Meeting of the Policy Committee
Tuesday, March 26, 2019, 9:00 AM
18th Floor, Plan Hillsborough Room

I. Call to Order

II. Public Comment – 3 minutes per speaker, please

III. Approval of Minutes – September 25, 2018 and January 29, 2019

IV. Action Items
A. Interlocal Agreement Regarding Transportation Sales Surtax (Cameron Clark, MPO Attorney)

V. Status Reports
A. 2045 Plan: Overview of Needs Assessment Process & Major Projects (Sarah McKinley, MPO Staff)
B. 2045 Plan: Trails Needs Assessment (Wade Reynolds, MPO Staff)
C. 2045 Plan: Outreach Process (Lisa Silva, MPO Staff)

VI. Old Business & New Business
A. Legislative Update
B. Next Meeting May 21, 2019

VII. Adjournment

VIII. Addendum
A. MPO Meeting Minutes & Committee Reports
B. Florida MPO Advisory Council Legislative Update

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

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The Metropolitan Planning Organization (MPO) Policy Committee, Hillsborough County, Florida, met in Regular Meeting, scheduled for Tuesday, September 25, 2018, at 9:00 a.m., in the Boardroom, Frederick B. Karl County Center, Tampa, Florida.

The following members were present:

Harry Cohen, Chairman
Pat Kemp
Guido Maniscalco
Sandra Murman (arrived at 10:11 a.m.)
Cindy Stuart
Joseph Waggoner

Councilman, City of Tampa (Tampa) City Council
Commissioner, Hillsborough County Councilman, Tampa City Council
Commissioner, Hillsborough County Hillsborough County School Board
Tampa Hillsborough Expressway Authority

I. CALL TO ORDER

Chairman Cohen called the meeting to order at 9:02 a.m. and led in the pledge of allegiance to the flag.

II. PUBLIC COMMENT - None.

III. APPROVAL OF MINUTES - AUGUST 28, 2018

Chairman Cohen noted the item was to approve the minutes of August 28, 2018. Councilman Maniscalco moved, seconded by Ms. Stuart, and carried five to zero. (Commissioner Murman had not arrived.)

IV. ACTION ITEMS

a. Transportation Improvement Program (TIP) Amendment: Florida Department of Transportation (FDOT) Grant for Streetcar Free Fares

Ms. Vishaka Shiva Raman, MPO, reviewed a presentation and sought approval of the TIP amendment. After advocating for the TECO Line Streetcar (streetcar) and expounding on amendment benefits, Councilman Maniscalco moved the item, seconded by Commissioner Kemp. In response to Ms. Stuart, Mr. Richard Clarendon, MPO, noted the cost to operate the streetcar was approximately $3 to $4 million a year. Following inquiries on how the expanded streetcar operations would be funded and the current fare, Ms. Stuart wanted to see the communication plan for the item. Chairman Cohen
suggested that be part of the motion to move it forward. **Councilman Maniscalco agreed.** Chairman Cohen believed the streetcar expansion could alleviate congestion issues surrounding the Straz Center for the Performing Arts. Highlighting the rebirth of downtown Tampa, Councilman Maniscalco sought confirmation the free fare would exist for three years and emphasized the convenience of the streetcar. ▶ Commissioner Kemp relayed HART had a rollout plan, praised the streetcar, asked about a grant to expand the streetcar east, and discussed streetcar operations and negotiations with partners. Mr. Waggoner questioned why there was no HART representative present. Chairman Cohen agreed a HART representative should be present at the full MPO meeting. Chairman Cohen summarized the motion was to move the item forward to the full MPO board and have additional representation at that meeting. ▶ **The motion carried five to zero.** (Commissioner Murman had not arrived.)

b. Westshore Transportation Action Plan

▶ Ms. Ann Kulig, The Westshore Alliance Incorporated, relayed a presentation. ▶ Dialogue followed on the high density growth of the Westshore area and the importance of alternative transportation opportunities. Commissioner Kemp asked what the plan incorporated, if the plan would be presented as a resolution, ▶ why costs were not included, about the people moving from the Tampa International Airport, and neighborhood involvement in the plan and believed the Westshore area had potential to be a more walkable area. After expressing the belief that the Westshore area had the space/ability to accomplish the plan, ▶ Chairman Cohen sought a motion. **Councilman Maniscalco so moved, seconded by Commissioner Kemp, and carried five to zero.** (Commissioner Murman had not arrived.)

V. STATUS REPORTS

a. Multimodal Centers Planning

▶ Mr. Ming Gao, FDOT, reviewed a presentation. ▶ Commissioner Kemp felt local multimodal systems should be handled locally, asked for clarity on a map of the University of South Florida intermodal center, solicited information on a downtown Tampa intermodal center, disagreed with median intermodal centers, ▶ was concerned about the investment toward single-occupancy automated vehicles and the prohibition of local agencies using automated transportation
TUESDAY, SEPTEMBER 25, 2018

in mixed traffic, did not want massive parking garages in areas that were inappropriate, and believed the transportation modes presented were expansive. Comments continued regarding parking garages included in the bus rapid transit plan and a presentation from the Brightline.

b. Vision Zero Coalition Next Steps and a Look Back at the Nebraska Avenue Complete Streets Project

Ms. Gena Torres, MPO, shared a presentation on Vision Zero’s future and a lookback at the Nebraska Avenue project. Chairman Cohen announced he would be leaving the meeting. Councilman Miniscalco highlighted the Nebraska Avenue improvements. Chairman Cohen passed the gavel to Vice Chairman Kemp. Dialogue ensued on Vision Zero progress/success and Nebraska Avenue improvements.

c. Tri-County Travel Market Analysis

Ms. Sarah McKinley, MPO, shared a presentation. Commissioner Murman asked why the Tampa Bay Regional Planning Council was being used. Vice Chairman Kemp opined the issues were best addressed locally, wanted the trip flow comparisons to be emphasized to the full MPO board, and believed the MPO should focus on the county.

VI. Old Business and New Business

a. Incentive to Participate in Surveys

Senior Assistant County Attorney Cameron Clark provided background information, advised on incentive legality, and suggested options to proceed. Commissioner Murman did not believe the practice was good optics and wanted Ms. Beth Alden, Executive Director, to present the future incentive marketing materials for review.

b. Other Old or New Business - None.

VII. ADDENDUM

a. MPO Meeting Summary and Committee Report

b. Streetcar Updates Flyer
TUESDAY, SEPTEMBER 25, 2018

VIII. ADJOURNMENT

There being no further business, the meeting was adjourned at 10:46 a.m.

READ AND APPROVED: ___________________________ CHAIRMAN

ATTEST:
PAT FRANK, CLERK

By: ___________________________
    Deputy Clerk

lm
The Metropolitan Planning Organization (MPO) Policy Committee (MPOPC), Hillsborough County, Florida, met in Regular Meeting, scheduled for Tuesday, January 29, 2019, at 9:00 a.m., in the Plan Hillsborough Committee Room, 18th Floor, Frederick B. Karl County Center, Tampa, Florida.

The following members were present:

Pat Kemp, Chairman
Guido Maniscalco
Mariella Smith

The following members were absent:

Cindy Stuart
Joseph Waggoner

I. CALL TO ORDER

Chairman Kemp called the meeting to order at 9:00 a.m. and led in the pledge of allegiance to the flag.

II. PUBLIC COMMENT – None.

III. APPROVAL OF MINUTES – DECEMBER 12, 2018

Councilman Maniscalco moved to approve the minutes, seconded by Commissioner Smith, and carried three to zero. (Members Stuart and Waggoner were absent.)

IV. ELECTION OF COMMITTEE OFFICERS FOR 2019

Assistant County Attorney Cameron Clark solicited nominations for chairman. Councilman Maniscalco nominated Commissioner Kemp. Hearing no other nominations, Commissioner Kemp was elected chairman by acclamation. Attorney Clark called for nominations for vice chairman. Commissioner Kemp nominated Councilman Maniscalco. Hearing no other nominations, Councilman Maniscalco was elected vice chairman by acclamation.
V. ACTION ITEMS

A. Multimodal Level of Service Evaluation

Ms. Sarah McKinley, MPO, provided an item overview and introduced Ms. Jennifer Musselman, Kittelson and Associates, who shared a presentation. After inquiring on key factors/scoring of traffic stress and comparisons to Charlotte, North Carolina, Commissioner Smith spoke on cycling infrastructure in Tuscon, Arizona, standards defining traffic stress, incorporating input from mainstream cyclists, and including critical mass as a safety metric. Commissioner Kemp asked about the initial levels of service, integrating comparisons with Tuscon in the study, and believed cyclists would be willing to participate in data collection. Staff requested the MPOPC recommend approval to the MPO Board. **Councilman Maniscalco so moved, seconded by Commissioner Smith and, seeing no objections, the motion carried unanimously.** (Members Stuart and Waggoner were absent.)

B. MPO Policy Positions for 2019

Ms. Beth Alden, MPO Executive Director, gave a legislative update. Regarding House Bill (HB) 385, Ms. Alden suggested pushing for language that would extricate the County from the bill. Commissioner Smith was apprehensive about future proposal limits and pondered the scope of the bill. Discussion ensued. Chairman Kemp affirmed the MPOPC opposed the HB 385 language limiting surtax expenditures and questioned the consistency of the bill with federal law relating to the structure of MPOs. Ms. Alden solicited additional concerns to be incorporated in her letter to the MPO Board. Chairman Kemp and Councilman Maniscalco argued against red light cameras. Dialogue continued. Ms. Alden confirmed the MPOPC’s direction was to draft a letter to bring back for the MPO Board’s consideration to see if she had the language right expressing everything the MPOPC told her that day. **Councilman Mansicalco so moved, seconded by Commissioner Smith, and carried three to zero.** (Members Stuart and Waggoner were absent.) Commissioner Smith sought verification the letter would address increasing penalties for accidents involving vulnerable road users. Chairman Kemp opined on charges related to drag racing.
VI. OLD BUSINESS AND NEW BUSINESS

A. Correspondence: Florida Department of Transportation Tentative Work Program Adjustments

Ms. Alden presented the item. Commissioner Smith sought clarification on the stipends referenced in background material.

B. Bicycle/Pedestrian Advisory Committee (BPAC) Motion of December 12, 2018

Ms. Alden and Mr. Wade Reynolds, MPO, explained the item. Commissioner Kemp verified the scope of the motion and supported changes to the process. Ms. Alden advised the MPO would typically communicate the motion in the form of a letter to the jurisdictions that the MPO requested the opportunity for the BPAC to look at trail relocation requests. Commissioner Smith moved the letter, seconded by Councilman Maniscalco, and carried three to zero. (Members Stuart and Waggoner were absent.)

C. Regional Planning Best Practices Study – Next Steps

Ms. Alden touched on the item. Chairman Kemp asked about streamlining regional planning, spoke on perceived service duplication with regional planning agencies, and solicited recommendations for moving forward. Discussion ensued on the Tampa Bay Transportation Management Area and MPO Chairs’ Coordinating Committee (CCC). Commissioner Smith wondered if the idea of merging MPOs was still being considered, which Ms. Alden addressed. Chairman Kemp queried what action the MPOPC could take, felt trails should be under the purview of the MPO CCC, and believed the MPO CCC should meet quarterly. Dialogue continued.

D. Executive Director Annual Evaluation Process

Attorney Clark expounded on the process. Noting difficulty completing previous evaluations as designed, Commissioner Kemp inquired if the process could be changed. Ms. Alden suggested Attorney Clark distribute the questionnaire to the committee members and solicit feedback.

E. Next Meeting: March 26, 2019

Chairman Kemp stated there would be no February 2019 meeting.
TUESDAY, JANUARY 29, 2019

VII. ADDENDUM
   A. MPO Committee Reports, December 2018
   B. Special Briefing Number One on Community Impacts, Tampa Bay
      Next: January 31, 2019, 4:00 p.m. to 6:00 p.m., 26th Floor,
      Open House Format
   C. Notices of Funding Opportunity

VIII. ADJOURNMENT

There being no further business, the meeting was adjourned at 10:21 a.m.

