 03/30/21, 3:30 pm, 110 Senate Building. Passed Transportation; 8 YEAS, Zero NAYS. Original reference(s) removed: Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations. Remaining references corrected to Rules. Now in Rules. Passed Rules. Headed to a full Senate Floor vote on 04/21/2021. Passed the Senate and sent to the House.

**HB 1113: Traffic and Pedestrian Safety – (Fine)** – Similar to SB 1412 by Perry - Requires study to be conducted which recommends installation of specified pedestrian crosswalk before installation occurs; requires pedestrian crosswalk on public highway, street, or road which is located at point other than at intersection with another public highway, street, or road to conform to specified requirements; provides coordination requirements for such devices & signals;

Written almost weekly by Carl Mikyska
FloridaMPOs@gmail.com
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, 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.
Join Forward Pinellas for the

4th Annual

Gulf Coast Safe Streets Summit

November 2-4, 2021

www.GulfCoastSafeStreetsSummit.org

CALL FOR PROPOSALS
The goals of the Gulf Coast Safe Streets Summit are to:

• Collaborate and cooperate with adjacent counties, jurisdictions and MPOs to encourage the implementation of Vision Zero and Complete Streets
• Encourage a safe and accessible transportation system for everyone, no matter how they travel
• Promote regionally significant transportation facilities
• Advocate for safety programs for people of all ages and abilities and all modes of transportation

This year, the Summit will include three specific focus areas – equity, technology and land use. Each of these plays an important role in ensuring our streets are safer for everyone and will be featured throughout the event. Presentations are not limited to the focus areas.

Each year, one of the partner metropolitan planning organizations (MPOs) from the West Central Florida Chairs Coordinating Committee hosts the Gulf Coast Safe Streets Summit. Forward Pinellas is pleased to be the 2021 host agency. The Summit will include virtual speakers, virtual panels, in-person mobile workshops and virtual presentation sessions. The Gulf Coast Safe Streets Summit will be held in coordination with the 2021 Bike Walk Tampa Bay Virtual Summit, which will be held during the same week.

The Gulf Coast Safe Streets Summit encourages safety and accessibility for all travelers in our region, providing an opportunity for education, collaboration and advocacy.

SUBMIT YOUR PRESENTATION ONLINE BY 7/23

Interested in learning more about the Summit or Forward Pinellas?

Sarah Caper
scaper@forwardpinellas.org
(727) 464-5695
www.ForwardPinellas.org
www.GulfCoastSafeStreetsSummit.org

Opportunities to sponsor the summit are available! Contact us to learn more.
The purpose of this email is to give you a heads up of the June 22, 2021 publication of the Notice of Funding Opportunity (NOFO) for the FY 21 Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) program. The NOFO is published in Grants.gov (search using “693JJ321NF00005”) or accessed directly at: https://www.grants.gov/web/grants/view-opportunity.html?oppId=334272. The application due date is August 23, 2021. A webinar covering details of the program and the NOFO is being scheduled and we will follow up with the date and time as well as a link to register for the event. This information will be updated in the Grants.gov listing as well.

As background, section 6004 of the FAST Act created a new section – 503(c)(4) – under title 23 of the United States Code (23 USC 503(c)(4)) to establish the ATCMTD program. The ATCMTD program provides funding to eligible entities to develop model deployment sites for large-scale installation and operation of advanced transportation technologies to improve safety, efficiency, system performance, and infrastructure return on investment. The ATCMTD program is funded at $60 million per year for Fiscal Years 2016 through 2020, for between 5 and 10 awards per year with no more than $12 million to a single grant recipient each fiscal year. This authority was extended by the Continuing Appropriations Act 2021 and Other Extensions Act (P.L. 116-159). Eligible applicants include State or local government or political subdivision thereof, transit agency, MPO (representing populations of more than 200,000), multijurisdictional groups of eligible applicants, and consortium of research or academic institutions.

Please help raise awareness of this opportunity with your many partners.
**Travel Time Reliability**

- Percent Miles Heavily Congested:
  - National Highway System: 16%
  - State Highway System: 27%
  - Freeways: 11%
  - Non-Freeways: 17%

**Daily Vehicle Hours of Delay**

- National Highway System: 48,700
- State Highway System: 52,800
- Freeways: 27,900
- Non-Freeways: 24,900

**Percent Miles Heavily Congested**

- Daily Truck Miles Traveled:
  - National Highway System: 17% (1.5M) (22.1M)
  - State Highway System: 16% (1.6M) (23.1M)
  - Freeways: 27% (1.1M) (13.7M)
  - Non-Freeways: 11% (0.5M) (9.4M)

**Average Job Accessibility by Automobile**

- Within 30 Minutes: 531.7 (thousands)

**Average Job Accessibility by Transit**

- Within 30 Minutes: 8.4 (thousands)

**% Pedestrian Facility Coverage**

- Average: 76.0%

**% Bicycle Facility Coverage**

- Average: 52.0%

NOTE: Please go to Page 3 for measure definitions.
DEFINITIONS

Travel Time Reliability:

**Planning Time Index:** The 95th percentile travel time divided by free flow travel time. A planning time index of 1.5 means a 20-minute trip at free flow speed takes 30 minutes - an informed traveler should plan for the extra 10 minutes to arrive on time. For this reporting, the measure is captured in the peak hour, which is from 5 to 6 pm.