READ AND APPROVED: ______________________________
CHAIRMAN

ATTEST:
PAT FRANK, CLERK

By: _______________________
   Deputy Clerk

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Board & Committee Agenda Item

**Agenda Item**
Interlocal Agreement Regarding Transportation Sales Surtax

**Presenter**
Cameron Clark, MPO Attorney

**Summary**
To implement Section 11.04 of Hillsborough County Home Rule Charter Amendment XI, an interlocal agreement is needed between Hillsborough County and other entities regarding distribution of the surtax proceeds. The agreement expresses the intent of the parties – Hillsborough County, City of Tampa, City of Plant City, Temple Terrace, HART, and the MPO – to implement the provisions of the Charter Amendment in a collaborative manner. A draft agreement is being reviewed by the parties’ attorneys. The MPO Attorney will provide an overview of the provisions of the draft agreement, and will seek a recommendation from the committee.

**Recommended Action**
Identify any adjustments to the agreement that may be needed, and recommend the MPO Board approve the draft agreement.

**Prepared By**
Beth Alden, AICP

**Attachments**
Draft Interlocal Agreement Regarding Transportation Sales Surtax (to be distributed at meeting)
Board & Committee Agenda Item

**Agenda Item**
2045 Plan: Overview of Needs Assessment Process & Major Projects

**Presenter**
Sarah McKinley, MPO Staff

**Summary**
This will be an overview on the Long Range Transportation Plan (LRTP) update, starting with a review of the current *Imagine 2040 Plan*. This Plan embodied a major change from previous LRTPs in focusing on performance-based planning, and it provides a template for the 2045 update. Similar performance-based categories of projects will remain (preserve the system, reduce crashes & vulnerability, minimize traffic for drivers & shippers, real choices when not driving, and major projects), and as before, the categories are not prescriptive but designed to allow local and state implementers to have flexibility in pursuing projects that contribute to improving performance of the system by 2045. The category that does require specific projects to be identified – per federal regulations for LRTPs – is “Major Projects for Economic Growth,” which includes road widening, fixed guideway transit, and other big-ticket items. These major projects are typically included in regional travel demand model analyses that are used by the MPOs of this region to develop the Needs Assessment.

All of the MPO advisory committees play an important role in assessing the performance of the transportation system; implementing or guiding the implementation of the adopted LRTP; and guiding the 2045 update, including identification of needs and priorities for funding. The Technical Advisory Committee is particularly involved with the Major Projects for Economic Growth. Input on the Major Projects will also be sought from the Planning Commission, which is slated to discuss in May the relationship between land use decisions and the future transportation network.

**Recommended Action**
Discussion of Major Projects to be considered and evaluated in the 2045 Plan

**Prepared By**
Gena Torres

**Attachments**
Slide presentation
2045 Long Range Transportation Plan
Overview of Needs Assessment Process

March 2019

Looking back at the 2040 Plan Update

- Grouped projects into categories of investments
- Focused on supporting economic growth
- Performance and outcome-based methods
- Estimating revenues
2040 brought in the “Buckets” of Projects

LRTP Needs Assessment = Investments That…..

Preserve the System
Reduce Crashes & Vulnerability
Minimize Traffic for Drivers & Shippers
Real Choices When Not Driving

Less prescriptive, based on most pressing need, outcomes integrated into decisions on priorities

Preserve the System
- Road resurfacing schedule
- Bridge repair schedule
- Vehicle replacement schedule

Reduce Crashes & Vulnerability
- Total crashes, fatal crashes, and walk/bike crashes
- Economic impact of a major storm

Minimize Traffic for Drivers & Shippers
- Peak-hour travel time reliability
- Affected truck trips

Real Choices for Non-Drivers
- People & jobs served by the bus system and trail/sidepath network

For the first 4 buckets, the public weighed in on their desired performance outcome linked to funding levels,

For example….
Preserve the System – Road Resurfacing

Repave How Often?
Current funding allows for roads to be repaved every 50 years, on average countywide. Preferred goals are:

- City of Tampa: 14 years on average, all roads
- FDOT highways: 17 years
- Hillsborough County: Major roads 15-17 years, Local roads 25 yrs
- Plant City: 20 yrs typical, 10 yrs on heavily travelled roads

Investment Level | Annual Costs ($ in 2014)
--- | ---
**Level 1**
Scenario 1 | $28 million
Scenario 8a | $54 million

Reduce Crashes & Vulnerability – Vulnerability Reduction

<table>
<thead>
<tr>
<th>Investment Level</th>
<th>Benefits and Costs</th>
</tr>
</thead>
</table>
| **Level 1**
Scenario 1 | $31 Million per year
Continue today’s stormwater drainage improvement programs
Category 3 storm impacts:
- 8 weeks major roads may be unusable
- $286 million economic loss
| **Level 3**
Scenario 8b | $39 Million per year
Continue today’s stormwater drainage, plus:
raise road profiles, enhance base, protect shorelines from wave damage
Category 3 storm impacts:
- 3 weeks major roads may be unusable
- $119 million economic loss (cut in half)

Economic losses cut in half

Wave attenuation device (left)
For the last bucket, Major Projects for Economic Growth, the public was shown:

- previously identified needs
- study recommendations
- over-capacity roads around key economic spaces

and asked if they supported those or not.

For example....
Why does this matter? Because the TIP is based on Imagine 2040 Plan categories and performance.

- Agencies submit projects that meet the intent of those buckets, and that help improve the bucket’s performance in the long run.

- Agencies take action on MPO study recommendations that may qualify for funding in the buckets (it is up to an implementer to submit a project for funding).

For example....
Reducing Crashes & Vulnerability

- George Rd from Dana Shores Dr to Town'n'Country Greenway, added PE FY23
- I-275 from Grace St to W Arch St (cul-de-sac and trailhead), added CST FY19
- Reynolds St from Turkey Creek Rd to Alexander St, sidewalk, added ROW FY20, CST FY22
- Kennedy Blvd from West Shore Blvd to Woodlynne Ave, added PE FY19, CST FY21
- Florida/Tampa St from Tyler St to MLK Blvd, added PE FY19

We sought the TAC’s input for Major Projects to model

- FDOT Strategic Intermodal System (SIS) Needs Assessment
- Community Transportation Plan
- Fixed-Guideway Transit Guidance
- Tri-County Vision
- WHAT'S MISSING???
Previous HART Transit Development Plan:
6 additional MetroRapid Routes

TBARTA Regional Transit Feasibility Plan

STEP 3 EVALUATION: FIVE ALTERNATIVES

- I-275 Rubber Tire
- I-275 Urban Rail
- CSX Rubber Tire
- CSX Urban Rail
- CSX Commuter Rail

2017 LAND USE
- Employment
- Population density

2017 MOBILITY AND CONGESTION
- New riders
- Annual ridership

2017 ENVIRONMENTAL BENEFITS

2017 COST EFFECTIVENESS
Modern trams can run on the existing TECOline Historic Streetcar track, and could navigate into the I-275 median for a quick ride to a Westshore Intermodal Center.

2014 estimates:
Modern Tram Capital Costs = $320m to $420m
Modern Tram Annual O&M = $5.7m
Laurel Street Bridge = $20m to $25m

Streetcar Extension Concept (2014)

Freight Track Reuse Concept (2014)

Putting railroad-safe passenger cars on existing rail track would reduce the price of rail by 50% or more from the previous Light Rail proposal, which required new track, new ROW, and expensive crash barriers.

If CSX is not amenable, modern tram on-street is an alternative.

DMU Capital Costs
= $175m to $228m
DMU Annual O&M
= $5.4m
Modern Tram Capital Costs
= $280 to $360m
Modern Tram Annual O&M
= $4.0m

DMU (Diesel Multiple Unit) crashworthy self-propelled vehicle operating in Dallas Ft Worth area
**Tri-County Vision**

- Encourage in local comprehensive plans
- Consider options for incorporating rail
- Continue to explore elevated express lane projects
- Focus on bottlenecks, walk/bike modes, technology advances

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**2045 LRTP Update at a glance**

- Public outreach on scenarios
- Goals, Objectives, Policies
- Finalizing datasets
- Draft Needs Assessment
- Public outreach on priorities
- Plan adoption
Board & Committee Agenda Item

**Agenda Item**
2045 Long Range Transportation Plan Trail Needs Assessment

** Presenter**
Wade Reynolds, MPO Staff

**Summary**
The 2040 LRTP embodied a major change from previous LRTPs and provides a template for the 2045 update. Similar categories of projects will remain (preserve the system, reduce crashes & vulnerability, minimize traffic for drivers & shippers, real choices when not driving, and major projects), and as before, are not prescriptive but designed to allow local and state implementers to have flexibility in pursuing projects that contribute to improving performance of the system by 2045.

Real Choices When Not Driving includes trail projects as well as transit and Transportation Disadvantaged services. This discussion will focus on the need and funding for trail projects through the 2045 horizon year of the plan.

**Recommended Action**
Discussion of Trail Projects in the 2045 LRTP update

**Prepared By**
Wade Reynolds

**Attachments**
2040 LRTP Trail Needs Assessment
4.0 Trail and Sidepath Network

Considerable progress has been made throughout Hillsborough County in providing sidewalks and on-road bicycling facilities, such as striped lanes and shared-lane arrows. In the last few years, demand has grown for protected bike lanes, which are physically separated from traffic. The separation could be a curb, flexible posts, planters, green boulevard areas, or some other means. National surveys point to 10 percent or less of the population feeling safe and comfortable bicycling on the paved shoulders of roads. Expanding the availability of protected walk/bike facilities could attract a much wider user base.

This analysis focuses on two types of protected walk/bike facilities: paved multi-use trails and paved sidepaths. Trails are completely separated from roads; an example is the Upper Tampa Bay Trail, built on a former rail corridor. A sidepath is also paved but is located in a road right-of-way, along one side; an example is the paved path along the south side of Bruce B. Downs Boulevard in New Tampa. Hillsborough County at present has approximately 80 miles of paved trails and sidepaths, which are mostly in parks.

4.1 Data Collection and Review

The MPO’s GIS database of highway and trail segments was used as the basis for this analysis. The database integrates data from multiple sources, including the Hillsborough County and Tampa Greenways Plans, Tampa Walk-Bike Plans, Temple Terrace multimodal plans, recent traffic volume counts by FDOT and the MPO, and community plans prepared by the Planning Commission.

4.2 Performance Measures Methodology

Pedestrian Level of Service (PLOS) and Bicycle Level of Service (BLOS) are defined as quantitative measures that represent the pedestrian’s or bicyclist’s point of view. Trails and sidepaths are both typically considered high PLOS/BLOS facilities. The performance measures used in this analysis were the numbers of residents and workers with access to excellent or good PLOS and BLOS facilities.

For sidepaths, the PLOS and BLOS measures were calculated based on FDOT’s 2013 Quality/Level of Service Handbook. Four variables are considered for the pedestrian LOS along a roadway:

- Presence of a paved walkway;
- Amount of separation and presence of barriers between the walkway and vehicular traffic;
- Traffic volume on the adjacent road; and
- Posted speed limit for vehicles.

Five variables are considered for the bicyclist LOS:

- Average effective width of the outside through lane,
- Motorized vehicle volumes,
- Motorized vehicle speeds,
- Percent of heavy vehicles (trucks), and
- Pavement condition.

In this analysis, if both a sidewalk and sidepath are provided along a highway segment – one on one side, one on the other side, as on US 301 in Riverview – the higher score was used for that segment.

For off-road trails, the above methodology was also used, so as to remain comparable to the scoring of sidepaths; but the roadway traffic volume was set to one vehicle per day, and the posted speed to zero.
miles per hour. In this analysis, trails received a PLOS/BLOS of “A” if they are 12 feet or wider, and grade “B” if less than 12 feet.

The number of residents and employees with access to a high LOS facility was defined as the population living or working within a ¼-mile of a PLOS/BLOS “A” or “B” facility in the year 2040. Future year population and employment by travel analysis zone (TAZ) were prepared by the MPO and can be found in the 2040 Socioeconomic Data Forecasting and Scenario Planning Technical Memorandum.

4.3 Investment Levels Methodology

Opportune locations for new trails and sidepaths are identified in the Hillsborough County and Tampa Greenways plans, community plans adopted by Hillsborough County, and the 2035 LRTP. Typical per-mile costs for trail and sidepath construction were estimated based on recent actual local project costs, and applied to these potential new trail and sidepath corridors, giving each a preliminary cost estimate.

The trail/sidepath investments were prioritized primarily based population density, with an eye to common-sense connectivity. The county’s 700+ zones were sorted into quintiles based on population density, and trails/sidepaths passing within ¼ mile of a higher density zone received a higher score.

The trails/sidepaths were then grouped into three investment levels, as listed and illustrated in Appendix D.
Figure 6. Trail and Sidepath Needs Assessment
Benefits Analysis Results

In summary, higher levels of investment increase residential and employee access to trails and sidepaths. The costs and benefits associated with each investment level are described below and in Table 3.

- **Low Investment Level**: maintains the current spending level of $2 million annually ($40 million over 20 years). Under this investment level, 40 more miles of paved trails and sidepaths will be added. Even if high density areas are prioritized, only 16 percent of the population will live near a good or excellent walk/bike facility (PLOS/BLOS “A” or “B”) in 2040. Because jobs tend to be more centrally located, 29 percent of future employees will be near a good or excellent walk/bike facility.

- **Medium Investment Level**: assumes an investment of $7 million annually ($140 million over 20 years) and results in the construction of 136 miles of paved trails and sidepaths. Based on this level of investment, 23 percent of the population will live near a good or excellent walk/bike facility and 35 percent of jobs will be located near a good or excellent walk/bike facility.

- **High Investment Level**: assumes an investment of $12 million annually ($240 million over 20 years) and results in the construction of 232 miles of paved trails and sidepaths. This level of investment expands the trail/sidepath network out into the rural and lower-density suburban areas. Based on this level of investment, 25 percent of the population will live near a good or excellent walk/bike facility. In addition, 37 percent of jobs will be located near a good or excellent walk/bike facility.

### Table 3: Benefits and Costs of Investment Levels

<table>
<thead>
<tr>
<th>Investment Level</th>
<th>Capital Cost</th>
<th>Statistics</th>
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</thead>
<tbody>
<tr>
<td>Low</td>
<td>$39,902,854</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Performance Measures</td>
<td>A-B</td>
</tr>
<tr>
<td>Level of Service</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Facility</td>
<td>PLOS</td>
<td>BLOS</td>
</tr>
<tr>
<td>Countywide population near trails*</td>
<td>17%</td>
<td>16%</td>
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<tr>
<td>Countywide jobs near trails</td>
<td>29%</td>
<td>27%</td>
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<tr>
<td>Medium</td>
<td>$140,406,778</td>
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<tr>
<td></td>
<td>Performance Measures</td>
<td>A-B</td>
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<tr>
<td>Level of Service</td>
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<tr>
<td>Facility</td>
<td>PLOS</td>
<td>BLOS</td>
</tr>
<tr>
<td>Countywide population near trails</td>
<td>23%</td>
<td>22%</td>
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<tr>
<td>Countywide jobs near trails</td>
<td>35%</td>
<td>34%</td>
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<td>Performance Measures</td>
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<td>Level of Service</td>
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<tr>
<td>Facility</td>
<td>PLOS</td>
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<tr>
<td>Countywide population near trails</td>
<td>25%</td>
<td>24%</td>
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<tr>
<td>Countywide jobs near trails</td>
<td>37%</td>
<td>37%</td>
</tr>
</tbody>
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Note: Includes sidepaths and trails; “near” defined as within ¼ mile
Board & Committee Agenda Item

Agenda Item
2045 Plan: Outreach Process

Presenter
Lisa K. Silva, MPO Staff

Summary
During 2018, It's TIME Tampa Bay was implemented as a collaboration of the Metropolitan Planning Organizations of Hillsborough, Pasco, and Pinellas counties. Federal law requires MPOs to evaluate trends, project future growth, and identify fiscally constrained multimodal transportation investments for at the next 20 years as part of their Long-Range Transportation Plan (LRTP) update.

It’s TIME Tampa Bay represents the first tri-county planning initiative the three counties have undertaken as part of the LRTP planning process. Each MPO is utilizing the results of the tri-county public outreach (Phase 1) effort to help identify county-specific and inter-county projects that support and enhance regional mobility.

Based on the Phase 1 survey results about various growth scenarios, staff has drafted a Tri-County Vision Map (also referred to as the “hybrid scenario”) and designed an outreach plan to seek more detailed input on specific projects and priorities in our county, as Phase 2: It’s TIME Hillsborough.

The entire outreach plan has been designed with a focus on increasing response from our Communities of Concern. Given the record-breaking success of the Phase 1 outreach efforts using MetroQuest, an online survey platform, the same platform is proposed to be used for Phase 2: It's TIME Hillsborough. The MetroQuest survey platform provides the public the opportunity to weigh in on priorities, land use strategies and a variety of potential roadway and transit projects, community development and funding options.

The results of this survey will help the MPO team identify the best ideas, projects, and policies to be adopted into the 2045 LRTP, due to be completed in November 2019.

Recommended Action
None

Prepared By
Lisa K. Silva, AICP, PLA

Attachments
None
MPO Board Meeting of Tuesday, February 5, 2019 - CORRECTED

CALL TO ORDER, PLEDGE OF ALLEGIANCE & INVOCATION

The MPO Chairman, Commissioner Les Miller, called the meeting to order at 9:03 a.m., led the pledge of allegiance and gave the invocation. The regular monthly meeting was held at the County Center in the 26th Floor Conference Room.

The following members were present:

Trent Green, Mayor Mel Jurado, Commissioner Pat Kemp, Charles Klug for Paul Anderson, Joe Lopano, Mayor Rick Lott, Councilman Guido Maniscalco, David Mechanik, Commissioner Les Miller, Commissioner Kimberly Overman, Commissioner Mariella Smith, Cindy Stuart, Councilman Luis Viera, and Joe Waggoner.

The following members were absent:

Councilman Harry Cohen and Commissioner Ken Hagan.

APPROVAL OF MINUTES – January 8, 2019

A motion was made by Mr. Joe Lopano to approve the minutes of January 8, 2019. The motion was seconded by Commissioner Kemp and carried unanimously.

PUBLIC COMMENT

There were no public comments.

COMMITTEE REPORTS, ONLINE COMMENTS

Ms. Gena Torres, Executive Planner, provided a summary of committee reports, email and Facebook comments received from citizens.

The committees discussed the following action items:

1. The 2019 Performance Safety Targets were approved by committees. Questions were raised about speed reduction strategies, the funding needed to meet the goals, and how targets fit into the statewide target of zero deaths.
2. The Southshore Transit Re-Evaluation; given the passage of the transportation referendum, members were interested in knowing when the study’s recommendations would be implemented by HART.
3. Policy Committee acted on legislative positions for 2019 and discussed the implications of several bills. The committee directed staff to prepare a letter to the Hillsborough County Legislative Delegation Chair, Senator Rouson that was included in the agenda packet for Board discussion.

The committees approved and forwarded for MPO Board approval the following:

1. Multimodal Level-of-Service Evaluation;
2. Letter requested by BPAC to be sent to local governments offering to review proposals for trail realignments.

The Policy Committee directed staff on next steps in regional planning and coordination. Concerns were expressed about duplication of efforts and unnecessary bureaucracy. Staff suggested streamlining the regional process with a consolidation of the TMA Leadership Group and the MPO Chairs’ Coordinating Committee.

The BPAC held elections for 2019 and elected Jonathan Forbes as Chair, Tony Monk as Vice Chair, and Jim Shirk as Officer at Large. The Intelligent Transportation Systems Committee held elections, as well, and re-elected Vik Bhide as Chair, Brian Gentry as Vice Chair, and Vinny Corrazza as Office at Large.

The committees received reports on the Heights Mobility Study, what the referendum outcome could mean for the MPO, expressway conversion projects in Rochester and in Dallas, 2045 LRTP Revenue Projections, and media framing of fatal bicycle crashes.

The following email remarks were provided to board members with their meeting material:

- City of Tampa employee wrote in appreciation of the MPO’s community gardens initiative.
- Dale Tindall emailed supporting the extension of the Suncoast Parkway to Jacksonville
- Nicole Perry was disappointed in learning that the historic home she was negotiating to purchase and preserve from FDOT in Tampa Heights would be impacted by 2 of the 4 interchange options.
- Walter Slupecki was concerned with the governor’s plan for expansive toll roads being costly and wasteful and asked that the Tampa Bay Next project be removed from the TIP.
- Concerned about economic impact, Natasha Goodley with the East Tampa Community Revitalization Partnership wrote Sec. Gwynn in opposition to the closure of the Floribraska exit.
- Wanda Vinson emailed about safety concerns around MacFarland Park Elementary.
- Angela Beers and Kaitlyn Ranze both emailed about the traffic congestion on US41 from Symmes to East Bay and supports funding recommendations out of the Southshore Transit Reevaluation.
- Chris Vela emailed about the timing of FDOTs deliverables.
- Tony Monk, BPAC Chair, was concerned with terminology of the safety targets and suggested rephrasing the “target” to “expected outcomes” since a target denotes a desired number.
- Sharon Calvert asked for the meeting invitation, attendees, notes, minutes for the All 4 Transportation Brainstorming Session held December 18, 2018.
- David DiMarco, officer with TPD, thanked Wade Reynolds and BPAC members for their enthusiastic participation in the Gasparilla Children’s’ Bike Rodeo.

The following people made remarks on Facebook:

- In viewing the display boards of the downtown interchange alternatives, Rick Fernandez posted that TBX is not gone.
- Chris Vela commented regarding the letter to the legislature that any inclusion of support for tolled lanes should be removed.

There were no questions following the committee reports and online comments.
**CONSENT AGENDA**

A. Committee Appointments  
B. Multimodal Level-of-Service Evaluation  
C. MPO Bylaws Amendment  
D. Letter Requested by BPAC on Review of Trail Realignments  

A motion was made by Commissioner Kemp to approve the Consent Agenda. The motion was seconded by Commissioner Smith and carried unanimously.  

**ACTION ITEMS**

A. 2019 Safety Performance Targets  

Johnny Wong, MPO Staff, presented the performance targets. Under the MAP-21 legislation, the Federal Highway Administration (FHWA) requires state DOTs and MPOs to adopt performance targets for five safety measures. Federal reporting requires that the measures and targets are calculated using a prescribed five-year rolling average ending prior to the year that the targets are set. August of 2017, the Florida Department of Transportation (FDOT) set a statewide target of zero traffic deaths. Whereas achieving zero traffic deaths is the long-term aspirational goal of the Hillsborough MPO, the FHWA has encouraged MPOs to select realistic targets based on data analysis. Using a methodology developed for the Imagine 2040 Long Range Transportation Plan to predict performance based on different investment levels for safety projects, targets have been calculated for calendar year 2019.  

By February 27, the MPO must establish safety targets for calendar year 2019. The deadline of February 27, 2019 is significant because any changes, amendments, or updates to the Transportation Improvement Program or Long Range Transportation Plan will require staff to include the stated performance measures and targets. It is anticipated that by the end of 2020, FDOT will review the targets and determine whether or not progress has been made, and FHA will do the same with FDOT’s statewide targets.  

If the surtax revenue is added to the existing safety funding, that would be enough to fund roughly seven safety projects, similar to the recent Fletcher Ave project, annually.  

A long-range target was not required by FHWA. Achieving a 51% crash reduction over time represents the upper limit of the forecast range, and hence, is the MPO’s aggressive estimate. To meet that goal by 2040, crashes would have to be reduced by 3.4% each year.  

Based on the adopted goal of reducing crashes 51% by 2040, recommended 2019 Safety Targets call for an average annual reduction of at least 3.4%:  

- For fatalities in 2019, not to exceed 163  
- For the five-year fatality average, not to exceed 188  
- For the five-year serious injuries average, not to exceed 1,354  
- For the five-year nonmotorized fatalities and serious injuries, not to exceed 229  
- For the five-year fatalities per 100M vehicle miles traveled, not to exceed 1.33  
- For the five-year serious injuries per 100M vehicle miles traveled, not to exceed 9.55  

(Cindy Stuart arrived at 9:20 a.m.)  
(Councilman Guido Maniscalco arrived at 9:26 a.m.)  

Following the presentation, Commissioner Miller wanted to know if research was done on where most of the fatalities took place and commented on 2016 being the record year for fatalities and also the year that work was completed on Fletcher Avenue. Dr. Wong did not have the information available and stated that Gena Torres is working on an upcoming study looking at safety issues county-wide comprehensively, and
the geographic location of some of the crashes should be included. Safety issues for the State of the System Report will be presented at the next Board meeting.

Mr. Lopano inquired about the Level 2.5 funding scenario referenced in the presentation and wanted to know if the Board approves the recommended action, how much money will be allocated from the one cent sales tax to achieve the goals? Dr. Wong was unable to provide a figure and stated the portion of the sales tax money that goes towards safety is part of the 54% set aside for road improvements. 27% of that 54% is allocated specifically for safety projects. There may also be some safety benefits from projects that fall into the sidewalk and bike facility improvements category.