Vehicle On-Time Arrival: The percentage of freeway trips traveling at greater than or equal to five mph below the posted speed limit. In the urbanized areas of the seven largest MPOs, on-time arrival is defined as the percentage of freeway trips traveling at least 45 mph. For arterials, travel time reliability is defined as the percentage of trips traveling greater than or equal to 20 mph. For this reporting, the measure is captured in the peak hour, which is from 5 to 6 pm.

Daily Vehicle Hours of Delay: Delay is the product of directional hourly volume and the difference between travel time at "threshold" speeds and travel time at the average speed. The thresholds are based on Level of Service (LOS) B as defined by FDOT. For the definitions of LOS B, please refer to 2020 Source Book Methodology publication for more details.

Percent Miles Heavily Congested: Arterial segments operating at LOS E or worse in urbanized areas and D or worse in non-urbanized areas; highways operating at LOS E or worse; and freeways operating at 45 mph or worse. For more calculations details, please refer to 2020 Source Book Methodology publication.

Daily Truck Miles Traveled: (for all trucks class 4 through 13): The total number of miles traveled daily by trucks using a roadway system. For truck classifications, please refer to Federal Highway Administration (FHWA) classification.

Daily Vehicle Miles Traveled: The product of a road’s length and its AADT. If a 10-mile-long road has an AADT of 5,000 vehicles, then its daily VMT is 50,000.

Percentage of Pedestrian Facilities: The percentage of pedestrian facilities and shared path coverage along the SHS within the metropolitan planning organization’s (MPO’s) urbanized area.

Percentage of Bicycle Facilities: The percentage of bicycle facilities and shared path coverage along the SHS within the MPO’s boundary, the MPO’s urbanized area, and within the county boundary (or county boundaries if more than one county) that the MPO is comprised of.

Average Job Accessibility by Automobile: The number of jobs accessible within a 30-minute automobile trip for each MPO. The Accessibility Observatory at the University of Minnesota calculated accessibility at the Census block level by measuring the travel time from each block to the neighboring blocks, then summing the total number of jobs that can be accessed within a 30-minute time period. Visit the FDOT Accessibility page for more details.

Average Job Accessibility by Transit: The number of jobs accessible within a 30-minute transit trip for each MPO. The Accessibility Observatory at the University of Minnesota calculated accessibility at the Census block level by measuring the travel time from each block to the neighboring blocks, then summing the total number of jobs that can be accessed within a 30-minute time period. Visit the FDOT Accessibility page for more details.

Three roadway systems are reported: National Highway System (NHS), State Highway System (SHS), and Strategic Intermodal System (SIS).

Sources

FDOT Traffic Characteristics Inventory, FDOT Roadway Characteristics Inventory, 2020 Quality/Level of Service Handbook, and HERE vehicle probe speed.
### FDOT Supplied MPO Mobility Performance Measure Analyses for 2019 (Hillsborough MPO)

#### Hillsborough (MPO Boundary)

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</thead>
<tbody>
<tr>
<td>A: National Highway System</td>
<td>22.1</td>
<td>1,579.5</td>
<td></td>
<td></td>
<td>48.7</td>
<td>17%</td>
<td></td>
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<tr>
<td>B: State Highway System</td>
<td>23.1</td>
<td>1,647.7</td>
<td></td>
<td></td>
<td>52.8</td>
<td>16%</td>
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<tr>
<td>C: Strategic Intermodal System</td>
<td>14.9</td>
<td>1,202.1</td>
<td>97%</td>
<td>1.73</td>
<td>31.6</td>
<td>26%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>D: Freeways</td>
<td>13.7</td>
<td>1,130.4</td>
<td>76%</td>
<td>1.98</td>
<td>27.9</td>
<td>27%</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>E: Interstates</td>
<td>11.5</td>
<td>981.8</td>
<td>73%</td>
<td>2.24</td>
<td>27.2</td>
<td>30%</td>
<td></td>
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<tr>
<td>F: Non-freeways (SHS)</td>
<td>9.4</td>
<td>517.3</td>
<td></td>
<td>24.9</td>
<td>11%</td>
<td>76% 52%</td>
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#### Hillsborough (Urbanized Area Boundary)