Mr. Lopano wanted to know if the Independent Oversight Committee (IOC) will approve projects that are within the specified scope. Commissioner Miller stated that appointees from Hillsborough County, City of Tampa, City of Temple Terrace, Plant City, and HART will make up the committee. Mr. Lopano inquired about the process of the IOC approving projects. Commissioner Miller stated that the boards and the city councils will make recommendations to the IOC recommend projects and send those to the IOC, and the IOC will not say “you can't do this, you can do that,” but will make sure the list of projects is within make decisions based on the guidelines of the law.

Commissioner Overman wanted to know if there were determining factors that caused the spike in fatalities between 2014 and 2016. Dr. Wong stated that combined factors are probably responsible for the rise. He also stated that the National Highway Traffic Safety Administration produced a report stating that incidents of distracted driving increased significantly during that period. Commissioner Overman wanted to know if land use code is being taken into consideration for safety recommendations. Beth Alden responded and stated the types of crashes are different on different corridors, and the issue of limited access in and out of developments puts a lot of pressure on specific intersections. MPO staff will work with local governments on how to make the high crash intersections safer.

Mr. David Mechanik followed up on Mr. Lopano’s comments and stated that the referendum already has a category that the local governments are obligated to spend and call safety improvements. He wanted to know if it was being suggested to spend more than the allocation to achieve the goals. Dr. Wong stated that the allocation of the general revenue portion of the surtax comes almost directly out of the funding categories that were identified in the 2040 LRTP. So, the funding allocation that was used to project the crash figures, that exact same amount of money that was identified was what is made available through the language of the surtax amendment. Mr. Mechanik also wanted to know does the MPO Board action have any effect on the choice of projects that the local government might choose. He does not want the MPO Board to impede a discretionary process that will continue as a result of the referendum. Dr. Wong stated that the jurisdictions will assemble their own work programs outlining how they intend to spend the surtax revenue that will be allocated to them. As long as it meets the criteria spelled out in the Surtax Amendment, the Independent Oversight Committee is free to select safety projects.

Mr. Waggoner wanted to know what dollar amount was used to come up with the 51% safety increase forecast. The safety category is 27% of 54% of the surtax proceeds, and Ms. Alden stated that was approximately $45 million a year. The estimates are a few years old and the LRTP will be updated this year.

Commissioner Kemp stated that the MPO does not dictate to jurisdictions what they should do, but can provide recommendations.

A motion was made by Commissioner Kemp to approve the 2019 Safety Performance Targets. The motion was seconded by Commissioner Overman.

Commissioner Kemp wanted to know if there were penalties for not meeting the standards and wanted to know how school safety plays into identifying the areas for improvements. Mrs. Stuart stated that the
school district does not transport students within two miles of their school. The State was asked again this year through the Legislature to look at the hazardous walking condition legislation. Funding is always the biggest challenge in the school district.

Commissioner Smith inquired about the 3.4% annual fatality reduction. Dr. Wong stated that we are overachieving in reducing crashes, but some years we may not do as well. A lot depends on external factors that are difficult to estimate. Commissioner Smith also wanted to know how much it would take to get to the goal of Vision Zero in 20 years. Dr. Wong was unable to provide cost estimates for the inquiry, but stated as we get closer to achieving a target of zero, the cost of making a marginal improvement will probably go up considerably. He also stated that this would require an analysis by a Safety Economist.

Mr. Mechanik requested clarification of the consequences of failure to meet the goals, since it was stated that there were none. Ms. Alden stated if the State is making progress towards the targets that are set, then there are no penalties. The penalty that Federal Highway could apply if it found a state was not making progress, would be less flexibility in the use of federal funds.

Commissioner Overman stated that the Hillsborough BOCC adopted Health in All Policies, which also supports Vision Zero; therefore, it would be a violation by not following those types of protocols. The school system’s circumstance that has caused children to be at risk should be a priority. She wanted to know when the safety goals are set, will there be room among the stakeholders to adjust addressing the risk that school children are in. Dr. Wong stated that baseline spending was calculated by identifying safety projects that are in the current five-year capital improvements program, and it is up to the local jurisdictions to either increase or decrease the funding. Commissioner Overman suggested that state or local jurisdictions address stronger legislation on distracted driving penalties in which pedestrian and cyclists’ injuries cause death or permanent life-changing injuries.

Councilman Maniscalco stated that he was glad that the conversation has changed from being car-centric to people-centric because seventy-nine deaths per year is an epidemic, and we need to embrace Vision Zero. It is the duty of elected officials to do whatever they can at the local and state level to make people a priority.

Following the discussion, the motion carried unanimously.

**B. Southshore Transit Re-Evaluation**

Ms. Sarah McKinley, MPO Staff, presented information on the Southshore Transit Re-evaluation. In 2014, the Hillsborough MPO conducted and adopted the SouthShore Transit Study that looked at improving transit in the SouthShore region. The MPO was recently asked by HART to revisit the study and assure the recommendations from that study still meet the needs of the community and create a new implementation phase with updated costs.

Following the presentation, Commissioner Smith inquired about the timing of the various phases and the Bloomingdale area. Ms. McKinley could not provide details on a timeline due to the referendum; however, staff is working closely with HART to see if some of the services can be restored sooner than later. The Bloomingdale area will be reevaluated as a Brandon Phase Two in the upcoming year.

**A motion was made by Commissioner Kemp to approve the SouthShore Transit Study Re-evaluation. The motion was seconded by Mayor Rick Lott.**

Commissioner Overman was excited to see that bus service levels are being examined and restored in Southshore. She wanted to know if an analysis was done on the major source of the employees that are getting to MacDill Airforce Base, as part of this service design. Ms. McKinley stated that there is a route deviation recommendation in the study.
Following discussion, the motion carried unanimously.

C. MPO Policy Positions for 2019

Beth Alden provided an overview of legislative updates from the Florida MPO Advisory Council. The Policy Committee reviewed some of the topics for the session and asked staff to draft a letter to Senator Rouson, the Hillsborough County Chairman of the Legislative Delegation, supporting the following positions for the 2019 legislative session: restating the position that the board took two months ago requesting full funding for the I-275/SR 60 interchange project; bullets addressing safety and school hazardous walking conditions; and opposition of the legislation that restricts citizen participation in key decision by eliminating seats on the MPO Board or restricting the use of voter-approved Charter County Transportation Surtax proceeds to a narrow set of eligible expenditures. Staff will communicate the positions to all of the Legislative Delegation and potentially to representatives from other areas as well.

The concerns about the bill that was filed by Representative Avila from Miami-Dade were because it changes the list of expenditures from the charter county and regional surtax that was approved by our voters last November. It would delete the list of eligible expenditures and replace it with a shorter list which includes only capital, like construction and vehicle acquisition for bus and rail projects. It would not include operations; therefore, fuel could not be bought to expand bus services and drivers could not be paid.

Chairman Miller wanted to know if anyone talked to Representative Avila about the bill. Ms. Alden stated that staff had not talked to him but have been in conversation with the Hillsborough Legislative Delegation members. Chairman Miller suggested that the three impacted MPOs (Hillsborough, Miami-Dade, and Duval) and their Chairs schedule a face to face discussion with the Representative.

There was brief discussion on the surcharge restriction element and retroactivity.

A motion was made by Commissioner Kemp to transmit the letter to Senator Rouson. The motion was seconded by David Mechanik.

Mr. Mechanik recommended including someone from HART, or the HART Lobbyist in the team that will be travelling to Tallahassee. Chairman Miller suggested that Ms. Alden meet with Mr. Jim Taylor, Hillsborough County’s Lobbyist.

Commissioner Overman suggested scheduling an appointment during the Hillsborough Day on March 13th in Tallahassee. Commissioners Miller and Kemp will be in Tallahassee that day as well. Mayor Rick Lott stated that Plant City has a Lobbyist that would be willing to join the group as well. Mayor Mel Jurado added the Temple Terrace Lobbyist, and Mrs. Cindy Stuart added the School Board Lobbyist.

Commissioner Smith asked for clarification on the SEIS Study, timing and funding for the Westshore Interchange. Ms. Alden stated that there are a lot of questions about the design of the project and the questions are being investigated. There will be a public process for the design and engineering phase of the project. It is being procured as a design build project, so the design and construction will be under one master contract.

Secretary David Gwynn responded to Commissioner Smith’s question regarding funding for the design phase for the Westshore Interchange. Funding was available at one time; however, it was taken away when the reset was done. The SEIS would have to be approved prior to being able to move into the next phase, and there is still some right of way to acquire.

Following discussion, the motion carried unanimously.
STATUS REPORTS

A. FDOT District 7 Freight Plan, Sub-Area Study & Local Freight Improvements

Brian Hunter, with FDOT District 7, provided an update on local freight improvements in District 7. Information on current freight industry practices and new local plans for Hillsborough County can be found at www.tampabayfreight.com and www.freightmovesflorida.com

Following the presentation, Commissioner Overman wanted to know the percentage of freight that moves via truck versus rail. Mr. Hunter stated 100% since everything at one point or another is on a truck. Mr. Charles Klug agreed and stated that Port Tampa Bay is trying to put more cargo on rail and work with CSX. Mr. Lopano agreed with 100% from TIA’s point of view.

B. Heights Mobility Study

Mr. Stephen Benson, FDOT Representative, provided an update on the study. The purpose of the study was to identify improvements throughout the Florida Avenue and Tampa Street/Highland Avenue corridor that provide safe and efficient mobility. The study began October 2017 with a lot of community outreach and community vision. Implementation of short-term and mid-term improvements will take place through 2024.

Following the presentation, Commissioner Overman encouraged FDOT to accelerate a crosswalk and light beacons between Florida and Wilder, as well as a crosswalk and lighting at Idlewild near the Milhouse Project and near Knollwood.

Commissioner Kemp would like to see something done with the poles in the middle of the sidewalks and suggested using mobility fees for underground electrical.

Councilman Maniscalo echoed comments from Commissioners Kemp and Overman and thanked FDOT for being responsive.

Commissioner Overman would also like to see lower speed limits or speed limit indicator signs along Florida Avenue.

Chairman Miller thanked Mr. Benson for his report since the study is in a District that he represents.

EXECUTIVE DIRECTOR’S REPORT

Ms. Alden informed the group of a discussion about the MPO Merger Study that took place at the Policy Committee meeting. The committee discussed looking at how to streamline planning and unify the regional coordination process. The topic will be brought to the TMA Leadership Group at the Friday, February 8th meeting and then will go back to all of the MPOs for consideration.

The workshop held on January 31st regarding community impacts of FDOT’s Plans for I-275 & I-4 Interchanges was a success. It was the first of three about Tampa Bay Next and what happens specifically with the Downtown Interchange. Following completion of all three workshops, the Board will potentially send a letter of comment to FDOT. Comments from the public about what should be included in the letter will be obtained at the public hearing this summer.
Last month, Ms. Alden had an opportunity to speak at the National Conference of the Transportation Research Board on the Health in All Policies approach and thanked the board for their leadership on health.

The next MPO Board meeting will be held on Monday, March 11.

Commissioner Smith commented on a no-build option and would like to see an opportunity for the public and stakeholders to provide comments and have a conversation at the next public meeting on FDOT’s plans for the Downtown Interchange. Ms. Alden stated that the letter of comment that she referenced from the Board will be part of the June public hearing agenda, and the public will have an opportunity to address the Board regarding options for the Downtown Interchange.

OLD & NEW BUSINESS

Commissioner Overman recommended that the various stakeholders for the Sales Tax Referendum get together and compare projects with professionals to put together and provide to the MPO their decisions that they are taking to their boards for approval in order to produce a list for the IOC to review with the possible funding in September.

A motion was made by Commissioner Overman to schedule a presentation at a future MPO Meeting by staff of the five agencies receiving the surtax funding for the purpose of addressing what will be approved with the interlocal agreement and any projects that they would feel comfortable bringing forward. The motion was seconded by Councilman Maniscalco.

(Mayor Jurado left at 10:58 a.m.)

Mayor Lott stated that Plant City already has their list ready and the County has seen it.

Commissioner Kemp felt that the motion would create more redundant bureaucracy.

Following discussion, Commissioner Overman withdrew her motion.

ADJOURNMENT

A quorum was maintained for the duration of the meeting. There being no further business, the meeting adjourned at 11:04 a.m.
Meeting of the Citizens Advisory Committee (CAC) on February 13

The CAC met on February 13th and recommended for MPO approval:

✓ An amendment to the Transportation Improvement Program (TIP) to fund a Project Development & Environmental (PD&E) study for the US 41/CSX grade separation project proposed by FDOT.

The CAC was also briefed on:

- The Tampa Bay Next Section 7 PD&E study recommendation to add two general purpose lanes to I-275 north of downtown Tampa to Bearss Ave. Members asked how this project would affect the Boulevard conversion proposal for I-275, the southbound to eastbound fly-over, how to improve bicycle and pedestrian safety around the interchanges, and the express bus lanes proposed by TBARTA.

- The Shared Mobility Design and Policy Studio project being conducted by the FSU Dept. of Urban and Regional Planning and the Planning Commission. Members were impressed by the level of knowledge presented by the urban planning graduate students and had lots of questions about what shared ride mobility like Uber and Lyft will mean for traditional transit, how users can navigate through the system, drop off and pick up zones around venues such as Amalie Arena, and how citizens can get involved.

Meeting of the Technical Advisory Committee on February 25

The committee approved and forwarded to the MPO Board:

✓ An amendment to the TIP to fund a Project Development & Environmental (PD&E) study for the US 41/CSX grade separation. Members acknowledged this as one of the highest priority congested intersections and are interested in hearing more about the design alternatives as the project moves forward.

The TAC also heard reports on:

- 2045 LRTP update and ways for the TAC to weigh-in. The members were interested in moving the date of their May or June regularly-scheduled meetings to coincide with a joint workshop with the Planning Commission to further explore ways to coordinate and influence the 2045 LRTP update.
- Tampa Bay Next Section 7 PD&E study. There were questions on the design – suggestion extra care given to marking crosswalks at the Hillsborough Avenue on and off ramps; the appreciation for noise walls; and for the other TBN Sections, the timeline for completing the SEIS and receiving an update on ROW acquisitions.

Meeting of the Bicycle/Pedestrian Advisory Committee (BPAC) on February 13

The committee approved and forwarded to the MPO Board:

✓ An amendment to the TIP to fund a Project Development & Environmental (PD&E) study for the US 41/CSX grade separation.

The BPAC also heard reports on:

- The Application of Demographic Analysis to Pedestrian Safety by Dr. Pei-Sung Lin of CUTR. The presentation focused on the demographics of pedestrian victims of traffic crashes, and how those are correlated to race, age, and income as well as proximity to destinations such as bars, schools or stores.

- The City of Tampa’s Harbour Island Complete Streets project, which will reduce speed limits and add safety features for pedestrians and cyclists.

- A Shared Mobility Project underway by FSU Master’s of Urban and Regional Planning students focusing on transit, ridesharing, and other types of shared mobility.

The BPAC also discussed the 2019 Dangerous by Design report, which placed the Tampa Bay area at number 9 nationally for pedestrian and cycling danger. The committee also heard public comment in favor of a road diet on Bay to Bay Blvd. in Tampa.

Meeting of the Livable Roadways Committee (LRC) on February 20

The committee approved and forwarded to the MPO Board:

✓ Whit Remer as alternate Advocate for Livable Communities;
✓ TIP Amendment to fund a PD&E study for the US41 CSX Grade Separation.

The LRC also heard reports on:

- The City of Tampa’s Harbour Island Complete Streets.

Meeting of the Transportation Disadvantaged Coordinating Board (TDCB) on February 22

The committee approved:

✓ The abbreviated results of the annual evaluation of the Community Transportation Coordinator. Clients reported 99 percent satisfaction for the Sunshine Lines’ service.

✓ The Legislative Message for the 2019 Transportation Disadvantaged Legislature Day scheduled for March 20th in Tallahassee.
The TDCB also heard reports on:

- The Advantage Ride pilot project sponsored by the Florida Legislature and Commission for Transportation Disadvantaged. The pilot provides free trips for persons with disabilities in Hillsborough, Pinellas and Manatee. There are no limitations on the trip type or destination.

- The Tampa Bay Next Workforce Development program piloted by the Florida Department of Transportation. The purpose of the program is to:
  1. To build productive, sustainable relationships with regional and local stakeholders and community members;
  2. To provide direct economic benefits to communities where FDOT is constructing infrastructure projects, specifically targeting low-income, and high-unemployment areas; and
  3. To help address the construction labor shortage by recruiting and building a pipeline of workers for infrastructure projects in the Tampa Bay region and increasing the likelihood of FDOT projects staying on time and within budget.
Tampa Bay Transportation Management Area (TMA) Leadership Group Executive Summary

Representing the MPOs in Pasco, Pinellas, & Hillsborough Counties

**Summary for 2.8.19 meeting**

*Based on the importance and reach of the conversations that happen at the TMA Leadership Group, we are looking to keep our stakeholders aware of the outcomes of these meetings. The following is a summary of the most recent meeting highlights; you can find the full agenda [online]. A video of the meeting can be [viewed on YouTube].*

The vast majority of the meeting discussion was devoted to approaches to regional coordination and the future structure of the TMA Leadership Group

- Hillsborough MPO Executive Director Beth Alden presented a number of options for how regional coordination could proceed in future
  - The staff recommendation was to continue the current TMA meeting schedule this year, and in 2020 use the TBARTA MPO Chairs Coordinating Committee (CCC) as a base group for regional coordination and restart quarterly CCC meetings
    - The CCC has a voting structure and existing processes for dispute resolution, joint approval of plans, sharing of financial resources among MPOs to create regional documents, and public participation, as well as an existing interlocal agreement
    - In addition, it includes Hernando/Citrus MPO, Polk County TPO, and Sarasota/Manatee MPO as members
  - Staff recommended that after the Tri-County LRTP approval in late 2019, the TMA could move to annual meetings, with supplemental joint board meetings among at least two MPO boards as needed
    - In 2020, the regional plan could also be expanded to the larger CCC area
- The consensus among the group was that members found value in continued regular meetings as a core three-county region, with the TMA potentially structured as a named subcommittee of the CCC to eliminate redundancies and unnecessary bureaucracy
  - Using the CCC structure could streamline the number of interlocal agreements needed, manage the overall number of regional groups, and allow the TMA to use existing CCC processes
    - It would eliminate the need for new interlocal agreements
    - A formal interlocal agreement for regional planning coordination is federally required not only among the TMA MPOs but also between the Pasco and Hernando/Citrus MPOs and between Hillsborough MPO and both Polk TPO and (soon) Sarasota/Manatee MPO
    - The existing CCC Interlocal Agreement satisfies the federal requirements
    - To streamline the number of regional meetings, the TMA could in 2020 meet on the same days as the CCC, immediately before or after the CCC, adding focus to the core area of this mini-super-region
There was discussion of the CCC’s relationship with TBARTA, which has evolved over time

- The CCC predates TBARTA, but CCC members agreed to merge with TBARTA when the two groups’ missions and geographic areas were nearly identical
- In 2017, the legislature revised TBARTA’s mission and area to be narrower than the CCC’s
- There were differing opinions about whether TBARTA or the MPOs – through the CCC – should lead regional multimodal planning

There was significant discussion of the need to speak with one voice as a tri-county region to successfully pursue funding for the federally recognized urbanized area of Hillsborough/Pasco/Pinellas

- There was also some discussion of how to balance local needs vs. regional needs, and of whether regional coordination was necessary to advance the needs of local communities
- The Central Avenue BRT was cited as a local project that is on a path to success in its quest for federal funding because it was supported by the region as a whole

- There was also recurring discussion of the merits of the Regional Transit Feasibility catalyst project, which has not thus far received consensus of support among the group, but that was ultimately tabled to a future meeting after concerns were raised about Tampa core neighborhoods
- The project will be studied further by TBARTA in an upcoming PD&E study, and can be considered by the TMA as a potential priority when it has been better defined

Hillsborough MPO Executive Planner Allison Yeh presented on the Regional Vulnerability Assessment

- The pilot program is a joint project between Hillsborough MPO, Forward Pinellas, Pasco County MPO, Tampa Bay Regional Planning Council and FDOT District 7.
  - It is funded by a Federal Highway Administration Resilience and Durability to Extreme Weather Grant, one of 11 awarded throughout the country
- The program addresses FAST Act requirements for long-range planning, including improving the resilience and reliability of the transportation system
  - The program’s findings will be incorporated into the 2045 LRTP, with a final report being issued later this year
  - 29% of the region’s lane miles are affected by a Category 3 storm and sea level rise
- Each county picked two representative corridors to analyze for vulnerability because a region-wide analysis is daunting
  - Hillsborough: Big Bend Rd from US-41 to I-76; Gandy Blvd from 4th St to Dale Mabry Hwy
  - Pasco: US 19 from SR 54 to SR 52; SR 54 from US 19 to Suncoast Pkwy
  - Pinellas: Gulf Blvd. from Bath Club Cir. to 125 Ave. & Tom Stuart Cswy Bridge; Roosevelt Blvd/SR 686 from Ulmerton Rd/SR 688 to Gandy Blvd.
  - 11 factors went into the selection of those critical projects, including evacuation route, projected traffic volume, proximity to activity centers, projected population density, and more
- The project is currently in the adaptation strategies phase, which examines how the region can adapt its physical assets, natural landscapes, and water management to mitigate sea level rise and land loss
  - Next steps include econometric modeling, another round of stakeholder engagement, and incorporating the findings into the LRTP
- Members thanked Yeh for her presentation and emphasized the importance of the project
The group heard staff recommendations for the annual priority project list

- Previous priorities have been inconsistently defined in the past, and often were not specific projects that could be advanced
- Staff recommended five top regional priorities to advance immediately:
  - SR60/I-275 interchange in Hillsborough County
  - I-75 at Overpass Road in Pasco County
  - I-75 at Gibsonton in Hillsborough County
  - I-275 operational improvements from north of downtown Tampa to the I-275/I-75 apex
  - Central Avenue Bus Rapid Transit in Pinellas County
- The priority list will be brought back to the group in April for final approval

The group received a brief update on the Regional Long Range Transportation Plan development

- Next steps for the plan development include regional modeling for travel demand and project selection, cost/revenue estimates, cost feasibility for projects, and local outreach by each MPO this summer

For future agenda items, group members requested a presentation on the mechanics of how transportation/transit funding occurs at the state level, and that the group revisit a voting structure as members had not come to a
Overview

This week we have added to our tracking House Bill 5 and Senate Bill 7068. These bills are important to the MPO community, here are some details: HB 5 does a couple of things but the really big impact to transportation is the potential to make sales surtax referendums very difficult, if not impossible, to pass in the future. Here is the backstory, the Florida Constitution pre-empts taxation other than property taxes to the State. So, the State has the right to tell local units of government when and how you may implement taxes. This bill is part of that State role and would require any sales surtax referendum to be held during a general election which is not a big deal. Senate Bill (SB 336 by Brandes) does the same thing and that is fine. Here is where HB 5 is very different from SB 336, it requires that any sales surtax referendum must be approved by two-thirds of the voters in order to be implemented. Additionally, the ballot language and an analysis of the revenue that could be generated from the ballot referendum would have to be submitted to the State 180 days prior to the ballot/election. If a local unit of government does not comply with this requirement, then the referendum outcome is not valid. The Senate version is not as onerous.

The other Bill mentioned at the opening of this newsletter is SB 7068 which is the Senate President’s priority. The bill will provide additional funding to the transportation trust fund in future years (about $135 Million per year), but it will come from the general revenue fund and where those cuts will be made is not known. The budget is a zero-sum game so in order for transportation funding to go up, something else has to take a cut. SB 7068 does place a focus on providing economic opportunity for rural areas of Florida and calls out three corridors to be built. More details are in the bill review at the end of this newsletter.

The House and Senate passed a smokeable medical marijuana bill as the Governor had asked and the related lawsuit basically forced this outcome. It was mentioned in last week’s newsletter as occupying the minds of legislators. Now that this issue has cleared the legislature can move on to new things. The Governor, Senate President and House Speaker seem to have their priorities moving forward in their respective chambers, what happens when priorities hit the “other” chamber is unknown. The art of compromise will be very important, as each leader has priorities that will cost money and must be balanced against other needs in the state budget. All three leaders seem to be handling their relationships with the other state leaders with dignity and respect. This bodes well for passing a budget that achieves each set of priorities in some fashion and for a session adjournment that is on time. In years past the relationship among the state’s leaders has been contentious at times and it made for difficult sessions. It appears to be a new approach in Tallahassee. But enough of the negative, let’s explore a few of the leader’s priorities…
We are seeing the House Speaker focus on health care reform, the Senate President is focused on Transportation and Infrastructure (see SB 7068) and the Governor is focused on the Environment, especially water quality. Thankfully, none of these priorities seem to conflict with each other but of course we aren’t that far into the budget and those priorities could soon clash over money. Speaking of the budget, initial forecasts are for a slight reduction in funding for general revenue. Funds saved from prior years will allow the budget to stay flat and not decrease, if that is what the legislature wants to do. Let’s hope we don’t have a late session surprise, last year was heartbreaking and no one wants a repeat of that experience. An easy session would be very welcome.