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</thead>
<tbody>
<tr>
<td>A: National Highway System</td>
<td>21.5</td>
<td>1,499.8</td>
<td></td>
<td></td>
<td>48.7</td>
<td>18%</td>
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<td></td>
<td></td>
<td></td>
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<tr>
<td>B: State Highway System</td>
<td>22.5</td>
<td>1,553.7</td>
<td></td>
<td></td>
<td>52.8</td>
<td>17%</td>
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</tr>
<tr>
<td>C: Strategic Intermodal System</td>
<td>14.6</td>
<td>1,153.0</td>
<td>96%</td>
<td>1.91</td>
<td>31.5</td>
<td>27%</td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>D: Freeways</td>
<td>13.4</td>
<td>1,083.6</td>
<td>75%</td>
<td>2.02</td>
<td>27.9</td>
<td>28%</td>
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<tr>
<td>E: Interstates</td>
<td>11.3</td>
<td>933.0</td>
<td>72%</td>
<td>2.30</td>
<td>27.2</td>
<td>38%</td>
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<tr>
<td>F: Non-freeways (SHS)</td>
<td>9.1</td>
<td>470.0</td>
<td></td>
<td>24.9</td>
<td>12%</td>
<td>76% 57%</td>
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#### Hillsborough (County Boundary)

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<tbody>
<tr>
<td>A: National Highway System</td>
<td>22.4</td>
<td>1,600.1</td>
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<td>48.9</td>
<td>17%</td>
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<tr>
<td>B: State Highway System</td>
<td>23.5</td>
<td>1,668.4</td>
<td></td>
<td></td>
<td>52.9</td>
<td>16%</td>
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<tr>
<td>C: Strategic Intermodal System</td>
<td>15.3</td>
<td>1,222.8</td>
<td>96%</td>
<td>1.82</td>
<td>31.7</td>
<td>26%</td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>D: Freeways</td>
<td>13.9</td>
<td>1,144.8</td>
<td>74%</td>
<td>2.05</td>
<td>27.9</td>
<td>26%</td>
<td></td>
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<td></td>
</tr>
<tr>
<td>E: Interstates</td>
<td>11.8</td>
<td>996.1</td>
<td>71%</td>
<td>2.30</td>
<td>27.2</td>
<td>34%</td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>F: Non-freeways (SHS)</td>
<td>9.5</td>
<td>523.6</td>
<td></td>
<td>25.0</td>
<td>12%</td>
<td>76% 52%</td>
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</table>

1. These six Annual Measures are reported each year.
2. These four Rotating Measures change every other year. Odd year measures consist of 1) Percent Sidewalk Coverage, 2) Percent Bicycle Lane Coverage, and 3) Average Job Accessibility within a 30-minute car trip and 4) within a 30-minute transit trip.
3. Measures C and D are captured in the peak hour, which is from 5 to 6 pm.
4. SIS On-Time Arrival and Planning Time Index exclude freeways.
Florida Department of Transportation Mobility Measures Program provides valuable information on performance measures for all 27 MPOs in Florida. On an annual basis the MPOs receive reports on ten measures, six measures annually and four rotating measures biennially for the entire MPO boundary, urbanized area within the MPO, and for counties within the MPO. The annual measures, in combination with the rotating biennial measures, cover the spectrum of mobility dimensions and multiple modes. These measures can be used however each MPO sees fit such as in the development of an MPO’s Long Range Transportation Plan, Congestion Management Process, or State of the System Report. The following tables provide high, median, and low ranges for the State Highway System within the MPO boundary. MPOs are categorized as large, medium and small based on their population. The MPOs were distributed into the seven largest, ten medium, and ten small-sized MPOs. For more information, please contact Monica Zhong at Monica.Zhong@dot.state.fl.us or (850) 414-4808.

### Annual MPO Performance Measures by MPO Population Size

**2019 Hillsborough MPO**  
Population 1,444,900

**SHS Daily Vehicle Hours of Delay in Thousands, 2019**

<table>
<thead>
<tr>
<th>Vehicle Hours of Delay (Thousands)</th>
<th>Low</th>
<th>Median</th>
<th>High</th>
</tr>
</thead>
<tbody>
<tr>
<td>Small-Sized MPO (Population ≤ 360,400)</td>
<td>0.3</td>
<td>1.0</td>
<td>4.9</td>
</tr>
<tr>
<td>Medium-Sized MPO (Population 360,400 to 813,700)</td>
<td>0.7</td>
<td>4.6</td>
<td>9.0</td>
</tr>
<tr>
<td>Large MPO (Population &gt; 813,700)</td>
<td>14.5</td>
<td>52.8</td>
<td>199.0</td>
</tr>
</tbody>
</table>