We are tracking a few new bills. As always, the new bills and changes to existing bills are shown in RED in the last section of the newsletter. Sections shown in RED and strikethrough represent items removed due to an amendment to a bill. Your MPOAC Legislative Update will keep you apprised of changes and amendments.

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

### Important Dates for the 2019 Legislative Session

- **January 25, 2019** - deadline for submitting requests for drafts of general bills and joint resolutions, including requests for companion bills
- **March 1, 2019** - Deadline for approving final drafts of general bills and joint resolutions, including companion bills
- **March 5, 2019** - Regular Session convenes, deadline for filing bills for introduction
- **April 20, 2019** - All bills are immediately certified, motion to reconsider made and considered the same day
- **April 23, 2019** - Last day for regularly scheduled committee meetings
- **May 3, 2019** - Last day of Regular Session

### Committee Meetings Next Week of Interest to the Membership

**Monday, March 18, 2019**
- Senate Commerce and Tourism Committee – Senate Office Building Rm 110 – 1:30PM

**Tuesday, March 19, 2019**
- Senate Appropriations Subcommittee on Transportation, Tourism and Economic Development – Senate Office Building Rm 110 – 1:30PM
- House Transportation & Tourism Appropriations Subcommittee – 8:00AM
- House Transportation & Infrastructure Subcommittee - Noon

**Wednesday, March 20, 2019**
- Senate Appropriations Subcommittee on Transportation, Tourism and Economic Development – Senate Office Building Rm 110 – 1:30PM
- Senate Community Affairs Committee – Senate Office Building Rm 301 – 4:00PM
- Senate Infrastructure and Security Committee – Senate Office Building Rm 110 – 4:00PM

**Thursday, March 21, 2019**
- No Senate Committee Meetings
- House State Affairs Committee – Noon
- House Rules Committee – 1:00PM
This is a summary of transportation related bills filed and published on the legislature’s website as of March 15, 2019. The last day to file bills for introduction was on March 5th so this hopefully will be the last newsletter with new bills. However, amendments to existing bills may be filed which dramatically change the impact of a particular bill. Because of this, we may see new bills highlighted in your future weekly MPOAC legislative newsletters. The bills are listed in numerical order for your convenience. As the session and bills progress, this ordering of bills will make it easier to follow the status of any particular bill you are tracking. All updates to this section of the newsletter and bills shown below will be in RED so you can quickly distinguish between updates and old news. Sections shown in RED and strike-through represent items removed due to an amendment to a bill.

**HB 5: Discretionary Sales Surtaxes – (General Bill by Local, Federal and Veterans Affairs Subcommittee; DeCeglie; Co-Introducers: Hill)** – Similar to SB 336 by Brandes (Requires Sales Surtax referendum be held on a general election ballot only). This bill does a number of things, the primary concern to transportation is the requirement that any sales surtax that could be used by transportation and/or infrastructure would have to be put to a vote of the residents in a general election and would require approval by two-thirds of electors voting on the ballot measure to pass. The bill would also require a county wanting to hold a discretionary sales surtax referendum to notify the Office of Program Policy Analysis and Government Accountability at least 180 days prior to the vote. If not, the vote is voided. Referred to Local, Federal and Veterans Affairs Subcommittee; Ways and Means Committee; State Affairs Committee. Passed Local, Federal and Veterans Affairs Subcommittee; 9 Yeas, 3 Nays. Passed Ways and Means Committee; 12 Yeas, 5 Nays. Now in State Affairs Committee.

**SB 68: Transportation Disadvantaged – (Book)** - Requiring community transportation coordinators, in cooperation with the coordinating board, to plan for and use any available and cost-effective regional fare payment systems that enhance cross-county mobility for specified purposes for the transportation disadvantaged; requiring each coordinating board to evaluate multicounty or regional transportation opportunities to include any available regional fare payment systems that enhance cross-county mobility for specified purposes for the transportation disadvantaged, etc. Referred to Infrastructure and Security; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations.

**HB 71: Traffic Offenses – (McClain; Co-Introducers: Stevenson; Stone)** – Identical to SB 158 by Baxley. Provides criminal penalties for person who commits moving violation that causes serious bodily injury to or death of vulnerable road user; requires person to pay specified fine, serve minimum period of house arrest, & attend driver improvement course; requires court to revoke person's driver license for minimum specified period; defines "vulnerable road user". Referred to Transportation and Infrastructure Subcommittee; Criminal Justice Subcommittee; State Affairs Committee.

**SB 72: Alligator Alley Toll Road – (Passidomo; Co-Introducers: Hooper)** – Identical to HB 6011 by Rommel. Requiring specified fees to be used indefinitely, instead of temporarily, to reimburse a local governmental entity for the direct actual costs of operating a specified fire station, etc. Referred to Infrastructure and Security; Appropriations Subcommittee on

HB 75: Expanded Uses of Unmanned Aircraft – (Yarborough; Co-Introducers: Grieco; Killebrew) – Similar to SB 132 by Rouson. Permits use of drones by law enforcement agencies & other specified entities for specified purposes. Referred to Criminal Justice Subcommittee; State Affairs Committee; Judiciary Committee. On Committee agenda-- Criminal Justice Subcommittee, 02/06/19, 9:00 am, Sumner Hall. Favorable by Criminal Justice Subcommittee, 14 Yeas, 1 Nay. On Committee agenda-- State Affairs Committee, 02/19/19, 3:00 pm, Morris Hall. Committee Substitute by State Affairs Committee, passed 22 Yeas, Zero Nays. Passed Judiciary Committee; 17 Yeas, 1 Nay. Pending review of Committee Substitute. This bill has passed all House committees. First reading on House Floor 03/11/2019.

SB 76: Use of Wireless Communications Devices While Driving – (Simpson; Co-Introducers: Passidomo; Hooper; Mayfield; Book; Rouson; Berman) – Similar to HB 107 (Toledo, Slosberg) and H 45 (Slosberg). Creating the "Florida Ban on Wireless Communications Devices While Driving Law", prohibiting a person from operating a motor vehicle while listening or talking on a wireless communications device for the purpose of voice interpersonal communication; deleting a provision requiring that enforcement of this section be accomplished only as a secondary action, etc. Referred to Infrastructure and Security; Innovation, Industry, and Technology; Judiciary; Rules. On Committee agenda-- Infrastructure and Security, 02/19/19, 4:30 pm, 110 Senate Building. Committee Substitute by Infrastructure and Security; passed with 8 Yeas, Zero Nays. Now in Innovation, Industry, and Technology Committee. Passed Innovation, Industry, and Technology Committee; 9 Yeas, Zero Nays. Now in Judiciary.

SB 78: Public Financing of Construction Projects – (Rodriguez) – Identical to HB 169 by Fernandez. Prohibiting state-financed constructors from commencing construction of certain structures in coastal areas without first conducting a sea level impact projection study and having such study published and approved by the Department of Environmental Protection; requiring the department to develop by rule standards for such studies; providing for enforcement; requiring the department to publish such studies on its website, subject to certain conditions, etc. Referred to Environment and Natural Resources; Infrastructure and Security; Appropriations Subcommittee on Agriculture, Environment, and General Government; Appropriations. On the Committee Agenda - Environment and Natural Resources, 03/12/2019, 4:00PM Room 37 Senate Office Building. Passed Environment and Natural Resources; 5 Yeas, Zero Nays. Now in Infrastructure and Security.

HB 107: Use of Wireless Communications Devices While Driving – (Toledo; Slosberg; Co-Introducers: Beltran; Casello; Cortes; Duran; Eskamani; Gottlieb; Grieco; Hattersley; Killebrew; Massullo; McClure; Overdorf; Polo; Smith, C.; Stark; Stevenson; Thompson; Webb) – Similar to SB 76 (Simpson). Revises short title & legislative intent; prohibits person from operating motor vehicle while using wireless communications device for purpose of nonvoice or voice interpersonal communication; redefines term "wireless communications device" to include voice communications; requires deposit of fines into Emergency Medical Services Trust Fund; removes provision requiring that enforcement be accomplished only as secondary action. Referred to Transportation and Infrastructure Subcommittee; Appropriations Committee; State Affairs Committee.
SB 116: **Motor Vehicle Racing – (Stewart)** – Identical to HB 611 (Mercado). Increasing the criminal penalty for a third or subsequent violation related to motor vehicle racing within a specified period after the date of a prior violation that resulted in a conviction, etc. Referred to Infrastructure and Security; Criminal Justice; Judiciary; Rules. On Committee agenda--Infrastructure and Security, 02/19/19, 4:30 pm, 110 Senate Building. Favorable by Infrastructure and Security; 8 Yeas, Zero Nays. Now in Criminal Justice. Favorable by Criminal Justice; 5 Yeas, Zero Nays. Now in Judiciary. On Committee agenda-- Judiciary, 03/18/19, 4:00 pm, 110 Senate Building.

SB 132: **Drones – (Rouson)** – Similar to HB 75 (Yarborough). Defining the terms “dangerous or deadly weapon” and “large-scale event”; authorizing the use of a drone by a law enforcement agency to prepare for or monitor safety and security at a large-scale event; prohibiting a law enforcement agency using a drone in an authorized manner from equipping it with specified attachments or using it to fire projectiles, etc. Referred to Criminal Justice; Infrastructure and Security; Rules. On Committee agenda – Criminal Justice, 02/11/19, 2:30PM Room 37 Senate Bldg. Committee Substitute by Criminal Justice; 5 Yeas, 0 Nays. Now in Infrastructure and Security.

SB 144: **Impact Fees – (Gruters)** – Similar to HB 207 (Donalds). Revising the minimum requirements for impact fees adopted by a local government; exempting water and sewer connection fees from the Florida Impact Fee Act, etc. Referred to Community Affairs; Finance and Tax; Appropriations. On Committee agenda-- Community Affairs, 02/05/19, 2:00 pm, 301 Senate Building --Temporarily Postponed. Favorable by Community Affairs; 5 Yeas, Zero Nays. Now in Finance and Tax. On Committee agenda-- Finance and Tax, 03/20/19, 1:30 pm, 401 Senate Building.

SB 158: **Traffic Offenses – (Baxley)** – Identical to HB 71 by McClain. Citing this act as the "Vulnerable Road User Act"; providing criminal penalties for a person who commits a moving violation that causes serious bodily injury to, or causes the death of, a vulnerable road user; requiring that the person pay a specified fine, serve a minimum period of house arrest, and attend a driver improvement course; requiring that the court revoke the person’s driver license for a minimum specified period, etc. Referred to Infrastructure and Security; Appropriations Subcommittee on Criminal and Civil Justice; Appropriations.

HB 169: **Public Financing of Construction Projects – (Fernandez)** – Identical to SB 78 by Rodriguez. Prohibiting state-financed constructors from commencing construction of certain structures in coastal areas without first conducting a sea level impact projection study and having such study published and approved by the Department of Environmental Protection; requiring the department to develop by rule standards for such studies; providing for enforcement; requiring the department to publish such studies on its website, subject to certain conditions, etc. Referred to Agriculture and Natural Resources Subcommittee; Appropriations Committee; State Affairs Committee.

HB 207: **Impact Fees – (Donalds)** – Similar to SB 144 (Gruter). Revises minimum requirements for adoption of impact fees by specified local governments; authorizes prevailing party to recover attorney fees under certain circumstances; exempts water & sewer connection fees from Florida Impact Fee Act. Referred to Local, Federal and Veterans Affairs Subcommittee; Commerce Committee; State Affairs Committee. On Committee agenda-- Local, Federal and Veterans Affairs Subcommittee, 02/20/19, 4:00 pm, 12 HOB. Committee Substitute by Local, Federal and Veterans Affairs Subcommittee; 14 Yeas, Zero Nays. Favorable by Commerce Committee; 22 Yeas, Zero Nays. Now in State Affairs Committee. Favorable by
State Affairs Committee; 22 Yea, Zero Nays. This bill has passed all committees and now goes to a full House floor vote.

SB 306: Traffic Infraction Detectors – (Brandes) – Similar to HB 6003 by Sabatini.
Repealing provisions relating to the installation and use of traffic infraction detectors to enforce specified provisions when a driver fails to stop at a traffic signal, provisions that authorize the Department of Highway Safety and Motor Vehicles, a county, or a municipality to use such detectors, and the distribution of penalties collected for specified violations; amending provisions relating to distribution of proceeds, enforcement by traffic infraction enforcement officers using such detectors, procedures for disposition of citations, preemption of additional fees or surcharges, compliance, amount of penalties, registration and renewal of license plates, and points assessed for certain violations, to conform provisions to changes made by the act, etc. Referred to Infrastructure and Security; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations. Withdrawn.

HB 309: Railroad-Highway Grade Crossings – (Duggan) – Similar to SB 608 by Bean.
Prohibits railroad train from blocking public highway, street, or road at railroad-highway grade crossing for more than specified time period; provides exceptions; provides civil penalties; exempts certain persons from liability for violations. Referred to Transportation and Infrastructure Subcommittee; Civil Justice Subcommittee; State Affairs Committee.

HB 311: Autonomous Vehicles – (Fisher) – Co-Introducers: Rodriguez; Mayfield) – Similar to SB 932 by Brandes. Exempts autonomous vehicles & operators from certain prohibitions; provides that human operator is not required to operate fully autonomous vehicle; authorizes fully autonomous vehicle to operate regardless of presence of human operator; provides that automated driving system is deemed operator of autonomous vehicle operating with system engaged; authorizes Florida Turnpike Enterprise to fund & operate test facilities; provides requirements for operation of on-demand autonomous vehicle networks; revises registration requirements for autonomous vehicles. Referred to Transportation and Infrastructure Subcommittee; Transportation and Tourism Appropriations Subcommittee; State Affairs Committee. Favorable by Transportation and Infrastructure Subcommittee; 14 Yeas, Zero Nays. Now in Transportation and Tourism Appropriations Subcommittee.

HB 341: Motor Vehicles and Railroad Trains – (LaMarca) – Identical to SB 1002 by Hutson. Requires that, in event of crash involving railroad train, collection of certain information be at discretion of law enforcement officer having jurisdiction to investigate crash; specifies that certain persons are not considered passengers for purpose of making crash reports. Referred to Transportation and Infrastructure Subcommittee; Criminal Justice Subcommittee; State Affairs Committee. CS by Transportation and Infrastructure Subcommittee; Criminal Justice Subcommittee; State Affairs Committee. CS by Transportation and Infrastructure Subcommittee; 13 Yeas, Zero Nays.

SB 350: Impact Fees – (Hutson) – Prohibiting local governments from charging impact fees for certain developments, etc. Referred to Community Affairs; Infrastructure and Security; Appropriations. Committee Substitute Favorable by Community Affairs; 5 Yeas, Zero Nays. Now in Infrastructure and Security.

HB 385: Transportation – (Avila) – This bill had a strike-all amendment filed and passed at the last committee stop. The primary provisions of this bill are: Eliminates the MDX and assigns all assets and liabilities to the Florida Department of Transportation, restricts the expenditures of the half-penny sales tax to only being expended on capital improvements, restructures the Miami-Dade TPO Board, and prohibits the collection of an optional membership fee by the Miami-Dade TPO for use on non-federally eligible expenditures. As an editorial note,
this bill is advancing rapidly and seems likely to pass. Requires certain authority members to comply with financial disclosure requirements; limits levy of & revises authorized uses of certain surtaxes; revives Pilot Rebuilt motor vehicle inspection program; revises provisions relating to DOT design plan approval, transportation project programs, toll collection & use, & M.P.O. membership; repeals pts. I & V of ch. 348, F.S., related to Florida Expressway Authority Act & Osceola County Expressway Authority Law. Referred to Transportation and Infrastructure Subcommittee; Ways and Means Committee; State Affairs Committee. On Committee agenda--Transportation and Infrastructure Subcommittee, 02/13/19, 1:30 pm, Reed Hall. Committee Substitute by Transportation and Infrastructure Subcommittee; 15 Yeas, 0 Nays. Now in Ways and Means Committee. CS/CS by Ways and Means Committee; 17 Yeas, Zero Nays. Now in State Affairs Committee.

**HB 453: Micromobility Devices and Motorized Scooters – (Toledo)** – Similar to SB 542 (Brandes). Authorizes county or municipality to regulate operation of micromobility devices & for-hire motorized scooters; authorizes county or municipality to require licensure; requires proof of certain insurance coverage; provides that regulation of micromobility devices & for-hire motorized scooters is controlled by state & federal law; provides that operator has all rights & duties applicable to rider of bicycle; exempts micromobility device or motorized scooter from certain requirements; provides that person is not required to have valid driver license to operate micromobility device or motorized scooter; authorizes parking on sidewalk; removes requirements for sale of motorized scooters; exempts micromobility devices & motorized scooters from certain emblem requirements. Referred to Transportation and Infrastructure Subcommittee; Local, Federal and Veterans Affairs Subcommittee; State Affairs Committee. Favorable by Transportation and Infrastructure Subcommittee; 14 Yeas, Zero Nays. Now in Local, Federal and Veterans Affairs Subcommittee.

**HB 476: Child Restraint Requirements – (Perry)** – Identical to HB 567 (Slosberg). 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 Infrastructure and Security; Children, Families, and Elder Affairs; Rules.

**SB 542: Micromobility Devices and Motorized Scooters – (Brandes)** – Similar to HB 453 (Toledo). Defining the term “micromobility device”; revising the definition of the term “motorized scooter”; authorizing a county or municipality to regulate the operation of micromobility devices and for-hire motorized scooters, subject to certain restrictions; authorizing a county or municipality to require that a person offering micromobility devices or for-hire motorized scooters be licensed; exempting a micromobility device or motorized scooter from certain registration, insurance, and licensing requirements, etc. Referred to Infrastructure and Security; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations.

**SB 544: Airports – (Brandes)** – Requiring the Department of Transportation to provide financial and technical assistance to sponsors that operate public-use airports by making department personnel and department-owned facilities and equipment available on a cost-reimbursement basis to such sponsors for special needs of limited duration; requiring federal funding of individual local public-use airport projects to be wholly between the airport sponsors and the appropriate federal agencies; authorizing the department to receive federal grants for both local and statewide public-use airport projects when no sponsor is available, etc. Referred to Infrastructure and Security; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations.
SB 567: Child Restraint Requirements – (Slosberg) – Identical to SB 467 (Perry). Increasing the age of children for whom operators of motor vehicles must provide protection by using a crash-tested, federally approved child restraint device; increasing the age of children for whom a separate carrier, an integrated child seat, or a child booster seat may be used, etc. Referred to Transportation and Infrastructure Subcommittee; Children, Families and Seniors Subcommittee; State Affairs Committee.

HB 605: Tax Increment Revenues – (Casello) – Authorizes counties and municipalities to use increment revenues under specified conditions. Referred to Local, Federal and Veterans Affairs Subcommittee; Ways and Means Committee; State Affairs Committee.

SB 608: Railroad-Highway Grade Crossings – (Bean) – Similar to HB 309 by Duggan. Prohibits railroad train from blocking public highway, street, or road at railroad-highway grade crossing for more than specified time period; provides exceptions; provides civil penalties; exempts certain persons from liability for violations. Referred to Infrastructure and Security; Judiciary; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations.

HB 611: Motor Vehicle Racing – (Mercado) – Identical to SB 116 (Stewart). Motor Vehicle Racing; Increases criminal penalty for third or subsequent violation related to motor vehicle racing within specified period after date of prior violation that resulted in conviction. Referred to Criminal Justice Subcommittee; Justice Appropriations Subcommittee; Judiciary Committee.

SB 612: Driving Under the Influence – (Baxley) – Similar to HB 929 by Antone; Plakon. Requiring that the monthly leasing fee for an ignition interlock device be discounted by specified percentages under certain circumstances when a person claims inability to pay; authorizing a court, upon agreement by a state attorney, to withhold adjudication of guilt for certain criminal violations relating to driving under the influence, under certain circumstances, etc. Not yet assigned to committees. Referred to Criminal Justice; Appropriations Subcommittee on Criminal and Civil Justice

SB 622: Traffic Infraction Detectors – (Brandes; Co-Introducer: Diaz) – Similar to HB 6003 (Sabatini). Repealing provisions relating to the installation and use of traffic infraction detectors to enforce specified provisions when a driver fails to stop at a traffic signal, provisions that authorize the Department of Highway Safety and Motor Vehicles, a county, or a municipality to use such detectors, and the distribution of penalties collected for specified violations; repealing provisions relating to the authorization to use traffic infraction detectors, etc. Not yet assigned to committees. Referred to Infrastructure and Security; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations.

SB 660: Transportation – (Brandes) – Notes on this bill: This is a lengthy bill that covers many aspects of transportation. Some are not of interest to MPOs. Of interest to the MPO community: For express lanes on a tolled facility, if the travel speed falls below 40 MPH then the user must be charged the minimum express lane toll amount. Any toll facility that is to be transferred, sold or acquired by a local entity must be approved by the legislature. Requires the Department of Transportation to submit a report to the Governor, Senate President and Speaker of the House evaluating the current work program and it’s benefits to Florida. This report is currently evaluated by the Florida Transportation Commission only. The Florida Transportation Commission shall review revenue sources and the impacts which are expected to be felt by electric and hybrid vehicles. The report must include recommendations ensuring continued funding to meet transportation needs in Florida. This report shall be provided to the Governor and Legislature. Requiring the Department of Transportation to consist of a central
office that establishes policies and procedures and districts that carry out projects as authorized or required under the policies and procedures of the central office; prohibiting the driver of any vehicle from following another vehicle more closely than is reasonable and prudent given certain circumstances; revising the number of times that certain persons may elect to attend a basic driver improvement course; providing requirements, beginning on a specified date, for license plates, cab cards, and validation stickers for vehicles registered in accordance with the International Registration Plan; directing the department to implement protocols for issuing an optional electronic credential and to procure a related technology system, etc. Referred to Infrastructure and Security; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations

HB 681: Florida Transportation Commission – (Zika; Co-Introducer: Roach) – Editorial note: This bill eliminates the Florida Transportation Commission (FTC) and anywhere there is a reference to the FTC, the responsibilities are shifted the Florida Department of Transportation. The content of this bill looks as if someone did a search for “Florida Transportation Commission” and took those sections of Florida Statutes and included them in this bill. Removes requirement that Secretary of Transportation be nominated by FTC & that secretary provide assistance to FTC; removes provisions relating to creation, membership, duties, meetings, executive director & staff, & budget of FTC; removes requirement that FTC review certain transportation policy initiatives; repeals provisions relating to transportation performance & productivity standards; revises membership & member approval of Center for Urban Transportation Research advisory board; revises provisions relating to review & evaluation of DOT's tentative work program; requires DOT to determine certain average administrative costs for expressway authorities; removes FTC rulemaking authority. Not yet assigned to committees. Referred to Transportation and Infrastructure Subcommittee; Transportation and Tourism Appropriations Subcommittee; State Affairs Committee.

HB 693: Communications Services – (Fischer) – Reduces communications services tax rate on sales of communications services; revises authority for municipalities, and counties to impose permit fees on providers of communications services that use or occupy municipal or county roads or rights-of-way; deletes procedures, requirements, & limitations with respect to such fees. Not yet assigned to committees. Referred to Energy and Utilities Subcommittee; Ways and Means Committee; Commerce.

HB 725: Commercial Motor Vehicles – (Payne) – Repeals assistive truck platooning technology pilot project; revises provisions relating to platoon vehicle operation, commercial motor vehicle safety regulations & penalties, apportionable vehicle requirements, certain license plate fees, vehicles registered under International Registration Plan, & theft of certain commercial cargo; authorizes DHSMV to partner with tax collector to conduct Fleet Vehicle Temporary Tag pilot program. Referred to Transportation and Infrastructure Subcommittee; Transportation and Tourism Appropriations Subcommittee; State Affairs Committee. Committee Substitute Favorable by Transportation and Infrastructure Subcommittee; 13 Yeas, Zero Nays. Now in Transportation and Tourism Appropriations Subcommittee.