**SHS Percent Miles Heavily Congested, 2019**

<table>
<thead>
<tr>
<th>Percent Miles Heavily Congested</th>
<th>Low</th>
<th>Median</th>
<th>High</th>
</tr>
</thead>
<tbody>
<tr>
<td>Small-Sized MPO (Population ≤ 360,400)</td>
<td>&lt;1%</td>
<td>&lt;1%</td>
<td>7%</td>
</tr>
<tr>
<td>Medium-Sized MPO (Population 360,400 to 813,700)</td>
<td>&lt;1%</td>
<td>1%</td>
<td>3%</td>
</tr>
<tr>
<td>Large MPO (Population &gt; 813,700)</td>
<td>5%</td>
<td>12%</td>
<td>37%</td>
</tr>
</tbody>
</table>

---

1. 2019 MPO Population is derived from FDOT Forecasting and Trends Office which provides population estimates each year based on the population study of the Bureau of Economic and Business Research (BEBR) at the University of Florida.  
2. Seven Largest MPOs include Broward MPO, Hillsborough MPO, MetroPlan Orlando, Miami-Dade TPO, North Florida TPO, Palm Beach TPA, and Forward Pinellas.
## 2019 Hillsborough MPO
Population 1,444,900

<table>
<thead>
<tr>
<th>SHS Daily Vehicle Miles Traveled in Millions, 2019</th>
<th>Vehicle Miles Traveled (Millions)</th>
<th>Low</th>
<th>Median</th>
<th>High</th>
</tr>
</thead>
<tbody>
<tr>
<td>HILLSBOROUGH MPO</td>
<td>Small-Sized MPO (Population$^1$ below 360,400)</td>
<td>1.6</td>
<td>4.3</td>
<td>6.6</td>
</tr>
<tr>
<td></td>
<td>Medium-Sized MPO (Population$^1$ 360,400 to 813,700)</td>
<td>4.2</td>
<td>8.8</td>
<td>12.7</td>
</tr>
<tr>
<td></td>
<td>Large MPO$^2$ (Population$^1$ over 813,700)</td>
<td>10.2</td>
<td>28.3</td>
<td>35.9</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>SHS Daily Truck Miles Traveled in Thousands, 2019</th>
<th>Truck Miles Traveled (Thousands)</th>
<th>Low</th>
<th>Median</th>
<th>High</th>
</tr>
</thead>
<tbody>
<tr>
<td>HILLSBOROUGH MPO</td>
<td>Small-Sized MPO (Population$^1$ below 360,400)</td>
<td>149.6</td>
<td>434.2</td>
<td>939.8</td>
</tr>
<tr>
<td></td>
<td>Medium-Sized MPO (Population$^1$ 360,400 to 813,700)</td>
<td>390.2</td>
<td>907.9</td>
<td>1,365.8</td>
</tr>
<tr>
<td></td>
<td>Large MPO$^2$ (Population$^1$ over 813,700)</td>
<td>380.0</td>
<td>1,820.4</td>
<td>3,118.2</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Freeway On-Time Arrival, 2019</th>
<th>On-Time Arrival</th>
<th>Low</th>
<th>Median</th>
<th>High</th>
</tr>
</thead>
<tbody>
<tr>
<td>HILLSBOROUGH MPO</td>
<td>Small-Sized MPO (Population$^1$ below 360,400)</td>
<td>88%</td>
<td>97%</td>
<td>99%</td>
</tr>
<tr>
<td></td>
<td>Medium-Sized MPO (Population$^1$ 360,400 to 813,700)</td>
<td>85%</td>
<td>93%</td>
<td>97%</td>
</tr>
<tr>
<td></td>
<td>Large MPO$^2$ (Population$^1$ over 813,700)</td>
<td>68%</td>
<td>82%</td>
<td>88%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Freeway Planning Time Index, 2019</th>
<th>Planning Time Index</th>
<th>Low</th>
<th>Median</th>
<th>High</th>
</tr>
</thead>
<tbody>
<tr>
<td>HILLSBOROUGH MPO</td>
<td>Small-Sized MPO (Population$^1$ below 360,400)</td>
<td>1.11</td>
<td>1.14</td>
<td>1.35</td>
</tr>
<tr>
<td></td>
<td>Medium-Sized MPO (Population$^1$ 360,400 to 813,700)</td>
<td>1.12</td>
<td>1.19</td>
<td>1.45</td>
</tr>
<tr>
<td></td>
<td>Large MPO$^2$ (Population$^1$ over 813,700)</td>
<td>1.64</td>
<td>1.91</td>
<td>2.63</td>
</tr>
</tbody>
</table>

$^1$2019 MPO Population is derived from FDOT Forecasting and Trends Office which provides population estimates each year based on the population study of the Bureau of Economic and Business Research (BEBR) at the University of Florida.

$^2$Seven Largest MPOS include Broward MPO, Hillsborough MPO, MetroPlan Orlando, Miami-Dade TPO, North Florida TPO, Palm Beach TPA, and Forward Pinellas