SB 728: Growth Management – (Lee) – Authorizing sufficiently contiguous lands located within the county or municipality which a petitioner anticipates adding to the boundaries of a new community development district to also be identified in a petition to establish the new district under certain circumstances; providing requirements for the petition; providing notification requirements for the petition, etc. Referred to Community Affairs; Infrastructure and Security; Rules. On Committee Agenda – Community Affairs, 03/12/2019, 4:00PM, 301 Senate Office Building.
SB 898: Transportation – (Diaz) – Editorial Notes: This is the companion bill to HB 385 and among other things it revises the structure of the Miami-Dade TPO. This is the primary concern of MPOs. Given the rapid advancement of HB 385 and the positive remarks it has received by members of the House, this bill has the potential to advance quickly. Membership should watch this bill. Please see HB 385. Revising the authorized uses of proceeds from charter county and regional transportation system surtaxes; revising the preservation goals of the Department of Transportation to include ensuring that all work on the State Highway System meets department standards; requiring the department to approve design plans for all transportation projects relating to department-owned rights-of-way under certain circumstances; prohibiting the department from using toll revenues from high-occupancy toll lanes or express lanes to offset certain funding, etc. Referred to Infrastructure and Security; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations. On Committee Agenda – Infrastructure and Security, 03/12/2019, 4:00PM, 110 Senate Office Building. The bill was revised and now it does nothing to the Miami-Dade TPO. Passed Infrastructure and Security with the amendment removing the restricting of the Miami-Dade TPO; 7 Yeas, 1 Nay. Now in Appropriations Subcommittee on Transportation, Tourism, and Economic Development.

HB 905: Department of Transportation – (Andrade) – Identical to SB 1044 by Albritton. Editorial Notes: This bill eliminates the requirement that the Secretary of Transportation be selected from among three nominees chosen by the Florida Transportation Commission. The Secretary would be chosen directly by the Governor. Requires that 80% of the pavement in each DOT district meet DOT standards which is expected to reduce funding available for capacity expansion. Prohibits local governments from having aggregate materials specifications that are different than the DOTs. The big issue in this bill is that state statutes are changed to require that 75% of the capacity expansion funds be spent on the Strategic Intermodal System (SIS). Currently state statute requires that at least 50% of any new discretionary capacity funds be spent on the SIS and by policy the DOT spends 75%. Policies can be changed more easily than state statutes, this would take away any flexibility of the department and make it more difficult for local units of government to access state transportation funds for capacity improvements. The bill requires the department to give priority to correcting or improving sections of the interstate system that experience unusually high accident rates. If a section of interstate has non-recurring congestion that accounts for more than 75% of the total congestion, then the DOT must begin PD&E studies within three years. Revises provisions related to DOT, including requirements for appointment of Secretary of Transportation, computation of mileage, pavement standards, construction contracts, use of toll revenue, allocation of transportation capacity funds, facility improvements, & project development & environmental studies. Referred to Transportation and Infrastructure Subcommittee; Transportation and Tourism Appropriations Subcommittee; State Affairs Committee. On Committee agenda– Transportation and Infrastructure Subcommittee, 03/12/19, 12:30 pm, Reed Hall. Amendment passed on this bill in Transportation and Infrastructure Subcommittee. The amendment removed the requirement that 80% of the pavement in each DOT district meet DOT standards. Also removed is the provision that requires 75% of capacity expansion funds be spent on the Strategic Intermodal System (SIS). Passed Transportation and Infrastructure Subcommittee; 14 Yeas, Zero Nays. Now in Transportation and Tourism Subcommittee.

HB 929: Driving Under the Influence – (Antone; Plakon) – Similar to SB 612 by Baxley. Requires ignition interlock provider to discount monthly leasing fee for ignition interlock device by certain percentage for certain persons; exempts such person from paying costs of installation of device; authorizes court to withhold adjudication of guilt for certain DUI offenses; requires court to order adjudication of guilt if certain requirements are not met; authorizes person to petition court for withhold of adjudication 5 years after his or her conviction. Filed, not yet assigned to committees.
**SB 932: Autonomous Vehicles – (Brandes)** – Similar to HB 311 by Fischer. Exempting a fully autonomous vehicle being operated with the automated driving system engaged from a prohibition on the active display of television or video; exempting a motor vehicle operator who is operating an autonomous vehicle from a prohibition on the use of wireless communications devices; providing that a licensed human operator is not required to operate a fully autonomous vehicle; authorizing a fully autonomous vehicle to operate in this state regardless of whether a human operator is physically present in the vehicle, etc. Referred to Infrastructure and Security; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations. On Committee agenda-- Infrastructure and Security, 03/20/19, 4:00 pm, 110 Senate Building.

**SB 952: Electronic Navigation Systems – (Taddeo)** – Prohibiting electronic navigation systems, for certain purposes, from directing the operator of a vehicle to drive through adjacent residential areas when a school zone speed limit is in effect if the primary purpose of such direction is to avoid the school zone, etc. Referred to Infrastructure and Security; Innovation, Industry, and Technology; Rules.

**SB 1002: Motor Vehicles and Railroad Trains– (Hutson)** – Identical to HB 341 by LaMarca. Revising the definition of the term “railroad train”; requiring that, in the event of a crash involving a railroad train, the collection of certain information be at the discretion of the law enforcement officer having jurisdiction to investigate the crash; specifying that certain persons are not considered passengers for the purpose of making crash reports, etc. Referred to Infrastructure and Security; Criminal Justice; Rules. On Committee agenda-- Infrastructure and Security, 03/12/19, 4:00 pm, 110 Senate Building. Passed Infrastructure and Security; 8 Yeas, Zero Nays. Now in Criminal Justice.

**SB 1044: Department of Transportation – (Albritton)** – Identical to HB 905 by Andrade. Editorial Notes: This bill eliminates the requirement that the Secretary of Transportation be selected from among three nominees chosen by the Florida Transportation Commission. The Secretary would be chosen directly by the Governor. Requires that 80% of the pavement in each DOT district meet DOT standards which is expected to reduce funding available for capacity expansion. Prohibits local governments from having aggregate materials specifications that are different than the DOTs. The big issue here is probably that state statutes are changed to require that 75% of the capacity expansion funds be spent on the Strategic Intermodal System (SIS). Currently state statute requires that at least 50% of any new discretionary capacity funds be spent on the SIS and by policy the DOT spends 75%. Policies can be changed more easily than state statutes, this would take away any flexibility of the department and make it more difficult for local units of government to access state transportation funds for capacity improvements. The bill requires the department to give priority to correcting or improving sections of the interstate system that experience unusually high accident rates. If a section of interstate has non-recurring congestion that accounts for more than 75% of the total congestion, then the DOT must begin PD&E studies within three years. Providing that the Department of Transportation consists of a central office that establishes policies and procedures and districts that carry out certain projects; requiring certain preservation goals to include ensuring that a specified percentage of the pavement in each of the department’s districts meet department standards by a specified year; prohibiting local governments from adopting standards or specifications that are contrary to the department standards or specifications for permissible use of aggregates and materials that have been certified for use, etc. Referred to Infrastructure and Security; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations. On Committee agenda-- Infrastructure and Security, 03/20/19, 4:00 pm, 110 Senate Building.
HB 1069: **Expressway Tolls – (Rodriguez)** – Identical bill to SB 1406 by Flores. Prohibiting a person operating a motor vehicle on an expressway from being charged a toll if the average speed of traffic on the expressway falls below 40 miles per hour; defining the term “expressway”, etc. Not yet assigned to committees.

HB 1235: **Legal Notices – (Fine; Co-Introducer: Sabatini)** – Similar bill to SB 1676 by Baxley. Removes provisions relating to publication of legal notices in newspapers; requires counties to publish legal notices on their websites; requires counties to provide specified notice to residents concerning alternative methods of receiving notices; specifies form for affidavits of publication. Referred to Local, Federal and Veterans Affairs Subcommittee; Judiciary Committee; State Affairs Committee.

SB 1406: **Expressway Tolls – (Flores)** – Identical bill to HB 1069 by Rodriguez. Prohibiting a person operating a motor vehicle on an expressway from being charged a toll if the average speed of traffic on the expressway falls below 40 miles per hour; defining the term “expressway”, etc. Not yet assigned to committees.

SB 1676: **Legal Notices – (Baxley)** – Similar bill to HB 1235 by Fine. Deleting provisions relating to publication of legal notices in newspapers; defining the term “publicly accessible website”; authorizing government agencies to publish legal notices on their websites; requiring government agencies to provide specified notice to residents concerning alternative methods of receiving legal notices, etc. Referred to Judiciary; Governmental Oversight and Accountability; Rules.

SB 1710: **Legal and Official Advertisements – (Diaz)** – Authorizing the publication of legal and official advertisements on specified publicly accessible governmental websites in lieu of publication in a newspaper, etc. Referred to Judiciary; Governmental Oversight and Accountability; Rules.

HB 6001: **Alligator Alley Toll Road – (Rommel)** – Identical bill to SB 72 by Passidomo. Requires specified fees to be used indefinitely to reimburse local governmental entity for direct actual costs of operating specified fire station. Referred to Transportation and Infrastructure Subcommittee; Transportation and Tourism Appropriations Subcommittee; State Affairs Committee.

HB 6003: **Traffic Infraction Detectors – (Sabatini – Co-Introducers: Grieco; Hill; Jacobs; Sirois)** – Similar bill to SB 306 (Brandes). Repeals provisions relating to Mark Wandall Traffic Safety Program & authorization to use traffic infraction detectors; repeals provisions relating to distribution of penalties, transitional implementation, & placement & installation; conforms cross-references & provisions to changes made by act. Referred to Transportation and Infrastructure Subcommittee; Appropriations Committee; State Affairs Committee. Favorable by Transportation and Infrastructure Committee, 12 Yeas, 1 Nay. Now in Appropriations Committee.

HB 6017: **Small-scale Comprehensive Plan Amendments – (Duggan)** – Removes acreage limitations that apply to small-scale comprehensive plan amendments. Referred to Local, Federal and Veterans Affairs Subcommittee; Commerce Committee; State Affairs Committee. On Committee agenda-- Local, Federal and Veterans Affairs Subcommittee, 02/13/19, 8:30 am, 12 HOB. Favorable by Local, Federal and Veterans Affairs Subcommittee; 14 Yeas, 0 Nays. Now in Commerce Committee. Favorable by Commerce Committee; 21 Yeas, Zero Nays. Now in State Affairs Committee.
HB 7007: OGSR/Toll Facilities – (General Bill by Oversight, Transparency and Public Management Subcommittee; Andrade) – Removes scheduled repeal of exemption from public records requirements for personal identifying information provided for purpose of paying, prepaying, or collecting tolls & associated administrative charges for use of toll facilities. Referred to Transportation and Infrastructure Subcommittee; State Affairs Committee. On Committee agenda-- Transportation and Infrastructure Subcommittee, 02/13/19, 1:30 pm, Reed Hall. Favorable by Transportation and Infrastructure Subcommittee; 15 Yeas, 0 Nays. Now in State Affairs Committee. Favorable by State Affairs Committee; 22 Yeas, Zero Nays. Placed on Calendar – Ready for a Full House Floor Vote.

SB 7068: Public Financing of Construction Projects – (General Bill by Infrastructure and Security) – This bill moves all monies from vehicle registrations into the transportation trust fund. Currently a portion goes to general revenue. The bill gradually shifts all motor vehicle registration fees into the transportation trust fund and by State Fiscal Year this would place an estimated additional $135 Million per year in the transportation trust fund. This would mean a reduction in state spending in some area, that is not addressed in the bill. The bill also creates the Multi-Use Corridors of Regional Economic Significance Program within FDOT. Identified roadways that are to be built by FDOT are the Southwest-Central Florida Connector (Collier County to Polk County); the Suncoast Connector (Citrus to Jefferson County) and the Northern Turnpike Connector (Suncoast Parkway to the Turnpike at Wildwood). The bill requires the new corridors to be tolled and specifies these will be SIS facilities. Additionally, the new corridors would be permitted to use monies from the transportation trust fund, as a loan to be repaid, which during construction would reduce available funds from the rest of the state. Bonding and other financing options are made available as well. Here is the description on the Florida Senate website: Creating the Multi-use Corridors of Regional Economic Significance Program within the Department of Transportation; specifying that projects undertaken in the corridors are tolled facilities and certain approved turnpike projects, and are considered as Strategic Intermodal System facilities; requiring the department to identify certain opportunities to accommodate or co-locate multiple types of infrastructure-addressing issues during the project development phase, etc. Submitted as Committee Bill and Reported Favorably by Infrastructure and Security; 7 Yeas, Zero Nays. Referred to Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations. On Committee agenda-- Appropriations Subcommittee on Transportation, Tourism, and Economic Development, 03/19/19, 1:30 pm, 110 Senate Building.